

Memorandum



CITY OF DALLAS

DATE June 10, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Bicycle Program Implementation Update

On Monday, June 13, 2016, you will be briefed on the Bicycle Program Implementation Update. The briefing materials are attached for your review.

Please do not hesitate to contact me if you have any questions or need additional information.

A handwritten signature in blue ink, appearing to read 'Alan E. Sims'.

Alan E. Sims
Chief of Neighborhood Plus

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Christopher D. Bowers, Interim City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

BICYCLE PROGRAM IMPLEMENTATION UPDATE

Transportation and Trinity River Project Council Committee

June 13, 2016

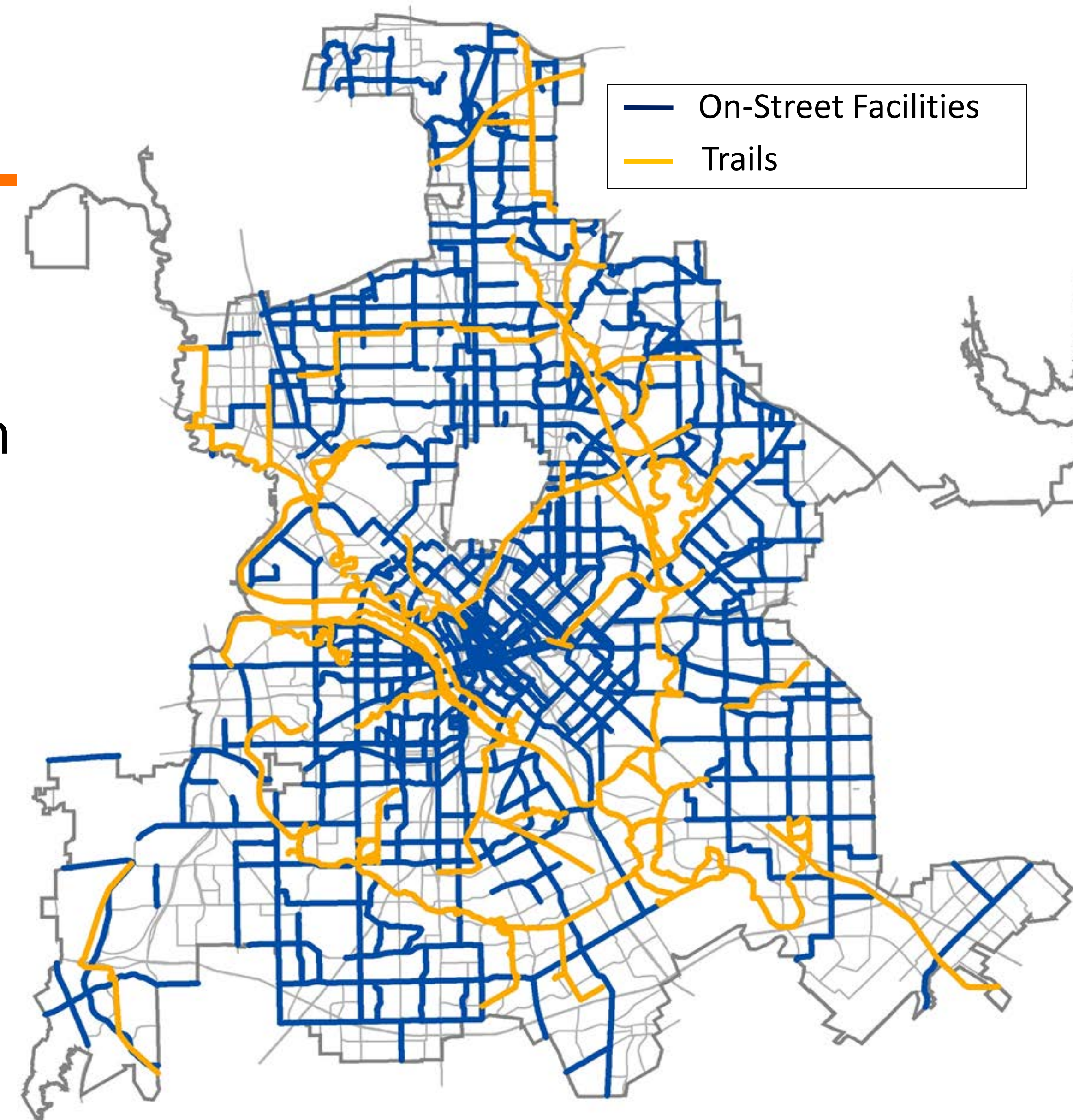


Purpose

- 01 Provide background and a status update on on-street bicycle facility planning and implementation
- 02 Identify implementation challenges and seek input on strategies to address these
- 03 Provide an update on Downtown Dallas Inc. bike share program proposal

