

# Dallas Bike Plan

## Uptown Route Focus Meeting

May 30, 2024



DALLAS  
**BIKE PLAN**  
UPDATE





# DALLAS BIKE PLAN

2024





# Purpose of this Meeting

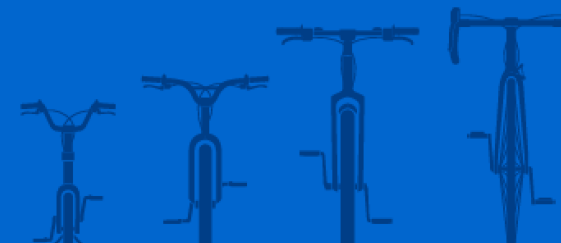
To identify a preferred alignment and bicycle facility type for a connection between the American Airlines Center and Mockingbird Station area, somewhat parallel to the popular Katy Trail.

This route is intended to provide a comfortable alternative for cyclists who want to avoid the crowded and slower conditions of the Katy Trail.



## Vision

The Dallas Bike Plan envisions a Bike Network that is unique to our city--one that is safe, accessible, and comfortable--and also provides the avenue for Dallas to become world-class for biking. This plan update will focus on developing a safe and connected Bike Network that serves the different types of people who have to, choose to, and want to bike.



## Goals


**Update the Bike Network** to reflect existing conditions, priority destinations or connections, and desired facility types comfortable for a wide range of ages and abilities.

**Update design standards** for bike facilities based upon identified national, state, and local best practices.

**Create a prioritized and phased implementation plan** that identifies “quick win” priority bike facilities and establishes priorities for future capital improvement programs. The focus should be on what can be built within the next five years.

**Set a path for incorporating the Dallas Bike Plan** in the City’s guiding policies, plans, and codes.





# Achievements since the 2011 Bike Plan

- From 0 mi → to **84 mi of on-street bike lanes**
- From 130 mi → to **174 mi of trails & off-street bike facilities** *(existing & funded)*
- The City has passed landmark plans & manuals:
  - Complete Streets Design Manual (2016)
  - Downtown Dallas 360 Plan (2017)
  - Street Design Manual (updated 2019)
  - Comprehensive Environmental & Climate Action Plan (CECAP) (2020)
  - Connect Dallas Strategic Mobility Plan (2021)
  - Racial Equity Plan (REP) (2022)
  - Dallas Vision Zero (2022)

Introduction



# DALLAS BIKE PLAN

2022

2023

2024

SPRING

SUMMER

FALL

WINTER

PROJECT  
KICKOFF

EXISTING CONDITIONS  
EVALUATION

PHASE 1 & 2  
PUBLIC ENGAGEMENT

PHASE 3  
PUBLIC ENGAGEMENT

PHASE 4  
PUBLIC ENGAGEMENT

DRAFT  
BIKE NETWORK

PROJECT ANALYSES  
& REPORTING

FINALIZE  
PRIORITY PROJECTS

FINALIZE  
IMPLEMENTATION PLAN

FINALIZE  
PROPOSED BIKE NETWORK

FINALIZE BIKE PLAN  
DOCUMENTATION

FINAL PLAN  
ADOPTION PROCESS



# Existing Conditions Analysis

- 1 The City's Existing Bike Network
- 2 Level of Traffic Stress
- 3 Safety
- 4 Pedestrian & Transit Multimodal Facilities

Introduction

# Existing Conditions Analysis

## 5 Active Trip Demand



*Fifty percent of all car trips in the US are three miles or less*



*Short trips make up at least 40% of trips in most areas of Dallas.*

Introduction

# Existing Conditions Analysis

## 6 Equity & Public Health



Opportunity + Accessibility



Environmental Justice



Health



Affordability (Cost of Living)



Vulnerability

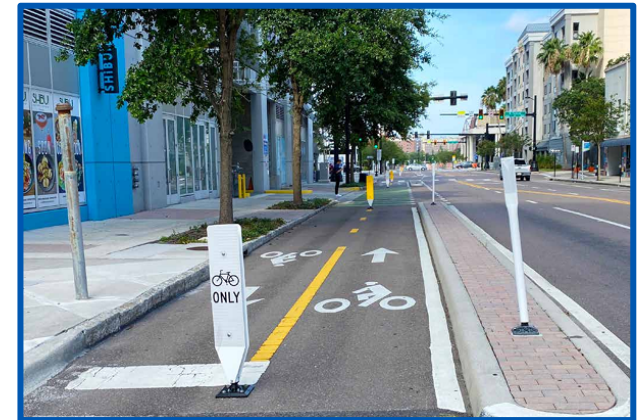
Introduction





Before we get  
technical...

