

# Dallas Bike Plan

## Deep Ellum Focus Meeting

June 4, 2024





# DALLAS BIKE PLAN

2024

# Meeting Overview

- 1- Introduction to the Dallas Bike Plan
- 2- Review of Bike Facility Types
- 3- Other Relevant Projects
- 4- Route Options



Introduction

# Purpose of this Meeting

Review and get input on five options for a bicycle facility east-west through Deep Ellum to connect Deep Ellum, the Santa Fe Trail, East Dallas, and White Rock Lake to the existing and funded on-street bicycle facilities in Downtown.

Your feedback will be used to select a recommended route to include in the Dallas Bike Plan Update.



Introduction

## 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 Action Plan (2022)





# 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

# Help Plan Your Community's Bike Network

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.dallas.gov/transportation](http://www.dallas.gov/transportation)

DALLAS BIKE PLAN UPDATE  
FOR MORE INFO VISIT [WWW.DALLASBIKEPLAN.COM](http://WWW.DALLASBIKEPLAN.COM)

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

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

SCAN ME

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

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

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

SCAN ME

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

Complete the survey to refine the revised bike network for Council District 12, given road network uncertainties due to DART Silver Line construction.

Meetings





# Help Plan Your Community's Bike Network

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

Project Website



Before we get to  
the route options...

