

Memorandum



CITY OF DALLAS

DATE December 9, 2011

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson,
Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT **Bike Plan Implementation and Thoroughfare Plan Amendment Process**

On Monday, December 12, 2011, the Transportation and Environment Council Committee will be briefed on the Bike Plan Implementation and Thoroughfare Plan Amendment Process.

Please feel free to contact me at 214-670-5299 if you need additional information.

A handwritten signature in cursive script that reads "Jill Jordan".

Jill A. Jordan, P.E.
Assistant City Manager

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr. City Attorney
Rosa Rios, Acting City Secretary
Craig Kinton, City Auditor
Judge C. Victor Lander, Administrative Judge
A.C. Gonzalez, First Assistant City Manager
Ryan S. Evans, Assistant City Manager
Forest Turner, Assistant City Manager
Joey Zapata, Interim Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Edward Scott, Director, Controller's Office
Frank Libro, Public Information Office
Theresa O'Donnell, Director, Sustainable Development and Construction
Rick Galceran, Director, Public Works
Helena Stevens-Thompson, Assistant to the City Manager – Council Office

Bike Plan Implementation and the Thoroughfare Plan Amendment Process



Presented to:

- Council Quality of Life Committee
- Council Transportation and Environment Committee

December 12, 2011

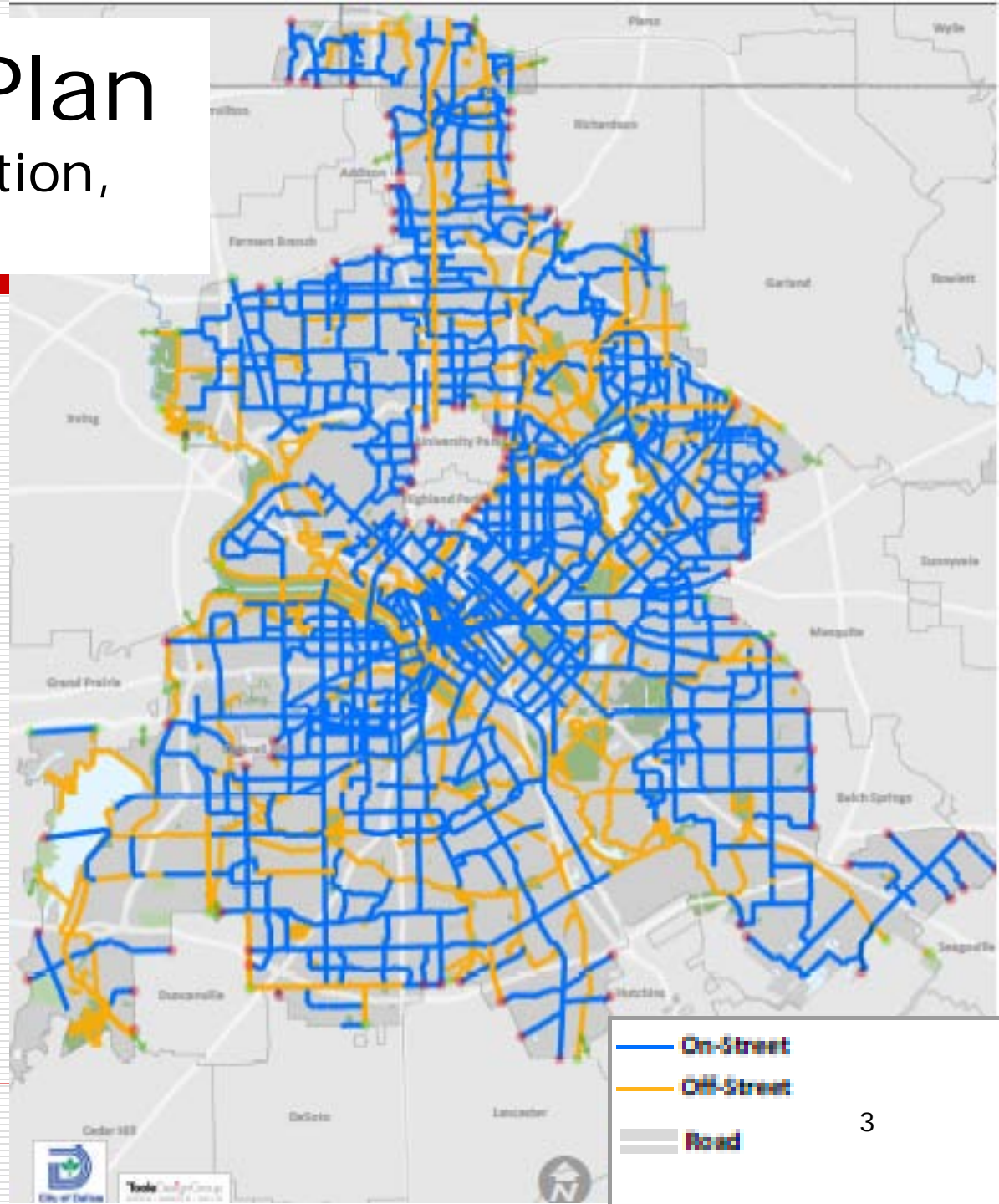
Purpose

- Present the current recommendations regarding implementation of the Dallas Bike Plan
- Clarify the Bike Plan implementation and Thoroughfare Plan Amendments
- Present options for the Bike Plan and roadway design recommendations for Fort Worth Avenue
- Receive Committee input and guidance on the options presented