# Physical Separators



Introduction

# Bike Facility Type Recommendations Matrix



FACILITY TYPES	BIKE FACILITY MINIMUM WIDTH*	MAX POSTED SPEED*	MAX NUMBER OF LANES*	RECOMMENDED DAILY VOLUME*	HIGHEST FUNCTIONAL CLASS**	MAX HEAVY TRUCK %	PREFERRED APPLICATION	CONSIDERATIONS
BIKE BOULEVARD	N/A	30	2	<1,000	Local	<3%	Low-speed and low-volume local roads that provide bike facilities	<ol style="list-style-type: none"> <li>1. May require signalized crossing of higher volume/speed roads.</li> <li>2. Traffic calming measures are recommended.</li> </ol>
VISUALLY SEPARATED BIKE LANE	4 ft (no buffer) 7 ft (with buffer)	35	4	1,000-10,000	Community Collector	<5%	Local residential streets	<ol style="list-style-type: none"> <li>1. Buffer is preferred</li> <li>2. Bike lane pavement markings should continue through intersections and across larger driveways.</li> </ol>
PHYSICALLY SEPARATED BUFFERED BIKE LANE (one-way)	7 ft (8 ft adjacent to parking lane)	40	6	>5,000	Arterial	N/A	Higher speed, higher volume roads	<ol style="list-style-type: none"> <li>1. Availability of right-of-way</li> <li>2. Number of driveways impacts bike safety</li> <li>3. Bike lane markings should continue through intersections and larger driveways</li> </ol>
PHYSICALLY SEPARATED BIKE (two-way)	11 ft	35	4	>5,000	Community Arterial	N/A	Urban core low-speed	<ol style="list-style-type: none"> <li>1. Bike signalization recommended due to contra-flow movements.</li> <li>2. Number of driveways impacts bike safety</li> <li>3. Bike lane marking should continue through intersections and larger driveways</li> </ol>
TRAIL / SHARED-USE PATH	12 ft (10 to 8 ft for limited distance in a constrained condition)	N/A	N/A	N/A	N/A	N/A	When off-road bike facilities are advisable to support longer trips and when right-of-way or easements are available.	Enhanced crossing treatments including signals (RRFBs, HAWKS, full signalization) for crossing higher volume and speed collector arterial roadways.

\* Reference Dallas Street Design Manual - Target Speed by Street Typology/Functional Classification

\*\* Reference Dallas Street Design Manual - Typical Characteristics of Functional Classifications

\*\*\* When floating bus stops are not employed.

# Help Plan Your Community's Bike Network

**MONDAY JUNE 03<sup>rd</sup>**  
— 7:00 - 8:30pm

**WANT TO BIKE IN DALLAS?**  
we want to hear from you!

**DISTRICT 12 JOIN US!**

**VIRTUAL MEETING**  
For more information visit [www.bit.ly/DALLASBIKEPLAN2024](http://www.bit.ly/DALLASBIKEPLAN2024)



RSVP to attend virtually.  
Scan QR code or visit >>>>  
[www.bit.ly/BIKEPLAN-D12](http://www.bit.ly/BIKEPLAN-D12)



**TUESDAY JUNE 04<sup>th</sup>**  
6:00 - 8:00pm

**WANT TO BIKE IN DEEP ELLUM?**  
we want to hear from you!

**JOIN US!**

Join the meeting to refine the bike connection from Downtown to East Dallas & the Santa Fe Trail. Help define the best route!

