Irving Bicycle Plan
Community Stakeholder Committee Kick-Off Meeting
May 26, 2022
Welcome and Introductions

Role of Community Stakeholder Committee

Background
  - Project Overview
  - Public Engagement
  - Existing Conditions
  - Overview of On-street Bike Facilities

Plan Vision, Goals, & Priorities (*Interactive*)

Next Steps
WELCOME
&
INTROS
Community Stakeholder Committee

- Name
- What is your background?
- Where do you bicycle/want to bicycle?
The Community Stakeholder Committee represents the public in the development of the Irving Bike Plan.

You will help by:

- Providing direction on vision and goals for Plan
- Reviewing draft network and providing feedback
- Sharing information with the public
Community Stakeholder Committee anticipated meetings:

- Kick-off meeting (May 26, 2022)
- Review Draft Network Options and BLTS analysis (early fall 2022)
- Review Network Recommendation (late 2022)
- Fourth meeting, if needed (spring 2023)
SCOPE OF WORK

- Develop a bicycle Plan that identifies an all ages and abilities network focused on on-street bikeways.
- Develop a bicycle network plan with map and facility type, including priority corridors for implementation.
- Develop a bicycle network plan that connects major locations to neighborhoods and adjoining communities.
Use a **Bicycle Level of Traffic Stress** (BLTS) analysis to score existing roadways/intersections.

**Develop** design guidance, recommended policies, and an implementation phasing plan.

**Develop** guidance and a decision matrix for prioritizing facilities and project selection.
TASKS

- Task 1: Project Management
- Task 2: Stakeholder Involvement
- Task 3: Existing Conditions
- Task 4: Bicycle Level of Traffic Stress (BLTS) Network Analysis
- Task 5: Bicycle Network Plan
- Task 6: Prioritized Projects, Recommended Policies, and Implementation Plan
- Task 7: Develop Irving Bike Plan Draft Document
- Task 8: Adoption of Irving Bike Plan
What issues are important to address with the Plan? (open-ended question)

Go to www.menti.com and use the code 5018 9881
**PUBLIC ENGAGEMENT**

**Walking and Biking in Richardson**

Use the "Existing and Planned Infrastructure" tab to comment on current and planned walking and biking routes, as well as proposed spot improvements.

Use the "Barriers and Opportunities" tab to add your own points and lines about active transportation barriers, gaps, or opportunities in Richardson along with any information you would like us to know about those locations. Gaps or barriers could include missing sidewalks, missing ramps, maintenance issues, etc. - whatever makes you hesitant about or keeps you from walking and biking. Opportunities could include a desired route to connection that could improve your walking or biking experience.

**Where Do You Want to Walk and Bike?**

Tell us what's missing. Tap one of the buttons, draw on the map, and then answer the questions that appear.

- **Add a barrier or gap**
- **Add a connection or opportunity (Point)**
- **Add a connection or opportunity (Line)**

See what others have shared.

All done? Simply close your browser when you're finished leaving comments.
Public Meeting #1: (June 7)
- Where does community bike/where do they want to bike?

Public Meeting #2: January 2023
- Review and comment on recommended network

Public Comment Period: Mar/Apr 2023
- Draft Network, Policies, and Plan
CityofIrving.org/BikePlan

Includes all information for project, including links to Opinion Survey and Interactive Map
The **Interactive Map** will allow users to provide feedback on:

- Existing bicycle conditions in Irving
- Future bicycling opportunities in Irving
This online opinion survey is intended to gauge overall attitudes and opinions towards bicycling in Irving and to provide direction regarding policy for purposes of developing a citywide bike plan.

Promoted through:
- City of Irving social media channels
- Spectrum News article
Frequency of Bicycling
Access to Bicycling Facilities
Perceived Barriers to Bicycling
Level of Comfort
I would like to travel more by bike more than I do now.

55% Would like to bicycle more

Strongly Agree 30%
Somewhat Agree 25%
Strongly Disagree 31%
Somewhat Disagree 14%

ALL Respondents
OBSTACLES TO BICYCLING MORE OFTEN

Do any of the following prevent you from riding a bike more often than you currently do?

Percent of all respondents indicating each is a barrier.

- **Weather is too hot**: 64%
- **Lack of secure bike parking**: 54%
- **Biking lanes, trails, and paths are not connected**: 53%
- **No showers or place to freshen up at my destination**: 49%
- **Biking lanes, trails, and paths are not available**: 48%
- **Destinations are too far**: 48%
- **I don't own a bike**: 37%
- **It doesn't fit my lifestyle**: 37%
- **It takes too long**: 35%
- **I do not feel safe**: 34%
- **Weather is too cold**: 27%
- **Existing bikeways are in poor condition**: 24%
- **I am not physically able**: 23%
- **My bike is not in good working condition**: 20%

Lack of bicycle facilities are among the top barriers to bicycling more.
AVAILABILITY OF BICYCLE FACILITIES

Do you think there are too many, about the right amount, or too few in your community?