Dallas Bike Plan

Adopted by Resolution,
June 2011

- A long range vision for a bike route network with preliminary recommendations for bike facility types
- No funding for implementation has been secured – not a fiscally constrained plan



Dallas Bike Plan System Overview

Current: 115 total miles

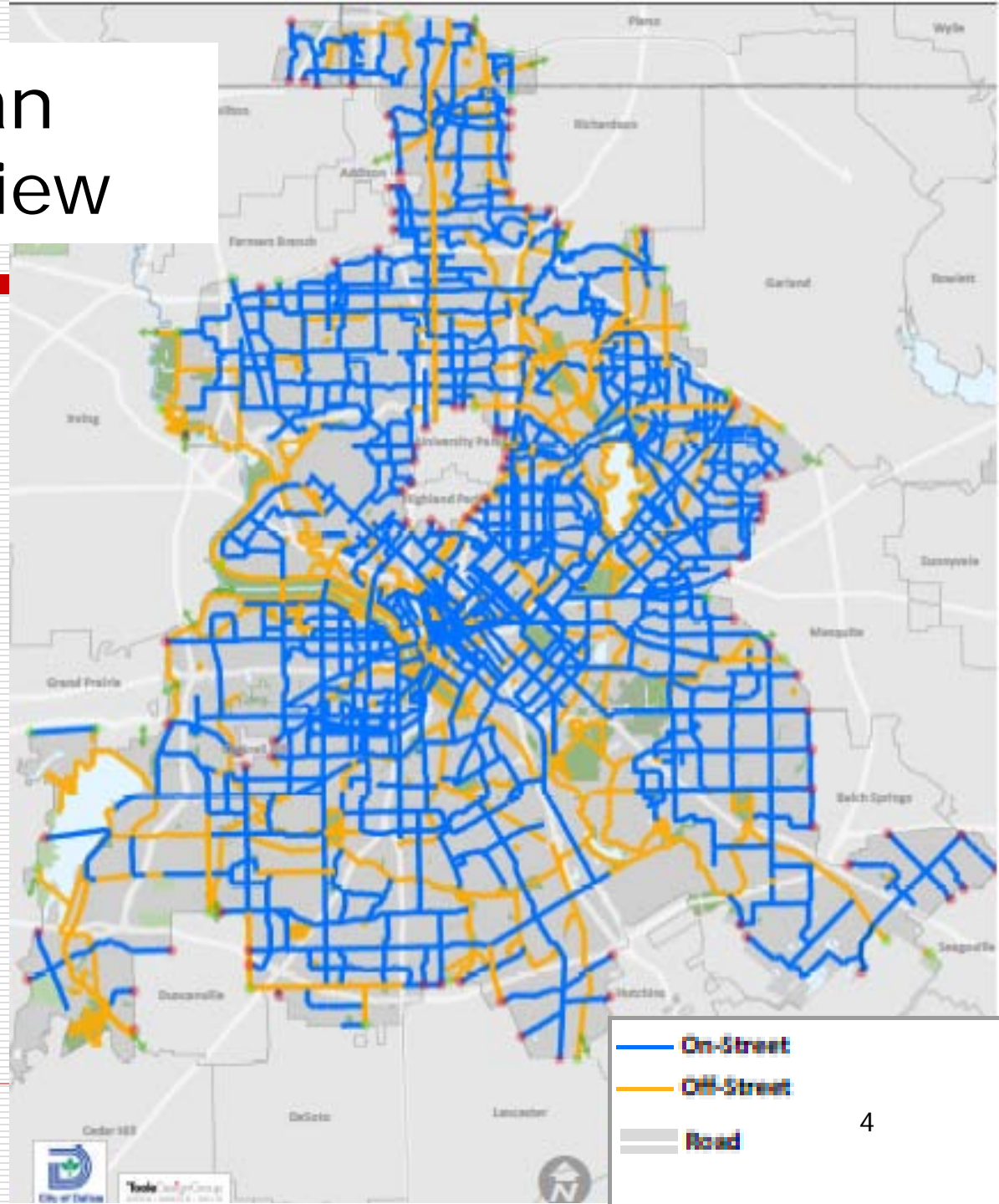
On-street : 0 miles

Off-street : ~115 miles

Vision: 1,296 total miles

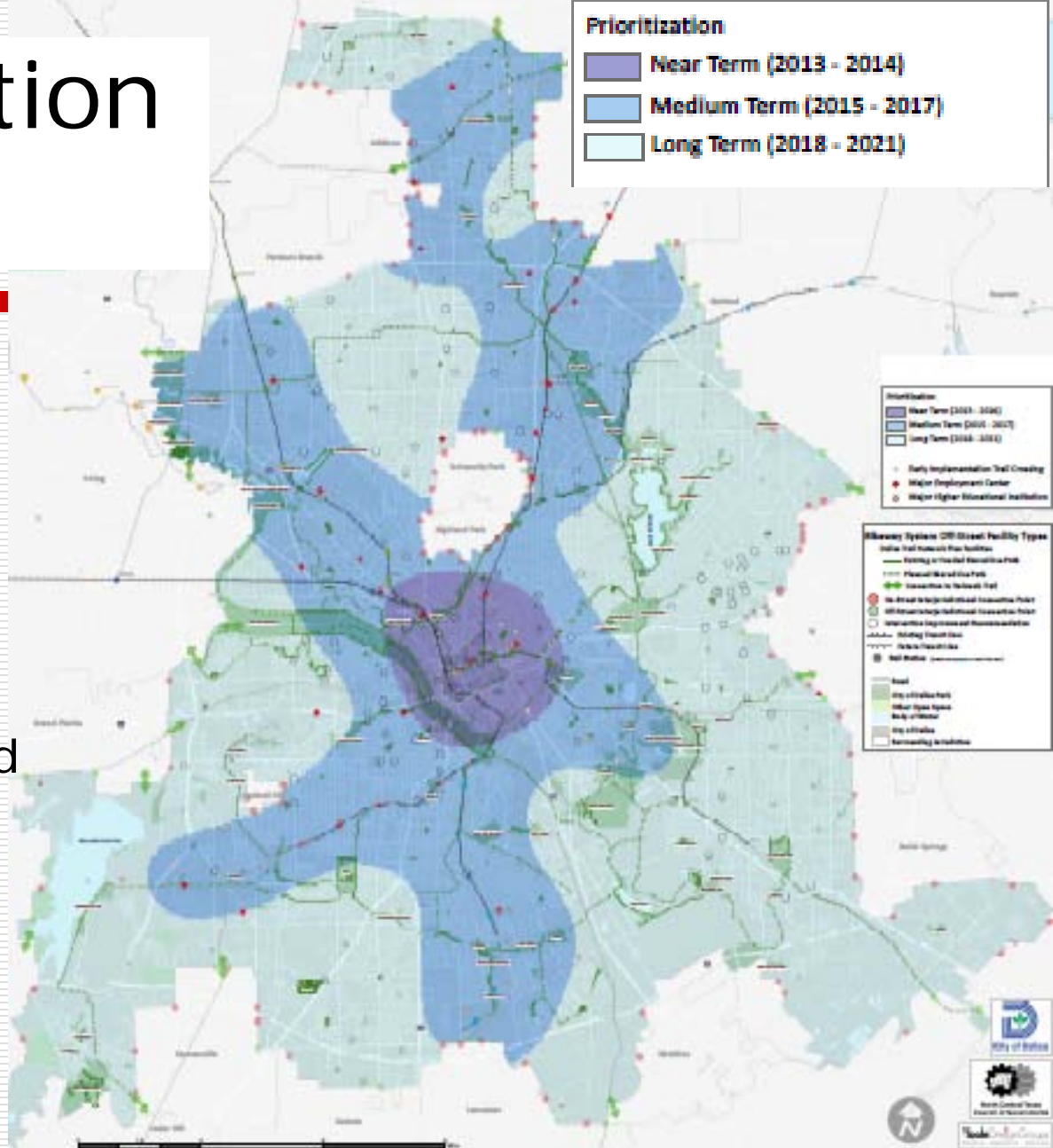
On-street: ~840 miles

Off-street: ~456 miles



Implementation Strategy

- ❑ Implementation strategy recommends timeframes, priorities and geographic areas
- ❑ Recommends general priority areas for implementation, based on linkages to transit and key community destinations



Early Implementation / Demonstration Projects

- ❑ 18 fully or partially funded street segments with design already underway to incorporate Bike Plan recommendations
- ❑ 70 trail-road crossings along five existing trails (STEP grant funded)
- ❑ Bike route signage removal/replacement (not funded)
- ❑ Four strategic area linkage projects (not funded)
 - Central Core Connection Project
 - West Dallas Neighborhoods Project
 - North-Central (NC) Route
 - Southern Sector (Wonderview Area) Project

