

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.





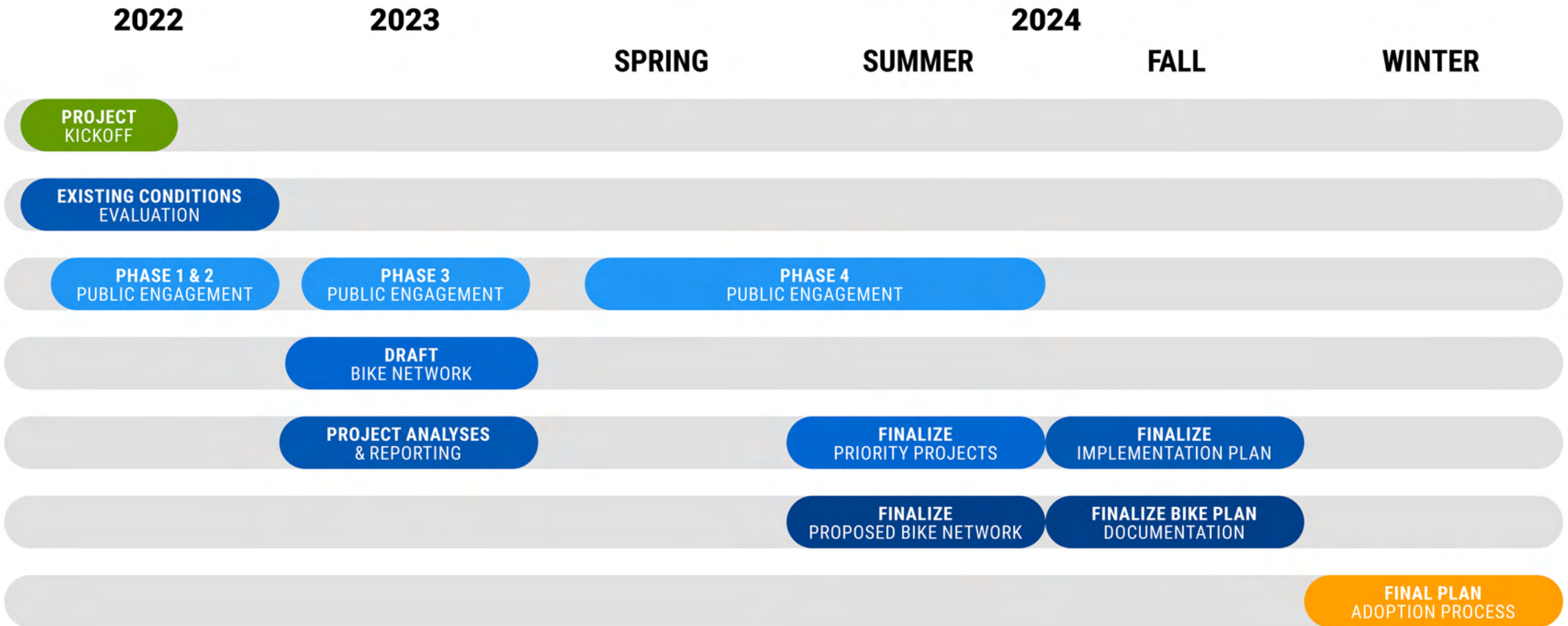
Achievements since the 2011 Bike Plan

- 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





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.

Existing Conditions Analysis

6 Equity & Public Health



Opportunity + Accessibility



Environmental Justice



Health



Affordability (Cost of Living)



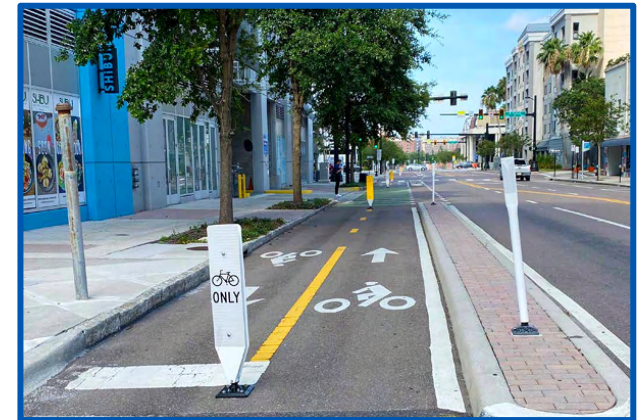
Vulnerability

Introduction



Before we get
technical...