# Facility Types

## BIKE ROUTE



## BIKE BOULEVARD



Speed Management



Volume Management



Wayfinding



# Facility Types

## VISUALLY SEPARATED



## PHYSICALLY SEPARATED



Separated Bike Lane



Concrete-Separated Bike Lane



Raised Two-Way Bike Lanes

# Facility Types

## TRAILS







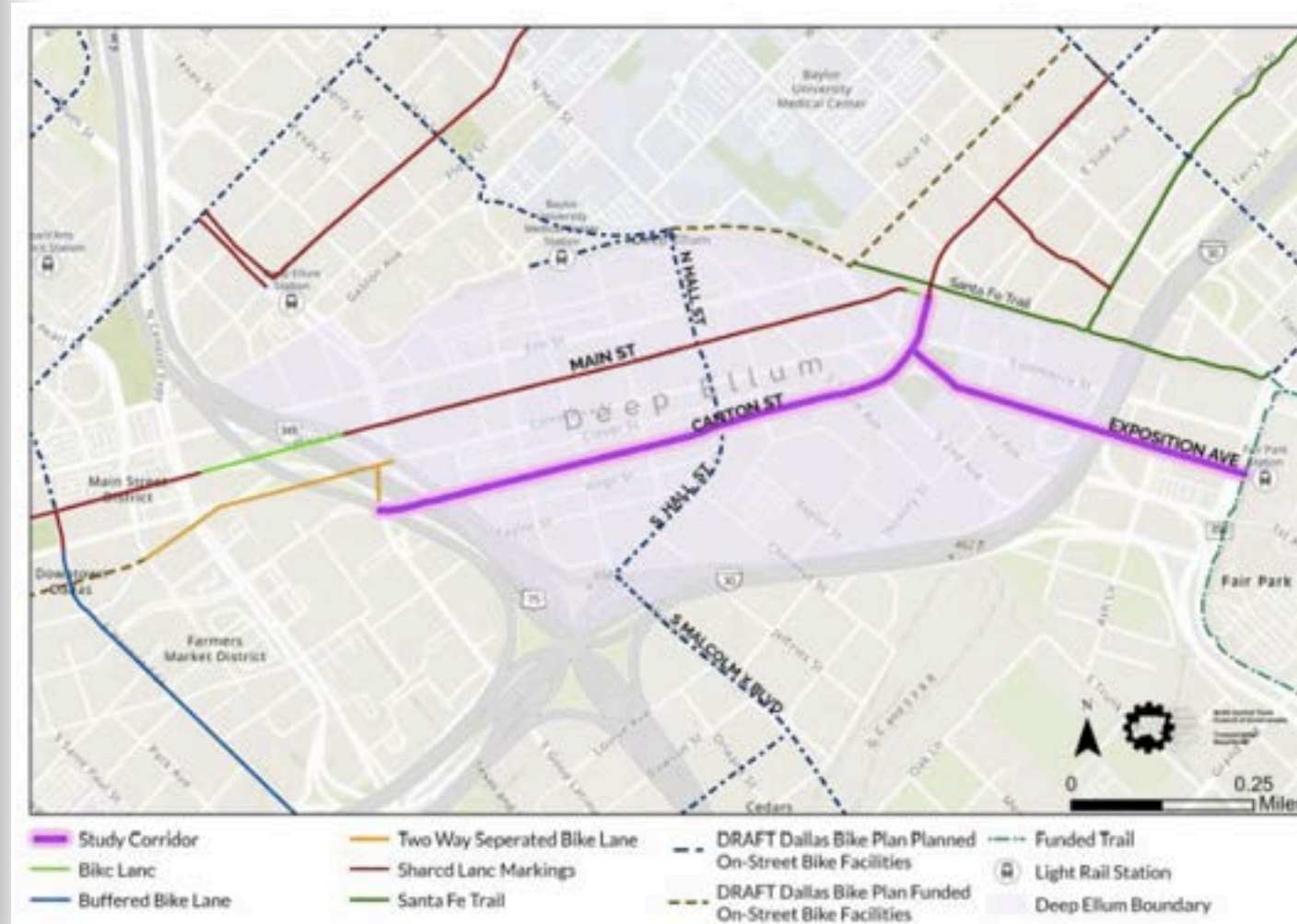
# Other Relevant Projects & Studies

1. Ongoing NCTCOG Dallas CBD-Fair Park Links Multimodal Study
2. Commerce Street 1-Way to 2-Way Conversion

Relevant Projects

# 1. NCTCOG Links

Public engagement takeaway: desire for additional study



Relevant Projects



# 2. Henry Street to Hall Street

## Canton Street Cross Section

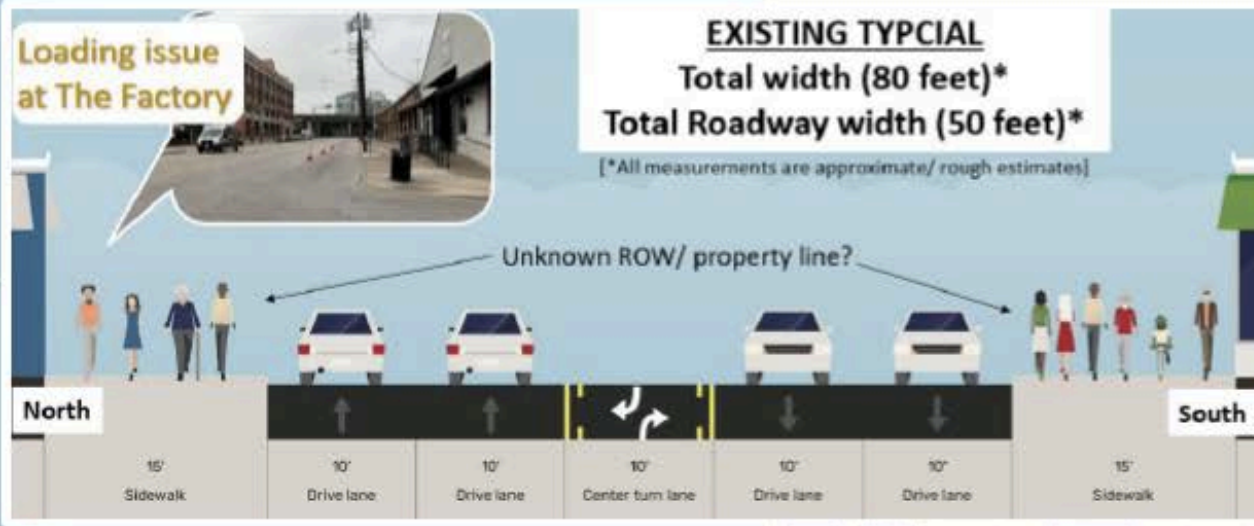


**Special Sections**

- loading zone
- head-in/angle parking



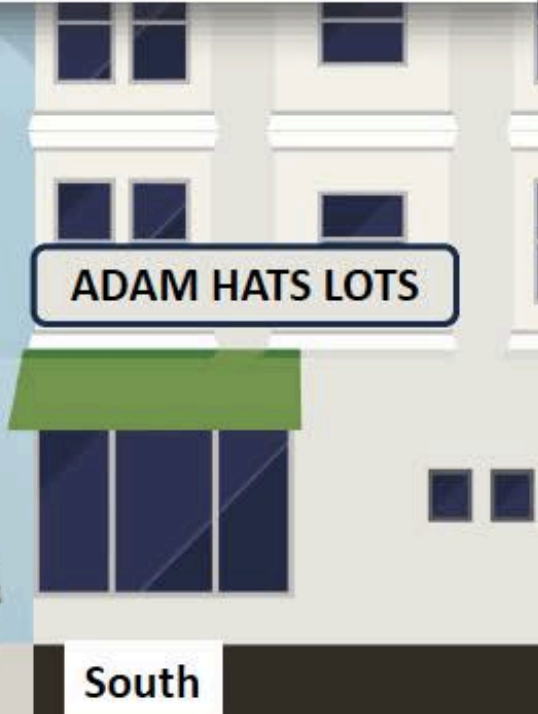
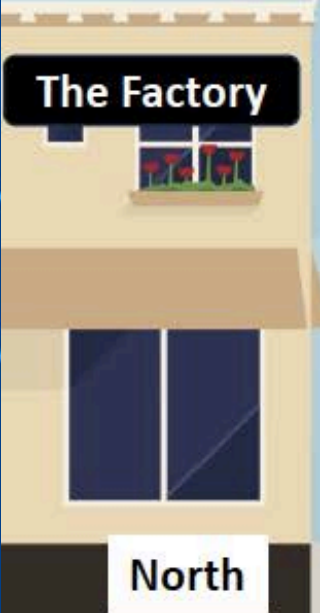
# Canton Street (Henry St. – Crowdus St.)



## Scenario 2 with loading zone at The Factory

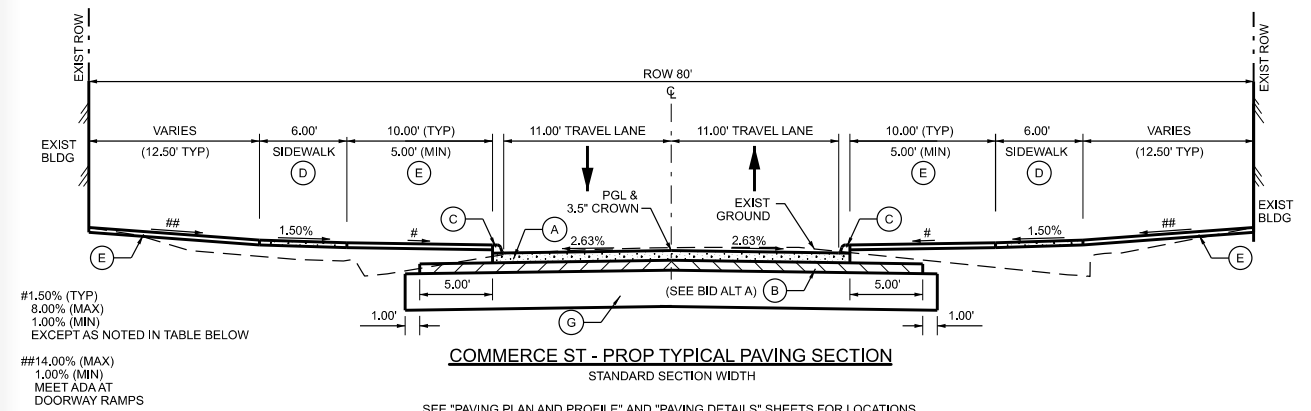
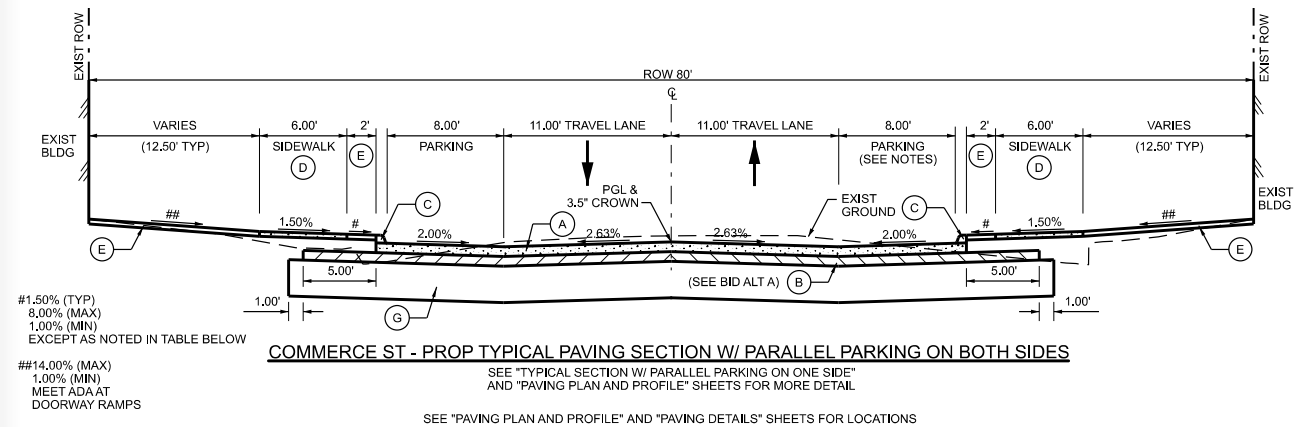
Total width (80 feet)\*  
 Total lane width (50 feet)\*