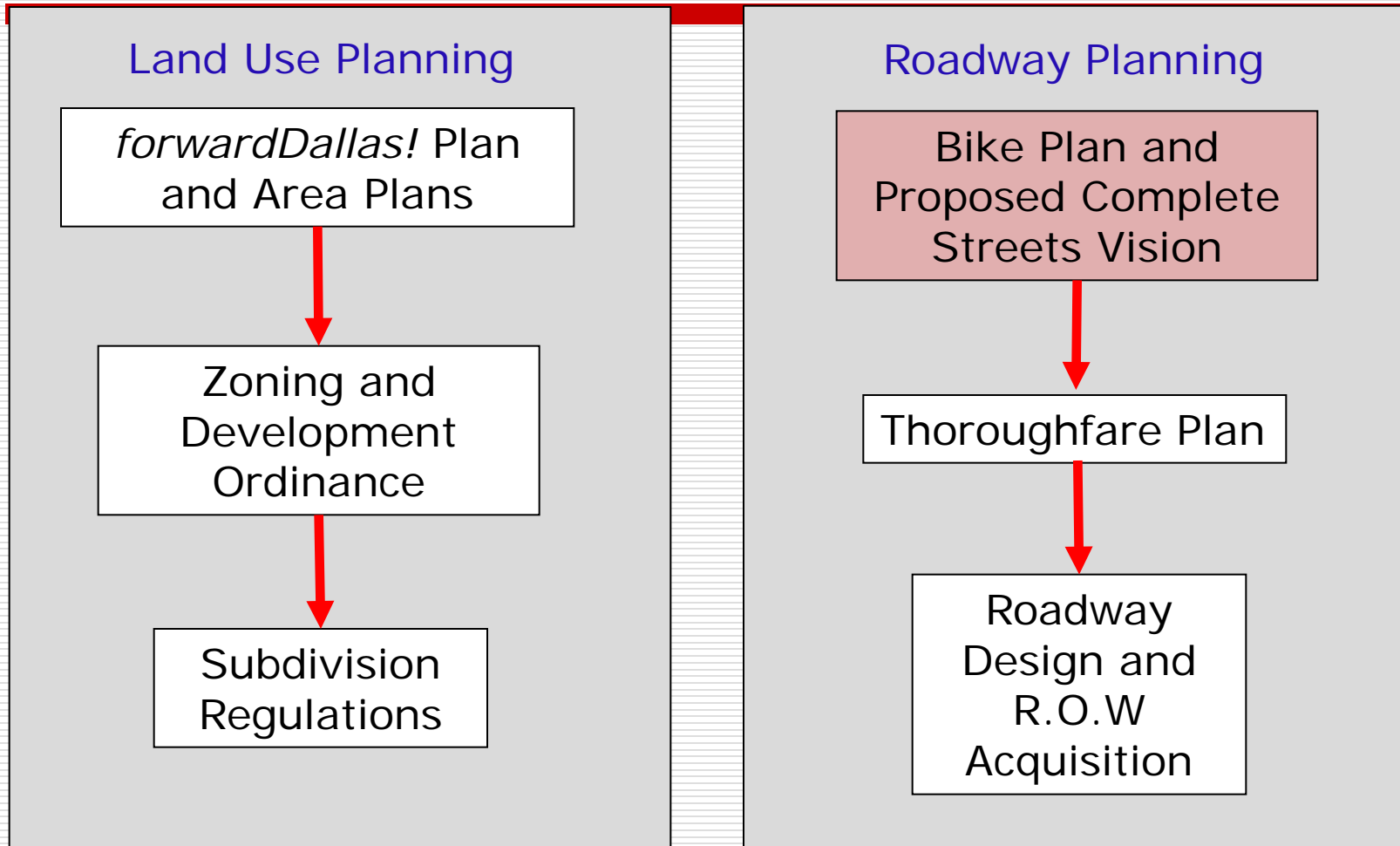
Ten-Year Phased Implementation

- Near-Term (2013 – 2014): 82 miles of bike facilities
- Mid-Term (2015 – 2017): 281 miles of bike facilities
- Long-Term (2018 – 2021): 364 miles of bike facilities

Implementation of the Bike Plan and the Thoroughfare Plan

- ❑ Bike Plan does acknowledge need for Thoroughfare Plan amendments prior to implementation, where necessary
- ❑ Adoption process did not meet the standard for public hearings required for Thoroughfare Plan amendments
- ❑ Dallas City Charter and Development Code sets out the process for Thoroughfare Plan amendments

Plans Vs. Regulations



Plans Vs. Regulations

- Provide vision and policy direction for long term implementation
 - Not designed to be legally binding; Typically more general and flexible
 - Adopted by resolution with a lower standard of public notification and involvement
- Provide clear rules for immediate application
 - Legally binding; Typically more specific and less flexible
 - Adopted by ordinance with a higher standard of public notification and involvement

Thoroughfare Plan

City Charter – Chap. XV, Sec. 8

- The city council shall by ordinance adopt a thoroughfare plan. A thoroughfare plan now in existence or hereafter adopted by the city council shall not be changed except by an ordinance duly adopted after a public hearing as herein provided.