Overview of the Dallas Bike Plan

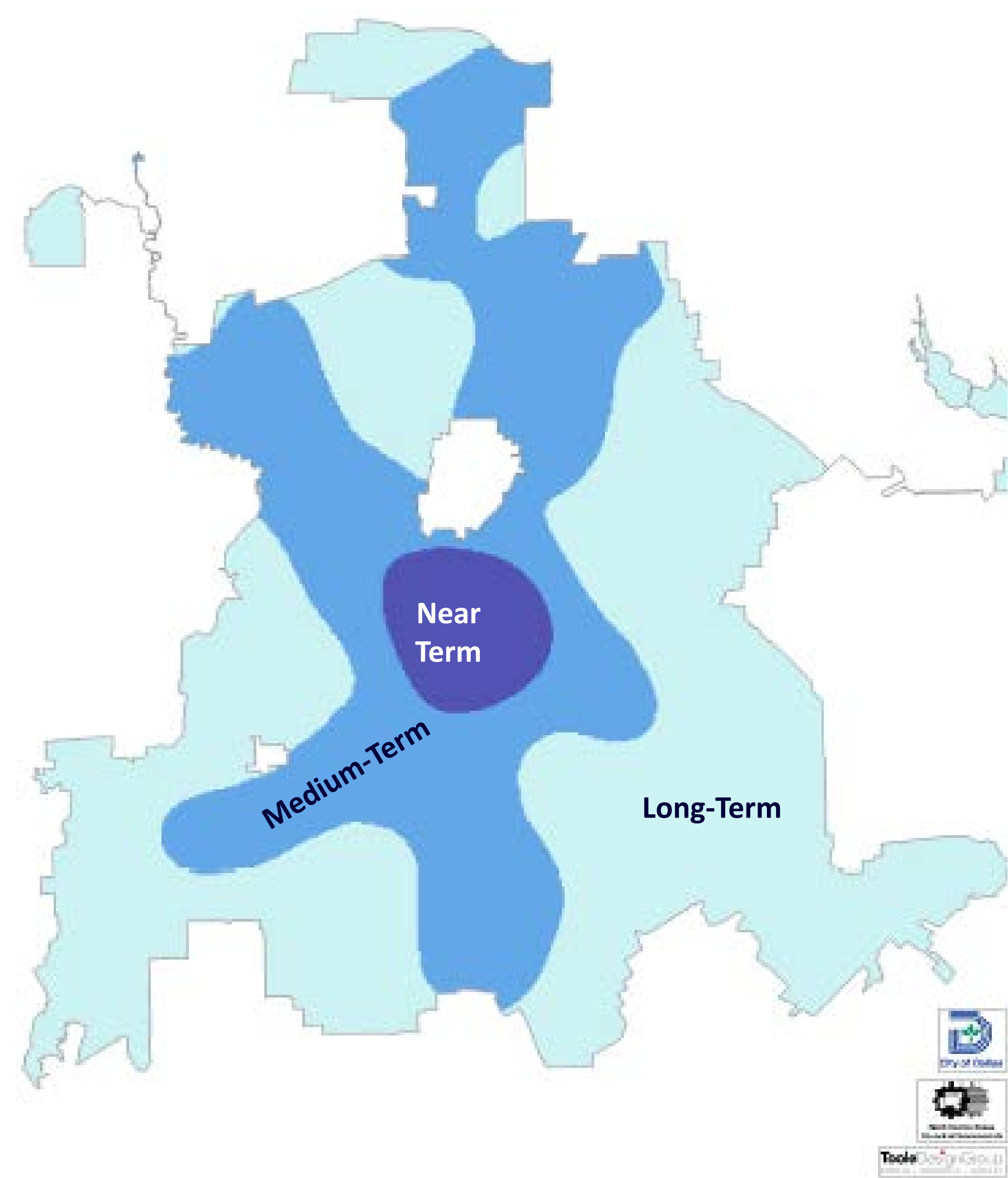
- Adopted in 2011
- Primary Goals
 - Provide clearly demarcated space on roadways for bikes, with street surface markings, striping or physical separation from cars where possible, to improve mobility and safety
 - Introduce best practices related to bicycle advocacy, education, and enforcement
 - Implement the full system in 10 years



Bike Plan

Implementation Priorities

- The Dallas Bike Plan defined a priority system for implementation based on population concentrations, and linkages to trails, transit, and major destinations:
 - Near-Term: City core
 - Medium-Term: Linkages to light rail transit
 - Long-Term: Other areas