[\*All measurements are approximate/ rough estimates]



# 2. Commerce St

A 1-way to 2-way conversion complete streets project Council approved \$30 million funding, September 2023.



Relevant Projects





Let's look at the  
maps!

# Purpose of this Meeting

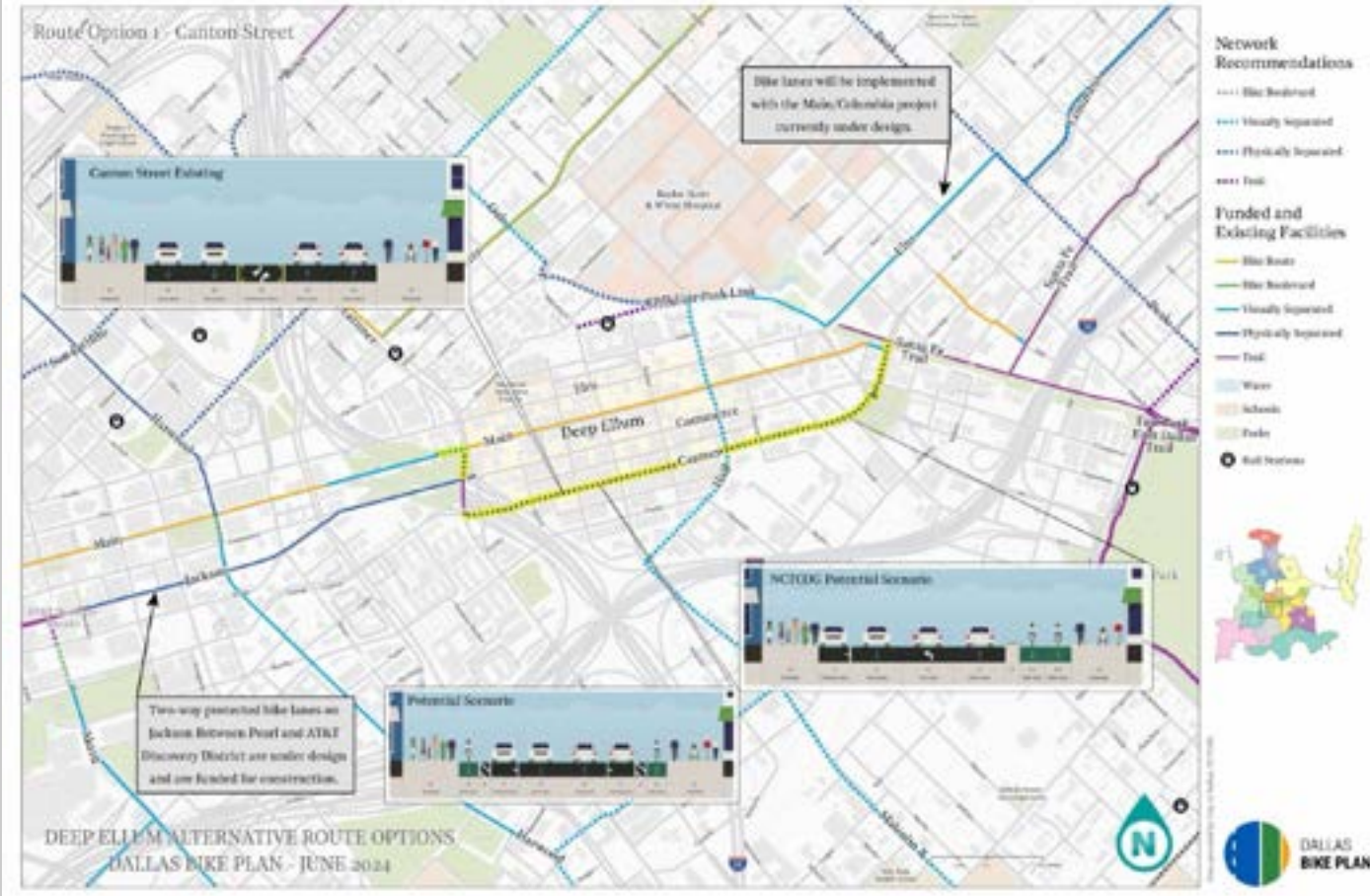
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Evaluation

