



TECHNICAL REPORT 2
PUBLIC ENGAGEMENT

DALLAS BIKE PLAN

2025

Introduction

The purpose of this report is to summarize the outreach and engagement activities conducted for the Dallas Bike Plan. The planning process included five distinct phases of community engagement: Phase 1 in Summer 2022, Phase 2 in Fall 2022, Phase 3 in Summer 2023, Phase 4 in Summer 2024, and Phase 5 in Spring 2025. Summary packages for each of these phases, including a narrative summary, copies of meeting and outreach materials, and summaries of public comment are included.

To ensure engagement was on-going throughout the planning process, two stakeholder committees were formed: a Bicycle Advisory Committee (BAC) and a Technical Advisory Committee (TAC). These two committees met regularly throughout the project. The BAC met five times, the TAC met eight times, and three joint BAC/TAC meetings were held over the course of the project.



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INTRODUCTION

These reports serve as a summary regarding all phases of public engagement and their corresponding events completed for the Dallas Bike Plan. Community engagement is on-going throughout the life of the Dallas Bike Plan. It includes regular meetings with many stakeholder committees including the Bicycle Advisory Committee (BAC) and Technical Advisory Committee (TAC) and five defined phases of intentional public engagement and outreach. The first public engagement phase for the project commenced in July 2022 and closed in August 2022 and the final round of engagement will occur when the draft plan is released to the public allowing for review and feedback on the final document before sending to the City Council for approval.

PUBLIC ENGAGEMENT

1. PHASE 1 ENGAGEMENT

Overview

The public engagement phase of the project has featured a three-week virtual and interactive comment collection period with a supplemental two-week paper-based survey. The virtual engagement was open from July 5 – July 24. The paper-based survey launched on August 8, with completed surveys collected August 21. This staggered deployment approach allowed the project team to focus paper survey collection in areas where web-based responses were less than others.

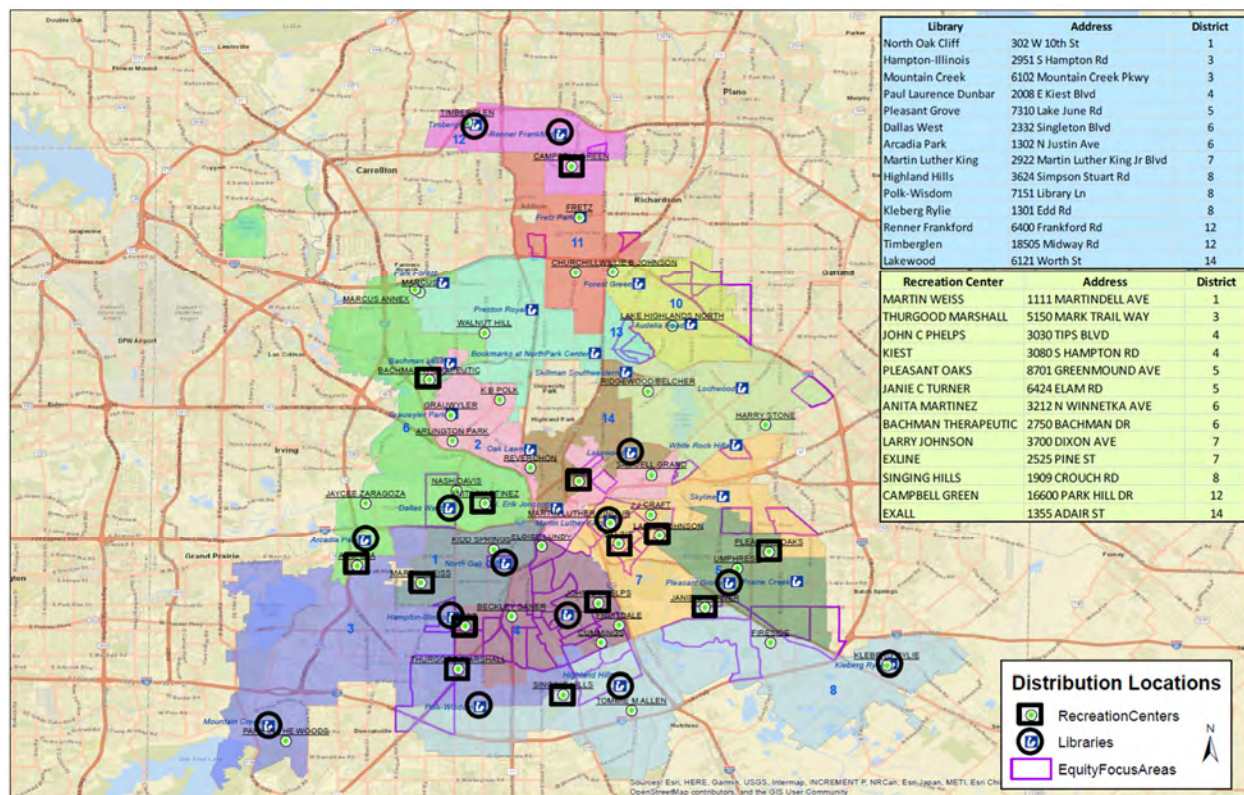
Engagement materials were posted on the Dallas Bike Plan webpage on the Dallas Department of Transportation's website. Advertisements were run on City of Dallas social media channels, including Facebook, Twitter, and Instagram. Additional emails were sent out to City-managed distribution lists, including 200+ residents and homeowners' association representatives. Members of the Bicycle Advisory Committee and Technical Advisory Committee have also shared notice of the virtual engagement event.

A second round of outreach/notice included the following:

- Southern Sector Diverse Organizational and Individual Influence Leaders and diverse, city wide organizations with large membership bases.
- 8 total rounds of text, email, and telephone follow-up amongst all target populations
- 6,500 active registered voters in the last 6 elections were targeted for outreach.
- 27 libraries and community centers were targeted for paper survey distribution
- 8,645 call attempts were made, 114 positive responses were received, of the 8,645 call attempts, 7,433 calls were either sent to voicemail, a bad number, or no answer.
- In the traditionally underserved council Districts 3-8, outreach included a total of 468 emails, 97 telephone calls, 7 site visits and 12 texts were sent.

- Professional organizations and local firms who responded and agreed to share survey include: American Institute of Architects-Dallas, American Planning Association of North Texas, ACT Asian Chamber Texas, Asian American Contractors Association of Texas, Conference of Minorities in Transportation, Denton County Transportation Authority, E Smith Legacy Holdings, Greater Dallas Planning Council, Greater Dallas Hispanic Chamber, Regional Black Contractors Association, Simon Engineering and Women in Transportation

During the second round of outreach, paper surveys translated in English and Spanish were distributed at the following locations:



Paper Responses Received: 22 total

Pleasant Oaks: 6

Larry Johnson: 2

Kiest: 1

Thurgood Marshall: 1

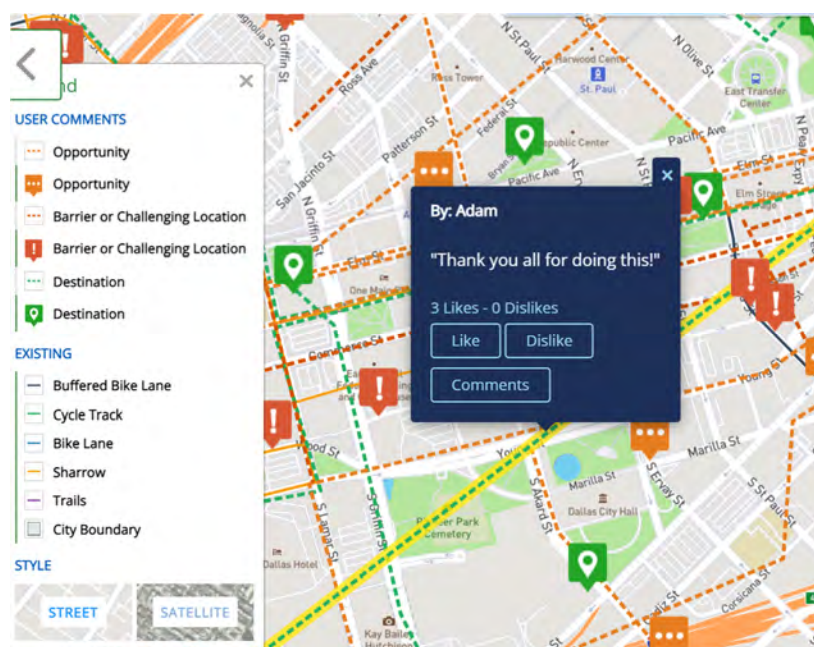
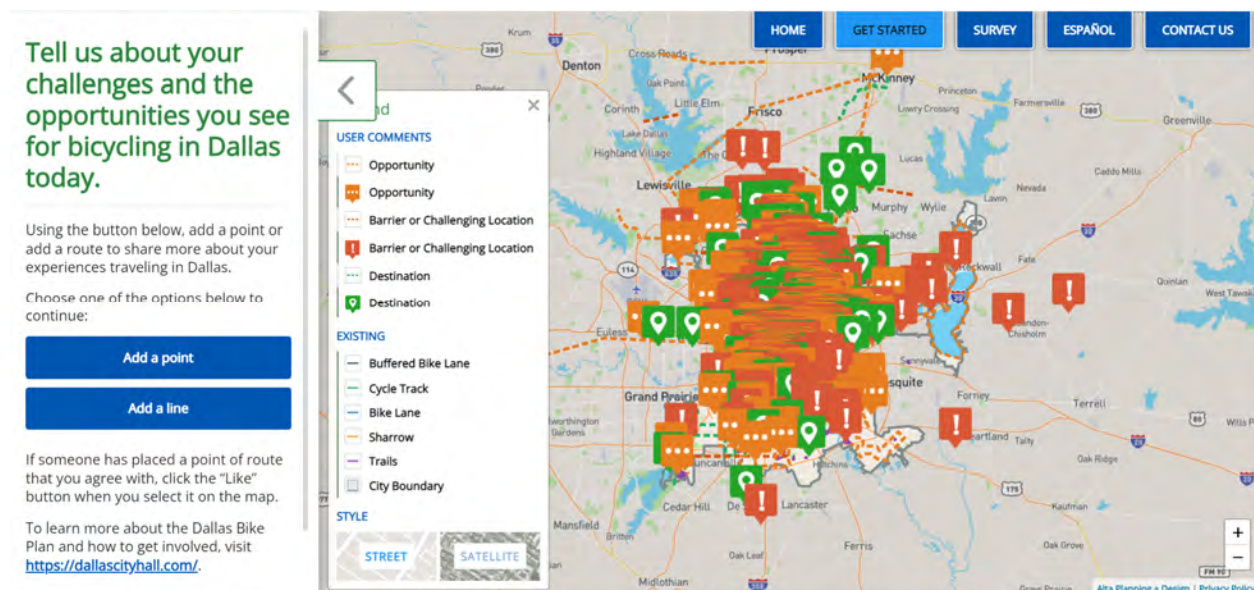
Bachman Therapeutic: 1

