



# Gresham Smith

## BICYCLE ADVISORY COMMITTEE (BAC) Meeting #2 Summary & Discussion Notes

### DALLAS BIKE PLAN

Gresham Smith Project No. 45505.00

Meeting Date: May 17, 2022

Discussion: Existing Conditions Analysis Progress; Bike Network Guiding Principles; Vision & Goals SWOT Workshop

### MEETING SUMMARY:

1. **Opening:** Gresham Smith Planner, Amanda Sapala, opened the meeting with brief re-introductions and a summary of the BAC meeting schedule and purpose for the day's meeting. She reviewed the pre-work materials that had been distributed a week prior to the meeting that provided the vision statement survey prompts in advance for BAC member consideration.
2. **Existing Conditions Analysis:** Alta Planner, Erin David, presented high-level results regarding the different dimension of existing conditions analysis being conducted, including safety, demand, equity & public health, and the existing network. Erin provided a call to action to the BAC to review the existing bike facilities map and confirm if the existing network map was accurate and note if any facilities were missing.
3. **Bike Network Guiding Principles:** Gresham Smith Planner and Engineer, Katie Rowe, outlined the network process for the BAC including the project's research and methodology, process for updating the plan, and a comparison of the 2011 plan's prioritization factors and proposed 2022 plan evaluation criteria for the bike network. Katie's presentation concluded with a call to action for the BAC to be considering network and plan evaluation criteria recommendations for the next meeting.
4. **Vision & Goals SWOT Workshop:** Amanda led the group in an interactive discussion regarding strengths, weakness, opportunities, and threats for Dallas' bicycle network. BAC members were invited to participate in an interactive survey that showed results real-time as they were entered based on the question prompts below. After each of the four rounds of the survey, the group participated in a vision statement exercise using an interactive whiteboard. The group was very active in the discussion regarding the strength and weaknesses vision statements. Amanda left the group with a call to action to the BAC to provide opportunity and threat/barrier vision statements via email after the meeting.
  - a. Survey Questions:
    - i. In what areas is Dallas a leader when it comes to bicycling? (Think of STRENGTHS and include your name with your answer. Example - "Good bicycle wayfinding signage downtown (Amanda S.)"
    - ii. What weaknesses currently exist in Dallas' bicycle network? (Think of WEAKNESSES and include your name with your answer. Example - "Gaps in protected bike lanes make cycling unpredictable for me when going new places (Amanda S.)"

**Genuine Ingenuity**

- iii. What big ideas do you have for bicycling in Dallas? Anything you've seen or experienced in other cities you'd like to see here? (Think of OPPORTUNITIES and include your name with your answer. Example - "Bicycle leaning rails at intersections (Amanda S.)")
  - iv. What barriers exist in Dallas either for choosing to bike or for building new bicycle infrastructure? (Think of THREATS and include your name with your answer. Example - "Political pressure to prioritize vehicle throughput (Amanda S.)")
- b. Vision Statement Prompts:
- i. I think Dallas is good at \_\_\_\_\_ because of \_\_\_\_\_. We can preserve this by \_\_\_\_\_.
  - ii. I think Dallas struggles with \_\_\_\_\_ because of \_\_\_\_\_. We can address this by \_\_\_\_\_.
  - iii. I would love to see Dallas \_\_\_\_\_ so that \_\_\_\_\_. We could make this happen by \_\_\_\_\_.
  - iv. It's hard to make \_\_\_\_\_ happen in Dallas because of \_\_\_\_\_. We can overcome this by \_\_\_\_\_.

## **DISCUSSION NOTES:**

### **1. Opening Discussion Responses:**

#### **a. Survey Questions**

##### **i. (1) Strengths**

1. Trails at parks Singing Hills area - Gail T
2. Prioritizing regional trail development and connections. -Gabriel
3. Community
4. Off-Street Trails (Kevin K)
5. Excellent advocacy network! BikeDFW, Bike Friendly neighborhood groups, and Friends of Trails Groups (Jessica S)
6. neighborhood advocates take local initiatives, trail network (Jonathan B)
7. Ryan B. Existing trails. Levees.
8. Maintenance of off-street trails in flood plains (ex. White Rock Creek trail)
9. Santa Fe and White Rock great trails. Kyle C

##### **ii. (2) Weaknesses**

1. Southeast Oak Cliff with lack of bike lanes - Gail T
2. Visibility of on-street infrastructure - Gabriel
3. Pinch points (areas where infrastructure ends. -Heather