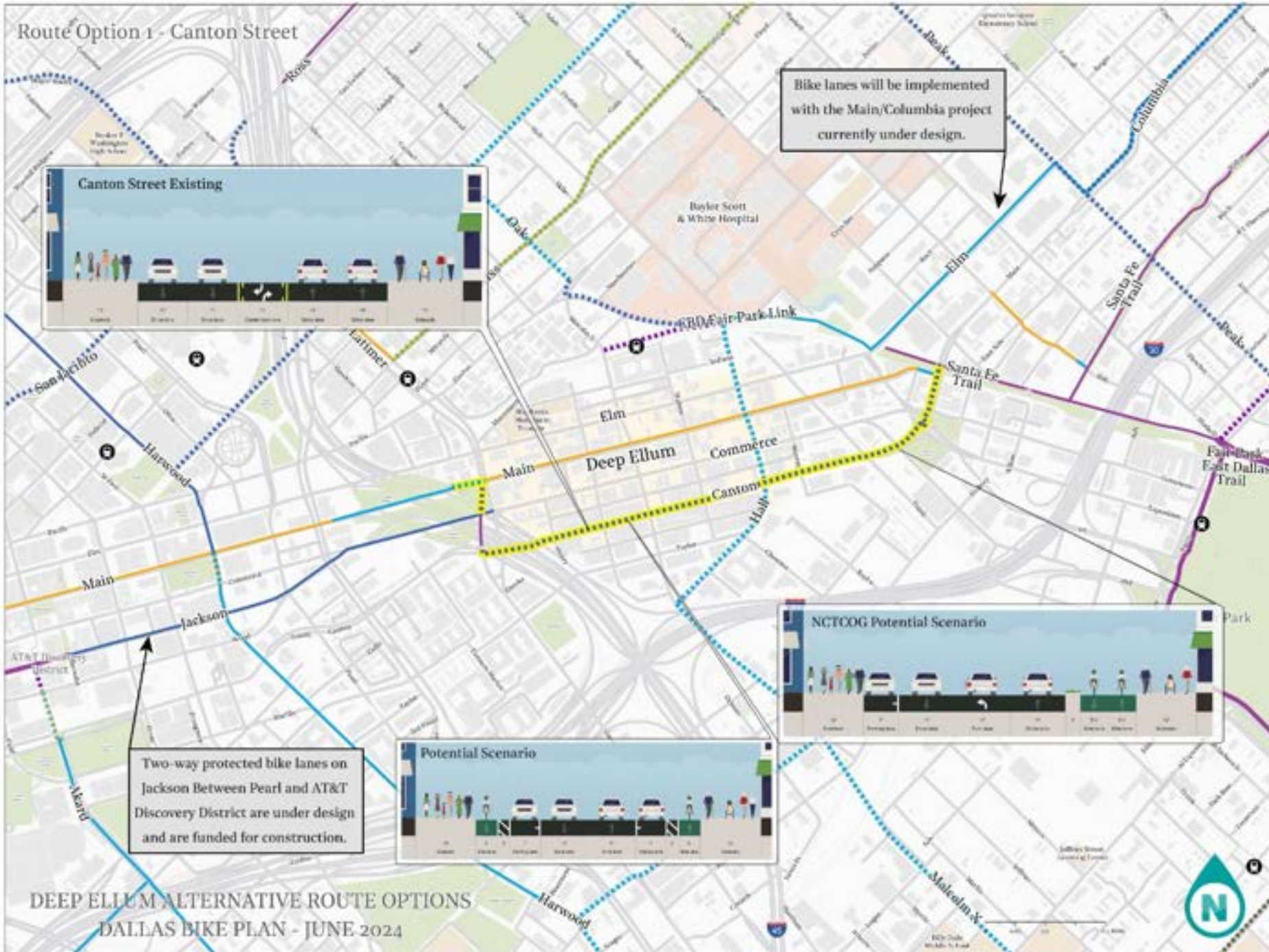
# Option 1: Canton



Evaluation



# Route Option 1 - Canton Street



Bike lanes will be implemented with the Main/Columbia project currently under design.

Two-way protected bike lanes on Jackson between Pearl and AT&T Discovery District are under design and are funded for construction.

## Network Recommendations

- ..... Bike Boulevard
- ..... Visually Separated
- ..... Physically Separated
- ..... Trail

## Funded and Existing Facilities

- ..... Bike Route
- ..... Bike Boulevard
- ..... Visually Separated
- ..... Physically Separated
- ..... Trail
- ..... Water
- ..... Schools
- ..... Parks
- ..... Rail Stations



DEEP ELLUM ALTERNATIVE ROUTE OPTIONS  
DALLAS BIKE PLAN - JUNE 2024

Data provided by City of Dallas - 10/23/24





# Option 1: Canton

## Pro

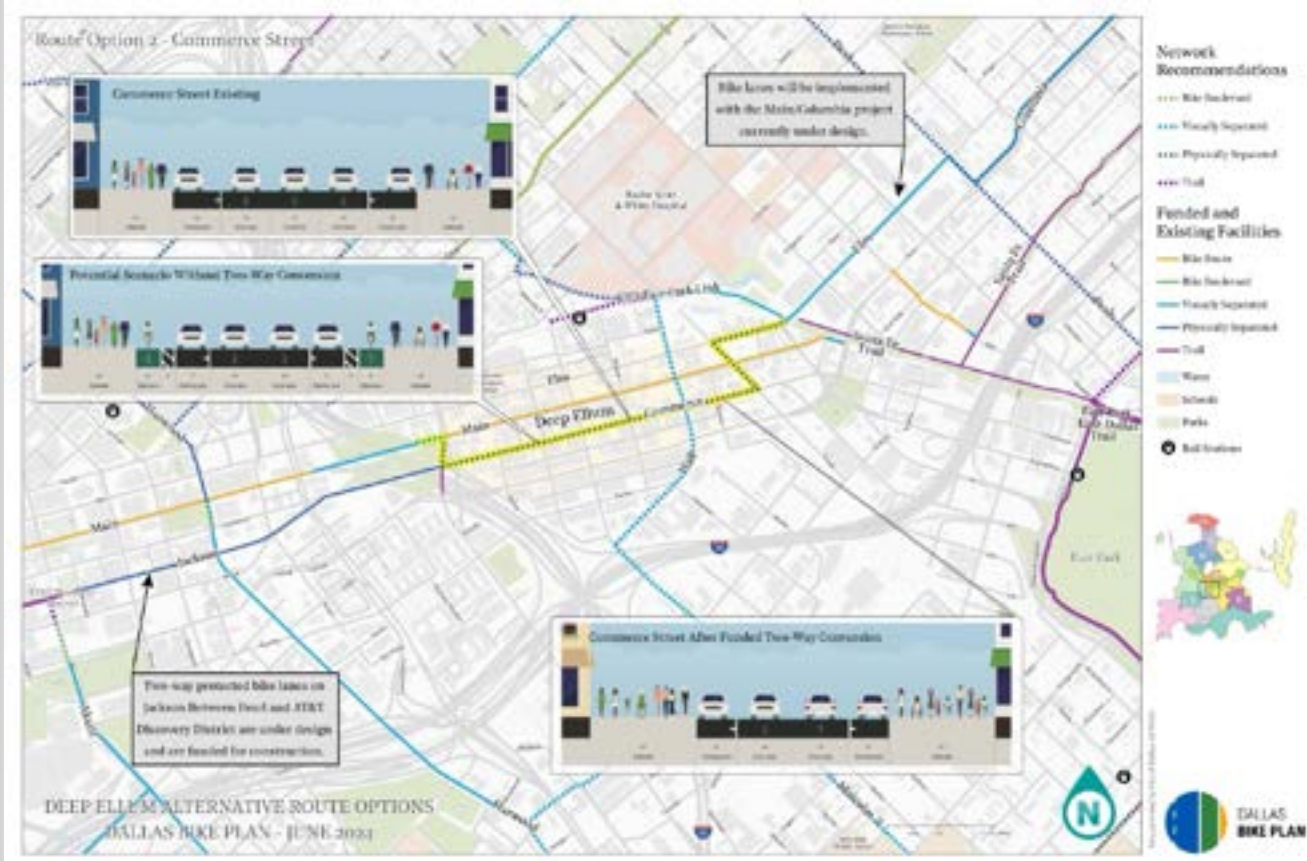
- Bike facility is physically separated from cars (higher comfort)
- On-street parking is maintained on at least one side of the street, if not both