**@ LIFE IN DEEP ELLUM**  
2803 Taylor St, Dallas, TX 75226  
For more information visit [www.bit.ly/DALLASBIKEPLAN2024](http://www.bit.ly/DALLASBIKEPLAN2024)



RSVP to attend virtually.  
Scan QR code or visit >>>>  
[www.bit.ly/BIKEPLAN-D2](http://www.bit.ly/BIKEPLAN-D2)



**WEDNESDAY JUNE 05<sup>th</sup>**  
— 6:00-8:00pm

**WANT TO BIKE IN DALLAS?**  
we want to hear from you!

**DISTRICT 11 JOIN US!**

**@ CHURCHILL LIBRARY**  
6906 Churchill Way, Dallas, TX 75230  
For more information visit [www.bit.ly/DALLASBIKEPLAN2024](http://www.bit.ly/DALLASBIKEPLAN2024)



RSVP to attend virtually.  
Scan QR code or visit >>>>  
[www.bit.ly/BIKEPLAN-D11](http://www.bit.ly/BIKEPLAN-D11)



**THURSDAY JUNE 06<sup>th</sup>**  
— 6:00-8:00pm

**WANT TO BIKE IN DALLAS?**  
we want to hear from you!

**DISTRICT 8 JOIN US!**

**@ POLK-WISDOM LIBRARY**  
7151 Library Ln, Dallas, TX 75232  