Exall: 2

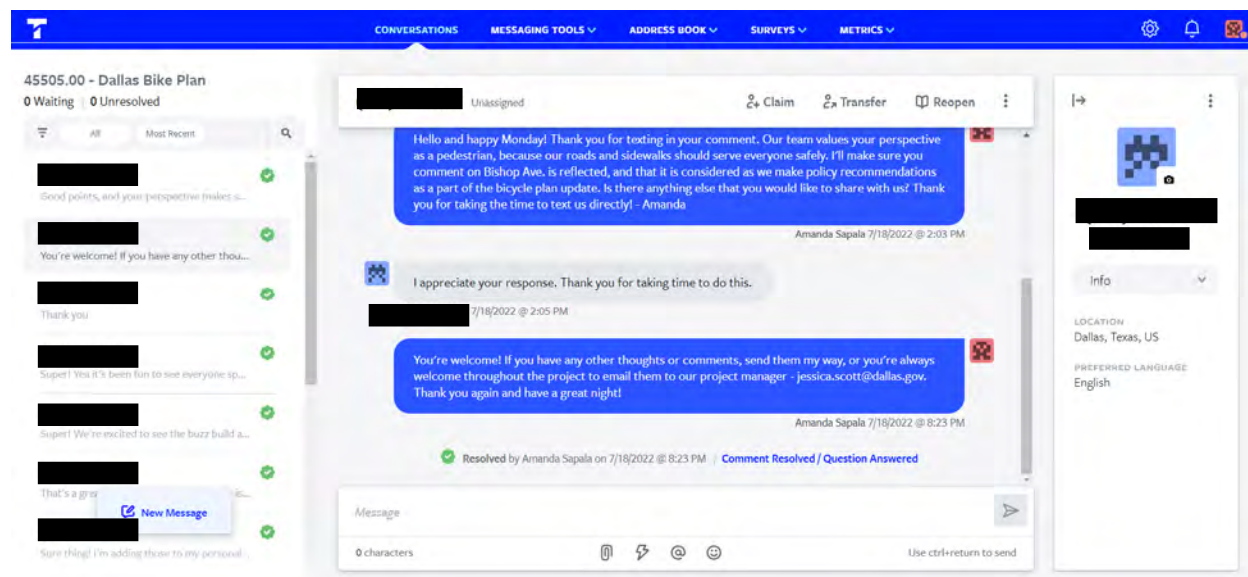
Anita Martinez: 9 (note - 4 received in Spanish)

Methodology

Upon accessing the interactive community engagement webpage, visitors were prompted to complete a thirteen-question survey with questions focused on understanding the community's preferences and regular behavior when it comes to biking, the public's perception of what is working and what could be improved for the City of Dallas bicycle network, and the community's general preferences for facility type. Visitors were then invited to post pins or draw routes to identify opportunities for new routes, preferred trails or facility types, or areas of conflict or barriers for cycling. A screenshot of the virtual engagement web map is included below, with a zoomed in detail provided as well.



Additionally, a project phone number via the Textline platform was initiated to offer a one-on-one conversation and dialogue experience for community members with the project team. The project phone number was advertised on social media and posted on the web map to provide participants with a direct point of contact to the project team while the virtual survey was open for public comment. The project team monitored this phone line to provide dialogue in real-time as best as possible. A screenshot of the text message platform is included below, with phone numbers of participants redacted for privacy.



Feedback Summary

Responses collected via survey and on the web map include the following:

- Website Visitors: 3,200
- Survey Responses: 3,162
- Webmap Comments: 1,823, with additional 7,802 interactions (likes/dislikes/additional conversations)
- Textline Conversations: 12

Conversations facilitated on the Textline platform included discussion on the need for improvements in urban settings and the core of Dallas, support for specific new or improved routes (included Ross Ave. from Greenville Ave through downtown, an east/west connection over US-75, Abrams at Richmond), and questions surrounding sharing the public right-of-way between cars and bicycles and sidewalks between bicycles and pedestrians.

Results

The following themes were recorded after analysis of the webmap comments and survey results. Additional notes are included for how the project team is actively using this feedback to shape the network development process – a key performance indicator listed in the project's Public Involvement Plan.

Who Responded?

68% White

63% Male

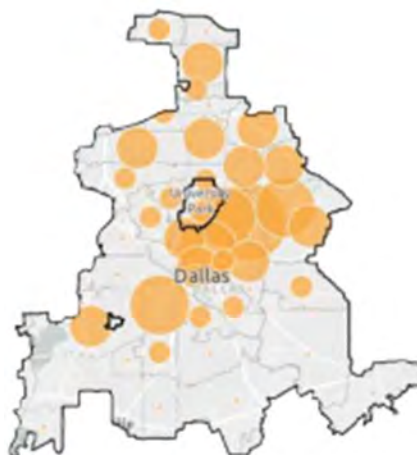
36% Ages 45-64

93% Own a bike

39% Upper-middle income



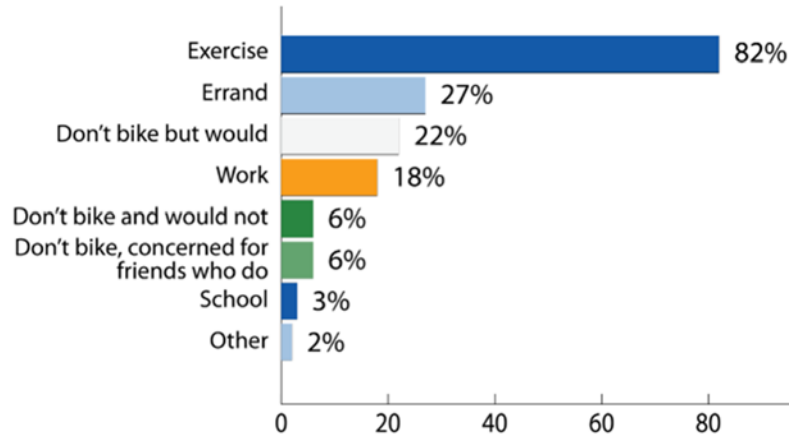
Where Did Respondents Live?



Comments on What Dallas Does Well



Why Respondents Choose to Bike



Quantitative Responses

- >60% of survey respondents mentioned cars, safety, and access to bike facilities as barriers to biking in Dallas
- 87% of respondents were in support of bike-friendly policy change
- 85% of respondents were willing to take a longer route to avoid heavy traffic
- 35% of online map comments described a location with a challenge or barrier to biking
- 13% of comments highlight specific locations that need improvement
- 5% of comments mentioned crashes or dangerous and scary conditions

Analysis & Key Takeaways

- We heard a strong desire for protection/separation from cars for bicycles. We will look for feasible opportunities to either provide protection/separation on higher-stress roads or redirect cyclists to lower stress roads with bike friendly improvements
- We heard people were willing to take a longer route to avoid mixing with heavy traffic. This supports a direction of developing a low-stress network of bicycle boulevard facilities, with the understanding people wouldn't mind going a block or two out of their way to ride somewhere more comfortable.
- We also heard in our focus groups and in the written survey comments how long it takes people to bike. We will use that information to create as direct of a network as possible between destinations, transit, activity/employment centers, and dense residential areas to support travel times.
- We heard that most survey respondents were biking for exercise. We understand this audience is looking for a comfortable, low-stress network with access to parks and trails.

- We also see that there's big market share ready for us to capture to increase ridership for folks who are not currently biking for work or school, but would if there were safe and comfortable facilities in a reliably and intuitively connected network to those types of destinations.
- Both on the web map, in the Textline conversations, and in the written survey comments people noted specific route they wanted added or destinations they wanted to get to by bike. The network development team will use that information to edit the first internal draft of the network and is continuing to vet the bike network as it develops using this information.

2. PHASE 2 ENGAGEMENT

Overview

The Dallas Department of Transportation combined efforts with the Dallas Department of Planning & Urban Design to jointly host seven public meetings in the seven planning areas identified in the Connect Dallas Strategic Mobility Plan. Engagement materials were posted on the Dallas Bike Plan webpage on the Dallas Department of Transportation's website. Advertisements were run on City of Dallas social media channels, including Facebook, Twitter, and Instagram. Additional emails were sent out to City-managed distribution lists, including 200+ residents and homeowners' association representatives. Members of the BAC and TAC also shared notice of the engagement events and were supplied with individual ads for each public meeting to post throughout the three-week open house period. Notices were also distributed to each of the City Council offices for distribution across their own email lists and social media channels. Simultaneously, Planning & Urban Design posted advertisements on their department's social media channels and assisted with publishing advertisements on Clear Channel digital billboards throughout the City and print ads in residents utility bills.



City of Dallas Staff also participated in several pop-up events throughout Dallas to supplement official outreach efforts. These events were at the request of residents and community leaders. Staff tabled these events with a selection of outreach materials from the public meetings.

- November 7, 2022 - Winfrey Point near White Rock Lake
- November 10, 2022 - Bike Friendly South Dallas We-Cycle Resource Center
- November 10, 2022 - Dallas College – Pleasant Grove Center
- November 14, 2022 – District 12 Virtual Town Hall

Methodology

Each public meeting was styled as an informal open house, with a brief interlude approximately 15 minutes after the opening of the meeting for a 15-minute presentation by Planning & Urban Design detailing the ForwardDallas project and an introduction to the Bicycle Master Plan Update. Meeting durations varied from 2-2.5 hours depending on the open hours of the different meeting facilities. A singular sign-in table welcomed visitors to the combined public meetings, with sign-in data managed by Planning & Urban Design. 3-5 Dallas Department of Transportation staff attended each meeting, along with multiple members of the project team.

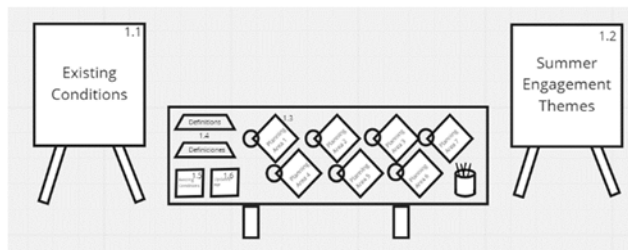
Opening Presentation

City staff provided a brief overview of the project during the presentation portion of each public meeting. During the presentation portion, attendees were asked to respond to survey questions regarding their frequency of biking and the types of bike trips they regularly make.

Station 1: Existing Conditions and Public Engagement

The purpose of this station was to share the analysis conducted by the project team and the themes heard during the summer engagement events. The goal was to highlight the project team's analysis and the public involvement survey responses.

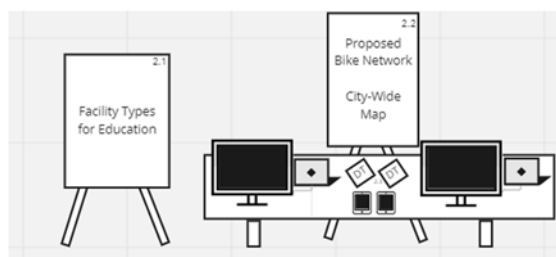
After visiting Station 1, attendees understood what existing conditions for biking are in the city, the measures used to determine these conditions, and what residents and survey respondents answered about biking in Dallas. The station educated each visitor about how this information would inform the proposed bike network. Staff persons working Station 1 were tasked with guiding visitors through the educational boards, explaining how survey responses were gathered and how the existing conditions maps were created.



The station layout consisted of an Existing Conditions Board providing geospatial information and analyses and a second board containing the Summer Engagement Themes heard through the online and paper surveys. The boards were accompanied by several 'field guides' which provided planning area specific maps supplemental to the Existing Conditions Board. Planning area field guides were laminated for attendees to draw and leave comments on during their conversations with table staff to ensure that these comments were recorded real-time. Table staff took photos of these notes for the project record and for review by the project team. Supplemental materials included definitions for each of existing conditions analysis categories, the draft existing conditions report providing more detail and a summary of the team's methodology, and a copy of the project's Public Involvement Plan. These materials are included in the appendix to this report.