## Con

- Less direct connectivity to area businesses, restaurants
- Removal of one travel lane in each direction may impact through-traffic
- Less direct route for bicyclists (4 turns between Elm & Exposition to the two-way bike lanes on Commerce and Jackson downtown)
- Narrow travel and parking lanes could create conflicts with trucks and buses that use this arterial
- Higher cost to implement



# Option 2: Commerce



Evaluation



# Route Option 2 - Commerce Street



Bike lanes will be implemented with the Main/Columbia project currently under design.

Two-way protected bike lanes on Jackson between Pearl and AT&T Discovery District are under design and are funded for construction.



## Network Recommendations

- Bike Boulevard
- Visually Separated
- Physically Separated
- Trail

## Funded and Existing Facilities

- Bike Route
- Bike Boulevard
- Visually Separated
- Physically Separated
- Trail
- Water
- Schools
- Parks
- ⊕ Rail Stations



DEEP ELLUM ALTERNATIVE ROUTE OPTIONS  
DALLAS BIKE PLAN - JUNE 2024

Map provided by City of Dallas, 06/23/24



# Option 2: Commerce

## Pro

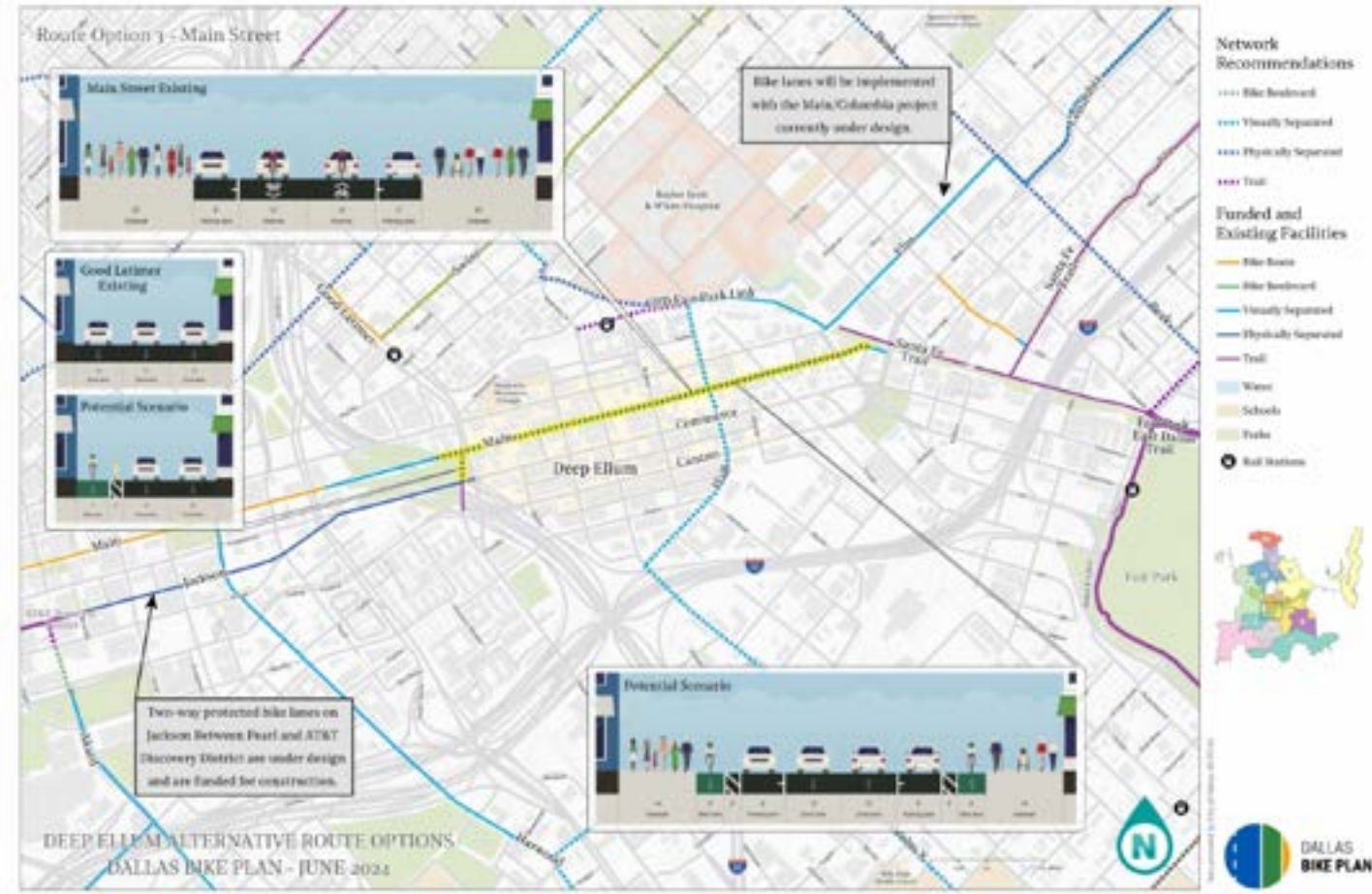
- Bike facility is physically separated from cars (higher comfort)
- Direct access to many businesses and restaurants
- More direct route for bicyclists (2 turns)
- Maintains on-street parking for businesses