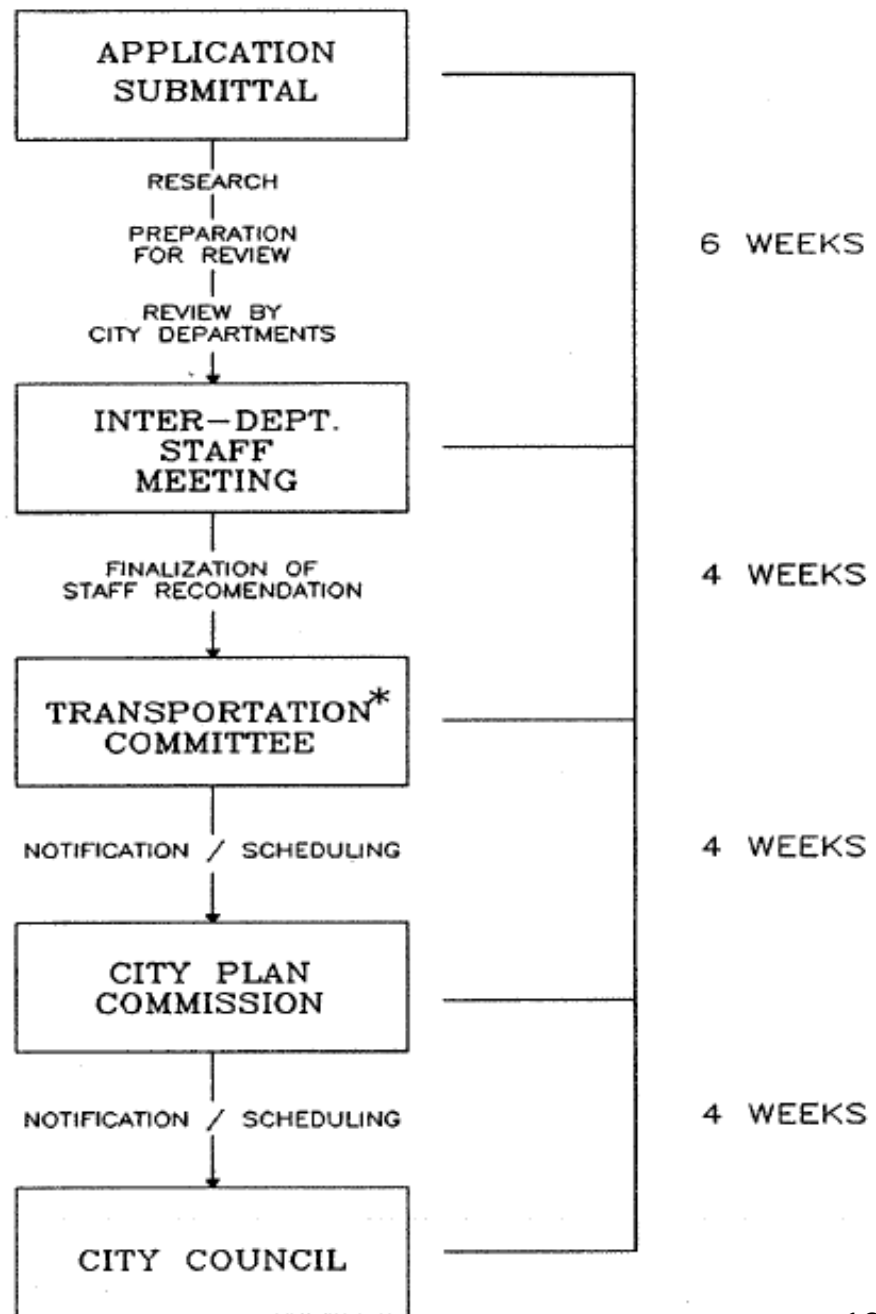
Thoroughfare Plan

City Charter – Chap. XV, Sec. 8

- Prior to any change in a thoroughfare plan, the city council shall hold a public hearing. Written notice of all public hearings before the city council on proposed changes in the thoroughfare plan shall be sent to owners of real property lying within 200 feet of the area of the proposed change, such notice to be given, not less than 10 days before the date set for hearing, to all such owners who have rendered their said property for city taxes as the ownership appears on the last approved city tax roll.

Thoroughfare Plan Amendment Process

- Chapter 51A of the Dallas Development Code and the Thoroughfare Plan establish the amendment process in compliance with the Charter provisions



* SUBCOMMITTEE OF CITY PLAN COMMISSION

Why are Thoroughfare Plan amendments necessary and useful?

- Public input and consensus is an important part of designing and constructing roadways
- Changes to roadway operation or function impact citizens
- Often differing perspectives need to be weighed and balanced:
 - Residents
 - Adjacent property owners
 - Commuters
 - Issue-based advocates
- Sometimes there are tough choices to be made

