

# 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.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

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**DISTRICT 8  
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**@ 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)



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

**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!

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

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

**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.

[www.bit.ly/council12route](http://www.bit.ly/council12route)  
SCAN ME

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

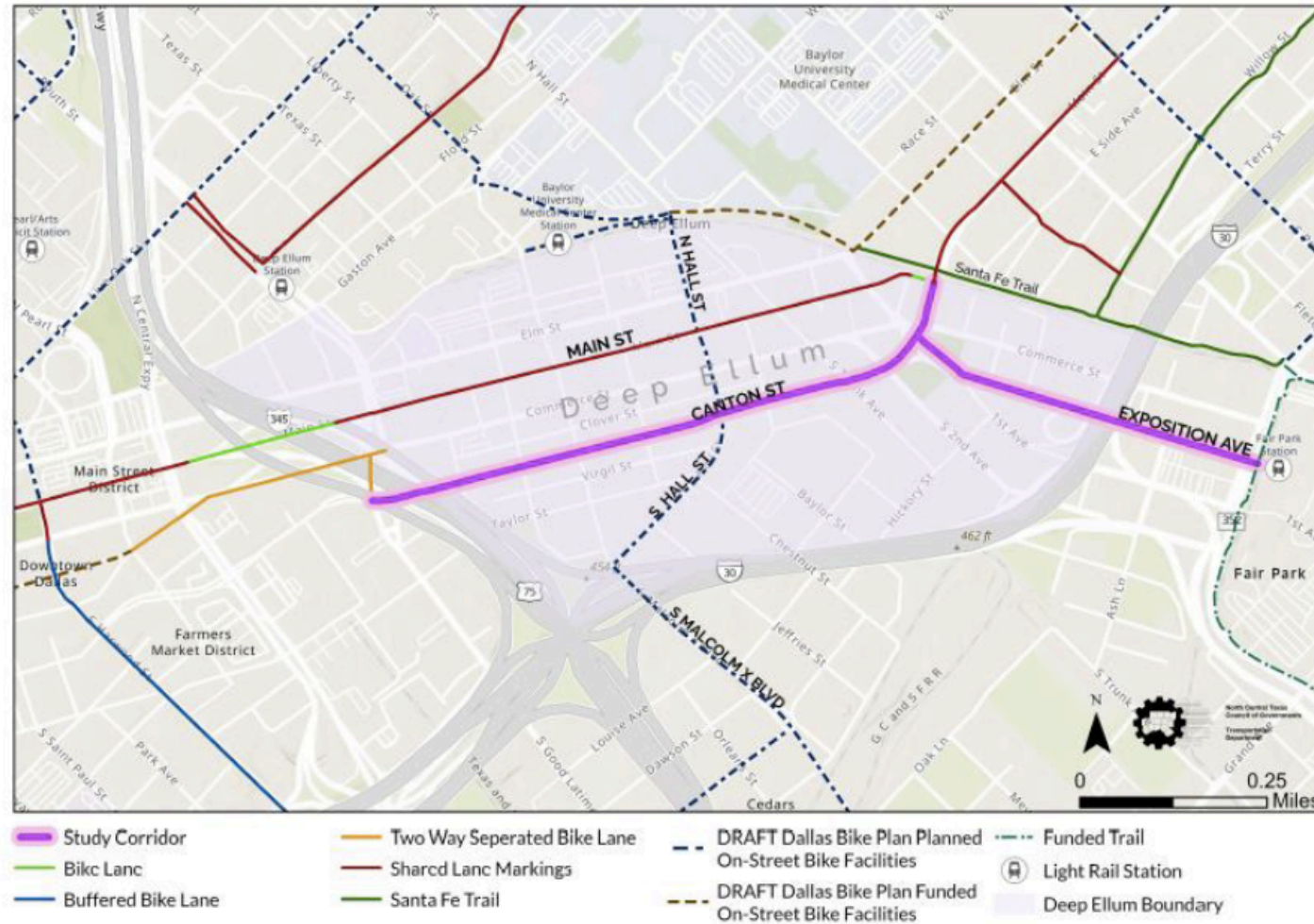
1. Ongoing NCTCOG Dallas CBD-Fair Park Links Multimodal Study
2. Commerce Street 1-Way to 2-Way Conversion