For more information visit [www.bit.ly/DALLASBIKEPLAN2024](http://www.bit.ly/DALLASBIKEPLAN2024)



RSVP to attend virtually.  
Scan QR code or visit >>>>  
[www.bit.ly/BIKEPLAN-D8](http://www.bit.ly/BIKEPLAN-D8)



Meetings





# Help Plan Your Community's Bike Network

[www.bit.ly/  
DALLASBIKEPLAN2024](http://www.bit.ly/DALLASBIKEPLAN2024)

Project Website



Any questions  
so far?



Let's look at the  
routes!



# Purpose of this Meeting

To identify a preferred alignment and bicycle facility type for a connection between the American Airlines Center and Mockingbird Station area, somewhat parallel to the popular Katy Trail.

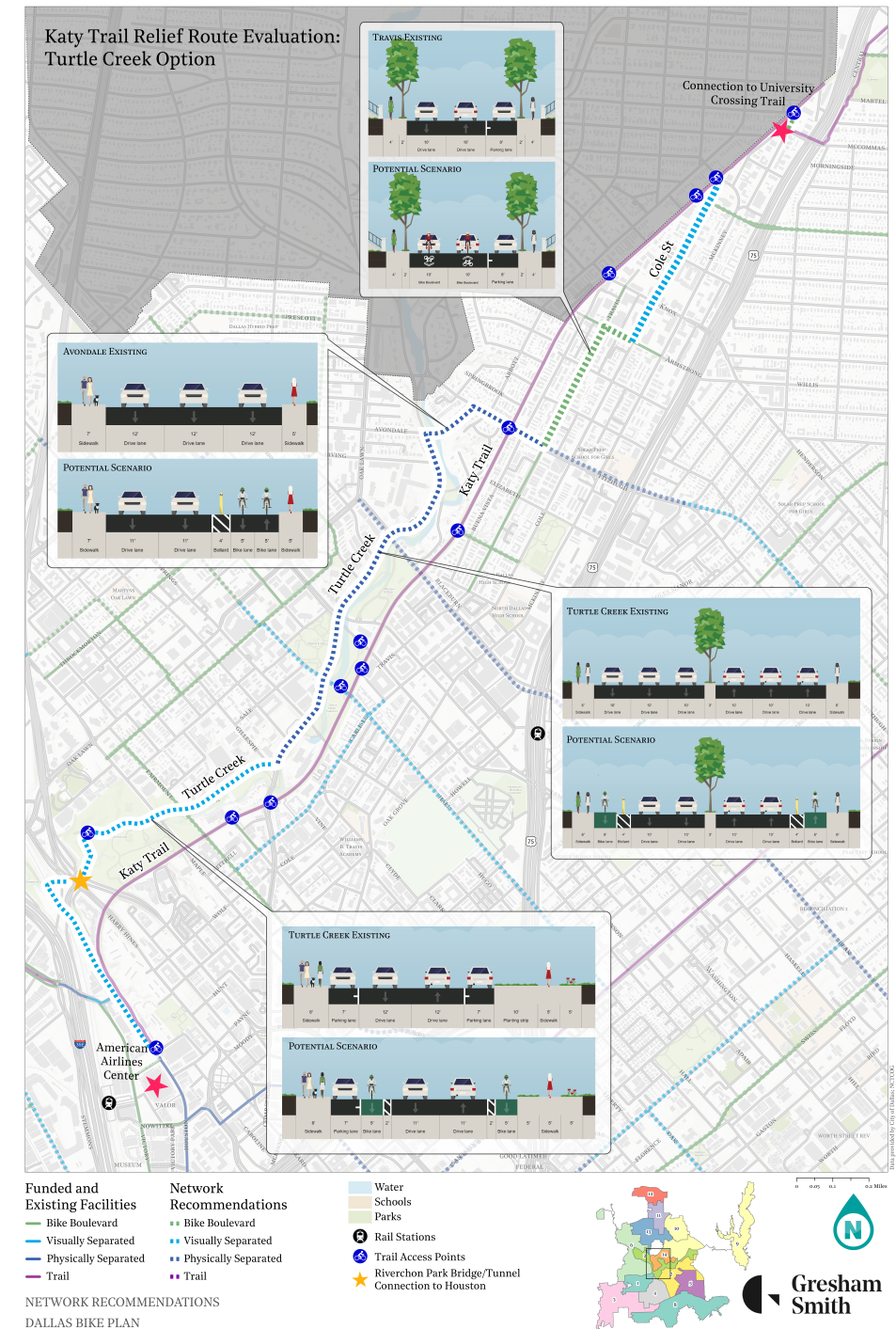
This route is intended to provide a comfortable alternative for cyclists who want to avoid the crowded and slower conditions of the Katy Trail.