Station 2: Proposed Bike Network

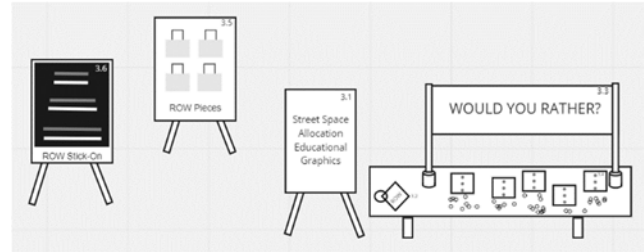
The purpose of this station was to validate the proposed bike network. The goal was to seek additional input regarding desired destinations, and routes to add, delete, or modify. The project team also sought to receive comments regarding the proposed facility types within the proposed network.



The second station included two boards: one illustrating the different facility types with their corresponding colors on the draft map, renderings of each typology, and photos of local examples installed today in Dallas; the second included a flip chart of the overall city-wide map and zoomed-in maps for each planning area. Supplemental to the map on the board was a printed roll plot for the corresponding planning area for the meeting location. Attendees were invited to leave comments via sticky note on this map, and table staff took photos of the map at the end of each meeting for the project record and to share with the network development team. Additionally, two computers with monitors and two digital tablets were available with the proposed bike network loaded on the web map for additional zoom-in detail and public comment (similar format to the virtual engagement used in Phase 1 and on the same web-based platform). Comment cards were available at this station (and all others) for other general comments.

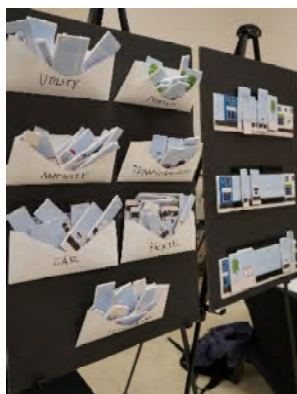
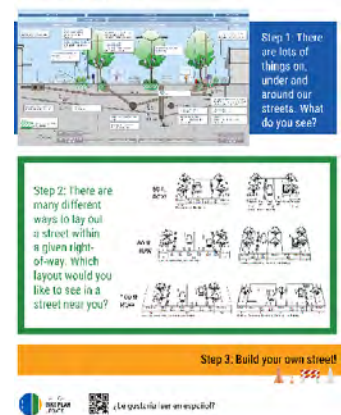
Station 3: Gamification for Prioritization & Decision Making

The purpose of this station was to educate the public on how space is allocated and used in the public right-of-way and to gauge people's preferences for how they think space should be physically allocated between travel modes. Activities were designed to help visitors understand how City staff prioritize decision-making for funding and project phasing and to help visitors participate in the decision-making process by voicing their preferences at this decision-making juncture. This station was designed in direct response to multiple comments on the web map and conversations held via the Textline platform.



An educational board was provided to illustrate how many agencies participate in delivering services (i.e. utilities, stormwater and wastewater infrastructure, as well as landscaping and roadways) using the public right-of-way and further detail on the potential options for allocating space to different travel modes and other purposes within available right-of-way widths. An excerpt from the City's Street Design Guide with sample right-of-way layouts was provided for visitors seeking additional information or examples. To further communicate this idea, an interactive activity was designed to offer people the opportunity to design their own street. Pieces with Velcro were provided to scale for the different components of a street (ex. 4 ft wide bike lane, 11 ft wide travel lane, 12 ft wide shared use path, etc.). Visitors to the station could affix their pieces along 60 ft, 80 ft, and 100 ft right-of-way street options to experience space constraints and work their way personally through the trade-off and decision-making process. Table staff took photos of each of the layouts designed by visitors for

Building Blocks of a Street



the project record and for review by the project team. A second activity was designed to seek input from visitors regarding their preferred choice when deciding between different approaches for developing, prioritizing, and phasing the implementation of the bike network. Five "would-you-rather" question prompts were affixed to voting boxes bisected down the middle for people to drop voting chips into. The responses to these questions, all aimed at getting important information regarding network development and direction, were tracked and analyzed to help validate network prioritization criteria used later in the Bike Master plan update process. These materials are included in the appendix to this report for reference.

"Would you rather?" Questions

1. If cost was equivalent, would you rather the city construct
 - a. 10 miles of protected cycle track facilities on arterial roadways, or;
 - b. 50 miles of bike boulevard facilities on local neighborhood roads?

2. Would you rather
 - a. Remove a vehicle lane on a larger, main roadway to incorporate a new bike lane, or;
 - b. Implement bike safety improvements on parallel, lower-stress neighborhood street (ex. Adding traffic calming features like speed bumps and/or bulb-outs)?
3. Would you rather the city prioritize biking infrastructure to provide
 - a. Routes to and from downtown, or;
 - b. Routes among local neighborhood commercial centers?
4. Would you rather bicycle on
 - a. A busier, higher-stress main roadway with high-quality separated bike facilities that provide more direct connections to your destinations, or;
 - b. A bike boulevard facility located on a local, lower-stress neighborhood street that would potentially take longer to get to you destination than a more direct route?
5. Would you rather bike to
 - a. A grocery store, or;
 - b. A local park?

Table 1 summarizes the activity responses, and Tables 2, 3, and 4 provide metrics about the public meeting attendees.

Table 1: 'Would You Rather' Activity Results

Questions – 'Would You Rather'	Option	Option 2
Q#1 – Cycle Track/Bike Boulevard	49	20
Q#2 – Remove Lane/Parallel Route	43	24
Q#3 – Downtown/Local Neighborhood	27	42
Q#4 – Direct Connection/Lower Stress	53	19
Q#5 – Grocery/Park	32	38

Table 2: Attendance Summary

Date	Location	Attendance
Wed., October 19, 2022	Bachman Recreation Center	27
Sat., October 22, 2022	Pleasant Grove	10
Tues., October 25, 2022	Churchill Rec	25
Thurs., October 27, 2022	Park in the Woods	10
Tues., November 1, 2022	Hiawatha Williams	13
Wed., November 2, 2022	Central Library Downtown	40
Sat., November 5, 2022	Forest Green	50
Total		175

Table 3: Age of Attendees (all meetings combined)

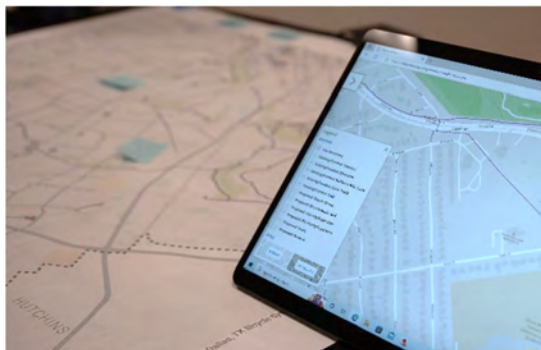
Answer Choices	Reponses
Under 18	4.96% (6)
18-24	0.00% (0)
25-34	22.31% (27)
35-44	23.14% (28)
45-54	19.01% (23)
55-64	15.70% (19)
65+	14.88% (18)
Total Answered	121
Total Skipped	0

Table 4: Race/Ethnicity of Attendees (all meetings combined)

Answer Choices	Reponses
White or Caucasian	73.55% (89)
Black or African American	10.74% (13)
Hispanic or Latino	8.26% (10)
Asian or Asian American	4.96% (6)
American Indian or Alaska Native	0.00% (0)
Native Hawaiian or other Pacific Islander	0.00% (0)
Prefer Not to Answer	0.83% (1)
Other (please specify)	1.65% (2)
Total Answered	121
Total Skipped	0

Analysis & Key Takeaways

Using a variety of engagement methods and levels of interactivity at each station, the project team collected valuable quantitative and qualitative data. In addition to the ‘would you rather’ game, the maps and comment cards gave visitors the ability to provide more nuanced and colored descriptions about their experiences and the needs of their community. The data collected from the engagement events helped to better refine the draft bike network and define the prioritization factors that will be used to generate the project prioritization ranking. Routes that were either commented on in the online web map or drawn in by hand at the meeting, were all captured and reviewed for inclusion into the bike network. These same routes will also receive additional points in the prioritization process to boost the impact of public engagement and community desire.



Some of the important takeaways, as noted both in comment cards at the meeting and during the initial rounds of engagement, were that residents largely see the current bike network in Dallas as functioning for recreational purposes. Many participants at the meeting voted for more direct and time efficient connections to their local destinations using physically separated routes. The responses collected at the meeting also often reflected that the current on-street network is not and does not feel safe and that many routes would need additional protection to encourage higher ridership. Speed, protection, and driver awareness were common concerns of those interested in biking more. It should also be noted that the comment cards and responses to the 3 stations overwhelmingly signaled that almost all respondents were interested in biking more and felt that current conditions limited them. Whether it was to a park or a neighborhood shopping center or to get to school or work, most residents were clear about their desire to see increased access to bike infrastructure.



3. PHASE 3 ENGAGEMENT

Overview

The third public engagement phase for the project commenced on June 19, 2023, and closed on July 18, 2023. The Dallas Department of Transportation facilitated a three-week virtual engagement event with a live, online public forum for its third phase of public engagement for the Dallas Bike Plan. Engagement materials were posted on the Dallas Bike Plan webpage on the Dallas Department of Transportation's website. The City of Dallas advertised this community engagement event on their various social media platforms. City-managed distribution lists were utilized to send out additional email notifications. These notifications were sent to over 200 residents and homeowner association representatives. A project team managed distribution list was also used to include stakeholders that have participated since the Phase 1 engagement. Members of the BAC and TAC were encouraged to share notice of the engagement events and were supplied with individual ads for each public meeting to post throughout the three-week engagement period, along with a suggested posting calendar. Notices were also distributed to each of the City Council offices for distribution across their own email lists, newsletters, and social media channels.



Methodology

The third phase of public engagement was styled as a three-week virtual open house, with a live, online public forum hosted on Thursday, June 22, 2023, from 5:30 – 7:30 pm. The third phase of engagement included four different dimensions of interaction to encourage public participation:

1. Interactive Draft Network Webmap
2. Survey Comment Form for Draft Plan
3. Survey Comment Forms for Each of the Fifteen (15) Draft Priority Projects (in-person and online)
4. Virtual Forum Event

A virtual engagement webpage on the project website for the Dallas Bike Plan, hosted on the Dallas Department of Transportation's website, was made available for public viewing and comment. The webpage contained the following:

- A copy of the Draft Plan document for viewing, with a link to a survey form to provide input and comment,
- A link to a virtual web map of the Draft Final Bike Network, for viewing and direct comment on the web map bike network, as with prior phases of public engagement,
- Individual project cut sheets for each of the fifteen priority capital projects, with links to survey forms for participants to provide comments for each project,

- Invitations to participate in two interactive activities:
 - A scavenger hunt to visit the sites of the fifteen priority capital projects and search for a QR code to enter a give-away, after providing input or comment on the proposed project
 - An opportunity to share a photo of the participant biking in Dallas (to be shared in the virtual forum) in order to enter a give-away.

The live, virtual forum was designed (a) to tell the story of how the Dallas Bike Plan was developed, (b) to showcase the bike network and priority capital projects in order to inform residents about the proposed projects and build excitement, and (c) to seek public input on the draft Dallas Bike Plan document and its next steps. The virtual forum comprehensively described the existing conditions analysis phase, bike network development process, and project prioritization methodology. It also summarized the community engagement process that was collaboratively applied throughout the life of the project, including its two prior phases of public involvement and its on-going BAC and TAC stakeholder committee meetings. The forum then unveiled the draft bike network and brought the draft bike network to life by visualizing possible routes available to Dallas residents riding along the bike network upon its implementation and construction. Then, the forum reviewed recommendations for updates to City of Dallas bike facility design standards, bike-related policies, and implementation (including funding, phasing, and coordination). The forum included Q&A throughout the presentation and concluded with open discussion.