4. Lack of connectivity of the network - it is often difficult to get to where you want to go on a continuous safe bikeway (Kevin)
  5. Lack of dedicated funding and political support for on-street bicycle facilities. Jessica S
  6. The thoroughfare plan needs to be amended to decrease the over 2-year requirement of public input in order for those streets on the plan to be amended with a new design. This should be the highest priority! (Jonathan B.)
  7. Dallas does not require new streets to be built bike friendly Ryan B
  8. Need true bike lanes for connecting to trails. Kyle
  9. Merging bikes in streets, educating drivers that we are vehicles
  10. Michael. The Runyon Creek Trails, UNT and Five Mile Creek all combine, and they have no signage such as "stay left" announce passing on left" etc. etc.
  11. On-street infrastructure in general, done well and safely
  12. Maintenance (Lack) of on-street infrastructure (Kevin K)
  13. Political support is much better but still a minority on the City Council (Jonathan B)
- iii. (3) Opportunities
1. Identifying opportunities with private businesses/organizations to partner in a common interest to promote cycling.
  2. Open street events - Heather
  3. The "Big Jump" (being implemented in Austin) - build out a network of on-street bikeways all at once within districts of the city, rather than individual disconnected bikeways.
  4. A downtown bicycle transit center with showers, rentals, lockers, maintenance, and other services, see Chicago (Jonathan B.)
  5. Complete streets everywhere (RB)
  6. Be more like Bentonville. More bike to retail restaurants, retail. Have more bike racks. It sends a message. (Arden)
  7. Names of all the city parks you enter into. Most trails enter the rear of the park. Park signs are at the entrance.
  8. Pinch points addressed as low hanging fruit - Heather
  9. A rapid bicycle corridor, think rapid bus, but bicycles with fully separated, solar panels (Jonathan b)
- iv. (4) Threats (Barriers)

1. Lack of specific funding identified for implementation and maintenance of on-street facilities. - Gabriel
2. Information and education - Heather
3. Prioritizing Vehicle LOS rather than Bike/Pedestrian LOS
4. Implementing bike lanes means "taking" a lane of travel or parking - need to overcome this.
5. Cars are easy (Jonathan B)
6. Prioritize Funding
7. Safety at major crossings
8. Cars
9. Learning how to ride (Jonathan B)
10. I found Elmwood Trail very unsafe because too many streets to cross over
11. Funding (Jonathan B)
12. No public education at the elementary school level required or mandated (Jonathan B)

b. Vision Statement Exercise

i. (1) Strengths

1. I think Dallas is good at off-street trails because of building trail connections (between trails, transit, and destinations). We can preserve this by developing a trail network that operates as a unified system, like our vehicular systems. (Kevin)
2. I think Dallas is good at supporting a community of bicycling because of
  - a. its people (in spite of lack of infrastructure) (Heather)
  - b. acceptance of all different/diverse kinds of people (Heather)
  - c. passionate and active advocates (Jonathan)
  - d. tactical urbanism and willing to push the envelope (Jonathan)
3. We can preserve this
  - a. by increasing education to the general public (Kyle)
  - b. by continuing to support local bike friendly organizations (Gabriel)
    - i. and friends of the trails groups (Kevin)
  - c. by increasing safe/comfortable infrastructure so more people (of all ages/abilities) can choose to ride (Heather)

ii. (2) Weaknesses

1. I think Dallas struggles with timely improvements because of procedural and process requirements. We can address this by updating the way we operate to better match the needed pace of change in the community. (Jonathan)

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Amanda Sapala, AICP  
Planner, Gresham Smith

Enclosure: Pre-work Materials, PowerPoint Presentation; Interactive Survey Activity Output; Discussion Board Output

# DALLAS BIKE PLAN

## BAC Meeting #2 Materials

**Setting a clear vision for plan is critical for determining its outcomes. It's starting with the end in mind and using those goals to drive the decision-making for what you need to do in order to get there. We're going to refresh the vision for biking in Dallas as a part of the 2022 Dallas Bike Plan update. In order to do that, though, we need to define what's working right now, what could be better, what new ideas there are, and what barriers make it hard to effect change.**

Our second meeting will be an interactive workshop designed to poll BAC members with regard to strengths, weakness, opportunities, and threats for the Dallas bicycle network and translate those results into action-oriented value statements. Previews of the discussion questions and value statement frameworks are below for your consideration prior to our group conversation. Be prepared to offer your thoughts and participate in an open dialogue as a group on each of these four areas.



# DALLAS BIKE PLAN

## BAC Meeting #2 Materials

### STRENGTHS

#### Poll Question:

In what areas is Dallas a leader when it comes to bicycling?

*(Think of STRENGTHS and include your name with your answer. Example - "Good bicycle wayfinding signage downtown (Amanda S.)"*

#### Value Statement Framework:

I think Dallas is good at \_\_\_\_\_ because of \_\_\_\_\_.

We can preserve this by \_\_\_\_\_.

### WEAKNESSES

#### Poll Question:

What weaknesses currently exist in Dallas' bicycle network?

*(Think of WEAKNESSES and include your name with your answer. Example - "Gaps in protected bike lanes make cycling unpredictable for me when going new places (Amanda S.)"*

#### Value Statement Framework:

I think Dallas struggles with \_\_\_\_\_ because of \_\_\_\_\_.

We can address this by \_\_\_\_\_.

# DALLAS BIKE PLAN

## BAC Meeting #2 Materials

### OPPORTUNITIES

#### Poll Question:

What big ideas do you have for bicycling in Dallas? Anything you've seen or experienced in other cities you'd like to see here?

*(Think of OPPORTUNITIES and include your name with your answer.*

*Example - "Bicycle leaning rails at intersections (Amanda S.)"*

#### Value Statement Framework:

I would love to see Dallas \_\_\_\_\_ so that \_\_\_\_\_.

We could make this happen by \_\_\_\_\_.

### THREATS

#### Poll Question:

What barriers exist in Dallas either for choosing to bike or for building new bicycle infrastructure?