Thoroughfare Plan Amendment Process

City initiated Roadway Projects

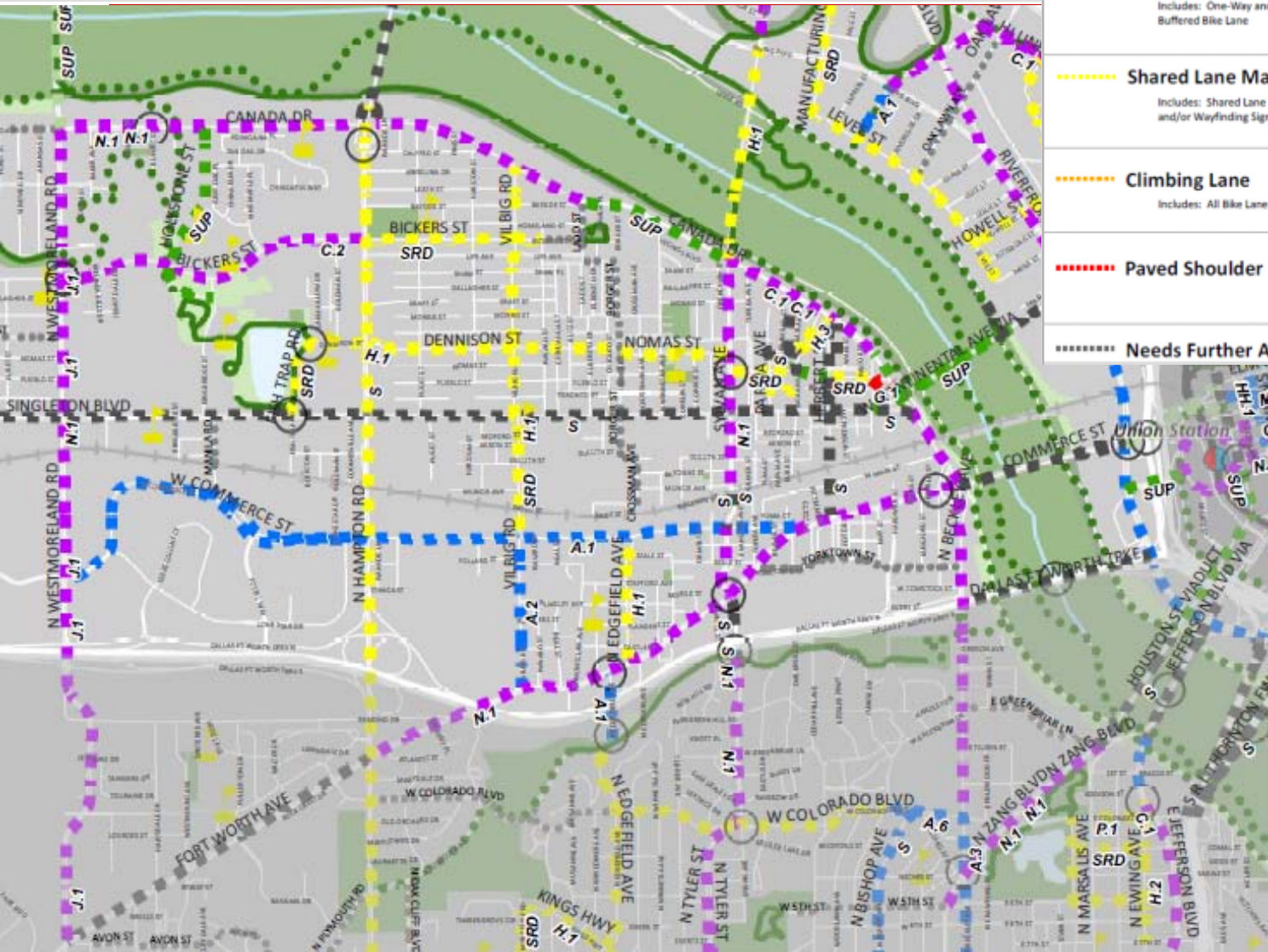
- ❑ Thoroughfare Plan amendments are typically scheduled after conceptual designs are developed and broad-based community input is received
- ❑ Thoroughfare Plan amendment hearing process allows property owners directly adjacent to the roadway to be notified and involved prior to proceeding with engineering design and implementation
- ❑ In recent years, public input during the conceptual design and Thoroughfare Plan amendment process has resulted in design changes

Fort Worth Avenue – West Commerce Bike Plan Recommendations

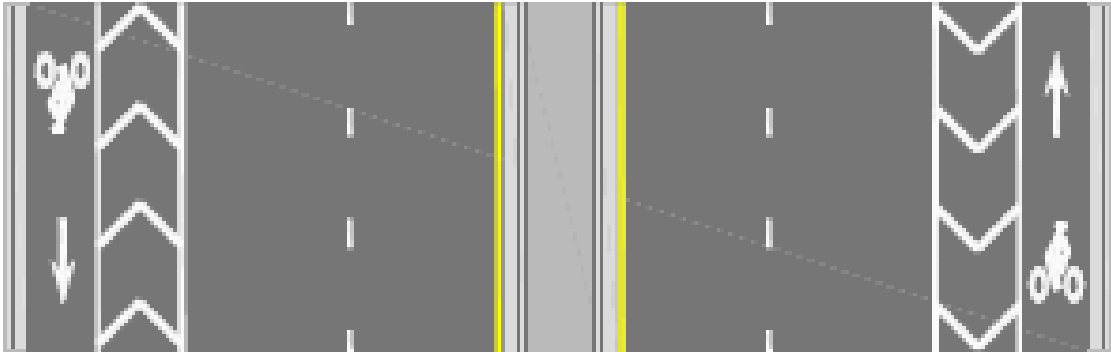
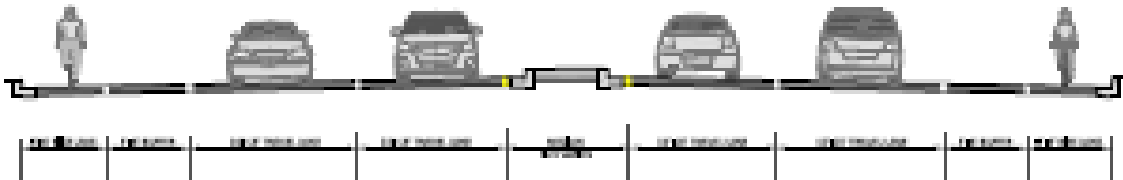
Dallas Bikeway System Network Recommendations

Bikeway System On-Street Facility Types

- **Bike Lanes**
 Includes: Bike Lanes, One-way Bike Lane, Bus Bike Lane, Floating Bike Lanes, and other Bike Lane Combinations
- **Cycletrack or Buffered Bike Lane**
 Includes: One-Way and Two Way Cycletracks on One or Both Sides, Buffered Bike Lane
- **Shared Lane Marking**
 Includes: Shared Lane Markings, Pavement Markings, and/or Wayfinding Signs
- **Climbing Lane**
 Includes: All Bike Lane / Sharrow Combinations
- **Paved Shoulder**
- **Needs Further Analysis**