Finally, to encourage as much interaction as possible and bring a virtual-only engagement phase beyond an online experience, an on-location scavenger hunt was designed and implemented. For the fifteen priority projects, signs were designed and installed on-location on the back of stop signs (2-3 signs per corridor) with QR codes to the survey for that priority project. Residents were incentivized to go on-site and participate with the opportunity to win one of two available \$100 Visa gift cards. The QR code surveys for each of the fifteen priority projects were replicated for posting on the project website to provide ample opportunities to participate and provide comment.

Participation Metrics

1. Interactive Draft Bike Network Webmap

Table 5 below is an interaction count summarizing resident participation on the draft bike network web map. The interaction count is determined by summing likes and dislikes; one count was added for any comments on each respective feature. This does not account for multiple comments/interactions with those comments (as the web map allowed for back-and-forth discussion among commenters and participants to encourage open dialogue)*. This interaction summary only represents interactions with recommended routes. It does not reflect any open-ended comments provided via the webform included on the web map platform.

Table 5: Interaction Metrics by Planning Area

Planning Area	Total Routes with Comments	Total Interactions (Like/Dislike/Comment*)
Central	70	211
NC	48	243
NE	97	291
NW	59	162
SC	60	43
SE	56	34
SW	74	136
Total	464	1,120

2. Survey Comment Form for Draft Plan Document

A brief survey comment form was developed in English and Spanish to guide resident comments on the draft bike plan. For each of the chapters 2-6 (Methodology, Draft Network, Design Standards, Policy Recommendations, and Implementation), two questions were asked: (1) “Did this chapter comprehensively cover the topics you expected to be discussed?” and (2) “Please share your comments, thoughts, or recommendations for this chapter of the bike plan.”

The survey form was provided on the project Phase 3 engagement webpage. Residents were encouraged to participate in the survey in Phase 3 engagement advertisements and during the virtual forum. Sixty (60) residents provided survey responses. A breakdown of their demographics is included in Attachment #1. Participants were generally not current members of a bicycling club or advocacy group (85%), were well-dispersed among age groups and self-identified income ranges, were well-dispersed among genders and tenure of residence in Dallas, were predominately white (70%), and were predominately bike-owners (88%) who also have access to a single occupancy vehicle (98%).

3. Survey Comment Forms for Each of the Fifteen (15) Draft Priority Projects

A brief survey comment form was developed in English and Spanish to guide resident comments on each of the fifteen priority projects. Two versions of the survey form were created based on whether the participant was interacting with the form online or in-person/on-location via QR code. The priority project survey form asked participants the following questions: (1) “What features of this project are you most excited about?”, (2) “Are there any changes or additions you would recommend be incorporated in the design?”, and (3) “Please share any other feedback.” The QR code version of the survey asked additional personal identifying information for participants wishing to be entered into the \$100 Visa gift card drawing incentive. Respondent metrics by priority project location are included in [Table 6](#) below.

Table 6: Respondent Metrics by Priority Project Location

Street Name	QR Code Scans	QR Code Survey	Webpage Survey
Community Dr.	8	0	1
Ewing Ave.	4	0	0
Kiest Blvd.	4	0	1
Lamar St.	4	0	4
Maple Ave.	5	0	53
Meandering Way	7	1	6
MLK Jr. / Cedar Crest Blvd.	1	0	4
N Beckley Ave.	1	0	5
Peak St.	2	1	4
Pine St.	0	0	0
S Beacon St.	3	0	2
S Malcolm X Blvd.	4	0	0
Sylvan Ave.	3	0	3
Timberline Dr.	0	0	1
W 7th St.	2	0	2
Total	45	2	86

The Community Dr. project survey received one response. The respondent identified as white, male, and between the ages of 45-64.

The Kiest Blvd. project survey received one response. The respondent identified as white, male, and between the ages of 45-64.

The Lamar St. project survey received four responses. The respondents identified as white and male, with ages equally distributed among 25-34, 35-44, 45-64, and 65-74.

The Maple Ave. project survey received fifty-three responses from across the City of Dallas. Respondents identified predominately as white (64%), were well distributed across genders (53% male, 42% female, 5% non-binary/non-confirming/prefer-not-to-respond), and were well distributed across age brackets – predominately 25-34 (34%), 35-44 (32%), and 45-64 (26%).

The Martin Luther King Jr. Blvd./Cedar Crest Blvd. project survey received four responses. Respondents identified as white and predominately male (75%) and were distributed across age brackets 25-34, 35-44, and 65-74.

The Meandering Way project survey received seven total responses. Four respondents declined to self-identify their race/ethnicity, and the remaining three identified as white. Respondents were predominately male, though 2 declined to respond with their genders, and ages were well distributed from 35-75+.

The N. Beckley Ave. project survey received five responses. Respondents identified as white and predominately male (80%), and respondent ages were well distributed across age brackets.

The Peak St. project survey received five total responses. Respondents identified as predominately white (60%) and male, and respondent ages were well distributed across age brackets.

The S. Beacon St. project survey received two responses. Respondents identified as white and Native American (respectively), male, and between the ages of 25-44.

The Sylvan Ave. project survey received four responses. Respondents identified as white and predominately male (75%, with one respondent choosing not to respond), and respondent ages were well distributed across age brackets.

The Timberline Dr. project survey received one response. The respondent identified as white, male, and between the ages of 45-64.

The W. 7th St. project survey received three responses. Respondents identified predominately as white and male (67%), and respondent ages were well distributed across age brackets.

4. Virtual Forum Event

The Virtual Forum event included over 20 attendees throughout the two-hour interactive virtual event and extended 30-minute Q&A open discussion. The meeting was recorded and hosted on the project website to allow for the public to view the meeting and learn more about the plan and the bike network map throughout the third phase of engagement. Of additional note, a shortened hyperlink used in the advertisement of the Phase 3 virtual engagement period to direct people to the Phase 3 project webpage was clicked 837 times between June 12th and July 18th.

Analysis & Key Takeaways

1. Interactive Draft Bike Network Webmap

Comments on the web map generally recommended alterations to proposed routes on the network, recommended modifications to the proposed facility types for proposed routes on the bike network, or voiced support for a proposed route and its benefit to the overall network. Overall themes included requests for safe crossings at intersections, support for separated bike lanes (whether visually or, better yet, physically, if feasible), connections to parks and the existing trail network, traffic calming for vehicles, and connections to transit stations. Requests to modify proposed facility types for proposed routes on the bike network included (1) a desire to elevate certain bike boulevards to visually separated facilities and (2) a desire to elevate certain visually separated facilities to physically separated facilities (particularly near schools and other trip generators that attract a younger demographic). Respondents often provided a basis for their recommendations, including land use and observed vehicle travel speeds/volumes.

Recommendations for alterations to proposed routes on the network generally promoted connections to the existing trail network or DART stations, closing of perceived gaps where observed, or shared common behavior by regular cyclists that would recommend a parallel route in lieu of the proposed (sometimes related to steep slopes or reduced conflicts with cars and driveways).

2. Survey Comment Form for Draft Plan

Note: Survey questions were not asked for the Executive Summary and Chapter 1 “Introduction” sections. Also the Chapters discussed below were the chapter numbers of the Draft Bike Plan as of Summer 2023.

Chapter 2 – Chapter 2 of the bike plan discusses the Methodology for Updating the Bike Network, including the Existing Conditions analysis, Public Engagement, and the process for Network Development. 34 respondents (57%) said they felt the chapter comprehensively covered the topics the respondents expected to be discussed (35 gave no opinion and 5 said no, though those responders corresponded with comments in opposition of a specific proposed project on the bike network). Of the 60 survey responses for this chapter, 39 respondents provided additional comment. Comments mostly requested specific recommendations for the bike network (18 comments), offered general support for new and improved bike facilities in Dallas (10), shared general opposition to biking in Dallas (7) – though those comments were mostly with reference to specific projects proposed on the bike network, and gave general comments on preferred facility types (1) and the intersection with micromobility (1). Two comments provided relevant feedback for the Draft Plan document itself. One comment requested additional detail be provided to further define the bike boulevard facility type (note: relevant for Chapter 3). The second commented suggested further detail be provided with regard to colored/green pavement type applications.

Chapter 3 – Chapter 3 of the bike plan discusses the proposed Bike Network and its component facility types. 37 respondents (61%) said they felt the chapter comprehensively covered the topics the respondents expected to be discussed (18 gave no opinion and 5 said no, though those responders corresponded with comments in opposition of a specific proposed project on the bike network). Of the 61 survey responses for this chapter, 35 respondents provided additional comment. Comments mostly requested specific recommendations for the bike network (10 comments), offered general support for new and improved bike facilities in Dallas (10), and shared general opposition to biking in Dallas (3) – though those comments were mostly with reference to specific projects proposed on the bike network. 11 comments were direct repeats from Chapter 2. One comment discussed the plan document in general, with regard to public safety and police. This comment and one other (with specific recommendations for the proposed bike network) suggested that further expansion of the proposed bike network could occur in North Dallas.

Chapter 4 – Chapter 4 of the bike plan discusses proposed recommendations for the City’s existing bike facility design standards. 32 respondents (53%) said they felt the chapter comprehensively covered the topics the respondents expected to be discussed (24 gave no opinion and 4 said no, though those responders corresponded with comments in opposition of a specific proposed project on the bike network). Of the 66 survey responses for this chapter, 24 respondents provided additional comment. Comments provided recommendations for design standards in this chapter (6 comments), requested specific recommendations for the bike network (2), or shared that the content in the chapter was comprehensive and useful (1). Most comments (15) were repeats of comments from prior chapters. Of the six comments that offered recommendations for Chapter 4, most discussed methods for visual and physical separation along with their preferences for each, recommendations for colored/green pavement, concerns regarding on-going maintenance and sweeping, and support for the addition of shade along bike routes to encourage usage in high-heat times of the year.

Chapter 5 – Chapter 5 of the bike plan discusses proposed bike-oriented policies recommendations. 32 respondents (53%) said they felt the chapter comprehensively covered the topics the respondents expended to be discussed (24 gave no opinion and 4 said no, though those responders corresponded with comments in opposition of a specific proposed project on the bike network). Of the 60 survey responses for this chapter, 21 respondents provided additional comment. Comments provided recommendations for additions or further detail in the proposed policies (3 comments), general support for bike lanes and bike-oriented policy in Dallas (2), and general opposition to funding for bike infrastructure (1). Most comments (15) were repeats of comments from prior chapters. Of the three comments that offered recommendations for Chapter 5, all discussed a need for on-going maintenance of bike facilities, along with a secondary recommendation for encouraging private developers to support/construct bike infrastructure and to maintain bike lanes during private development construction.

Chapter 6 – Chapter 6 of the bike plan discusses implementation recommendations for the bike plan. 30 respondents (50%) said they felt the chapter comprehensively covered the topics the respondents expended to be discussed (26 gave no opinion and 4 said no, though those responders corresponded with comments in opposition of a specific proposed project on the bike network). Of the 60 survey responses for this chapter, 27 respondents provided additional comment. Comments provided general support for the bike plan (5 comments), recommendations for implementation guidance in the bike plan (3), and a note that the chapter content was helpful for the respondent (1). Most comments (17) were repeats of comments from prior chapters. Of the three comments that offered recommendations for Chapter 6, one requested public education regarding bike safety and road etiquette for car drivers, one requested guidance for how community groups could support implementation for the bike plan, and two requested more detail regarding expected timelines. Two other comments also recommended the inclusion of shade trees to abate heat issues.

3. *Priority Project Surveys*

Community Dr. – One response was received for this survey. The commenter is most excited that the project will connect with the Community Dr. project south of Northwest Hwy., had no changes or design recommendations for the project, and shared that the project will be a “great enhancement” for the community.