*(Think of THREATS and include your name with your answer. Example -*

*"Political pressure to prioritize vehicle throughput (Amanda S.)"*

#### Value Statement Framework:

It's hard to make \_\_\_\_\_ happen in Dallas because of \_\_\_\_\_.

We can overcome this by \_\_\_\_\_.



# Dallas Bike Plan

## Bicycle Advisory Committee

May 17, 2022



# Purpose of Bicycle Advisory Committee

## MEETING SCHEDULE

1. Objectives, Scope of Work, Project Schedule, and Public Engagement Plan (April 2022)
2. **Review of Existing Conditions; Guiding principles/framework for developing the new bike network; Vision & Goals SWOT exercise. (May 2022)**
3. Draft Bicycle Network, Bicycle Design Standards, and Prioritization Framework Development (September 2022)
4. Funding Analysis, Phasing Recommendations and Priority Projects, Policy and Programmatic Recommendations (October/November 2022)
5. Draft Plan Presentation(January/February 2023)



# Review of Existing Conditions

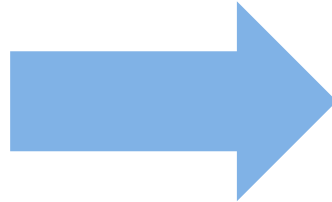
ANALYZING WHERE WE ARE TODAY

REGARDING STRESS, DEMAND, EQUITY, PUBLIC HEALTH, & THE EXISTING NETWORK



## Existing Conditions

- Existing Network
- Level of Traffic Stress
- Safety
- Demand
- Equity + Public Health

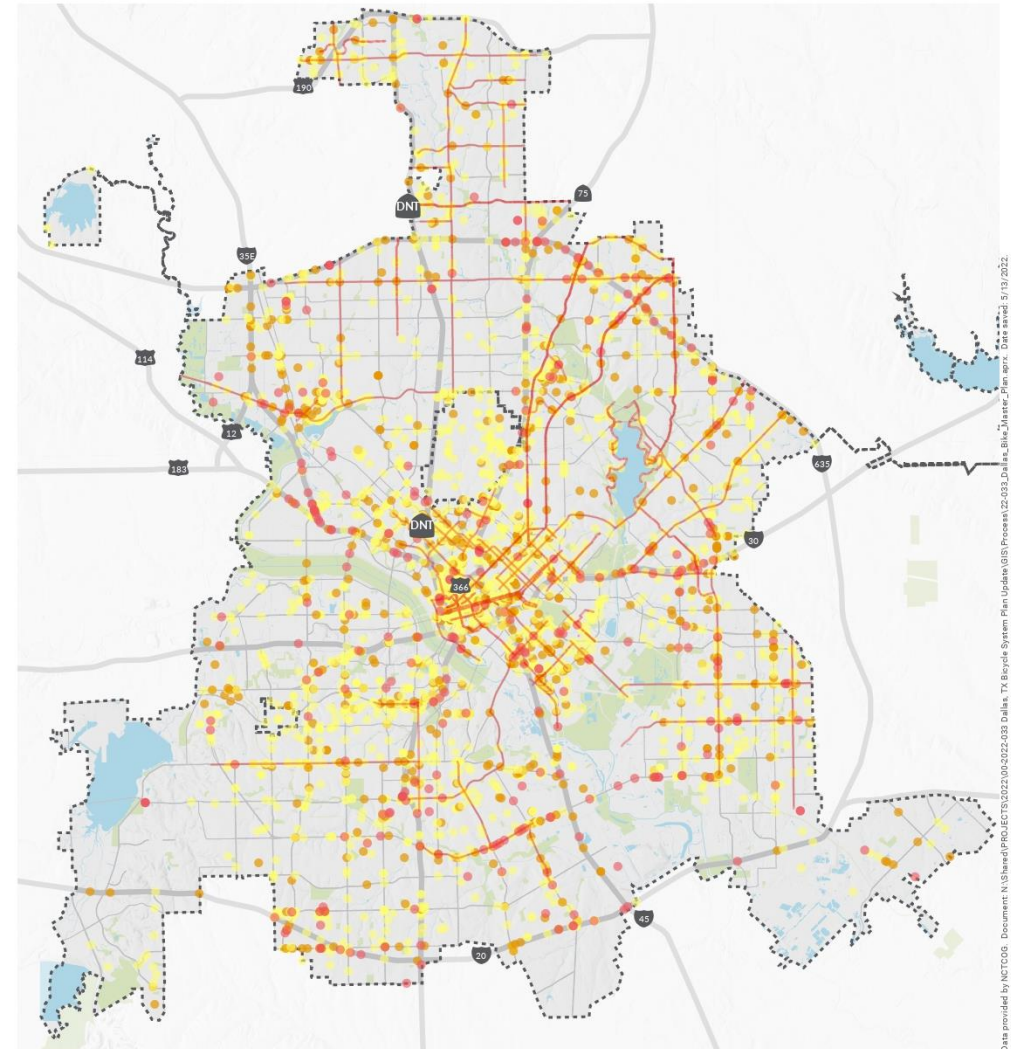


- Understand Current Network
- Identify Network Gaps
- Project Opportunities
- Community Input
- Prioritization and Implementation



# Safety

- Frequency + Severity of Collisions
- High-Injury Network (existing)
- Identify Patterns Related to:
  - Roadway Conditions
  - Existing bikeways
  - Areas of high demand
  - Equity focus areas