Fort Worth Avenue – West Commerce Bike Plan Recommendation



R.1. 4 Lane Buffered Bike Lanes with Median No Parking

Fort Worth Avenue – West Commerce Bike Plan Recommendations

- ❑ Bike Plan recommends a dedicated bike lane for Fort Worth Avenue between Hampton and Beckley
- ❑ The bike facility recommendation for the Commerce linkage east of Beckley to Downtown is unresolved (“needs further study”)
- ❑ Although an important part of the ultimate citywide bike network, this corridor does not currently link many destinations and poses potential safety concerns for bicyclists without the critical Downtown linkage
- ❑ Bike Plan does not identify Fort Worth Avenue for early implementation

Fort Worth Avenue – West Commerce Conceptual Design Plans

- ❑ Public Works, in conjunction with Economic Development hired Huitt-Zollars to develop conceptual design plans for Fort Worth Avenue – West Commerce, from Westmoreland to Beckley
- ❑ Preliminary community input indicated desire to explore designs with alternative lane configurations
- ❑ Conceptual design process is 50% complete with preliminary concept designs prepared and initial community meetings held
- ❑ To facilitate coordination, Fort Worth Avenue has been identified as a Complete Streets Initiative Pilot Project

Fort Worth Avenue – West Commerce Multiple Inter-Related Projects

- ❑ Two Thoroughfare Plan amendments – Sylvan corridor, Beckley-Commerce
- ❑ Three zoning cases
- ❑ Street resurfacing and restriping
- ❑ Complete Streets Initiative

Fort Worth Avenue – West Commerce Preliminary conceptual design

- ❑ Reduction of automobile travel lanes to two in each direction
- ❑ Buffered bike lanes in each direction
- ❑ On-street parking where existing R.O.W. allows (land acquisition may be needed for on-street parking in some locations)
- ❑ Wider sidewalks



* Some design components vary along the length of project

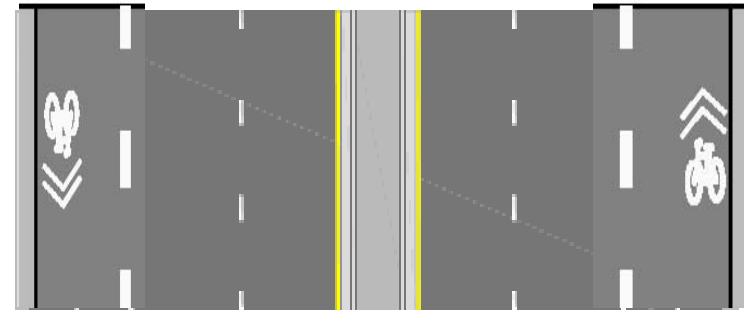
Fort Worth Avenue – West Commerce Implementation Options

- ❑ Option 1: Temporary Shared Bike Lanes
- ❑ Option 2: Temporary Buffered Bike Lanes
- ❑ Option 2a: Permanent Buffered Bike Lanes
- ❑ Option 3: Complete Street Design

Option 1

Temporary Shared Bike Lanes

- ❑ Restripe outside lanes as shared bike lanes with water-based paint for a 90 day trial period (maximum allowed by code)
- ❑ Bike lanes can be installed without a Thoroughfare Plan amendment
- ❑ Conceptual design process for long-term design solution will proceed
- ❑ Striping would be done in March 2012 when warm weather returns and removed after trial period



Option 1

Temporary Shared Bike Lanes

□ Cost Considerations

- Estimated cost of installation (1.29 miles) - \$22,500
 - Water-based paint “Sharrows” bike markings at 250 foot intervals
 - Installation of “No Parking” and Bikeway signs at 250 foot intervals
- Estimated cost of removal – \$7,000
 - Removal of markings when test period ends

Option 1

Temporary Shared Bike Lanes

Pros:

- Allows bike route to be tested with a relatively inexpensive interim solution
- Allows conceptual design for long-term solution to proceed
- Reduces concerns regarding network connectivity at two ends of the project where bike facility terminates
- Does not reduce roadway lane capacity

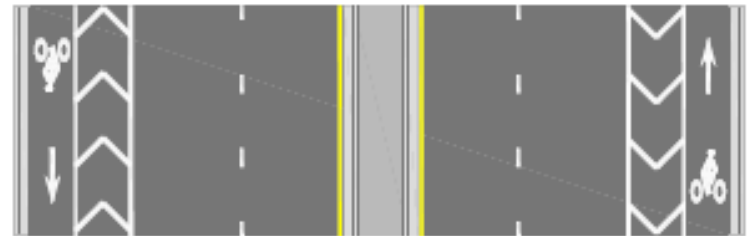
Cons:

- Major safety concerns given current traffic levels and speeds
- Does not test impact of reduced roadway capacity
- Departure from Bike Plan recommended facility type

Option 2

Temporary Buffered Bike Lanes

- ❑ Restripe outside lanes as buffered bike lanes for a 180 day trial period
- ❑ Amend code to increase trial period from 90 to 180 days
- ❑ Temporary bike lanes can be installed without a Thoroughfare Plan amendment
- ❑ Striping would be done in March 2012 when warm weather returns