Kiest Blvd. – One response was received for this survey. The commenter is most excited that the project includes separated bike lanes and recommended that the project extend to Rugged Dr. or Hampton to connect with the trails in the park. The commenter additionally shared that by extending the project to Rugged Dr. bicyclists would be able to more easily access the park from the east and that further extending the project to Hampton would create a loop around the park and reduce conflicts in the park with pedestrians using the trail.

Lamar St. – Four responses were received for this survey. The commenters are most excited that the project will improve provide a way to connect the Katy Trail to west Dallas via the pedestrian bridge and improve bike access and safety in the urban core (especially as one commenter expressed concerns with safety in/out of downtown). One commenter was not in favor of the project due to concerns regarding public safety and services needed for unhoused populations. Regarding design considerations, commenters supported physical protection for the bike lane and emphasized the importance of addressing signaling and traffic calming for the right-turn slip lane from westbound Lamar onto northbound I-35/DNT.

Maple Ave. – Fifty-three responses were received for this survey. Fifty-one comments (96%) were in favor of the project, with only two comments either opposing or concerned. The commenters are most excited that the project will improve overall network connectivity (a general theme in all comments), provide separated bike facilities and improve bike safety (34 comments), provide access to/from the Katy Trail and UTSW campus (14), improve connections to UTSW Campus (11), and improve commuting for work (8). Commenters opposed to or concerned about the project voiced concerns regarding lane reductions and increasing vehicle congestion (with one commenter noting the Inwood Rd. and Butler Rd. intersections, as well as the school zone within the project limits). Regarding design considerations, commenters discussed amenities, desired extensions of the project limits/proposed connecting projects, intersection improvements, alternatives to lane reductions, physical separation, vehicle signage, and wayfinding signage for bicyclists. Amenities mentioned include shade structures and shade trees, bike racks, and public safety/security stations (4 comments total). Extensions requested include the following (10 comments total): to Burbank/Bachman Lake, Denton Dr. (from Maple to Denton/Shore Crest), Reverchon Park, direct to UTSW CUH hospital, further east into East Dallas, consider travel between Walnut Hill and Mockingbird, past Katy Trail to connect with proposed Maple/Routh connection, dedicated facility on Parkland Blvd., extensions on Inwood and Butler. Intersection improvements requested include the following (1 comment total): extending signal cycle lengths for comfortable bike crossing times, automatically including bike/pedestrian signal phases rather than requiring bikes/pedestrians to press crossing button. Comments discussing the proposed lane reduction included the following (4 comments total): avoiding vehicle travel lane removal due to existing congestion and expanding the footprint of the roadway to include the proposed bike facilities rather than reducing Maple Ave. to two lanes. Requests for physical separation included the following (19 comments total): vertical delineators/flex posts or physical barriers between bike lanes and vehicle travel lanes (the most common request), raised pavement markings between bike lane and vehicle travel lane, the use of high-visibility pavement markings and green bike lanes, and a desire for separated bike and pedestrian facilities. Vehicle signage comments (2 comments total) emphasized the need to increase driver awareness of bikes. Wayfinding signage was requested (1 comment) for finding the UTSW campus by bike.

Martin Luther King Jr. Blvd./Cedar Crest Blvd. – Four responses were received for this survey. The commenters are generally most excited that the project introduces physical separation for the bike lane, particularly along Cedar Crest Blvd. (described as “harrowing” by one commenter), and that the bike route offers residents south of the Trinity a safer bike route to Fair Park. One commenter, however, was not in favor of the project due to perceived lack of maintenance and use of bike lanes. Regarding design considerations, commenters discussed treatment types for physical separators (like using planters or adding reflectors) and opportunities to additionally include traffic calming measures, connect to the LOOP Dallas Trinity Forest Trail, and introduce bike infrastructure to help bikes navigate stairwells.

Meandering Way – Seven responses were received for this survey. The commenters are most excited that the project will create dedicated bike lanes, connect the Beltline to Valley View Park also well as create other connections to existing trails, and provide an alternative to riding on Hillcrest and Preston. Two commenters were not in favor of the project, with one commenter concerned about reducing vehicle capacity and increasing vehicle travel times. Regarding design considerations, commenters would like to see the project extended to Spring Valley or Alpha and consider including traffic calming or physical separation.

N. Beckley Ave. – Five responses were received for this survey. The commenters are most excited that the project will provide dedicated, separated space for bikes from cars, provide a connection to the Trinity River Greenbelt, and overall make the bike network more cohesive. One commenter did note that they ride this route regularly as-is and do not have issues with the existing bike facilities; their preference is to keep vehicle traffic moving. Regarding design considerations, commenters would like to see bike signals at each traffic signal (with a particular note about intersection consideration at Beckley and Singleton due to the northbound traffic turning on to the bridge), the introduction of physical separation or control elements at intersections, and a request that the project not include shared bike lanes/vehicle right-turn lanes.

Peak St. – Five responses were received for this survey. The commenters are most excited that the project will improve overall connectivity, provide new options for biking in a neighborhood previously disconnected, and offer a bike route between uptown and the Santa Fe Trail. One commenter, however, was not in favor of the project. Regarding design considerations, commenters would like to see the addition of physical separation, the use of on-street pavement markings (like bike boxes/bike lanes through intersections), and other treatment types to improve bike facility visibility to all road users.

S. Beacon St. – Two responses were received for this survey. The commenters are most excited that the project will support connecting the Santa Fe Trail to the protected bike lane on Abrams, improving accessibility to amenities on Abrams. Regarding design considerations, the commenters would like to see the project provide physical separation for the bike lanes.

Sylvan Ave. – Four responses were received for this survey. The commenters are most excited that the project will incorporate physical separation for the bike lanes on a heavily-used existing bike lane. Regarding design considerations, the commenters would like to see the project extended south to Ft. Worth Ave., address the wide lanes and vehicle travel speeds on the bridge, include physical separation or control elements at intersections (with a particular note that the project not include shared bike lanes/vehicle right-turn lanes), and that the bike lanes go under the railroad track instead of ceding the right-of-way to vehicle travel lines (as perceived by the commenter on Beckley).

Timberline Dr. – One response was received for this survey. The commenter was most excited that the project will provide safe access to Bachman Lake Park and trail. Regarding design considerations, the commenter believes the project should terminate as a connection to the trail around the lake.

W. 7th St. – Three responses were received for this survey. The commenters are most excited that the project will provide safer crossings at Polk, Tyler, and Davis, introduce traffic calming to lower vehicle speeds, improve overall street pavement quality, and introduce an innovative solution for safe biking on a regularly-used bike route. Regarding design considerations, the commenters would like to see intersection improvements at above-mentioned Polk, Tyler, and Davis, considering including modal filters to limit car traffic, and add stop signs at the north-south cross streets (Llewellyn, Van Buren, Vernon, etc.; the commenter noted this could be a quick-fix, short term intervention to help make the street more bikeable).

4. *Virtual Forum*

The Virtual Forum provided the public with an opportunity to see the final version of the bike network map and the draft version of the bike plan document. During the event the project planning team introduced the Bike Plan Update document and walked attendees through the chapters and concepts within. This interactive event provided several opportunities for participants to view and interact with the web map as well as ask pointed questions about the overall network, bicycle facility types and implementation processes.

Many of the questions asked by the attendees were residents looking to understand more about the bike network and timelines for implementation of the routes in their local areas. Several attendees asked how they could advocate for the completion of routes in their neighborhoods and how they could share and contribute to the efforts in their community. The project team shared different strategies to help contribute to the project and plan, including informing their neighbors of the plan and reaching out to their districts council member to voice support for the overall plan and their local neighborhood segments.

One attendee asked pointed questions regarding network gaps and other short or missing connections from the proposed network. The project team asked that the attendee continue to provide this feedback to the team by commenting directly on the project web map to review any potential gaps or missing connections. The project team also spoke to the various geographic obstacles or available right-of-way to make these connections. The project team noted that a few examples provided of the missing gaps occurred when a route was unable to continue due to a private development with its own privately owned and maintained roadways.

Another attendee asked about the coordination between various cities within the Dallas metropolitan region and if there was consideration of their bike planning efforts. The respondent noted efforts by other jurisdictions and their own bicycle planning efforts and if these efforts were being considered or even coordinated amongst the various municipalities. The project team reviewed their efforts to review and incorporate bike planning efforts in other geographies and the city noted that their staff works frequently with other jurisdictions to ensure greater coordination across the metro region.

4. PHASE 4 ENGAGEMENT

Overview

The fourth public engagement phase for the project kicked off in late April 2024 at the Dallas Critical Mass event and included targeted meetings in five Council Districts, popup events, and a survey that was open for responses until July 7, 2024. At the Critical Mass event, promotion of the Bike Plan was done to encourage email list signups before Council District meetings were scheduled and to encourage meeting attendance and survey completion. Popup events were held at popular community hubs such as coffee shops, grocery stores, or mixed use office buildings to engage with the general public about the process in that area. Engagement materials were posted on the Dallas Bike Plan webpage on the Dallas Department of Transportation's website and City-managed distribution lists were utilized to provide notification of Council District meetings. Members of the BAC and TAC were encouraged to share notice of the engagement events and were supplied with individual ads for each public meeting to post throughout the three-week engagement period, along with a suggested posting calendar. Notices were also distributed to each of the City Council offices for distribution across their own email lists, newsletters, and social media channels.

Methodology

The first component of this phase of engagement was promotion of the Bike Plan at the Dallas Critical Mass event that took place at the Dallas Farmers Market April 26, 2024. At this event, the team encouraged email list signups prior to scheduling the Council District meetings. Additionally, the team encouraged participants of Critical Mass to attend the upcoming Council District meetings and to fill out the survey.

Meetings were held in the following Council Districts to address concerns about the Bike Plan: 2, 8, 11, 12, and 14 (see [Table 6](#) for meeting dates). These meetings provided residents and business owners the opportunity to discuss the Bike Plan and how it meets local needs. Attendees were given an overview of the plan to date and provided an opportunity to share their thoughts on where routes may still be needed and/or provide alternative route options. Attendees were also directed to the online survey for this component of the public engagement to provide additional feedback.

Finally, PopUp events were held within the City to further encourage individuals to provide feedback on the Bike Plan via the online survey. These events were held at coffee shops, grocery stores, or mixed use office buildings to engage with the general public about the process within that area. Signage was also deployed along the Katy Trail (for stakeholders in the Uptown neighborhood) and along the Santa Fe Trail (for stakeholders in the Deep Ellum neighborhood) to spread the word about the Bike Plan and the survey. The online survey was open until Sunday, July 7, 2024.



Table 6: Council District Meeting Details

Council District	Topic	Meeting Date	Attendees	Completed Surveys
2	Deep Ellum Alternatives	June 4, 2024	36	142
8	UNT Dallas/Red Bird Mall Area	June 6, 2024	7	14
11	International District	June 5, 2024	19	39
12	Overall	June 3, 2024	45	51
14	Katy Trail Alternatives	May 30 2024	40	524
Total			147	770

Results

Email and Text Subscribers

Individuals were asked if they would like to sign up for emails and texts about the Bike Plan. As of January 2025, this added 338 individuals to the project email list, in addition to the 248 collected in previous phases for a total of 586 individuals. Additionally, 16 additional stakeholders opted to receive text messages.