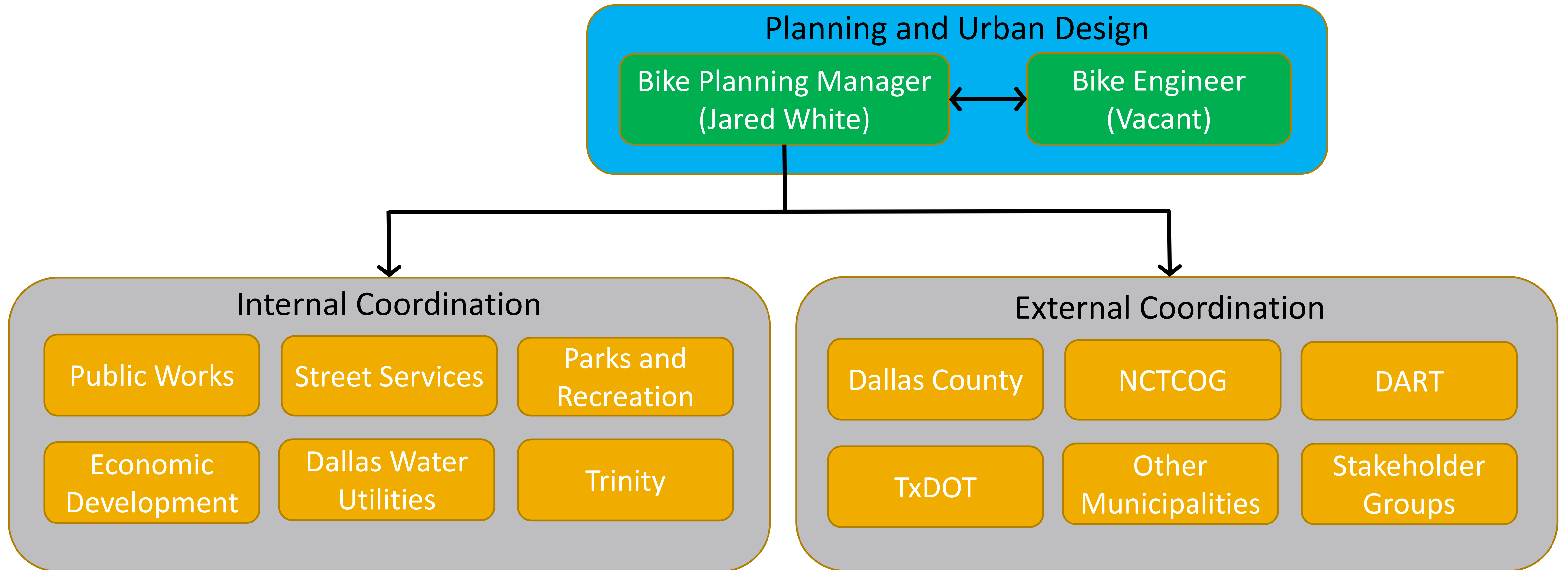


Bike Plan

Implementation Strategies

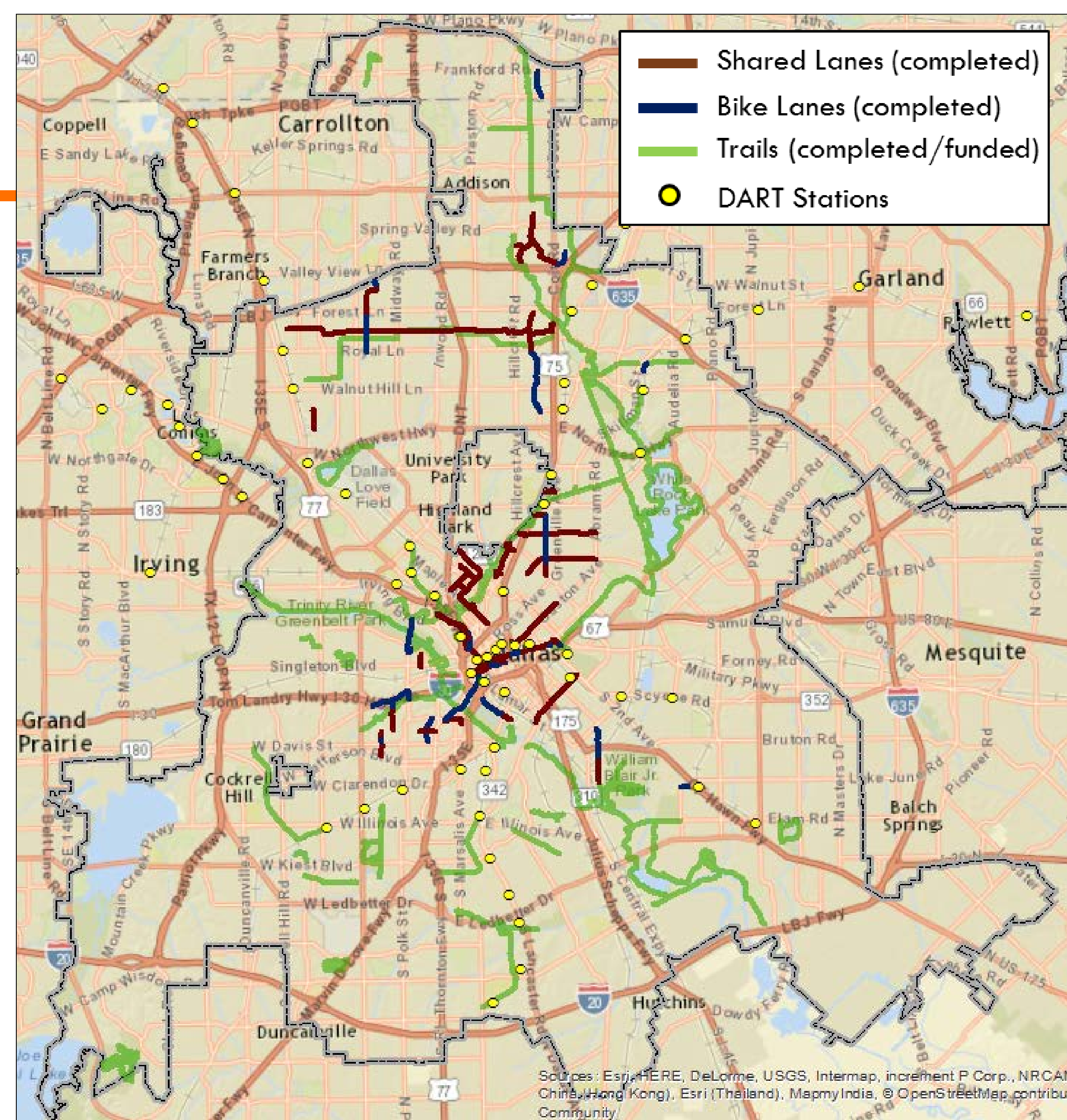
- Dedicated staff for in-house planning, design and coordination of bike facilities
- Close coordination with other City departments and external agencies
- \$500,000 annual allocation for bike facility design and construction
- Additional implementation of Bike Plan facilities through:
 - Street reconstruction/resurfacing projects by Public Works Department
 - Street maintenance projects by Streets Department