Percent of ALL Respondents rating as “TOO FEW”

- **BICYCLE PARKING**: 75%
- **DEDICATED ON-STREET BIKE LANES**: 73%
- **BICYCLE-FRIENDLY STREETS**: 63%
- **OFF-STREET BICYCLE PATHS AND TRAILS**: 62%
How Comfortable Are you Riding a Bike on the following?
Percent of ALL respondents reporting they would feel “VERY COMFORTABLE” or “SOMewhat COMFORTABLE”

- A PATH OR TRAIL THAT IS SEPARATED FROM A STREET: 85%
- A MAJOR STREET WITH TWO OR THREE TRAFFIC LANES IN EACH DIRECTION, TRAFFIC SPEEDS OF 35 TO 40 MILES PER HOUR, AND NO BIKE LANE: 9%
- THE SAME STREET WITH A STRIPED BIKE LANE ADDED: 60%
- WHAT IF IT ALSO HAD A WIDE BICYCLE LANE SEPARATED FROM TRAFFIC BY A RAISED CURB: 78%
Four Types of Cyclists*

Regional Comparison

<table>
<thead>
<tr>
<th>Region</th>
<th>Strong &amp; Fearless</th>
<th>Enthused &amp; Confident</th>
<th>Interested But Concerned</th>
<th>No Way No How</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG 12 Co. Region</td>
<td>14%</td>
<td>36%</td>
<td>48%</td>
<td>2%</td>
</tr>
<tr>
<td>City of Austin, TX</td>
<td>15%</td>
<td>39%</td>
<td>44%</td>
<td>2%</td>
</tr>
<tr>
<td>City of Portland, OR</td>
<td>9%</td>
<td>60%</td>
<td>25%</td>
<td>7%</td>
</tr>
<tr>
<td>National Survey (Metro Areas)</td>
<td>5%</td>
<td>51%</td>
<td>37%</td>
<td>6%</td>
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</tbody>
</table>

* Determined in large part by comfort of cycling on different types of facilities.
On-Street Bikeway Network

- On-street bikeways in the urbanized area include separated or protected bike lanes/bike tracks, bike lanes, marked shared lanes, and marked bike boulevards. On-street bikeways in the urbanized area do not include signed bike "routes," signed "share the road," or marked wide outside lanes, or signed wider shoulders.
- The cost of wider shoulders is included on various roadways lacking road improvement outside of the urbanized area.
- Facility recommendations include transportation needs. Carrier specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- On-street bikeway facility mileage is based on a 6-mile radius.

<table>
<thead>
<tr>
<th>Type</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>523</td>
</tr>
<tr>
<td>Funded</td>
<td>82</td>
</tr>
<tr>
<td>Planned</td>
<td>2,051</td>
</tr>
<tr>
<td>Total</td>
<td>2,656</td>
</tr>
<tr>
<td>Type of City and County Plans</td>
<td>Number of Adopted Plans</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Plans that include trails</td>
<td>71</td>
</tr>
<tr>
<td>Plans that include on-street bicycle facilities</td>
<td>38</td>
</tr>
</tbody>
</table>
REGIONAL TRAILS

Campion Trail

Fort Worth to Dallas Regional Trail
ISSUES TO ADDRESS
OVERVIEW OF ON-STREET BIKE FACILITIES
Context matters when selecting an on-street facility.
Shared lane markings (sharrow)

Bike boulevard/neighborhood greenway
Off-street facilities

Sidepath
(adjacent to roadway)

Shared Use Path
(trail in independent right-of-way)
NOT Bike Facilities

Signed bike routes

Wide outside lanes
Planning/Designing for All Ages and Abilities

(Ages 8 to 80)

- Adults
- Children
- Commute
- Errands
- Recreation
PLAN VISION, GOALS, AND PRIORITIES
Chapter 3 – Transportation

Goal 2: Improve Multimodal transportation connections

Strategy: Develop a citywide active transportation network of on-street and off-street bicycle facilities

- Develop and implement a citywide Bicycle Master Plan
- Promote bicycle facilities that connect neighborhoods to existing and planned parks, schools, trails, recreation areas, transit stations, and major activity centers
- Encourage safe and comfortable bicycle facility design that attracts a variety of riders and minimizes conflicts with motor vehicles.
This map shows potential bike routes. A future Bike Facility Plan is needed to determine the types of facilities that will be appropriate on designated streets.
POTENTIAL BIKE NETWORK WITH QUARTER MILE BUFFER
Go to www.menti.com on your smartphone, tablet, or laptop.
PLAN
VISION AND
GOALS:
BRAINSTORM

DISCUSSION QUESTION:
Go to www.menti.com and use the code 1393 2305

In 1 or 2 words describe what the vision should be for the Irving Bike Plan.

Examples: connectivity, safety, bike friendly, equity, livability
What should be the goals of the Irving Bike Plan? (open-ended question)

Examples

- Create a network of safe and comfortable routes for bicyclists of all ages and abilities
- Provide options to get to work and recreation
- Increase bicycling ridership
- Increase livability for Irving residents
Due to the nature of Irving’s existing roadway network, options such as removing on-street parking and/or removing a vehicle travel lane on some roadways may be necessary in order to provide dedicated bikeways separated from traffic lanes, rather than sharing the road with motor vehicle traffic.
DISCUSSION QUESTION:

Go to www.menti.com and use the code 8293 9331

How important is it to consider roadway alignments that can be modified in lieu of “Share the Road” routes with bicyclists and vehicle traffic sharing a lane? (multiple choice)
DISCUSSION QUESTION:

Go to www.menti.com and use the code 8293 9331

What is most important for the Plan to prioritize? (ranking)

a. Connecting the most people to major destinations
b. Building a network that is safe and comfortable for bicyclists of all ages and abilities
c. Providing dedicated bikeways separated from traffic
d. Providing a dense network of bike facilities
NEXT STEPS

- Public Meeting June 7
- Summary of Existing Conditions
- Bicycle Level of Traffic Stress Analysis

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