Relevant Projects

# 1. NCTCOG Links

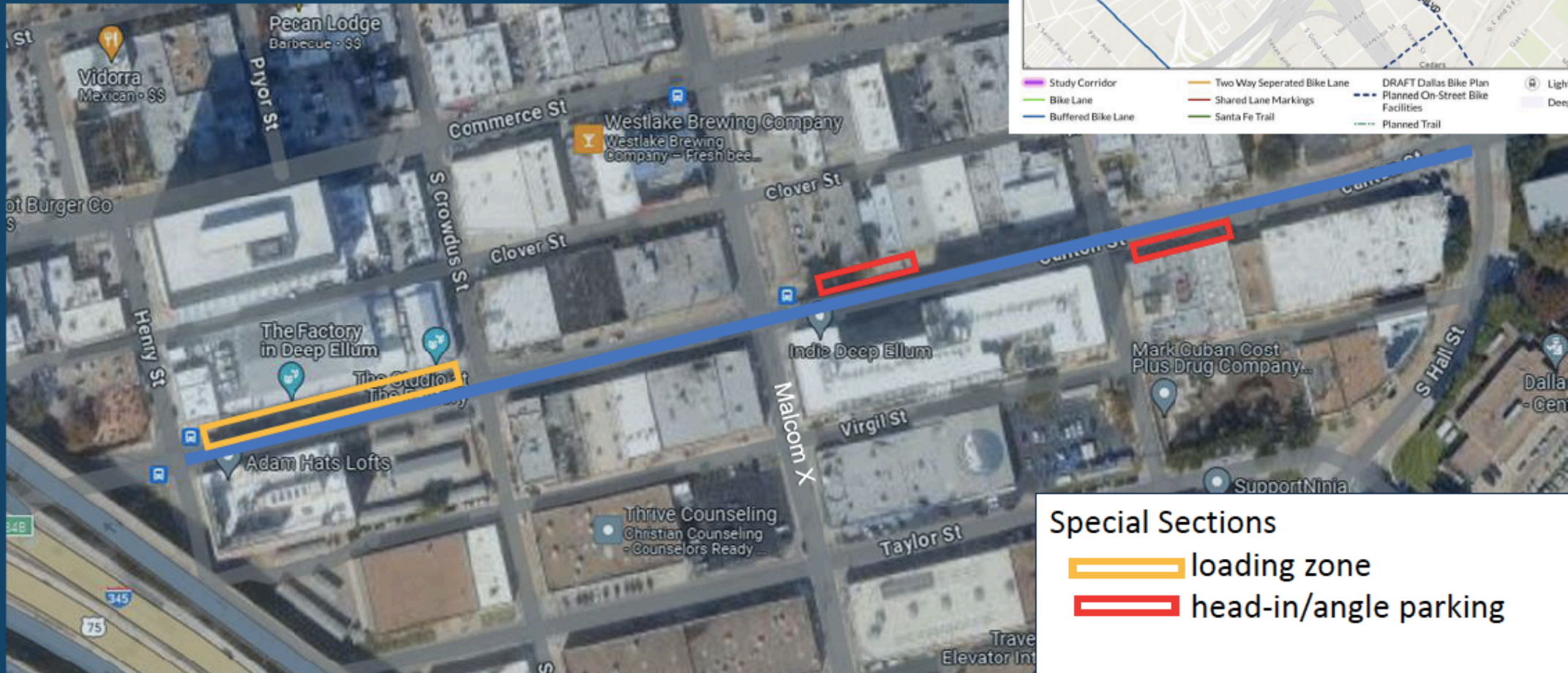
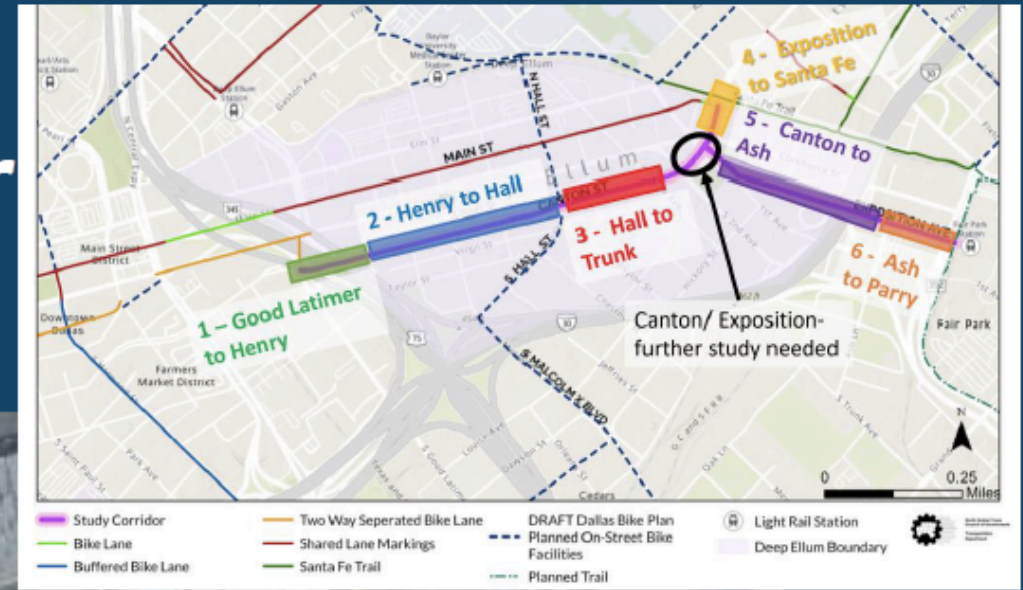
Public engagement takeaway: desire for additional study

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.)