Bicycle Program Organization



Implementation Status

- Bike facilities completed to date
Total: 49.1 miles
 - Shared Lanes: 35.5 miles
 - Dedicated Bicycle Lanes: 13.6 miles



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAL, China, (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, Community

Facility Types

Shared Lanes



Dedicated Bicycle Lanes



Buffered Bicycle Lanes



Physically Separated Bicycle Lanes (flex stakes)



Physically Separated Bicycle Lanes (curb)

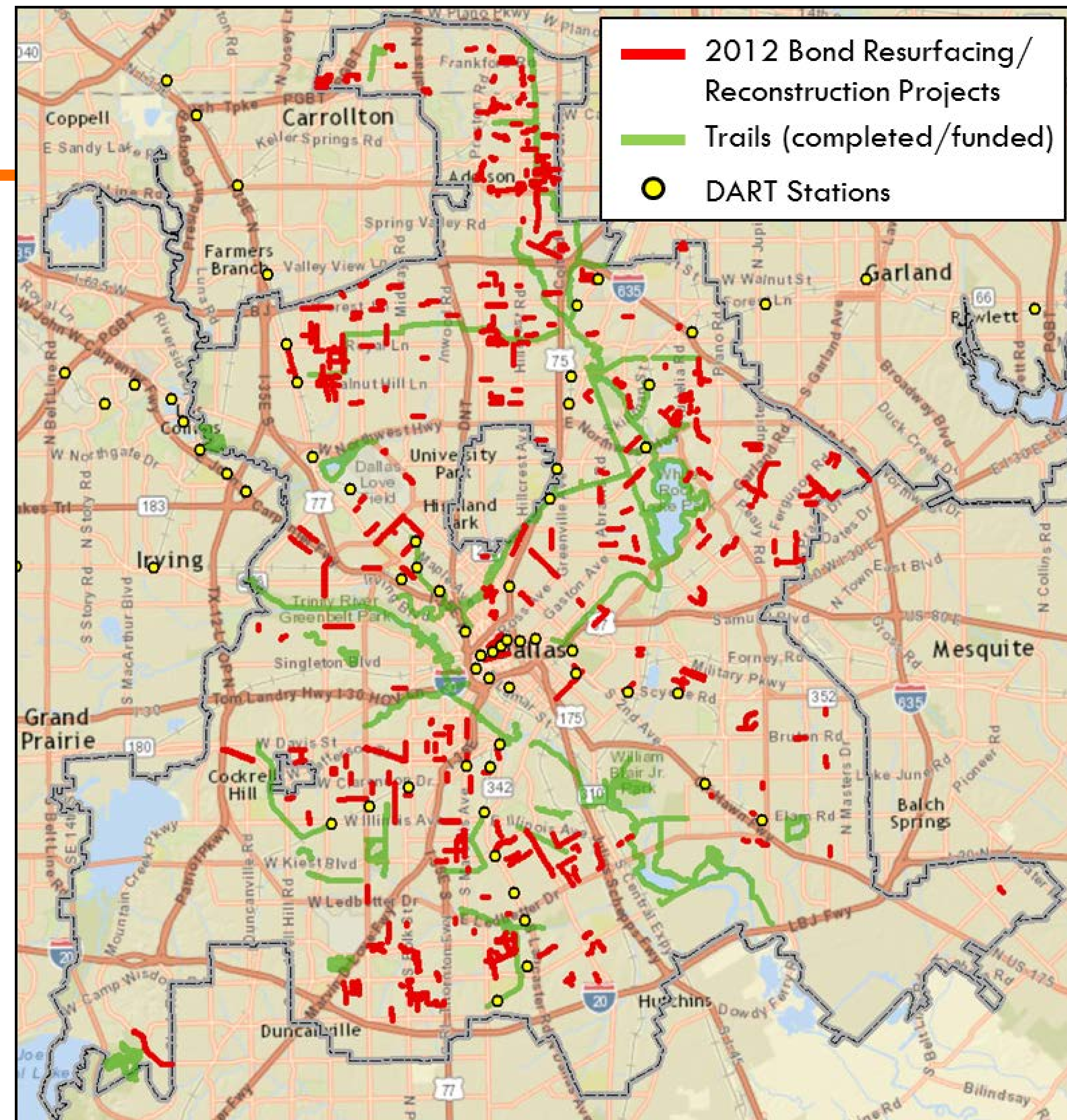


Implementation Issues

- Routine accommodation
- Shared lane facilities
- On-going maintenance
- Bicycle engineer vacancy

