



City of Dallas

Dallas Bike Plan 2025: Status Update

**Transportation &
Infrastructure Committee
October 21, 2024**

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City of Dallas

Purpose



- Provide a status update on the Dallas Bike Plan development
- Seek Committee input on the vision and goals statement and the direction of the implementation plan



Overview



- Presentation Purpose
- Plan Objectives and Scope
- Action Items from November 2023 Council Briefing
- Plan Development Timeline
- “North Star” – Vision and Goals
- Implementation Plan
- Next Steps

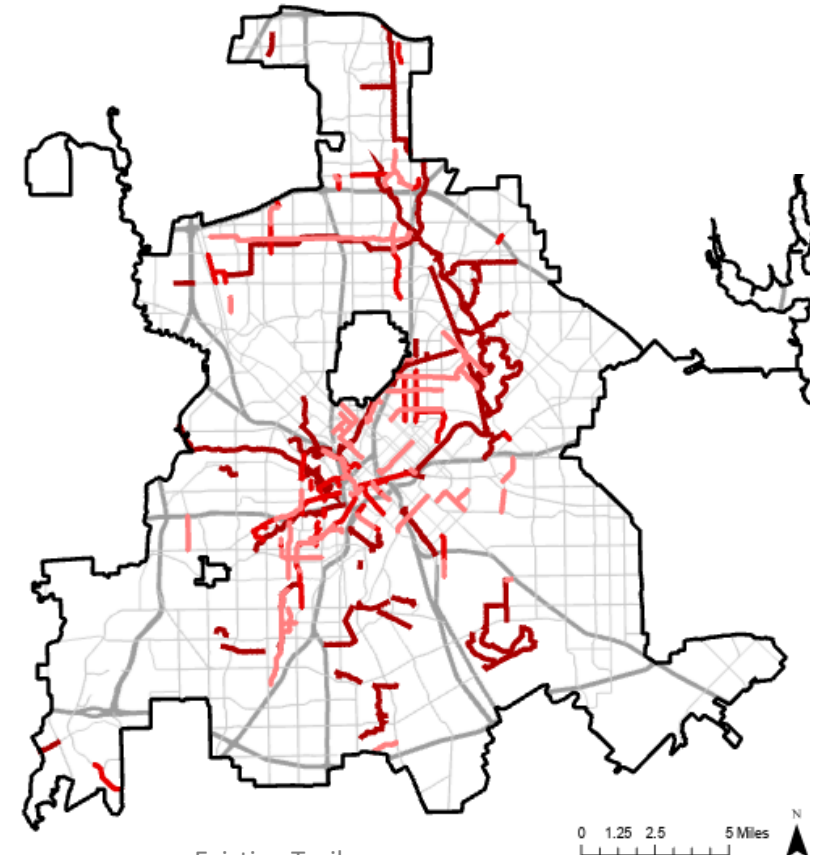


Objectives



- Update the Bike Network Map
 - Ensure connectivity with existing network gaps
 - Provide greater safety and comfort
 - Improve system connectivity, including connections to trails and transit
- Develop new bike facility design standards
- Provide more detailed guidance on project prioritization and phasing

Existing Bike Network



- Existing Trails
- Existing On-Street Bike Facilities
- Existing On-Street Bike Facilities – Recommended to be Upgraded or Removed