ACTIVE TRANSPORTATION COLLISIONS + BICYCLE HIN DALLAS BICYCLE PLAN UPDATE

Bicycle and Pedestrian Collisions (2014-2019)

- Fatal
- Suspected Serious Injury
- Other Collisions

Other Features

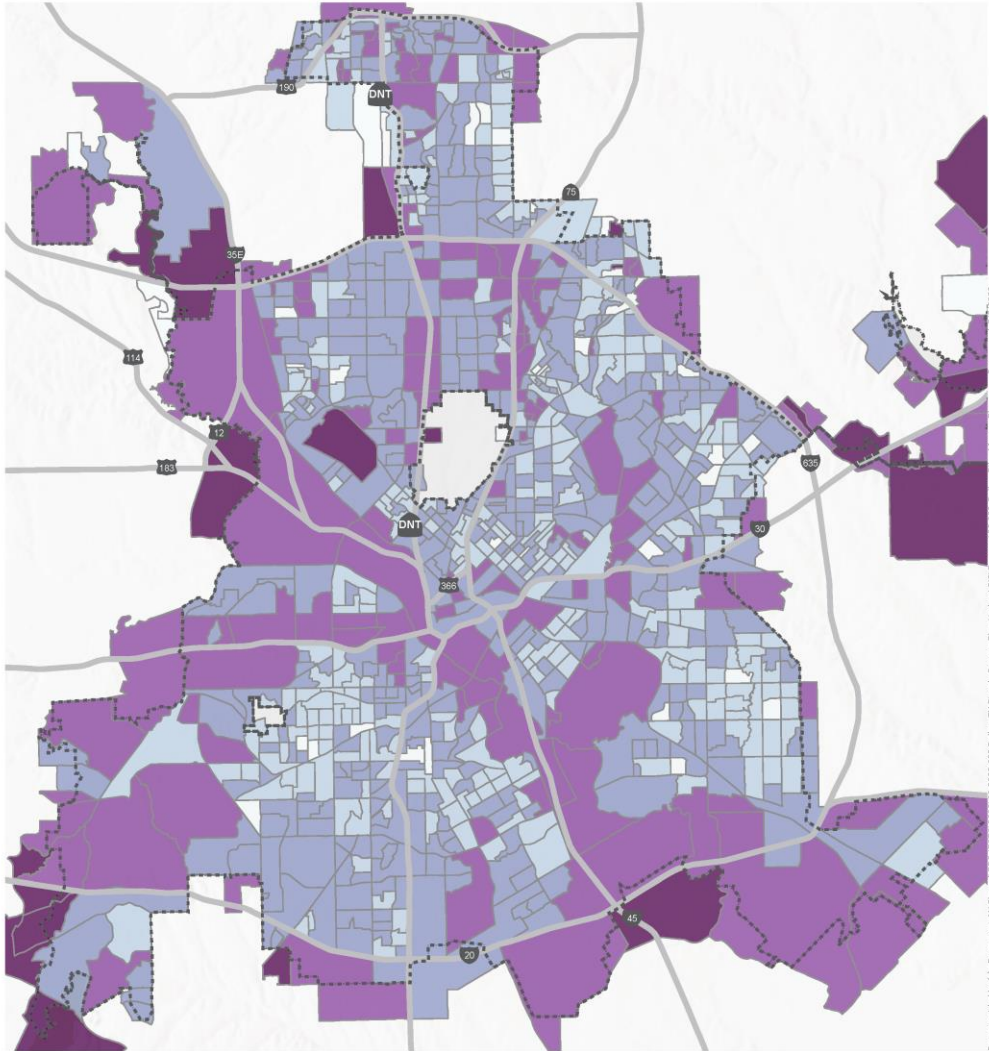
- Bicycle High Injury Network



Data provided by MCTCOG. Document N:\Shared\PROJECTS\2022\04\2022-033 Dallas, TX Bicycle System Plan Update\GIS\Process\22-033\_Dallas\_Bike\_System\_Plan.aprx. Date saved: 5/13/2022.

# Demand

- Short Trips (less than 3 miles)
- Relationship to Destinations
- Identify Patterns Related to:
  - Gaps in the bike network
  - Safety hot spots
  - Trip Potential