## Con

- Would impact the current two-way conversion of Commerce Street in Deep Ellum that is under construction, for the project to be redesigned to accommodate bike lanes
- Higher cost to implement
- Sidewalks on Commerce would not be as wide as desired by businesses



# Option 3: Main

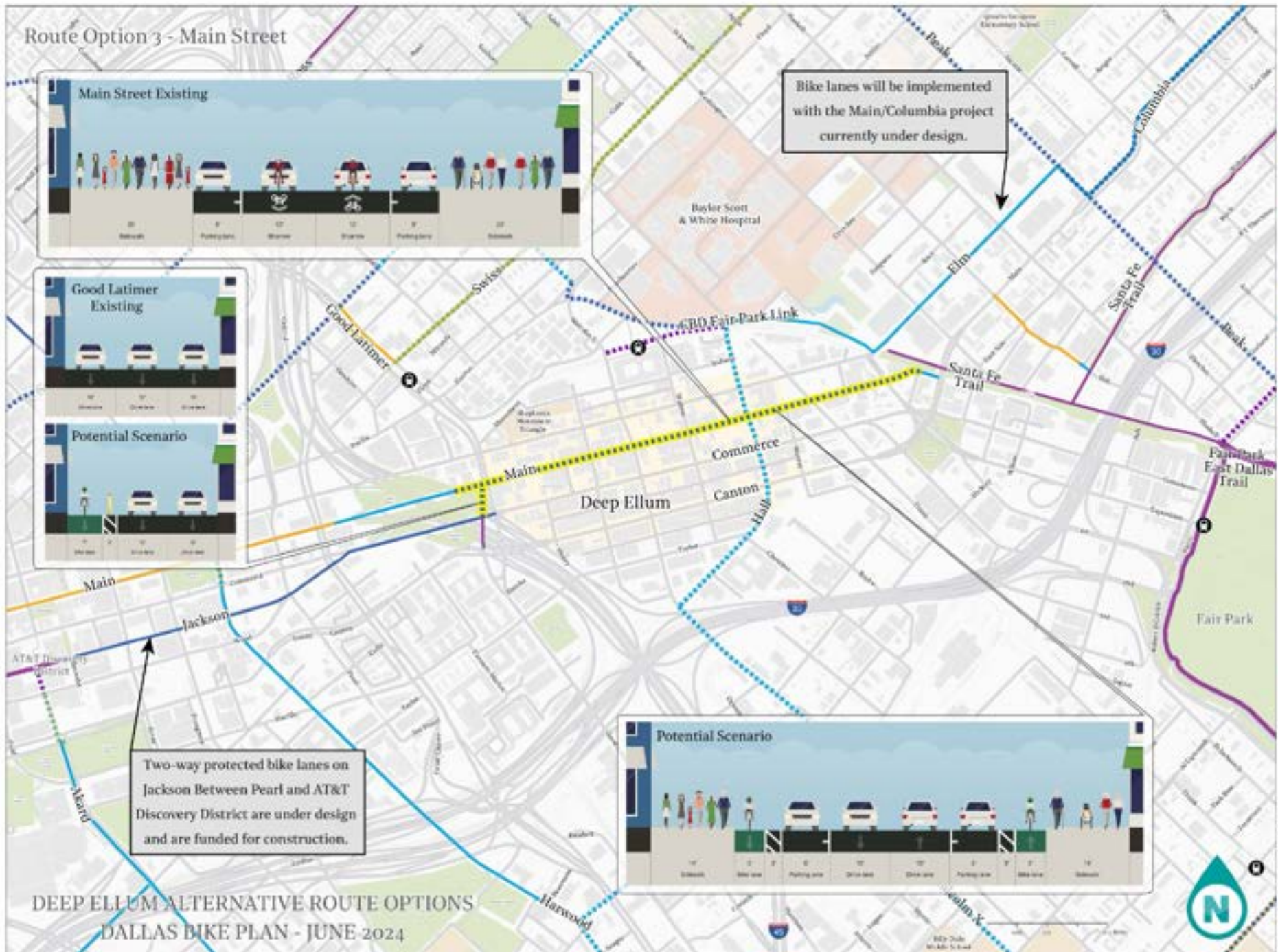


Evaluation





# Evaluation



Data provided by City of Dallas. 6/23/2024





# Option 3: Main

## Pro

- Bike facility is physically separated from cars (higher comfort)
- Direct access to many businesses and restaurants
- Maintains on-street parking for businesses

## Con

- Less direct route for bicyclists (5 turns)
- Would require sidewalks on Main Street to be narrowed slightly to accommodate the bike lanes
- Higher cost to implement (requires moving curbs to narrow the sidewalks)