Targeted Council District Meetings

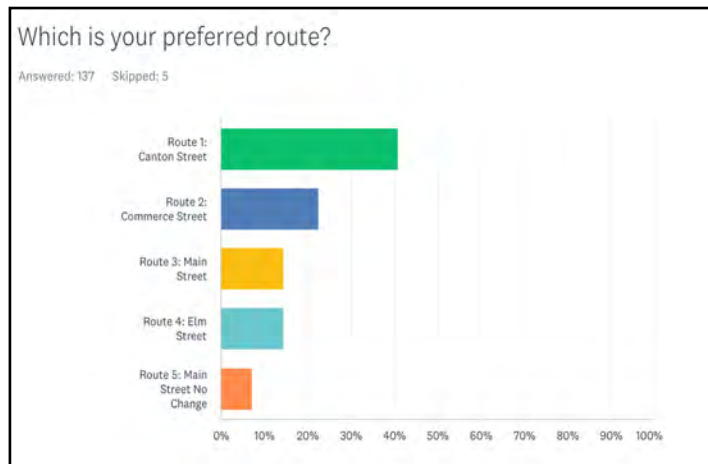
Council District 2

The District 2 (Deep Ellum Bicycle Alignment) meeting's goal was to identify the preferred alignment and bicycle facility type to connect the Santa Fe Trail, which extends into East Dallas to White Rock Lake, through Deep Ellum, to the existing on-street bicycle facilities in Downtown. Five alignment options were presented for discussion:

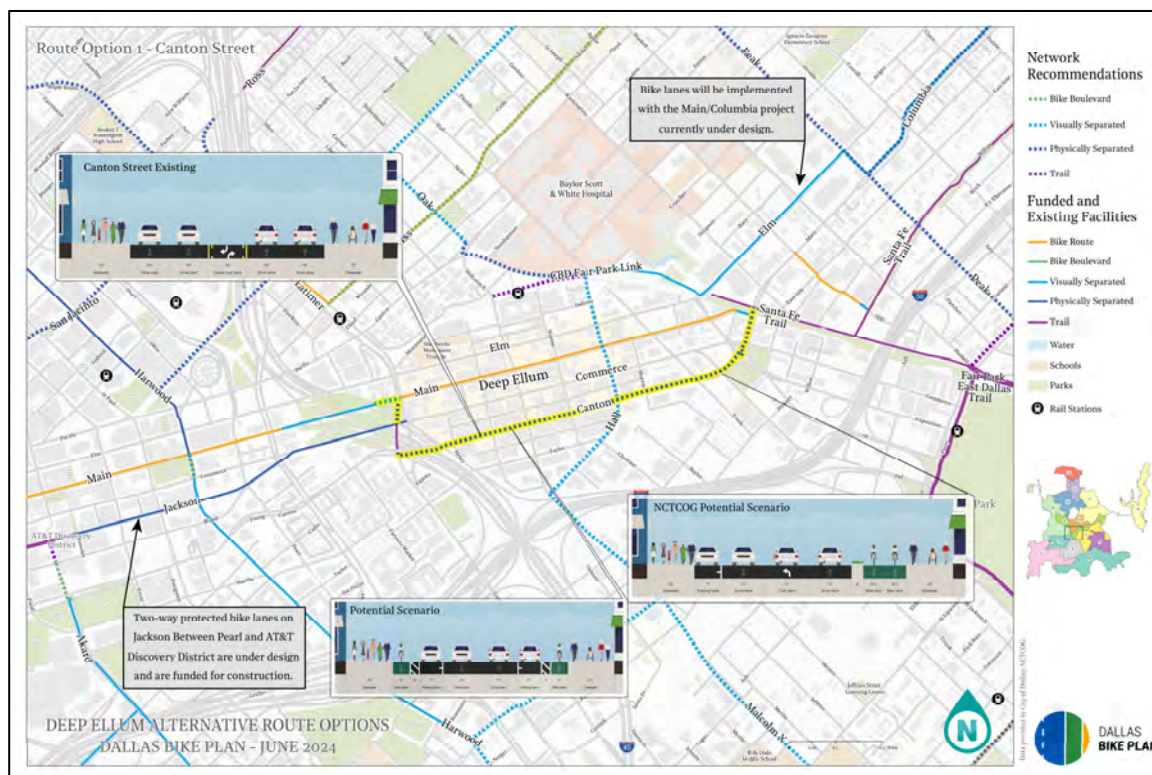
- Option 1 – Canton Street
 - Pros: Bike facility is physically separated from vehicles; on-street parking is maintained
 - Cons: Removes a travel lane; less direct connections; higher cost to implement
- Option 2 – Commerce Street
 - Pros: Bike facility is physically separated from vehicles; on-street parking is maintained; more direct connections
 - Cons: Impacts the ongoing two-way conversion project; higher cost to implement
- Option 3 – Main Street (Build)
 - Pros: Bike facility is physically separated from vehicles; on-street parking is maintained; more direct access to businesses
 - Cons: Less direct route for bicyclists; sidewalks would need to be narrowed; higher cost to implement



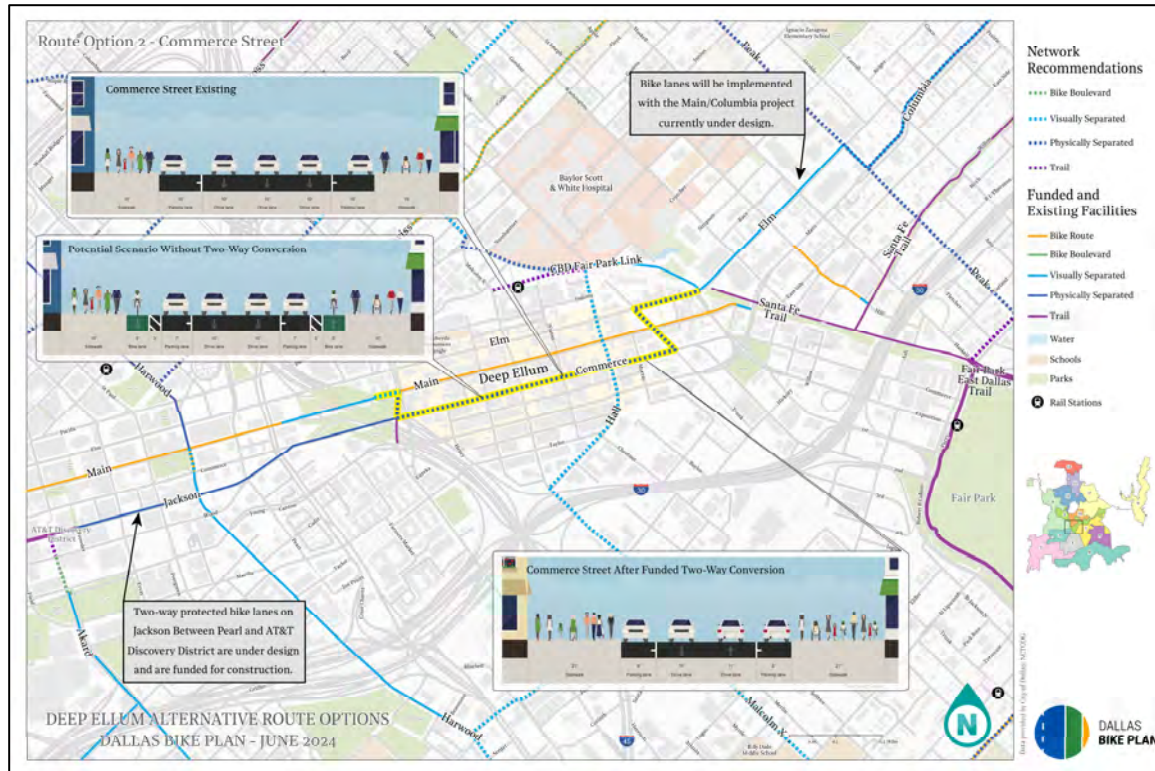
- Option 4 – Elm Street
 - Pros: Bike facility is physically separated from vehicles; on-street parking is maintained; more direct route for bicyclists; more direct access to businesses
 - Cons: Sidewalks would need to be narrowed; higher cost to implement
- Option 5 – Main Street (No Build)
 - Pros: Minimal cost to implement; on-street parking is maintained
 - Cons: Bike facility is not physically separated from vehicles; less direct route for bicyclists



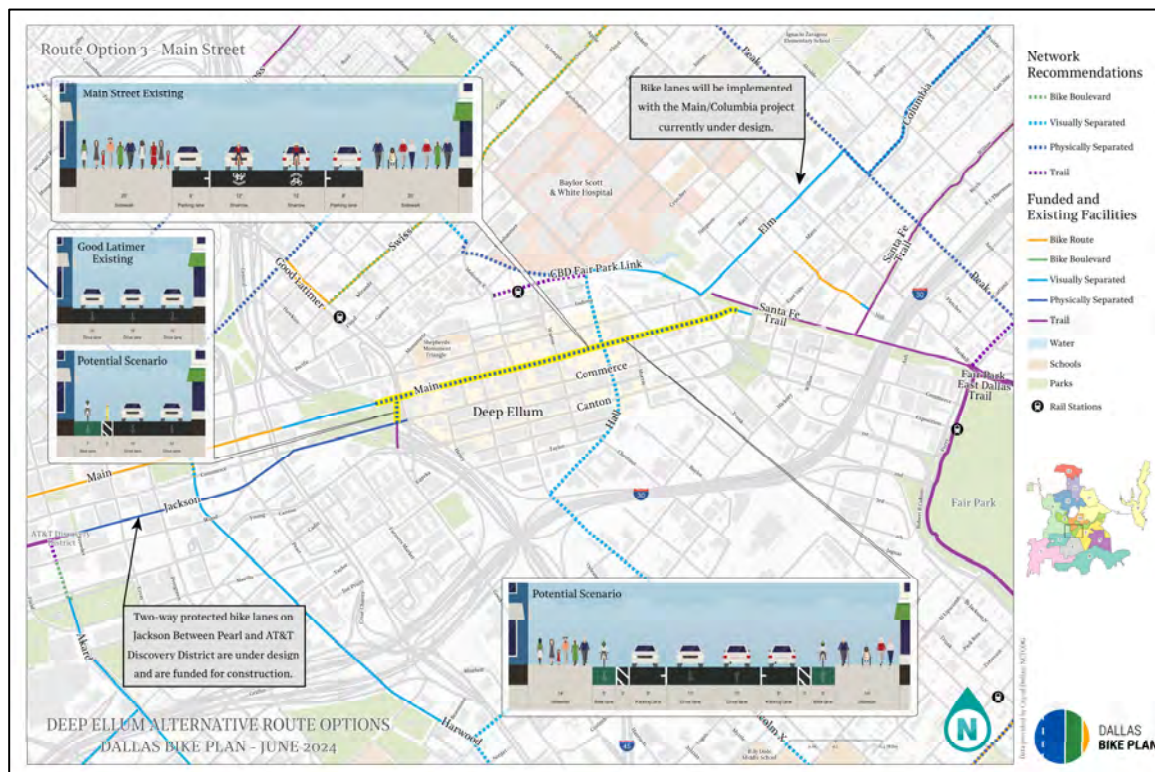
The results of the survey responses to the preferred route are shown below. The Canton Street alignment and associated bike facility improvements was the preferred option, followed by improvements along Commerce Street.