Routine Accommodation Issues

- Routine accommodation involves routine implementation of bike facilities through other ongoing street improvements
- Advantage
 - Can supplement the bicycle program budget through street reconstruction/resurfacing project budgets and enable quicker Bike Plan Implementation
- Challenges
 - Regular street project priorities typically do not match Bike Plan implementation priorities
 - Regular street projects typically do not offer bike facility connectivity opportunities to link to existing facilities or destinations



Shared Lane Issues

- Advantages
 - Enables inclusion of bike facilities on streets with limited space
 - Lower initial cost than dedicated lanes
- Challenges
 - Significant learning curve for bike users and other vehicle drivers
 - Poses a safety issue on streets with higher speeds
 - Many projects face significant community opposition
 - Subject to higher degree of wear and tear

On-going Maintenance Issues

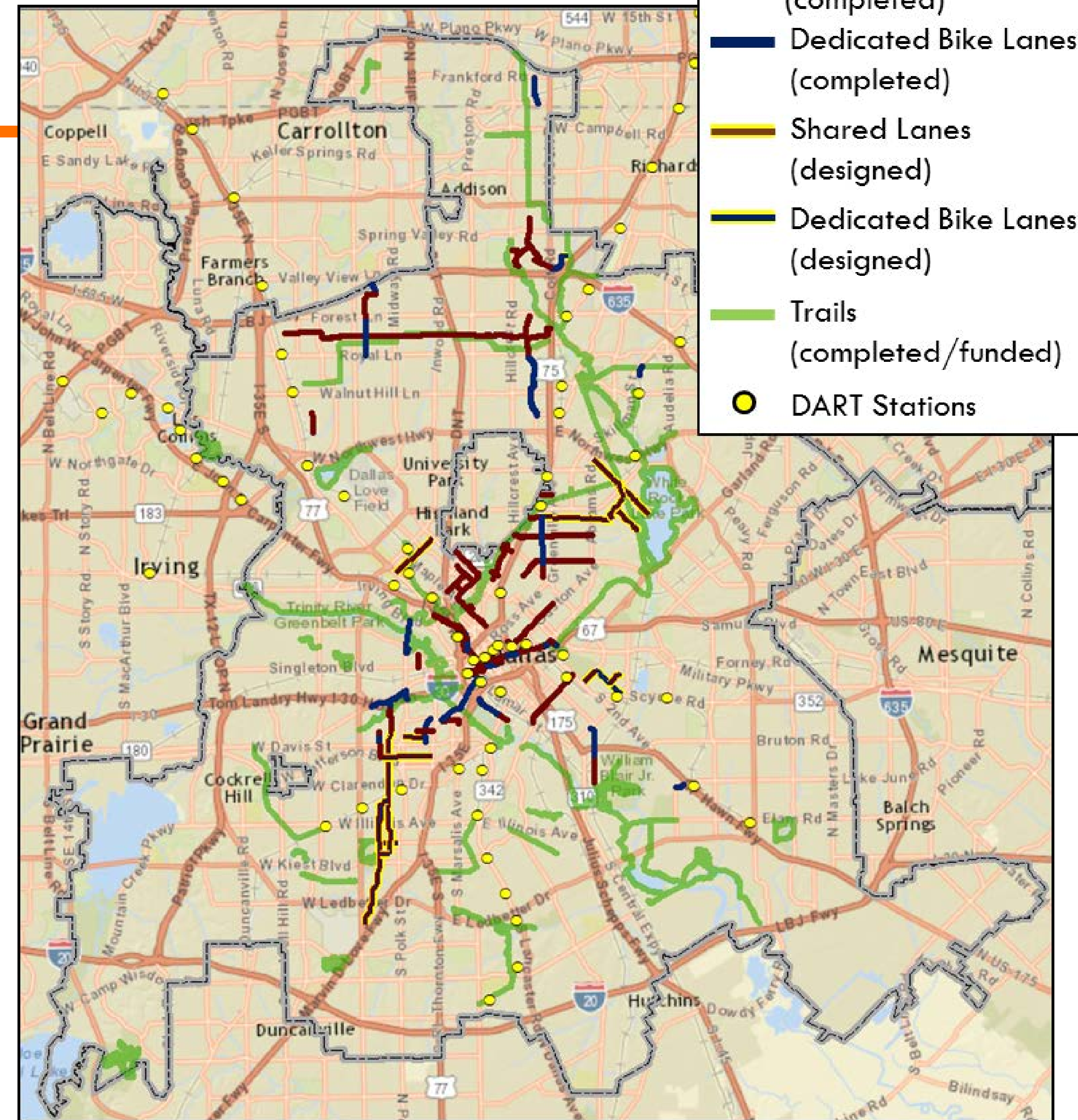
- To date annual \$500,000 budget allocation has been used for design and implementation of new facilities
- First round of implemented facilities are now in need of restriping
- Current lack of equipment to keep dedicated lanes free of sand and debris
- Need for long-term maintenance strategy
 - Explore partnering opportunity with public improvement districts (i.e. Downtown Dallas Inc.)
 - Use portion of annual \$500,000 budget allocation for maintenance
 - Evaluate preferred approach (in-house versus contracting services)