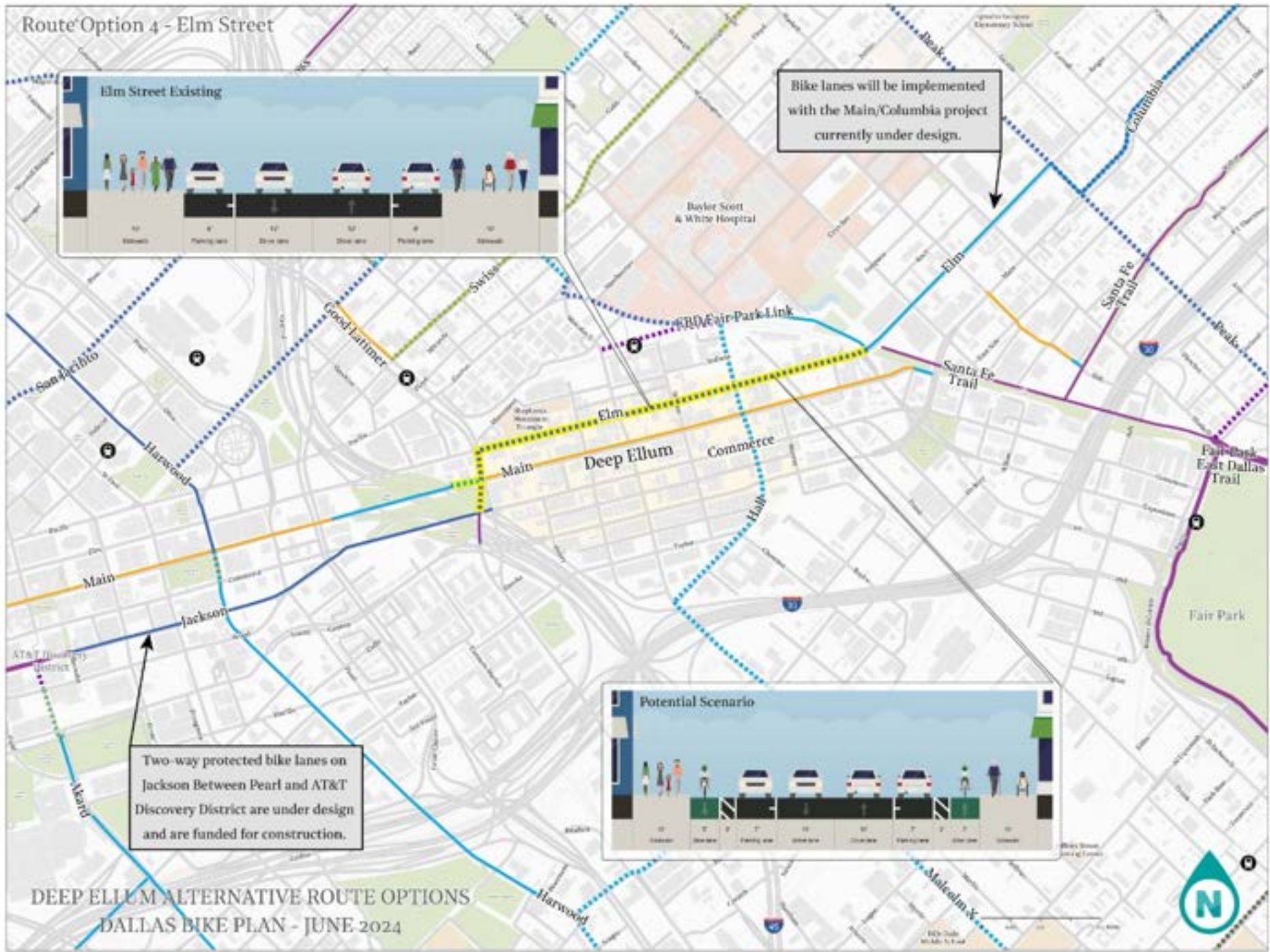
# Option 4: Elm



Evaluation



# Route Option 4 - Elm Street



Evaluation

Data provided by City of Dallas. 10/23/24





# Option 4: Elm

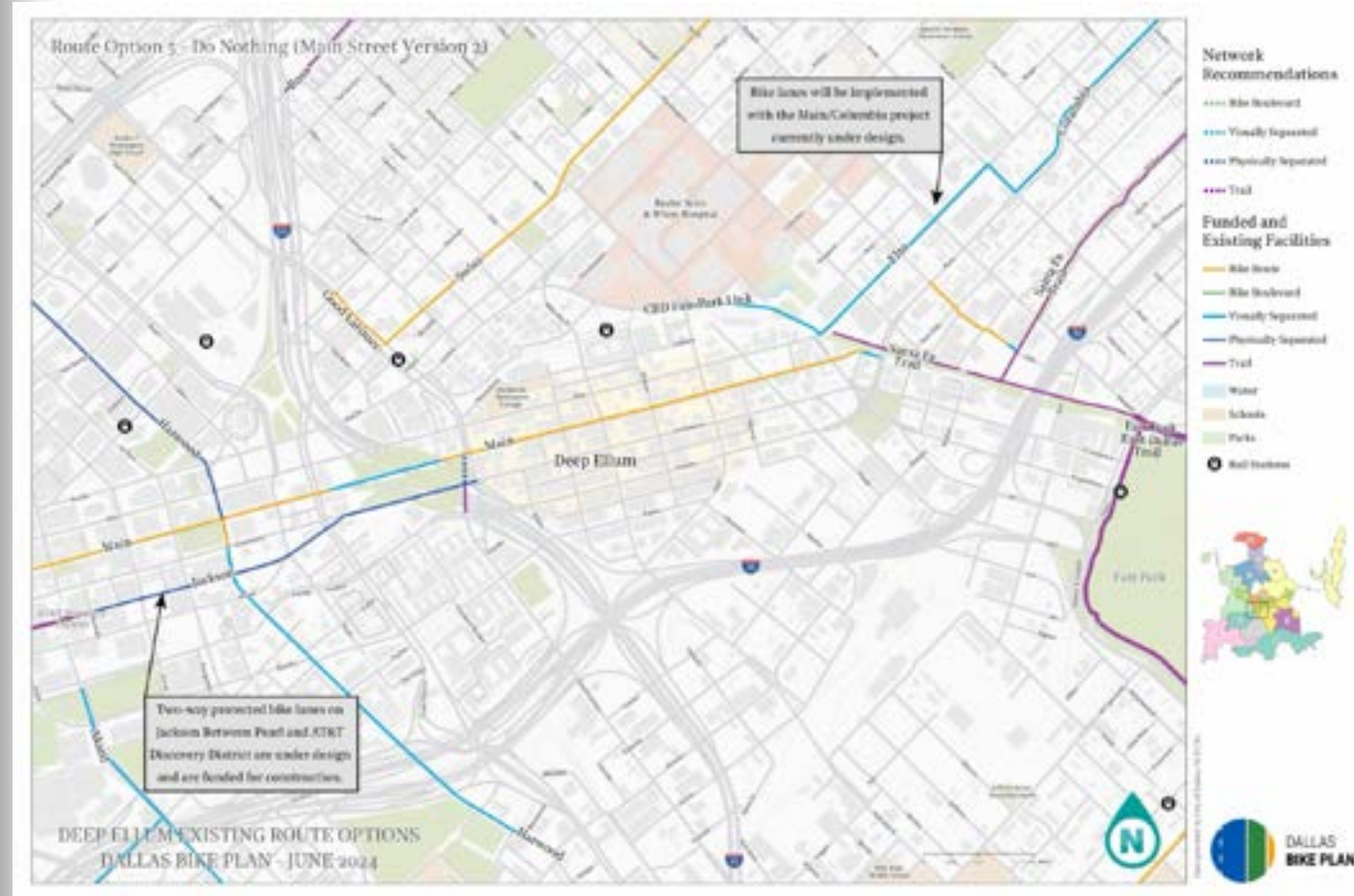
## Pro

- Bike facility is physically separated from cars (higher comfort)
- Direct access to many businesses and restaurants
- More direct route for bicyclists (2 turns)
- Maintains on-street parking for businesses