ACTIVE TRIP POTENTIAL  
DALLAS BICYCLE PLAN UPDATE

PERCENT OF TRIPS LESS THAN 3 MILES

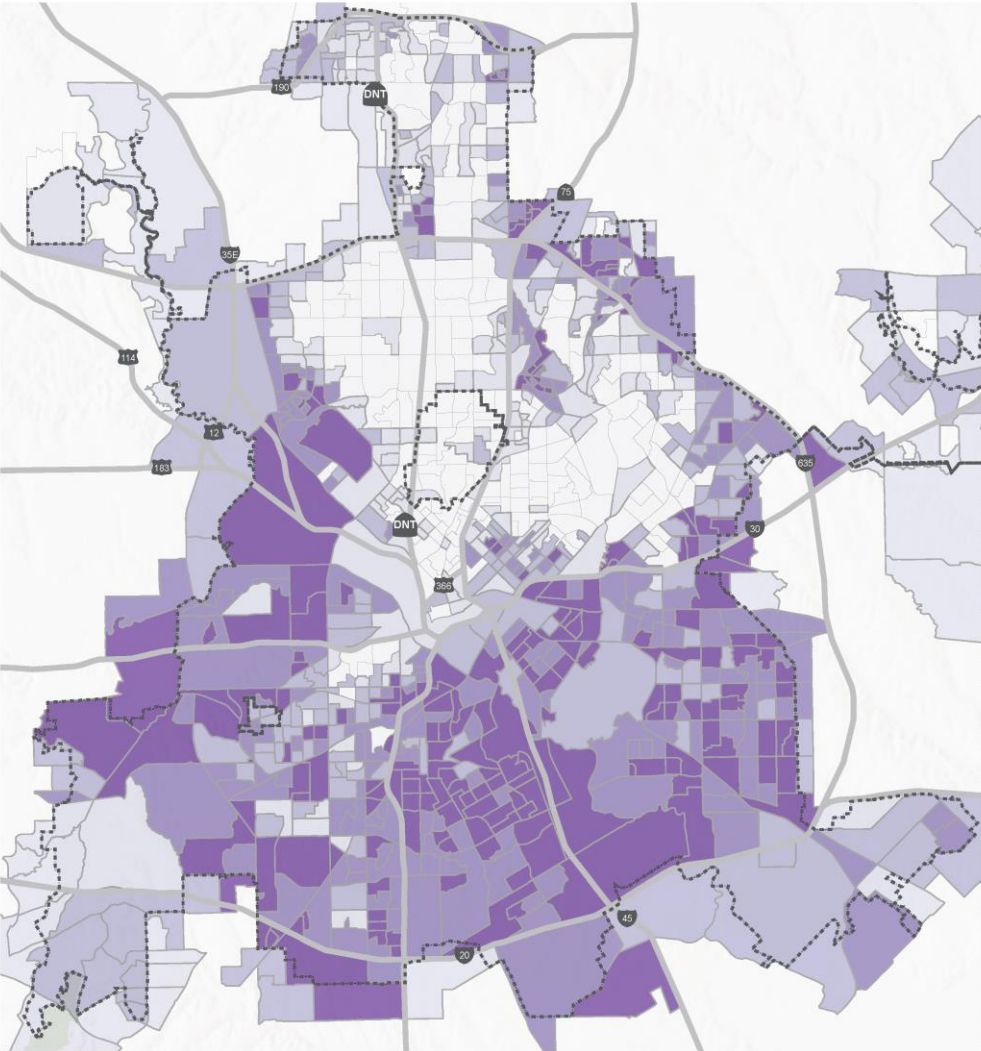
- Greater than 60 percent
- 50 - 60 Percent
- 40 - 50 Percent
- 20 - 40 Percent
- Less than 20 percent
- Dallas City Limits



Data provided by (s). Document: M:\Shared\PROJECTS\2022\200-2022-033 Dallas, TX Bicycle System Plan Update\GIS\Process\22-033\_Dallas\_Bike\_Master\_Plan.aprx. Last saved: 3/5/2022.

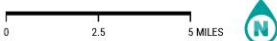
# Equity + Public Health

- Demographic Factors
- Environmental Factors
- Identify Patterns Related to:
  - Existing Bike Network
  - Safety



EQUITY ANALYSIS  
DALLAS BICYCLE PLAN UPDATE

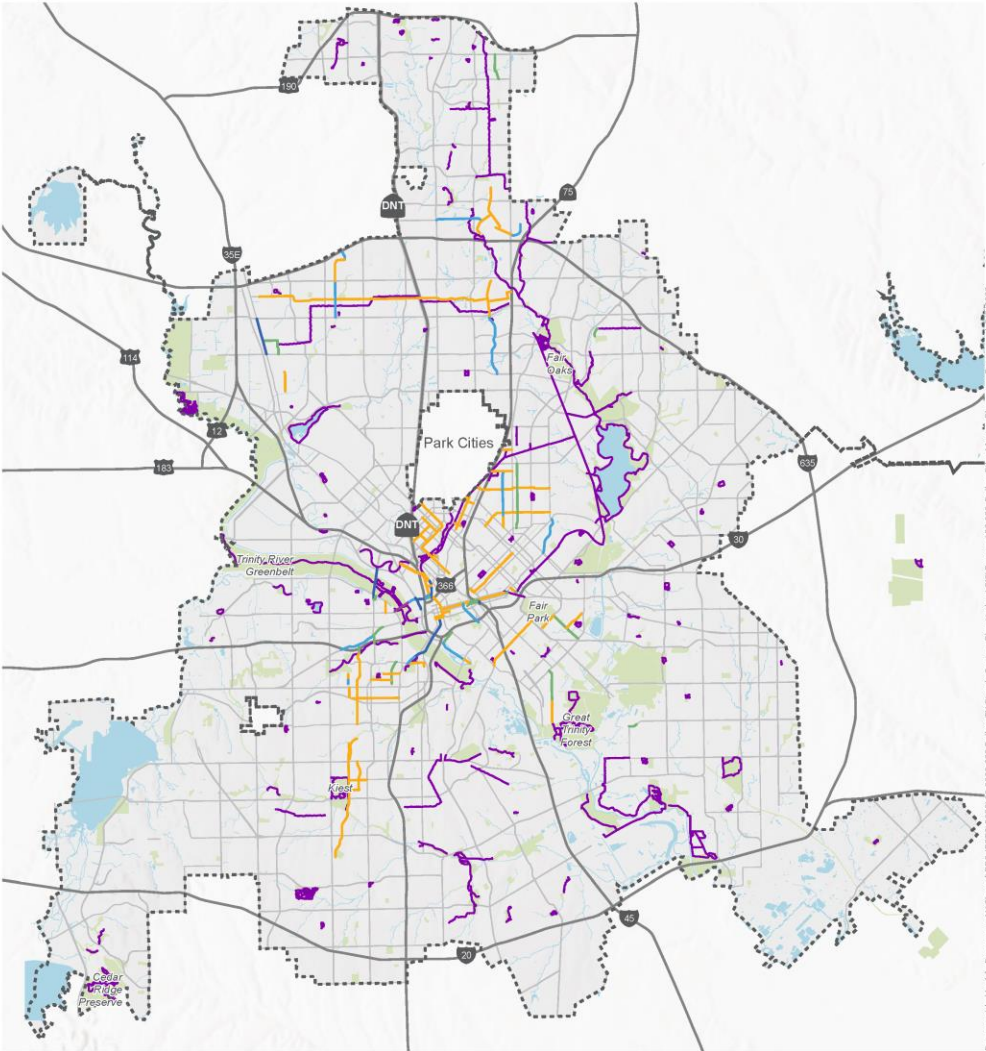
--- Dallas City Limits  
Equity Composite Score  
■ Highest Need  
■ Lowest Need