Bicycle Engineer Vacancy

- Resignation of Bicycle Engineer in November, 2015
- Specialized position that is not easy to fill
- Position advertised 1/25/16 through 3/17/16 on City and professional websites (Institute of Transportation Engineers, Association of Pedestrian and Bicycle Professionals)
- Interviews conducted April 2016: the only fully qualified candidate declined the offer to work with another local agency.
- Position is being re-advertised with additional professional websites such as LinkedIn, Planetizen, and American Planning Association

Current Work Plan

- Current focus on implementing projects that are already designed
 - 17.7 miles of shared lanes
 - 1.1 miles of dedicated lanes
- Delay in implementation of projects due to staff turnover and weather delays
- Need to identify alternative strategies to encumber current year funds

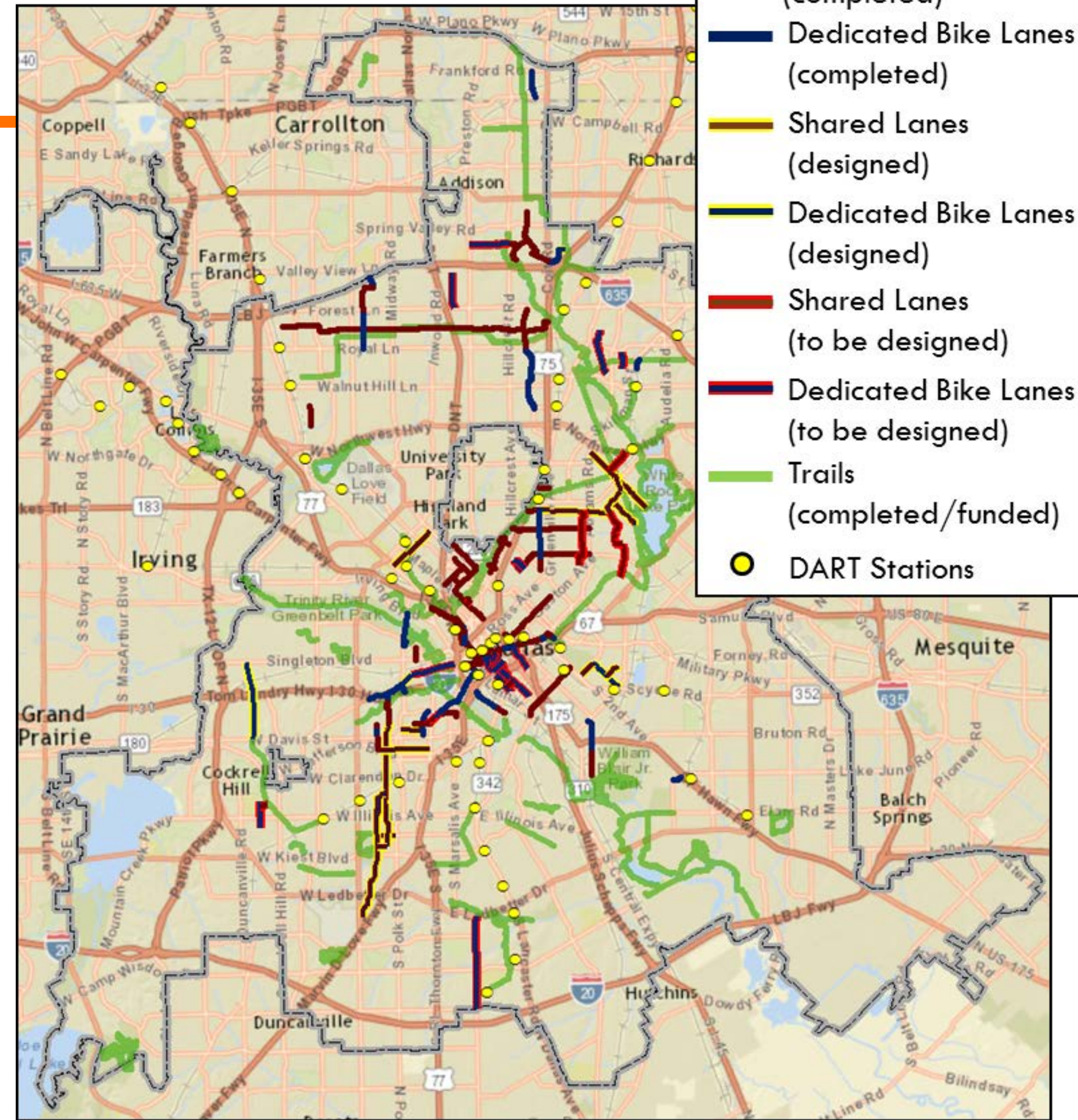


Alternative Implementation Strategies

- Potential supplemental agreements/change orders on current street capital projects
 - Bicycle linkages between Chalk Hill Trail and Chalk Hill Road bicycle lanes
 - W. Commerce - Dedicated bike lanes extending from Fort Worth Avenue to Riverfront
- Procure consulting expertise for next round of bicycle facility design
 - Publish RFQ – June 2016
 - Review and select consultant – July 2016
 - Anticipated Council action – August 2016
- Restriping of existing bike facilities in need of maintenance where necessary