## Con

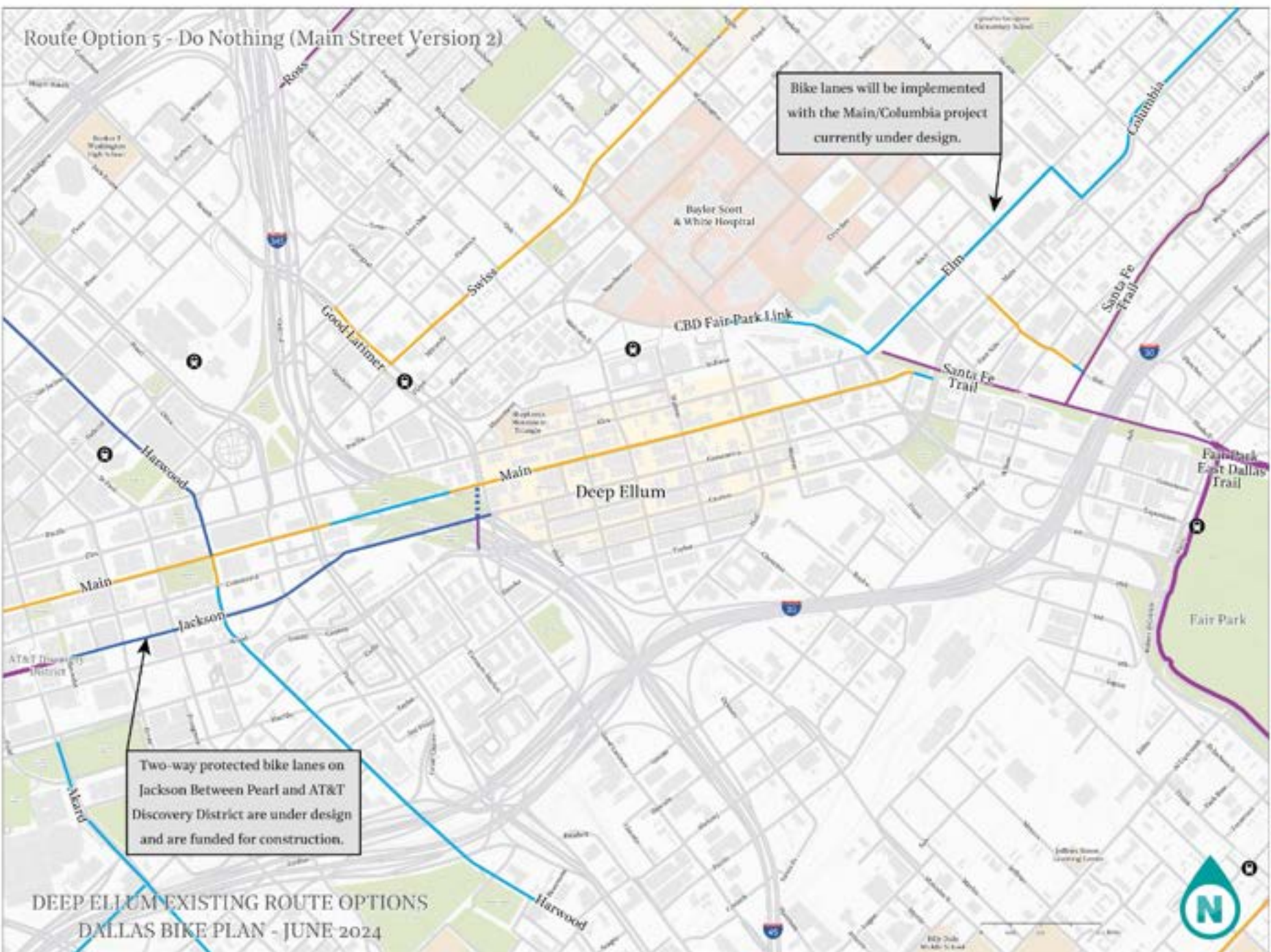
- Would require sidewalks on Elm Street to be narrowed slightly to accommodate the bike lanes. Could require removal of some trees.
- Higher cost associated (requires moving curbs to narrow the sidewalks)

# Option 5: Main, No Build



Evaluation





Route Option 5 - Do Nothing (Main Street Version 2)

Bike lanes will be implemented with the Main/Columbia project currently under design.

Two-way protected bike lanes on Jackson Between Pearl and AT&T Discovery District are under design and are funded for construction.

DEEP ELLUM EXISTING ROUTE OPTIONS  
DALLAS BIKE PLAN - JUNE 2024

- Network Recommendations**
- ..... Bike Boulevard
  - ..... Visually Separated
  - ..... Physically Separated
  - ..... Trail

- Funded and Existing Facilities**
- ..... Bike Route
  - ..... Bike Boulevard
  - ..... Visually Separated
  - ..... Physically Separated
  - ..... Trail
  - ..... Water
  - ..... Schools
  - ..... Parks
  - ..... Rail Stations



Map provided by City of Dallas. 10/23/2024



Evaluation



# Option 5: Main, No Build

## Pro

- Minimal cost to implement
- Maintains on-street parking for businesses

## Con

- Bike facility is not physically separated from cars (lower comfort), and therefore unlikely to encourage more people to bike or scooter for transportation
- Less direct route for bicyclists (5 turns)

# Submit Your Comments Through the Survey

Evaluation

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

[www.bit.ly/deepellumcycle](http://www.bit.ly/deepellumcycle)  
SCAN ME

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

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



Any Questions?