Data provided by (s). Document: M:\Shared\PROJECTS\2022\200-2022-033 Dallas, TX Bicycle System Plan Update\GIS\Process\22-033\_Dallas\_Bike\_Maps\Map.aprx. Date saved: 3/2/2022.

# Existing Network

- Where are facilities?
- What type?
- Where do they go?
- How complete are they?



EXISTING BIKEWAYS  
DALLAS BICYCLE PLAN UPDATE

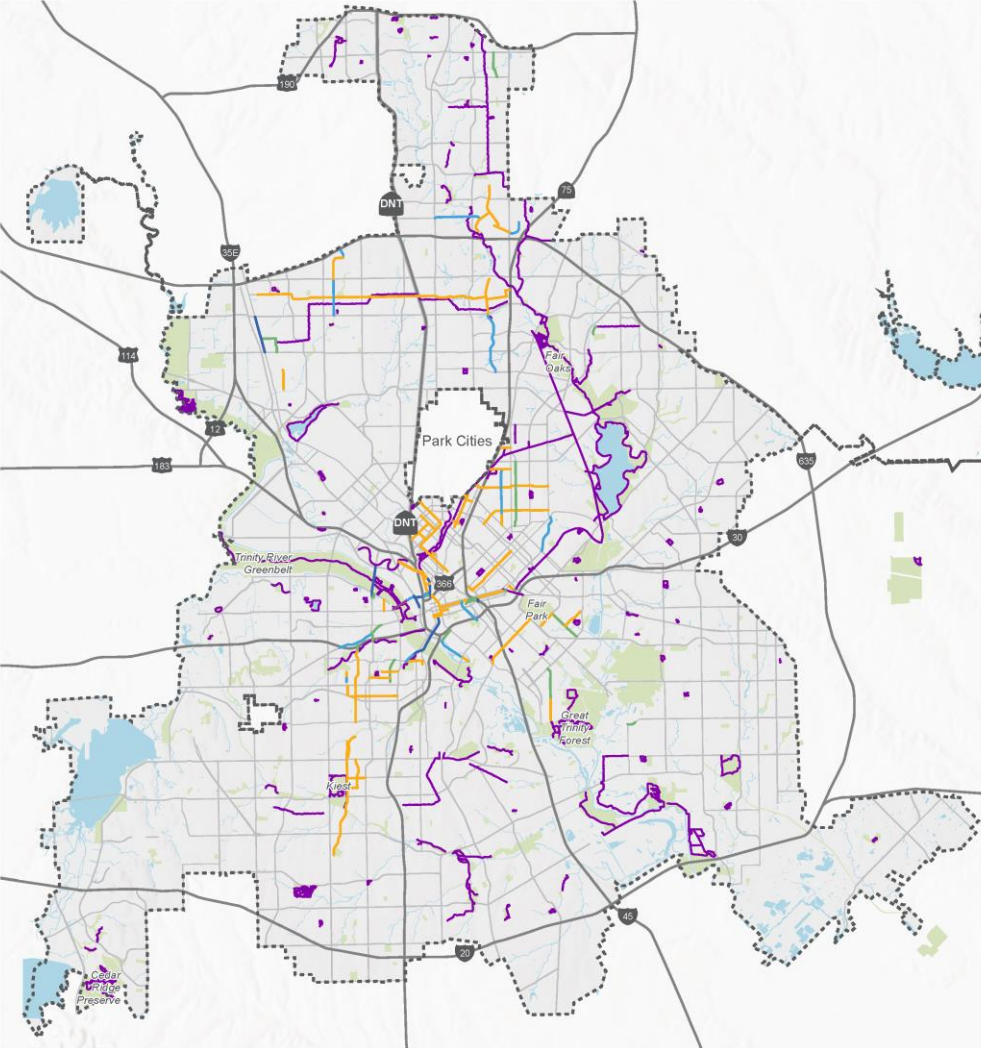
Completed	Dallas City Limits
Sharrows	Parks
Bike Lane	Water
Buffered Bike Lane	
Cycle Track	
Trail	





# How you can help:

- Review existing bikeways map
- Share feedback:
  - Is the existing network accurate?
  - What's missing?