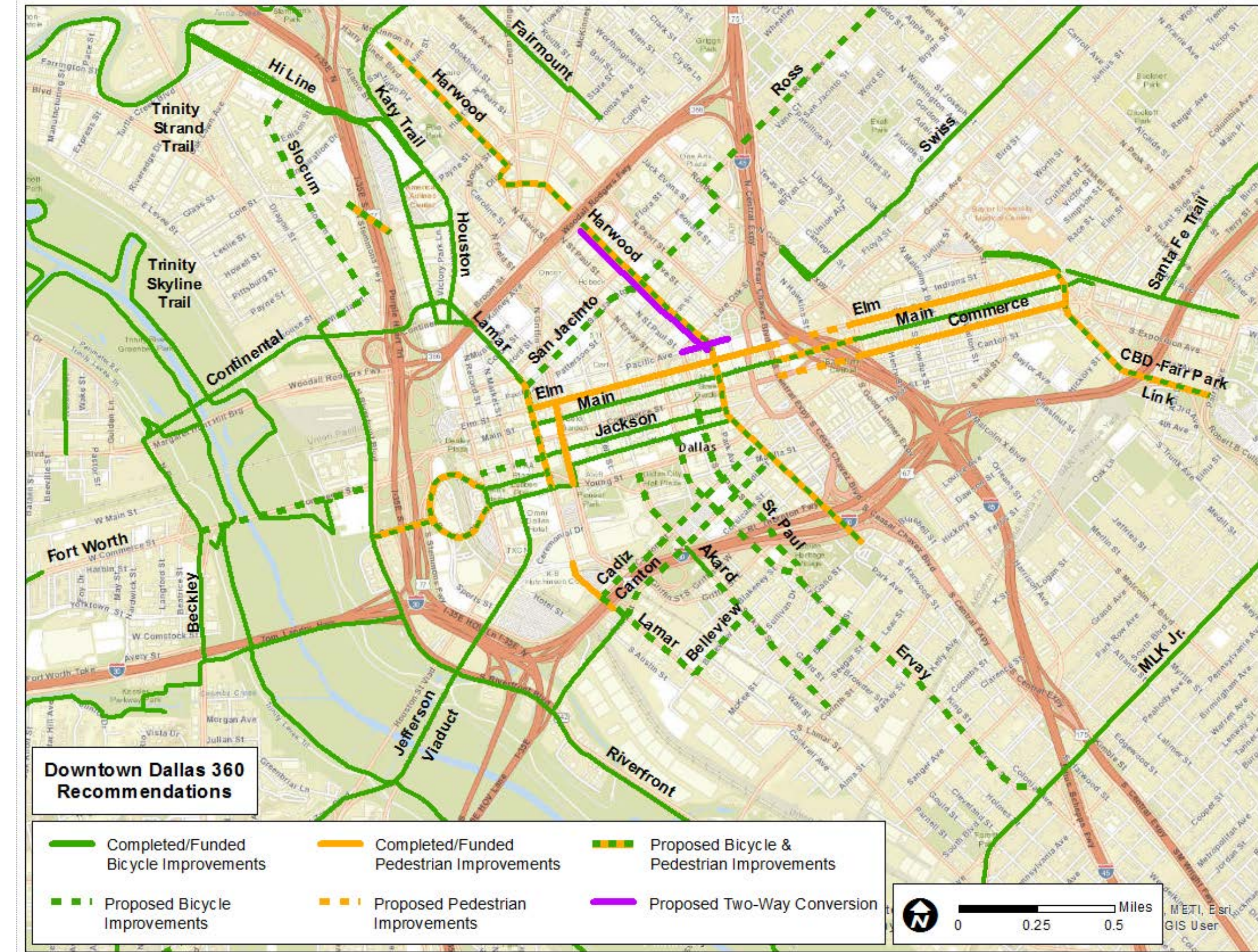
Proposed Work Plan

- Dedicated bike lanes: 13.5 miles
 - Close coordination with other street capital projects
 - Implementation through Public Works or Street Services depending on design
- Shared lanes: 4.8 miles
 - Shared lanes used judiciously to make critical connections



Proposed Work Plan (continued)