Physical Separators



Introduction

Bike Facility Type Recommendations Matrix



BIKE BOULEVARDS
Low-speed, local streets through neighborhoods featuring speed and volume management elements, coupled with signage and pavement markings



VISUALLY SEPARATED
Moderate-speed and volume collector roads



PHYSICALLY SEPARATED
Higher speed and volume major collector and arterial roads



TRAIL
Minimum 20 ft of right-of-way available adjacent to collector and arterial roads or on publicly-owned land/easement, or to connect to an existing trail

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"> 1. May require signalized crossing of higher volume/speed roads. 2. Traffic calming measures are recommended.
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"> 1. Buffer is preferred 2. Bike lane pavement markings should continue through intersections and across larger driveways.
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"> 1. Availability of right-of-way 2. Number of driveways impacts bike safety 3. Bike lane markings should continue through intersections and larger driveways
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"> 1. Bike signalization recommended due to contra-flow movements. 2. Number of driveways impacts bike safety 3. Bike lane marking should continue through intersections and larger driveways
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 03rd
— 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



RSVP to attend virtually. Scan QR code or visit >>>>>
www.bit.ly/BIKEPLAN-D12



TUESDAY
JUNE 04th
6:00 - 8:00pm

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

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



RSVP to attend virtually. Scan QR code or visit >>>>>
www.bit.ly/BIKEPLAN-D2



WEDNESDAY
JUNE 05th
— 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



RSVP to attend virtually. Scan QR code or visit >>>>>
www.bit.ly/BIKEPLAN-D11



THURSDAY
JUNE 06th
— 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



RSVP to attend virtually. Scan QR code or visit >>>>>
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.

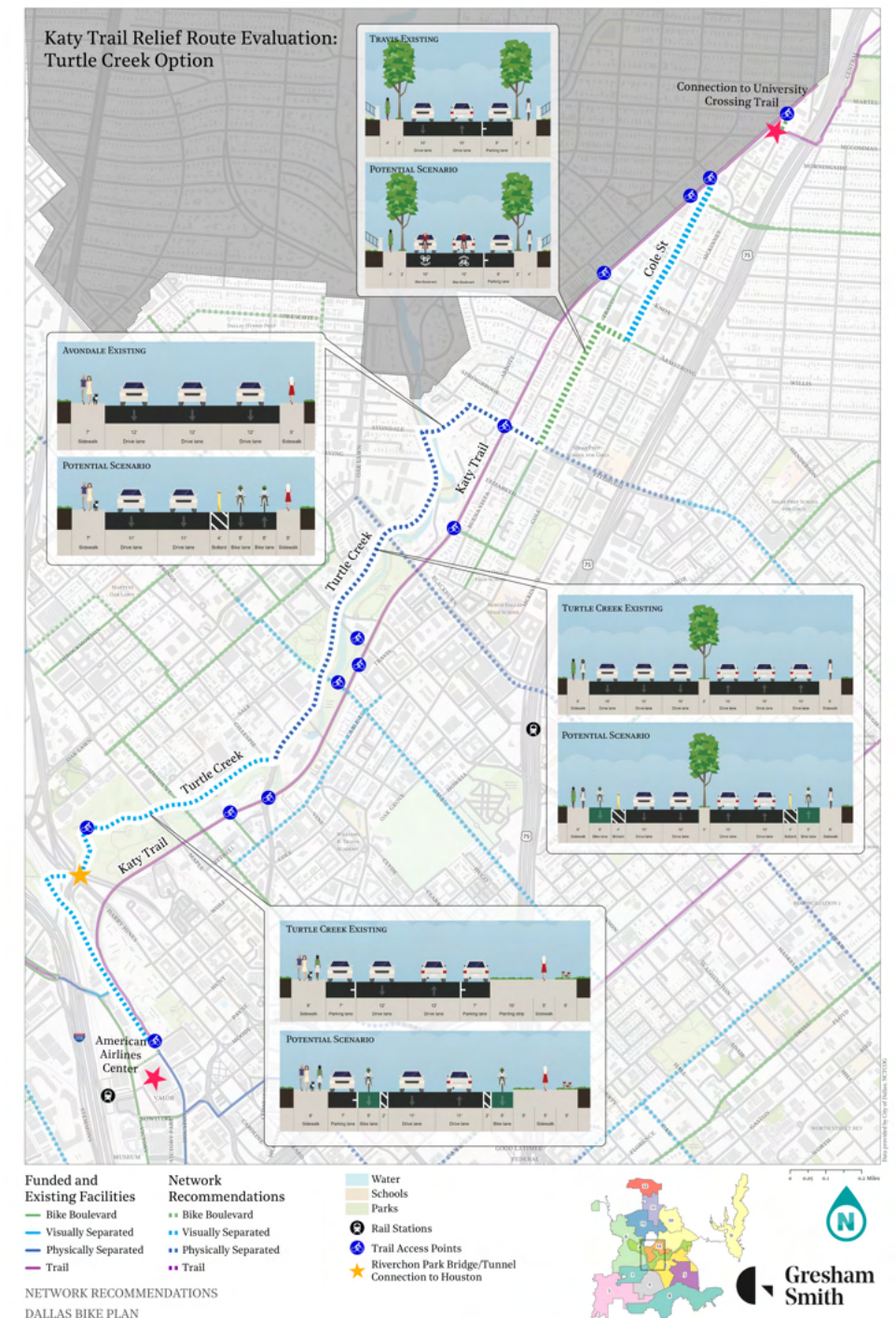
This route is intended to provide a comfortable alternative for cyclists who want to avoid the crowded and slower conditions of the Katy Trail.