Evaluation



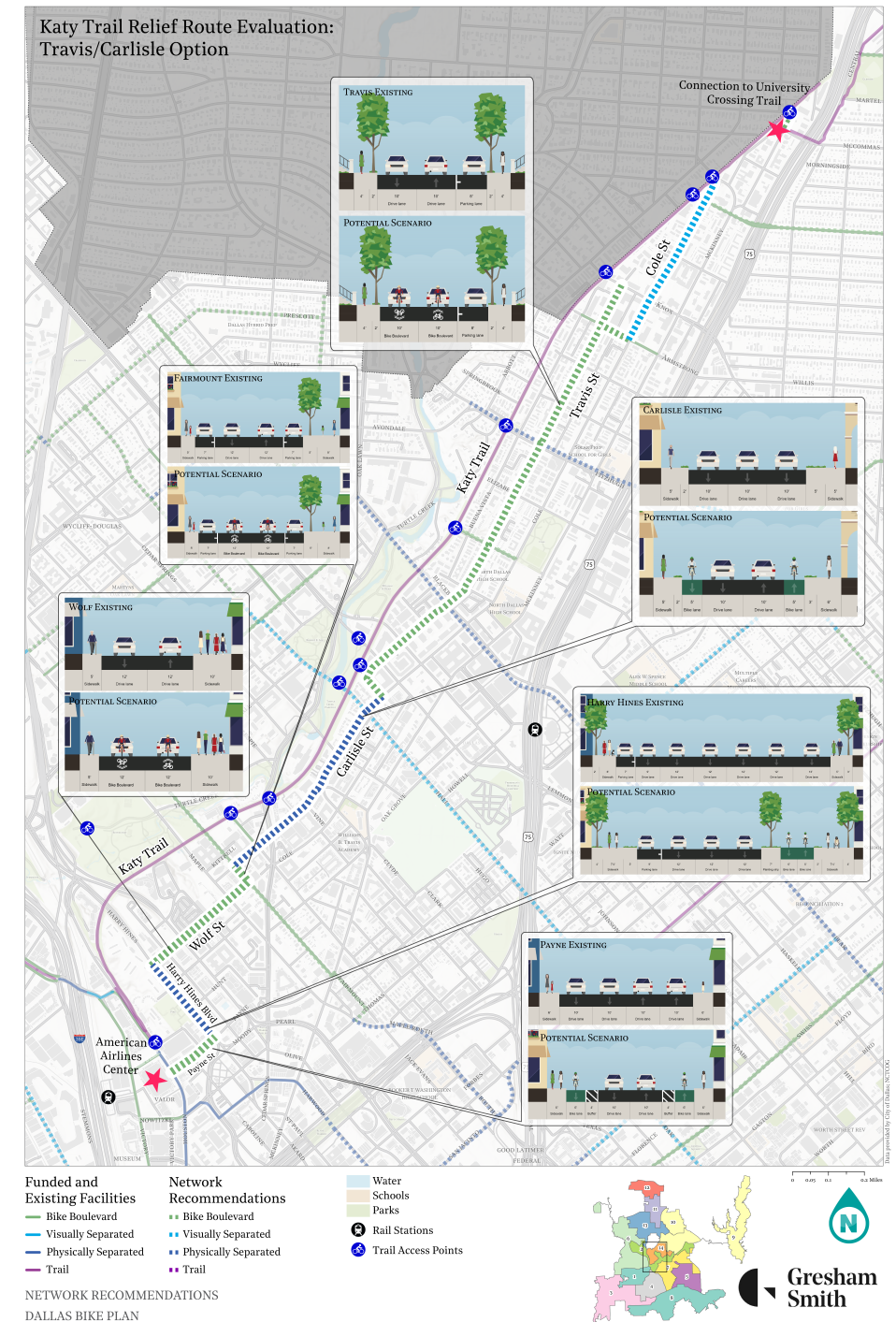
# Route 1: Turtle Creek Option

- Pros:
  - High quality, lower stress facility along Turtle Creek and through Reverchon Park
  - Fewer impacts to traffic (except on Avondale and Fitzhugh)
  - Few stops for bicyclists to cross traffic if facility is a two-way cycle track next to Turtle Creek Park
  - Closer to Oak Lawn & Cedar Springs destinations and neighborhoods
- Cons:
  - Limited connections to Uptown destinations (e.g., West Village, State Thomas, McKinney Ave, etc.)
  - Constructability of tunnel or bridge connection from Reverchon Park to Houston Street is unknown, but likely high cost. Tunnels and bridges create concerns about personal safety.
  - Replacing automobile lanes on Houston Street north of American Airlines Center has been opposed by the AAC in past.
  - Wayfinding for bicyclists could be a challenge (7 turns between Cole @ Harwood and Houston @ All Star Way)