EXISTING BIKEWAYS  
DALLAS BICYCLE PLAN UPDATE

Completed	Dashed line	Dallas City Limits
Sharrow	Green	Parks
Bike Lane	Blue	Water
Buffered Bike Lane	Dark Blue	
Cycle Track	Purple	
Trail		



# Guiding Principles & Framework

FOR EVALUATING THE BIKE NETWORK

REFERENCING 2011 PRIORITIZATION FACTORS & DEFINING OUR OWN CRITERIA



# Research and Methodology: An Informed Plan Update

Dallas Strategic  
Mobility Plan

Forward Dallas  
Comprehensive  
Plan

Trails Master Plan,  
and others

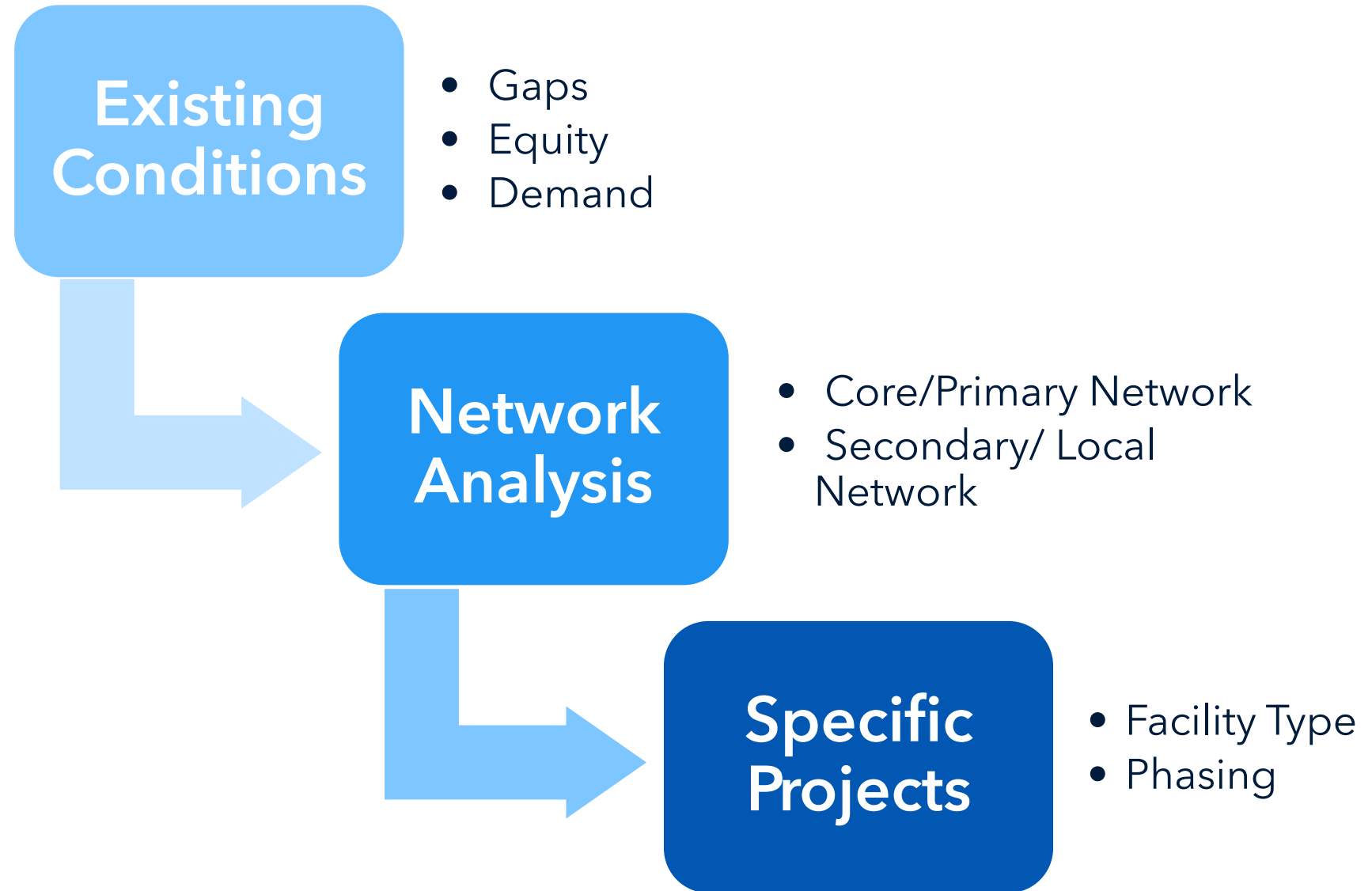
Vision Zero  
Adoption

Bicycle Plan Update

Improved Interconnected & Equitable Transportation Network



# Process for Updating the Plan



# Network Analysis: The Plan Moving Forward

## 2011 Plan Prioritization Factors

1. Bikeway connections within 3-mile radius of DART rail station
2. Connect existing trails to destinations and to each other
3. Bikeway connections around employment centers and educational facilities