Evaluation

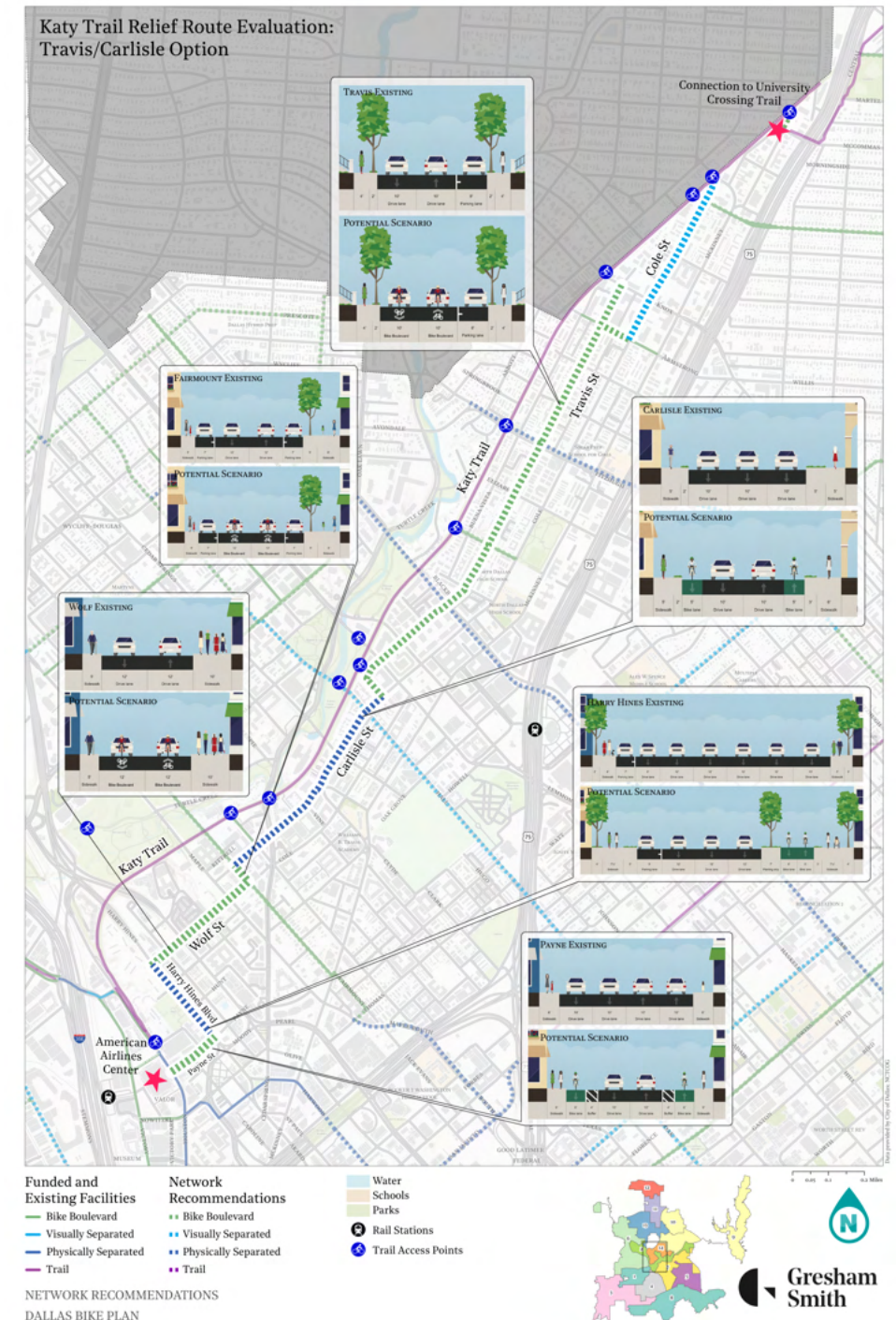
Route 1: Turtle Creek Option

- 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)