# Route 2: Travis / Carlisle Option

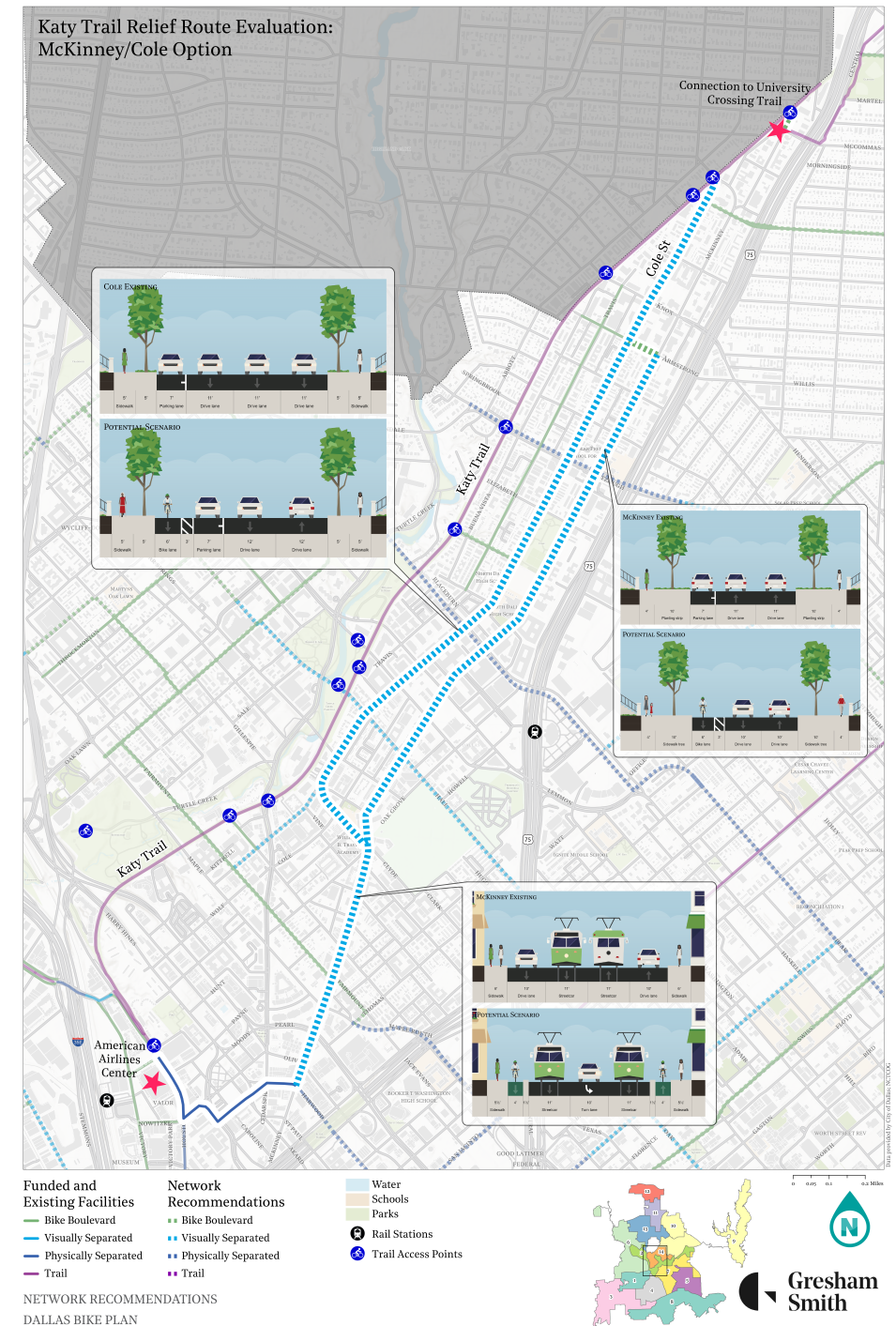
- Pros:
  - Lowest cost option to implement
  - Fewer impacts to traffic
  - Good access to Uptown destinations
- Cons:
  - Lower comfort level than other options (more sections where bicyclists share the road with cars)
  - Many stops for bicyclists to cross traffic (though this could be managed through the design of the Bicycle Boulevard)
  - Wayfinding for bicyclists could be a challenge (8 turns between Cole @ Harwood and Houston @ All Star Way)