### 2011 Proposed Criteria "Weighting"

Criteria	Max. Weighting
Part of existing project	16
City Council priorities key focus area	15
Funding secured	10
Proximity to dense residential land use	10
Proximity to city bike share program station	10
Safety	10
Connection to rail transit	10
Linkage to an existing or soon-to-be operational link	4
Destination	4
Barrier crossing	4
Mobility improvement	4
Other intermodal	3
<b>TOTAL</b>	<b>100</b>

## 2022 Plan Evaluation Criteria

1. Equitable safe bicycle facilities from residential areas to activity centers
2. Safe local connection to the existing trail/paved shared use path system
3. Safe local connections to DART rail stations and bus transfer stations
4. Complete existing bicycle gaps
5. Support for and advancement of Dallas Strategic Mobility Plan objectives

**6. Others TBD**



# Open Discussion

SETTING A VISION AND GOALS

BY DEFINING STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS



# In what areas is Dallas a leader when it comes to bicycling?

Off-Street Trails (Kevin K)

Community

Ryan B. Existing trails. Levees.

Prioritizing regional trail development and connections. -Gabriel

excellent advocacy network! BikeDFW, Bike Friendly neighborhood groups, and Friends of Trails Groups (Jessica S)

Santa Fe and White Rock great trails. Kyle C

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Trails at parks Singing Hills area - Gail T

Maintenance of off-street trails in flood plains ( ex. White Rock Creek trail)

# What weaknesses currently exist in Dallas' bicycle network?

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Dallas does not require new streets to be built bike friendly  
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The thoroughfare plan needs to be amended to decrease the over 2 year requirement of public input in order for those streets on the plan to be amended with a new design. This should be the highest priority! (Jonathan B.)

Lack of dedicated funding and political support for on-street bicycle facilities. Jessica S

On-street infrastructure in general, done well and safely

Lack of connectivity of the network - it is often difficult to get to where you want to go on a continuous safe bikeway (Kevin)

Merging bikes in streets, educating drivers that we are vehicles



# What weaknesses currently exist in Dallas' bicycle network?

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Maintenance (Lack) of on-street infrastructure (Kevin K)

Political support is much better but still a minority on the city council (Jonathan B)

# What big ideas do you have for bicycling in Dallas? Anything you've seen or experienced in other cities you'd like to see here?

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Names of all the city parks you enter into. Most trails enter the rear of the park. Park signs are at the entrance.

Identifying opportunities with private businesses/organizations to partner in a common interest to promote cycling.

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Be more like bentonville. More bike to retail restaurants, retail. Have more bike racks. It sends a message. (Arden)

A rapid bicycle corridors, think rapid bus, but bicycles with fully separated, solar panels (Jonathan b)

Complete streets everywhere (RB)

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Pinch points addressed as low hanging fruit - Heather

# What barriers exist in Dallas either for choosing to bike or for building new bicycle infrastructure?

Cars are easy (Jonathan B)

Information and education - Heather

Learning how to ride (Jonathan B)

Prioritize Funding

cars

Funding (Jonathan B)

Prioritizing Vehicle LOS rather than Bike/Pedestrian LOS

Safety at major crossings

Lack of specific funding identified for implementation and maintenance of on-street facilities. - Gabriel

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No public education at the elementary school level required or mandated (Joanthan B)

# STRENGTH STATEMENTS

*Template: I think Dallas is good at \_\_\_\_\_ because of \_\_\_\_\_.  
We can preserve this by \_\_\_\_\_.*

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We can preserve this by developing a trail network that operates as a unified system, like our vehicular systems. (Kevin)

2) I think Dallas is good at supporting a community of bicycling because of

- its people (in spite of lack of infrastructure) (Heather)
- acceptance of all different/diverse kinds of people (Heather)
- passionate and active advocates (Jonathan)
- tactical urbanism and willing to push the envelope (Jonathan)

We can preserve this

- by increasing education to the general public (Kyle)
- continue to support local bike friendly organizations (Gabriel)
- and friends of the trails groups (Kevin)
- by increasing safe/comfortable infrastructure so more people (of all ages/abilities) can choose to ride (Heather)

# WEAKNESS STATEMENTS

*Template: I think Dallas struggles with \_\_\_\_\_ because of \_\_\_\_\_.  
We can address this by \_\_\_\_\_.*

1) I think Dallas struggles with timely improvements because of procedural and process requirements.  
We can address this by updating the way we operate to better match the needed pace of change in the community. (Jonathan)

# OPPORTUNITY STATEMENTS

*Template: I would love to see Dallas \_\_\_\_\_ so that \_\_\_\_\_.  
We could make this happen by \_\_\_\_\_.*

1) I would love to see Dallas \_\_\_\_\_ so that \_\_\_\_\_.  
We could make this happen by \_\_\_\_\_.

# THREAT STATEMENTS

*Template: It's hard to make \_\_\_\_\_ happen in Dallas because of \_\_\_\_\_.  
We can overcome this by \_\_\_\_\_.*

1) It's hard to make \_\_\_\_\_ happen in Dallas because of \_\_\_\_\_.  
We can overcome this by \_\_\_\_\_.