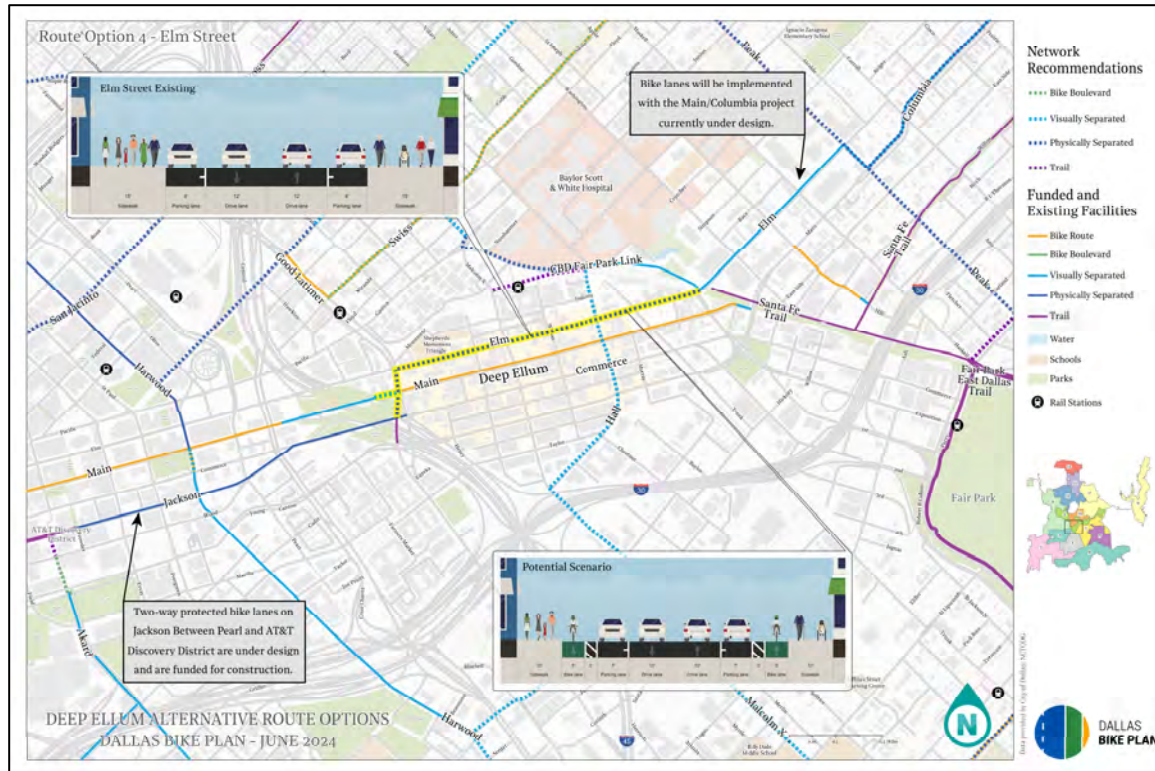
Route Option 1 - Canton Street



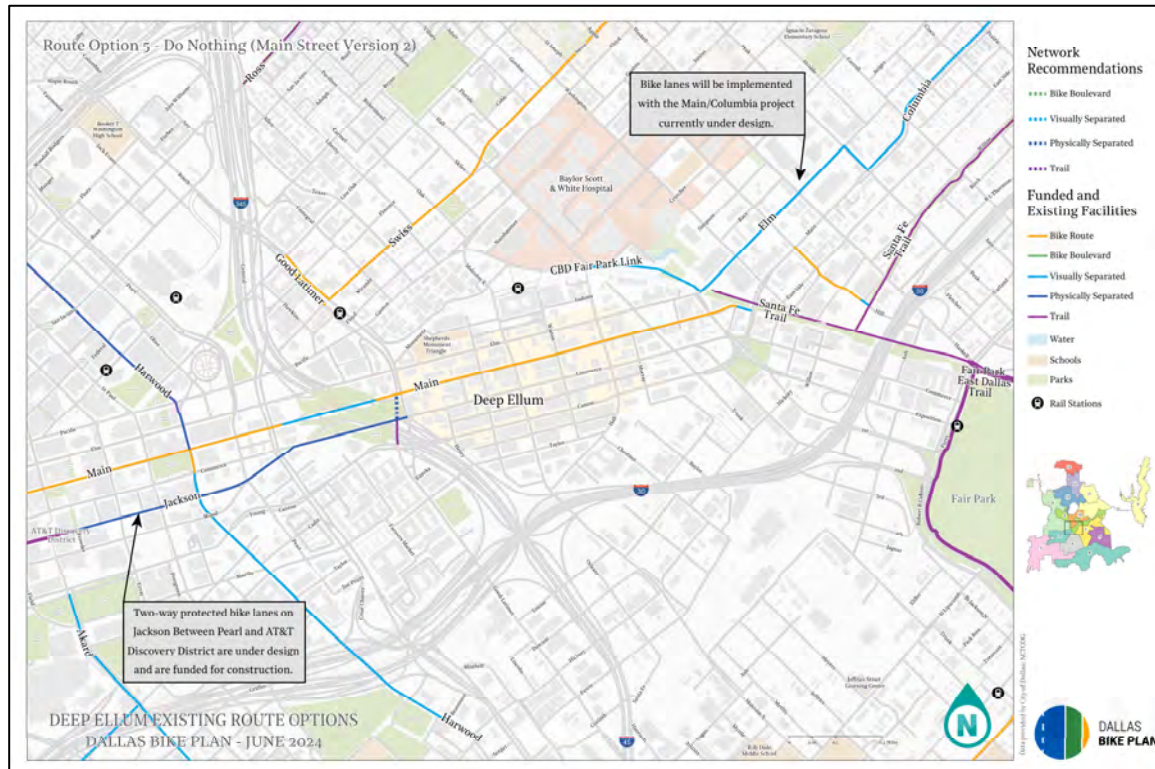
Route Option 2 - Commerce Street



Route Option 3 - Main Street



Route Option 4 -Elm Street



Route Option 5 - Do Nothing (Main Street Version 2)

COUNCIL DISTRICT 2

Meeting: June 4, 2024

Attendance: 36 (30 in-person, 6 online)

Survey: 142 completed

Themes:

- Narrowing the sidewalk for bike lane on Commerce would be worse than taking parking for a bike lane
- Share street / bike boulevard option (as Main Street now) is a reason some cyclists do not ride through Deep Ellum. Need a protected lane option.
- Wider sidewalks are the highest priority for Deep Ellum property owners and Deep Ellum Foundation stakeholders.
- Deep Ellum Tax Increment Finance District has decided to dedicate funding for bike facilities on Canton.
- The Henry's 600+ space parking garage is one-way in, one-way out on Commerce.
- Please include bike parking as the bike infrastructure included in the Bike Plan
- Protected bike facilities should be a priority regardless of the route.
- Elm and Commerce were highways that killed Deep Ellum. Canton is now the connector to Lakewood. Canton will be the easiest to connect to Santa Fe Trail and Downtown.
- Automobile travel lanes and automobile parking are the same on every example, at the expense of the pedestrian and cyclist experience. Could one parking lane be removed? Could the bike facilities not be placed on a widened sidewalk rather than the gutter of the street?
- Canton is one of the most dangerous streets to cross as a pedestrian. Can that be addressed as well with this design?
- We may need multiple solutions to both address cycling through-traffic and then to bring those visitors into the District's core to visit businesses.
- Consider how traffic movements would be impacted by parking on one side of the street. Also how parking impacts pedestrian and cyclist safety where drivers aren't able to see people hidden behind parked cars.
- Keeping bike traffic on the opposite side of The Factory is a good idea. People line up outside, down the street to Malcolm X Blvd.
- Weekend and nightlife need are different from daytime loading needs of businesses.

Council District 8

The District 8 (University Hills Area Network) meeting's purpose was to identify preferred locations and type of bicycle facilities between the UNT Dallas campus, UNT Dallas DART Station and the University Hills Neighborhood, and connections around Red Bird Mall.



COUNCIL DISTRICT 8

Meeting: June 6, 2024

Attendance: 7 (6 in-person, 1 online)

Survey: 9 completed

Themes:

- Need a loop or connecting routes.
- What are the funding options and what is the implementation plan?
- How is a certain type of facility chosen?
- Protected Bike Lanes can mean safety for women and youth bicycling.
- Need campaigns and coordination with bike groups, and DART to get the word out.
- Need loops of bike lanes or trails that connect back to Polk St. to take group rides.

Council District 11

The District 11 (International District Network) meeting focused on identifying the preferred alignment and bicycle facility type for connections in and around the International District.



COUNCIL DISTRICT 11

Meeting: June 5, 2024

Attendance: 19 (9 in-person, 10 online)

Survey: 39 completed

Themes:

- Focus on connections to trails: Valley View & Preston Ridge to Meandering Trail.
- Northaven needs a light.
- Prestonwood area residents need a connection to Hillcrest Trail at 635.
- Western side of D11 (near Galleria and Brookhaven College) need connections.
- White Rock Creek Trail mud & maintenance needs.
- Neighborhood in the District center has no good connectivity.
- How often should we expect updates to this plan?
- Related processes that impact implementation: Thoroughfare Plan amendment process.
- How can we build more support for faster implementation?
- Need traffic calming and intersection light on Northaven Rd.
- Plans to connect Kiowa Park or Bert Fields?
- Hillcrest Park access from neighborhoods to connect to White Rock Creek Trail.
- Need connectivity to Northaven Trail.
- Boedecker near Pagewood Park - dangerous curve. Visually separated area is missing during road construction, need safer connection to Northaven Trail. Boedecker is high-speed, need more than just Bike Boulevard north of Northaven Trail.
- Need to work with City of Richardson to connect Cottonwood Creek at Esperanza and Spring Valley to Preston Ridge Trail at Coit near Spring Valley.
- International District: Work with Farmers Branch near Galleria Mall to connect with their trails and plans to connect with Brookhaven College.
- Focus on trail maintenance on White Rock Creek Trail and others with frequent flooding.
- Between Preston & Hillcrest near Churchill and Forest: need a HAWK light for pedestrian and bike crossing of Forest - perhaps at St Michael's Way. Forest Ln bridge is impossible to cross to get to White Rock Creek Trail.
- Connect Northaven Trail to Royal Ln DART Station (existing ROW needs to be cleaned more frequently) would make Trail more useful. Needs a bike facility to connect.
- District 13 has new multifamily being built with no bike facilities to connect to DART. Need connectivity to Royal Ln and Walnut Hill DART Stations from the east. (Also, DART just canceled those bus routes so biking is the only way to reliably get to the stations.
- Meandering Way, Davenport are both under capacity streets, add bike facilities? M. How to upgrade trail crossing intersection signals to change lights when pressed?

Council District 12

The District 12 meeting held June 3rd presented a revised strategy for the bike network in Council District 12, given uncertainties about the future operation of the roadway network due to the ongoing construction of the DART Silver Line. This meeting was held online via Teams to accommodate schedules.