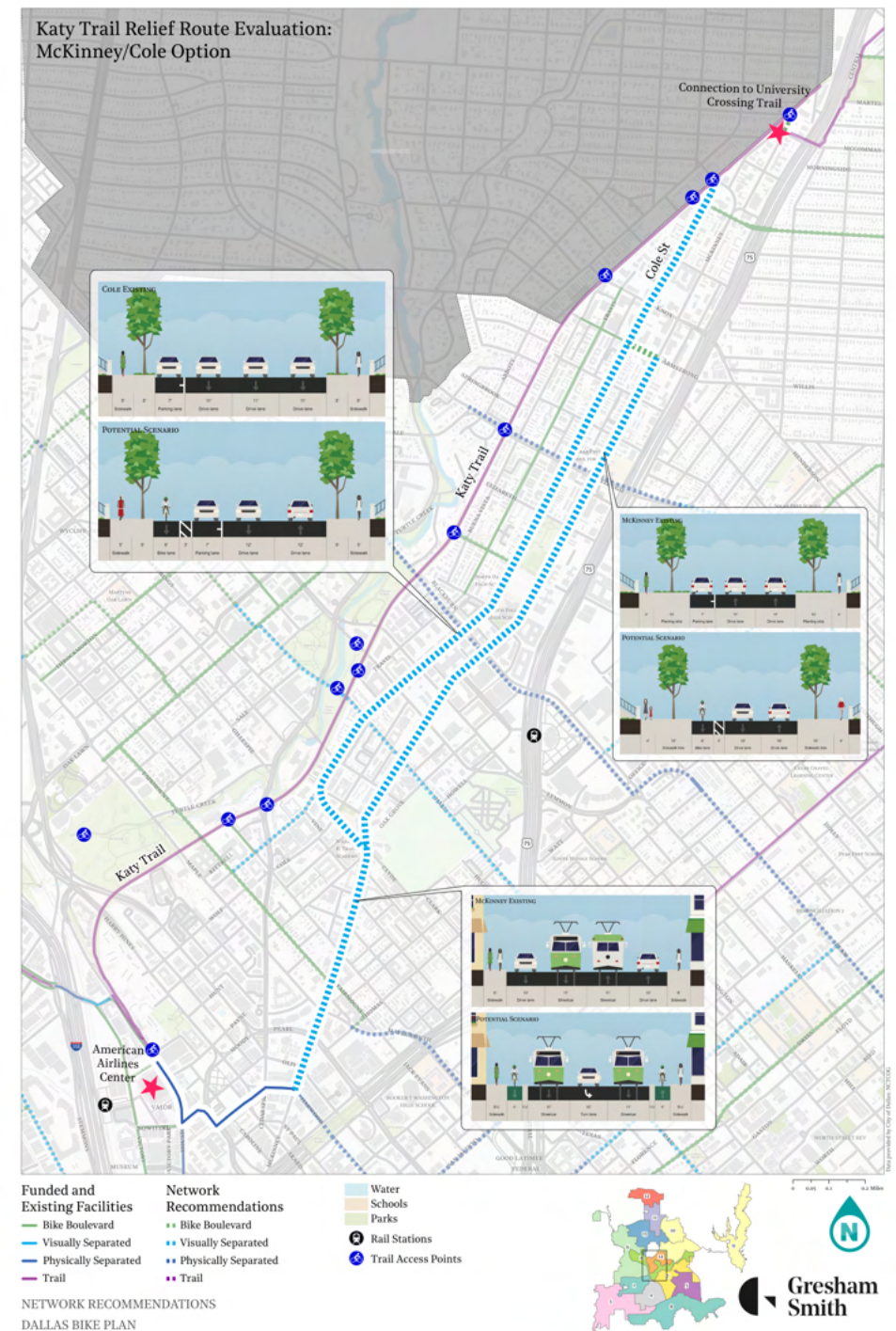
Route 2: Travis / Carlisle Option

- 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)