Action Items

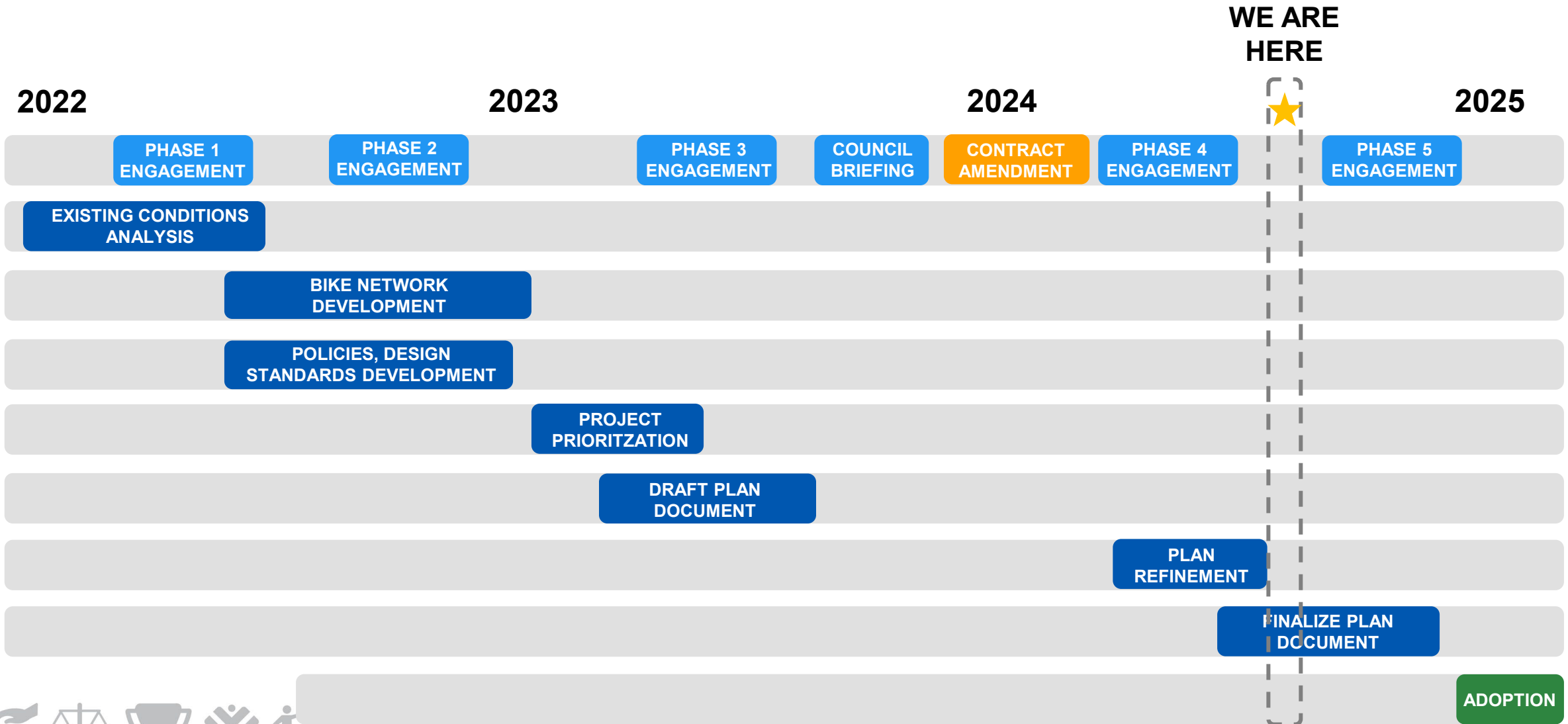


November 2023 Council Briefing Action Items:

- Better define the goals, or “North Star,” for bicycling in Dallas
- Refine the bike network in key areas: Deep Ellum, Uptown, International District area, UNT Dallas surrounding area, Council District 12 (Phase 4 Engagement)
- Refine the implementation plan
 - Identify clear milestones and department roles
 - Rethink the focus on 15 Priority Projects



Plan Development Timeline



“North Star” – Vision



We aspire to a multi-modal Dallas that has a **bicycle system for All Ages and Abilities** connecting people to the places they want to go. We envision **more people traveling by bicycle** or other micromobility devices for short trips.



“North Star” – Goals



- *BUILD* a safe, comfortable, and connected All Ages and Abilities Bicycle Network
- *MAINTAIN* the integrity and usability of the bike network
- *INCREASE* bicycle riding in Dallas in support of CECAP
- *IMPROVE SAFETY* for bicycle riders
- *EQUITABLY* implement bicycle facilities in all areas of the city



Implementation Plan



Phase 1 (0-5 Years): Projects that are expected to be implemented in next 5 years. Includes funded projects and select unfunded projects that are lower cost and top-scoring.