Option 2

Temporary Buffered Bike Lanes

□ Cost Considerations

- Estimated cost of installation (1.29 miles) - \$32,000
 - Thermoplastic bike symbol paint markings at 250 foot intervals
 - Installation of “No Parking” and Bikeway signs at 250 foot intervals
- Estimated cost of removal – \$30,000
 - Removal of markings when test period ends

Option 2

Temporary Buffered Bike Lanes

□ Pros:

- Implements Bike Plan recommended facility type
- Allows bike lane to be tested while a Thoroughfare Plan amendment is in process
- Safer solution than shared lanes, given current traffic levels and speeds

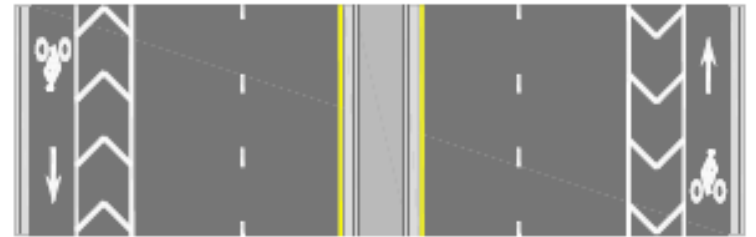
□ Cons:

- Safety concerns remain at project terminus where bike lanes end
- Existing parking in the outside lane will be affected without any public involvement
- May raise concerns during test period that cause Thoroughfare Plan amendment to be delayed
- Bike lane installation will need to be removed if the facility is not made permanent through a Thoroughfare Plan amendment

Option 2a

Permanent Buffered Bike Lanes

- ❑ Initiate Thoroughfare Plan amendment process immediately to convert outside traffic lanes to buffered bike lanes
- ❑ Scope of amendment would be limited to allowing buffered bike lanes, without addressing other design issues related to comprehensive street design
- ❑ Thoroughfare Plan amendment could be initiated in early January and completed in April 2012
- ❑ Thoroughfare Plan amendment approval would make temporary buffered bike lanes permanent



Option 2a

Permanent Buffered Bike Lanes

Cost Considerations

- Estimated cost of installation (1.29 miles) - \$32,000
 - Thermoplastic bike symbol paint markings at 250 foot intervals
 - Installation of "No Parking" and Bikeway signs at 250 foot intervals

- Ongoing maintenance cost - \$29,000 every four years
 - Restriping every four years plus maintenance/replacement of signs
 - Additional street sweeping costs not included

Option 2a

Permanent Buffered Bike Lanes

Pros:

- Enables implementation of Bike Plan recommendation
- Allows a permanent bike facility to be installed rather than a temporary test facility
- Delays other long-term design decisions

Cons:

- Thoroughfare Plan amendment will precipitate premature public debate on unresolved long-term design issues such as on-street parking, wider sidewalks and questions about right-of-way acquisition that may cause delay
- Thoroughfare Plan will likely have to be amended again later to accommodate long term design solution
- Safety concerns at project terminus where bike lanes end
- Funds have not been identified for installation, additional annual maintenance and street sweeping for a permanent facility

Option 3

Complete Street Design

- ❑ Finish Huitt Zollars conceptual design process and hold public meeting in Jan 2012
- ❑ Initiate Thoroughfare Plan amendment in Feb 2012 and complete process in May 2012
- ❑ Restriping for permanent buffered bike lane could be done in June 2012



Option 3

Complete Street Design

□ Cost Considerations

- Estimated cost of installation (1.29 miles) - \$32,000
 - Thermoplastic bike symbol paint markings at 250 foot intervals
 - Installation of "No Parking" and Bikeway signs at 250 foot intervals
- Ongoing maintenance cost - \$29,000 every four years
 - Restriping every four years plus maintenance/replacement of signs
 - Additional street sweeping costs not included
- Complete street project implementation – \$ TBD
(contingent upon future bond program)

Option 3

Complete Street Design

□ Pros:

- Allows thorough community involvement on all street design issues
- Allows comprehensive, long-term street design to be developed and issues resolved before the public hearing to amend the Thoroughfare Plan
- Comprehensive design solution would also address the Bike Plan recommendation for a buffered bike lane

□ Cons:

- Buffered bike route striping would be delayed by 3 months

Comparison of Options

Options	Primary Considerations
Temporary Shared Bike Lane	<ul style="list-style-type: none"> • Potential safety concerns during test period • Restriping during next seasonal contract • Fiscal note: \$29,500 (funds not identified)
Temporary Buffered Bike Lane	<ul style="list-style-type: none"> • Code amendment initiated in January • Restriping during next seasonal contract • Fiscal note: Up to \$62,000 (funds not identified)
Permanent Buffered Bike Plan	<ul style="list-style-type: none"> • Thoroughfare Plan amendment initiated in Jan, 2011 • Fiscal note: Up to \$62,000 + increased O&M (funds not identified)
Complete Street Design	<ul style="list-style-type: none"> • Conceptual design proceeds as planned • Thoroughfare Plan amendment initiated in Feb, 2011 • Restriping during next seasonal contract • Fiscal note: Cost TBD (future bond program)

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