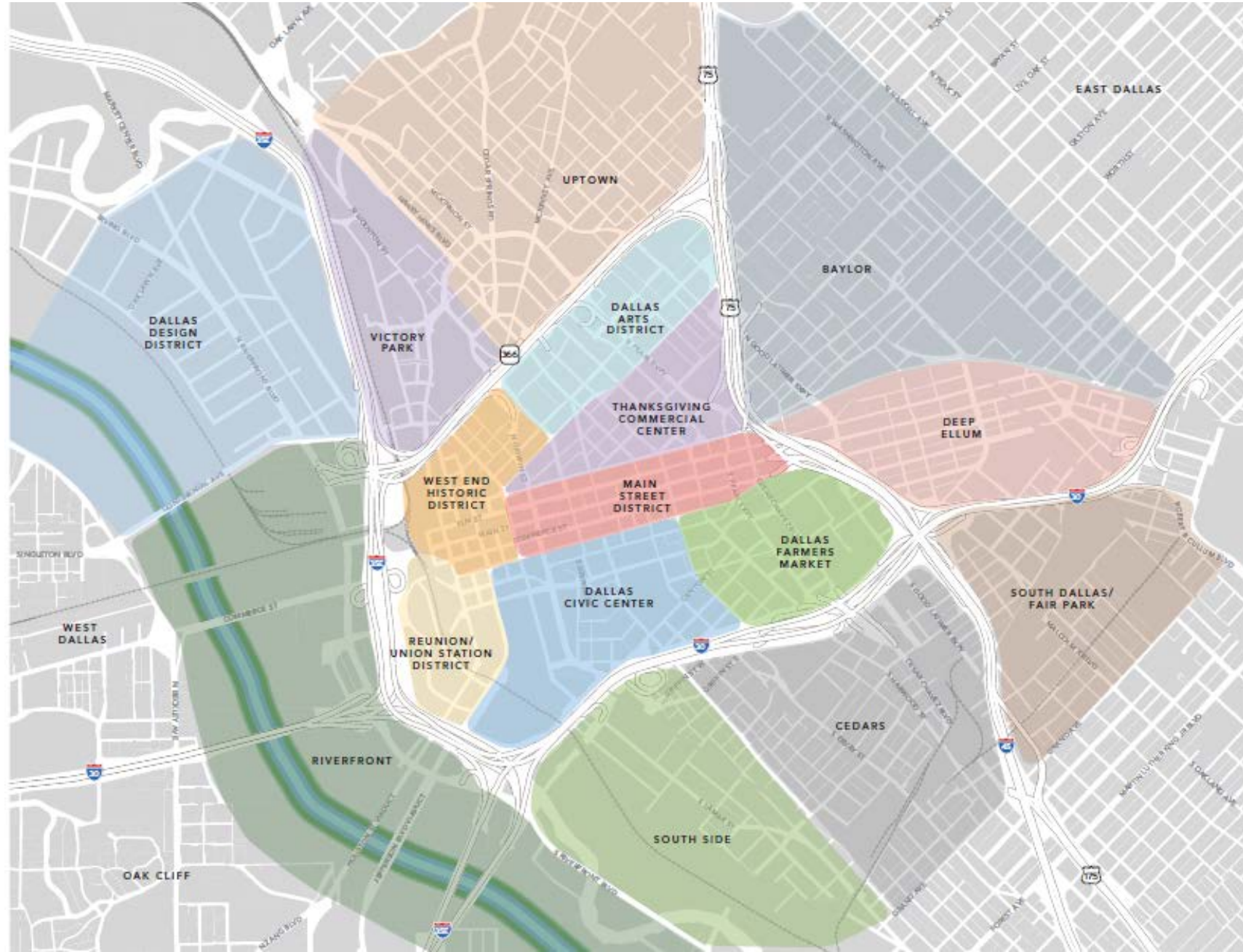
- Downtown Dallas 360 Update process will include studies to support comprehensive Thoroughfare Plan amendments to facilitate City Core bike facility implementation



Bike Share Program Proposal (Downtown Dallas Inc.)

- Downtown Dallas Inc. has been exploring a potential privately sponsored bike share program over the past two years
 - Estimated cost: \$6.1M over five years
 - Initial capital cost: \$2.2M
 - 5-year annual operation funding: \$3.9M
 - Goal is to potentially become self-sustaining after 5 years through advertising revenue and other sources such as grants and sponsors
- It may be necessary to consider alternative public funding options for seed money to advance this program
 - Bond Funds
 - Grant funds (Federal, State, NCTCOG, other public sources)

Bike Share Program Proposal



BIKE SHARE GEOGRAPHY BY THE NUMBERS [PHASE ONE]

Densely populated urban core of the city

- ▶ 46,500 Residents₁
- ▶ 22 Million Visitors₂
- ▶ 168,667 Jobs₃
- ▶ 10,000+ Hotel Rooms (with 2,500 under construction)₄

**55,000
RESIDENTS**

**PROJECTED
BY 2017.**

1. Downtown Dallas, Inc. Annual Report
2. Dallas Convention & Visitors Bureau 2014 Annual Report
3. 2010 US Census
4. Dallas Convention & Visitors Bureau and Downtown Dallas, Inc. estimates.

Bike Share Program Proposal

PHASE ONE SYSTEM

40

STATIONS

400

BIKES



- ▶ Dallas Design District
- ▶ Victory Park
- ▶ West Dallas - Trinity Groves
- ▶ Oak Cliff
- ▶ Southside
- ▶ Cedars
- ▶ South Dallas - Fair Park
- ▶ Deep Ellum
- ▶ Baylor
- ▶ Uptown
- ▶ West End Historic District
- ▶ Reunion/Union Station
- ▶ Dallas Civic Center
- ▶ Dallas Farmers Market
- ▶ Main Street District
- ▶ Thanksgiving Commercial
- ▶ Dallas Arts District

Questions?