Phase 2 (5-20 Years): Unfunded high-scoring projects up to a cumulative cost of \$300 million. Goal is to implement over next 20 years.

- \$300 million is estimated to fund 100-300 miles, depending on inflation, scope, and complexity of projects.
- \$300 million is consistent with funding levels over previous years.
- Assumes \$2.5 million annual general fund commitment
- \$150 million in grants and \$100 million in future Bond program over next 20 years

Phase 3 (20+ Years): Remaining unfunded projects.

Average Cost of Bike Facilities Per Mile (2024)

- Neighborhood Bikeway: \$700,000
- Visually Separated Bike Lanes: \$100,000
- Physically Separated Bike Lanes: \$2,000,000
- Trails: \$5,000,000

Projects may include some resurfacing and traffic signal improvements, and opportunities are sought to leverage other internal funding sources. Cost of bike lanes are higher if part of larger Complete Street projects.



Implementation Plan (cont'd.)



Project prioritization criteria:



Safety



Equity



Demand



Connections



Public input



Opportunities



Cost and complexity



Existing conditions



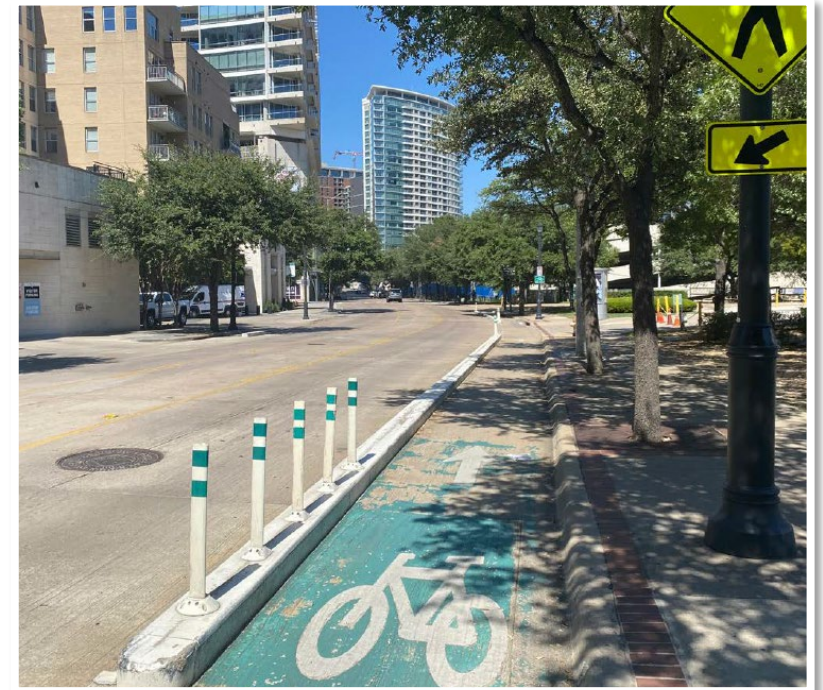
**The Prioritization methodology is based on the industry standard ActiveTrans Priority Tool, published by the Transportation Research Board National Academy of Sciences, and input from the Bicycle Advisory Committee.*

Implementation Plan (cont'd.)



Action items and strategies, with responsible departments, are also being developed. They include:

- Maintenance and Sweeping – development of regular schedules and identification of funding needs
- E-Bike Rebate Program – considerations and recommendations for lead department to coordinate effort
- Update the applicable portions of the Street Design Manual
- Adopt new “standard details” for bike facilities, including options with green paint



Next Steps



- Public comment period for revised draft Dallas Bike Plan (November/December 2024)
- Incorporate of public comments (January 2025)
- Bring final draft plan back to Transportation & Infrastructure Committee before adoption (February 2025)
- City Council adoption of the updated Dallas Bike Plan (March 2025)





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