COUNCIL DISTRICT 12

Meeting: June 3, 2024

Attendance: 45 online + Council Member Mendelsohn and project staff

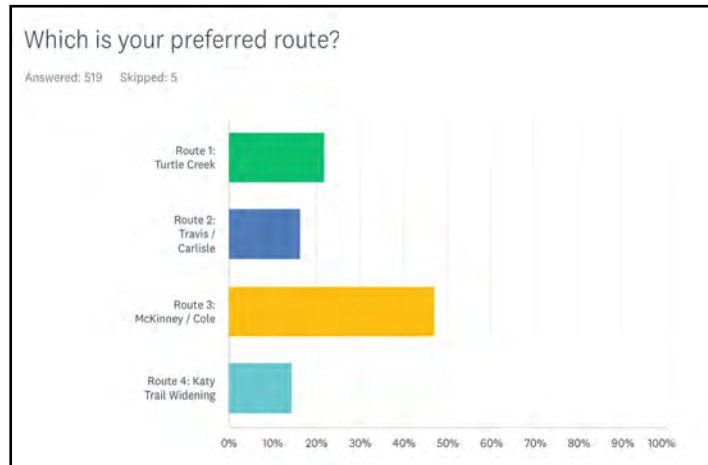
Survey: 51 completed

Themes:

- What will the process be for updates to the plan once Silverline is complete? (When will that be, 2026?)
- Campbell Green area needs better access to the bike path. The Meadowcreek to Parkhill up to Campbell Green line is very much needed. Hard to tell which type facility is recommended there. Revisit this design. Keep parking on one side.
- Preston Ridge connection to Timberglen trail connects shopping, dog park over Tollway.
- These trails are not directly next to high-traffic roads, like some sidewalks in the district.
- District 12 relies on District 11 trails to access the rest of the city.
- Meandering Way Trail is PACKED every weekend with events, Richardson Bike Mart uses a lot. Cyclists end up in the street.
- Bike lanes often filled with debris and is really unsafe. Need regular maintenance.
- Please make bike lanes wide enough for wheelchair use.
- If we build nice, protected bike lanes they will be used.
- Kids need to bike to school.
- Please emulate bike lane design in China & Netherlands - accommodate many users.
- Preston Ridge Trail gets very narrow near George Bush and gets very tricky especially for mobility-impaired users.
- Preston Ridge Trail needs a connection along Campbell to Richardson's trails.
- Living in the gray box area, would like a safe connection across Tollway, north and east.
- Need to invest in existing infrastructure. White rock trail is impossible to ride after rain storms due to mud and flooding. Some parts are very skinny and in disrepair.
- Northhaven Trail bridge needs connection to SoPac Trail (Parks Dept.)
- White Rock Trail needs maintenance from Forest Ln to Northwest Hwy (Parks Dept.)
- Campbell Green Park: trail access is difficult due to parking on both sides of Parkhill and Meadowcreek and the very narrow ROW. Especially near the pickleball courts. Need the bike lanes on the map very much.
- Meandering Way is packed on the weekends. May need to assess feasibility of adding bike lanes on Meandering Way (especially for cyclists in training groups).
- Need Preston Ridge Trail to connect through District 11.
- ADA accessibility needs to be a consideration (especially the width of bike lanes and trails)
- Campbell would be a great connection from Preston Ridge Trail to the Dallas and Richardson retail district near Coit & Campbell as well as connect to Richardson Trail.

Council District 14

The District 14 meeting focused on identifying a preferred alignment and bicycle facility type that would connect the American Airlines Center to Knox Henderson, Mockingbird Station, and beyond, and would provide a parallel route to the popular Katy Trail. The Katy Trail has become more crowded in recent years and thus leading to increasing conflicts between bicyclists and pedestrians. Alternative routes were examined to determine which opportunity would provide a comfortable ride for bicyclists and reduce conflicts. Attendees were presented with four alternative maps and asked their opinions and thoughts on each.



THURSDAY MAY 30th
6:00-8:00pm

WANT TO BIKE THROUGH UPTOWN PARALLEL TO THE BUSY KATY TRAIL? JOIN US!

Join the meeting to refine the bike connection from Downtown to Knox Henderson, Mockingbird Station, and beyond. Help define the best route!

@ ELECTRIC AVENUE
2370 Victory Avenue, Dallas, TX 75219
For more information visit www.bit.ly/DALLASBIKEPLAN2024



RSVP to attend virtually.
Scan QR code or visit www.bit.ly/DALLASBIKEPLAN2024



COUNCIL DISTRICT 14

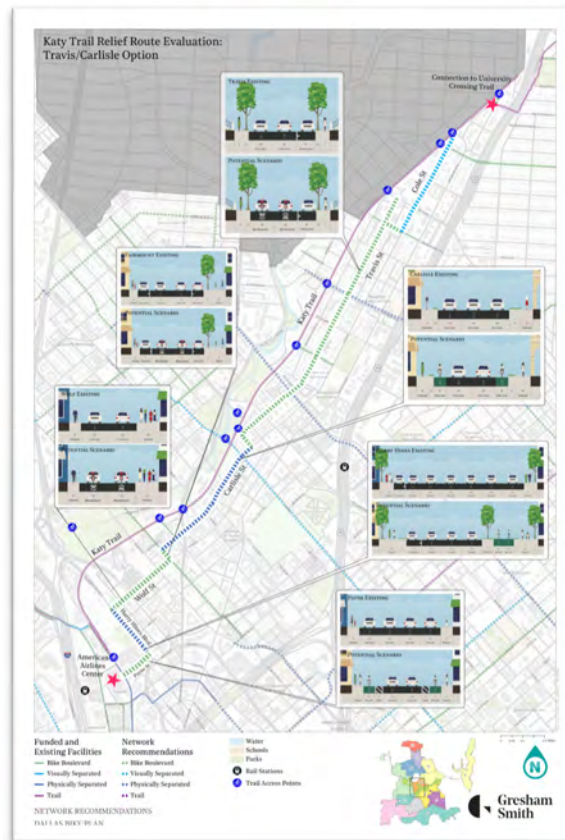
Meeting: May 30, 2024

Attendance: 40 (19 in-person, 21 online)

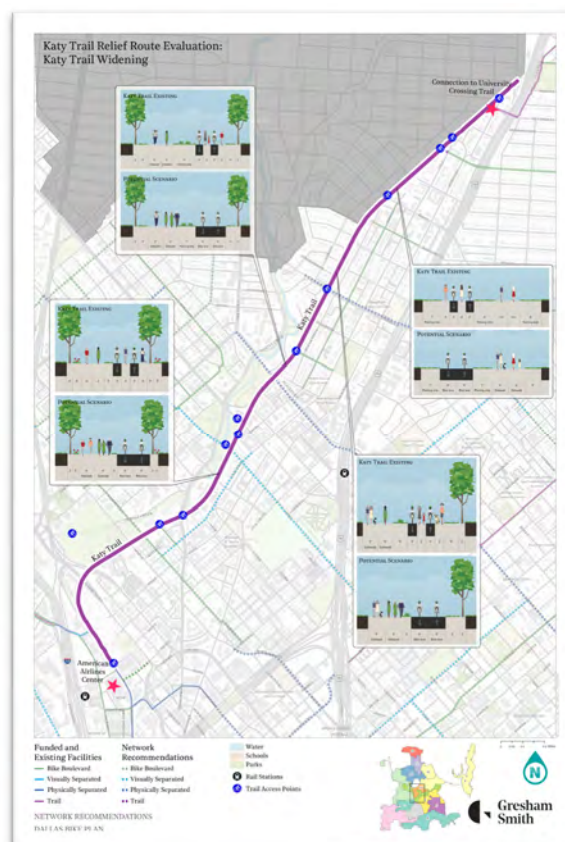
Survey: 524 completed

Themes:

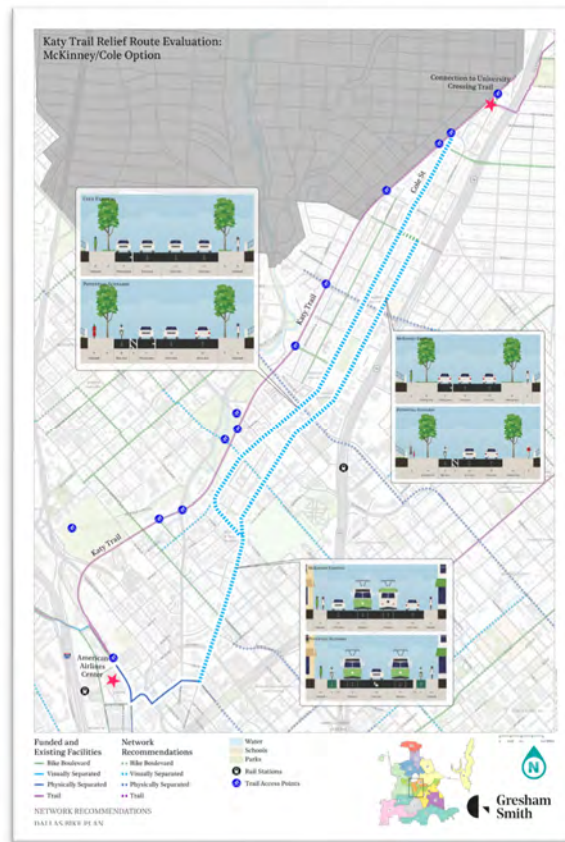
- How to measure demand?
- 2-Way design would be challenging to design with bike lanes (parking impacted, no turn lanes at intersections) survey and topo complete. Design must happen quickly if this is the chosen route.
- 2-Way was conceived when there was a need for safety (cars speeding), now there is an issue with congestion.
- Can community choose a quicker option today and get the better option next year?
- As of now, walking in Uptown is really scary with tiny sidewalks and biking is even more scary. Cars go too fast. Need physically protected facilities.
- Don't want an investment that's not used because it doesn't go where people need access or it's unsafe.
- In places where shadows would be added, could the lanes be narrowed to 10ft rather than existing 11ft lanes to slow traffic?
- Turtle Creek Route: Avondale to Travis turn needs attention (from right lane Avondale, to left turn onto Travis)
- Fitzhugh does not have sidewalks for pedestrians to access through here.
- The new Harwood bike lane is a big change for vendors needing access to adjacent buildings and at least one driver is concerned that the bollards may be too high.
- Need this solution as soon as possible. A quicker route to implement may be a good pairing with a more-expensive longer-term solution.
- Expanding the Katy Trail may simply attract more users and create congestion again.



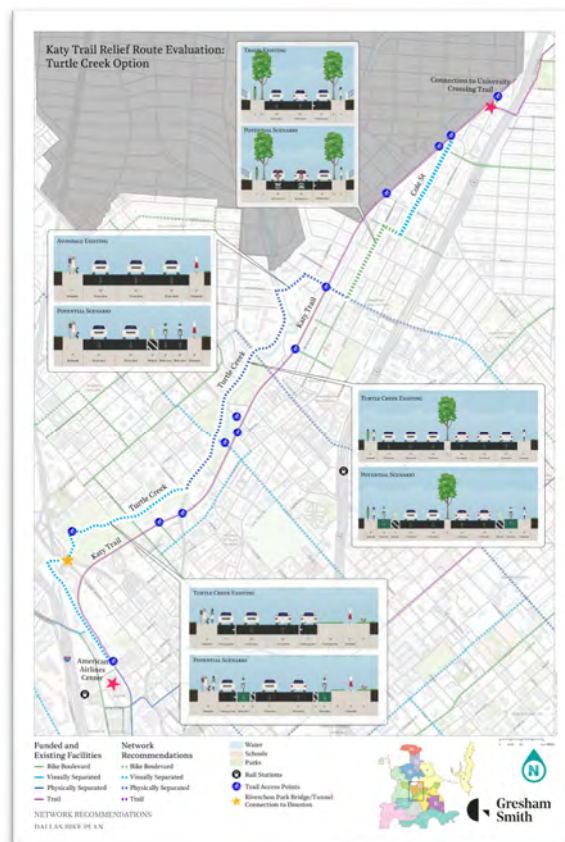
Travis/Carlisle Option



Katy Trail Widening Option



McKinney/Cole Option



Turtle Creek Option

5. PHASE 5 ENGAGEMENT

Overview

Phase 5 of community engagement presents the final draft plan to the public for a month-long review commencing March 3, 2025, and closing on March 30th. An engaging website breaks-up the plan into digestible components, while also providing direct links to the parts of the document with more detail.

The website details specific components requested by city leaders and the community, such as:

- A clear Vision Statement
- A phased & budgeted Implementation Plan
- Recommendations for the creation of a permanent Bicycle Advisory Committee

After the comment window closes, comments will be addressed and final edits will be made to the draft plan before submittal to the Dallas City Council for review and adoption.