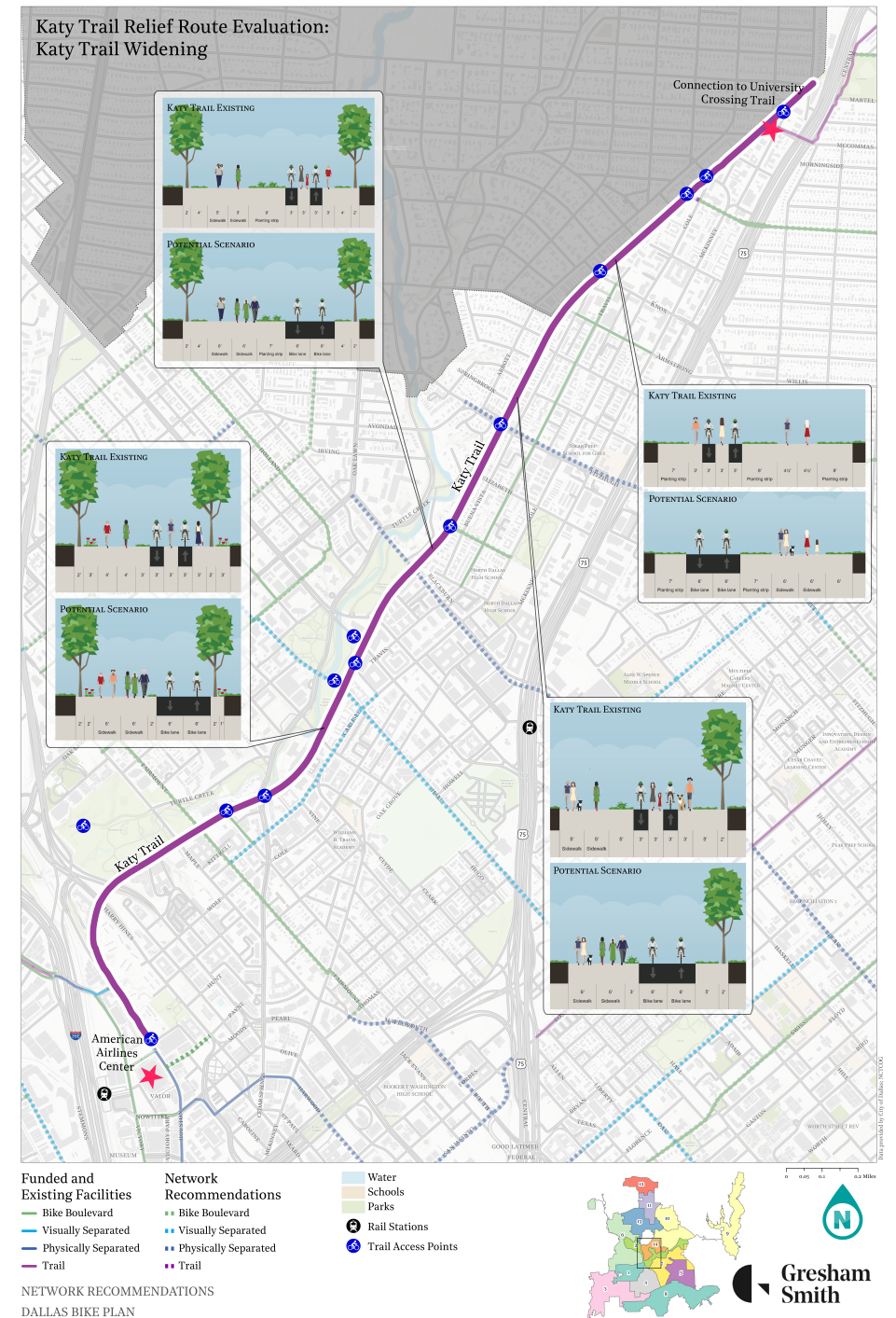
# Route 3: McKinney / Cole Option

- Pros:
  - Great access to Uptown destinations
  - Fewer turns, better wayfinding for bicyclists (5 turns between Cole @ Harwood and Houston @ All Star Way)
- Cons:
  - It may not be possible to implement this option with the funded two-way conversion of McKinney and Cole (\$50 million project under design)
  - Less right of way for cars on McKinney and Cole could significantly impact congestion or may need to replace on-street parking
  - High cost to implement a high-comfort facility on these streets



# Route 4: Katy Trail Widening Option

- Pros:
  - No turns for bicyclists, good wayfinding
  - No impacts to traffic
- Cons:
  - Significant cost (rebuilding bridges, retaining walls, possible right-of-way acquisition)
  - Impacts to parks/waterways and utilities
  - Potential right-of-way acquisition needs – impacts to properties along the trail
  - Would still be difficult to keep pedestrians out of the bicycle space and vice versa





# Submit Your Vote & Comments on the Survey



WANT TO BIKE THROUGH  
**UPTOWN** PARALLEL TO  
THE **BUSY KATY TRAIL**?

bit.ly/katytrailroute



SCAN ME

THE ONLINE SURVEY  
WILL BE OPEN UNTIL **JUNE 23<sup>rd</sup>**



DALLAS  
**BIKE PLAN**  
UPDATE

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

Evaluation