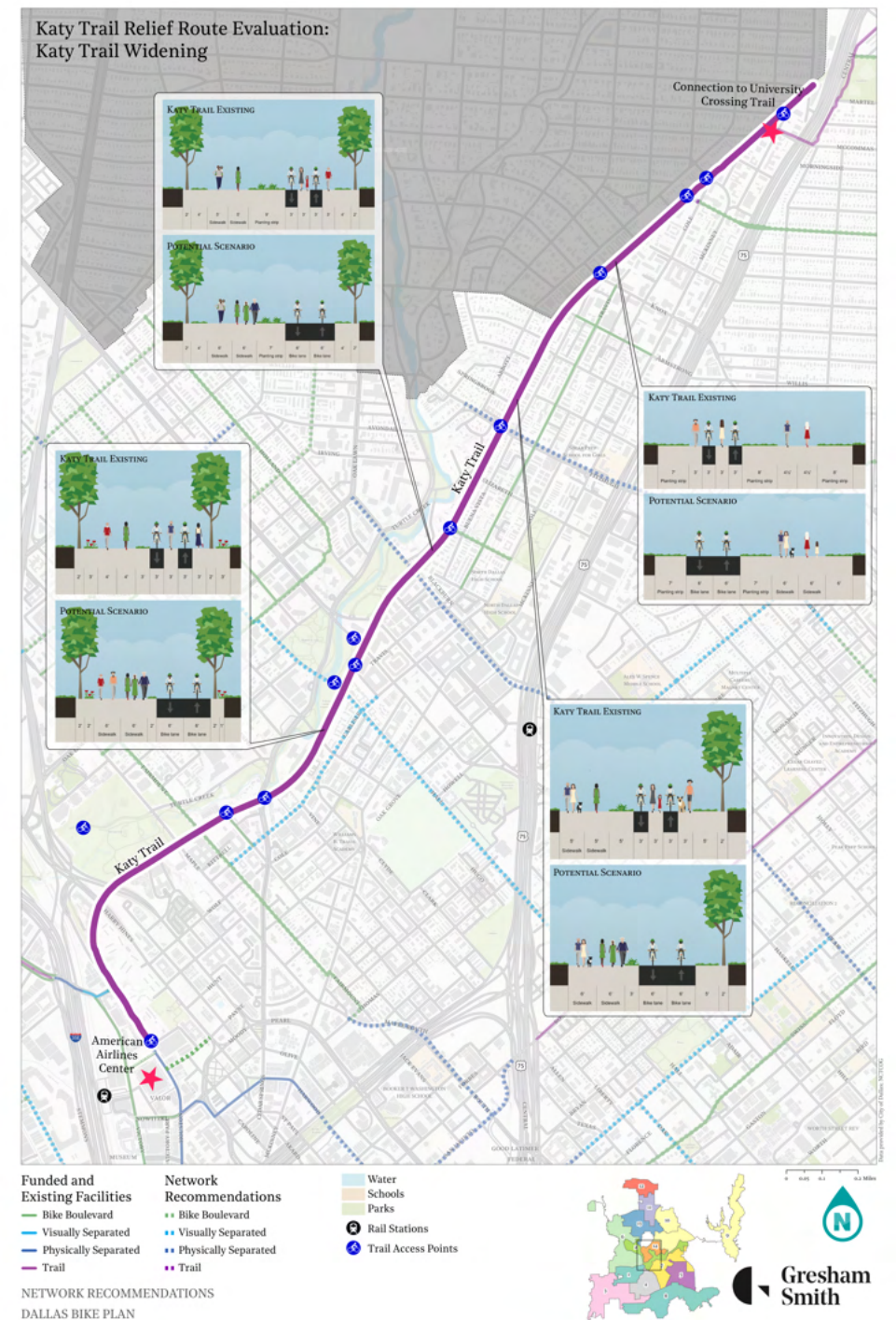
Route 3: McKinney / Cole Option

- 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



bit.ly/katytrailroute

SCAN ME

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

THE ONLINE SURVEY
WILL BE OPEN UNTIL

»»»» JUNE 23rd

The graphic features a green background with a white speech bubble containing the survey question. To the right is a QR code with the text 'SCAN ME' written vertically. Below the speech bubble, the text 'THE ONLINE SURVEY WILL BE OPEN UNTIL' is followed by 'JUNE 23rd' in large white font, with four green arrows pointing right towards the date. At the top right, the URL 'bit.ly/katytrailroute' is displayed.

Evaluation



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