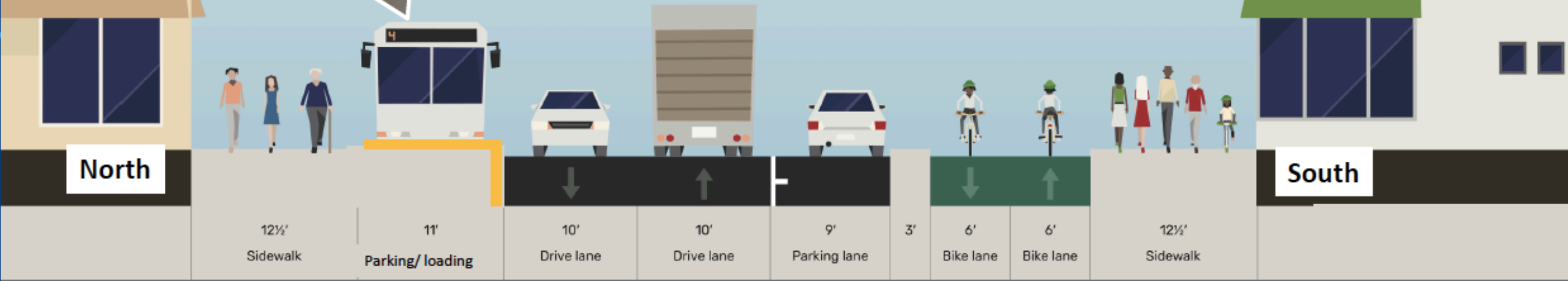


The Factory

## Scenario 2 with loading zone at The Factory

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

[\*All measurements are approximate/ rough estimates]

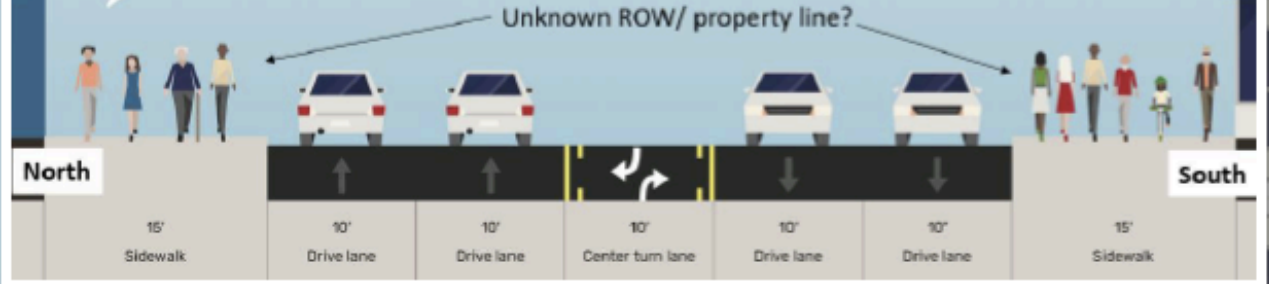


Loading issue at The Factory



EXISTING TYPICAL  
Total width (80 feet)\*  
Total Roadway width (50 feet)\*

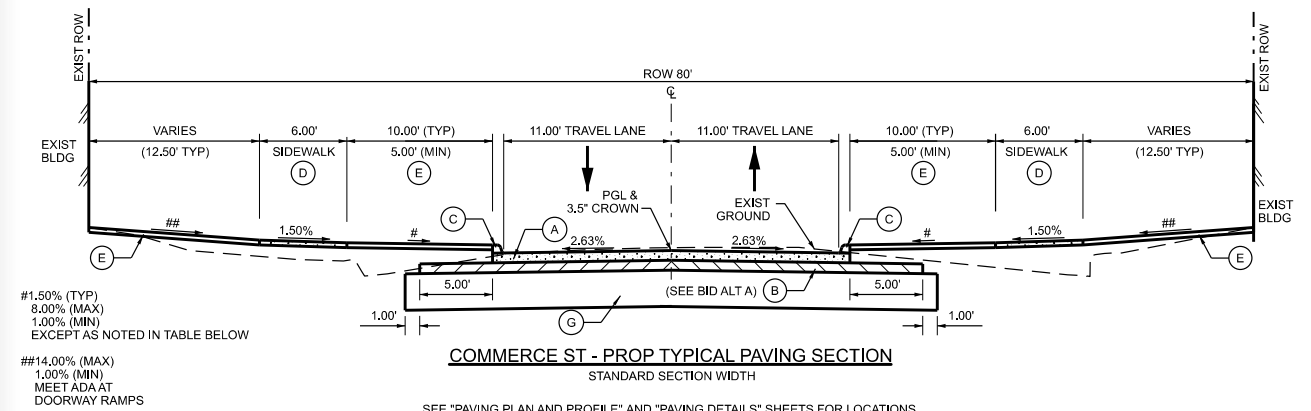
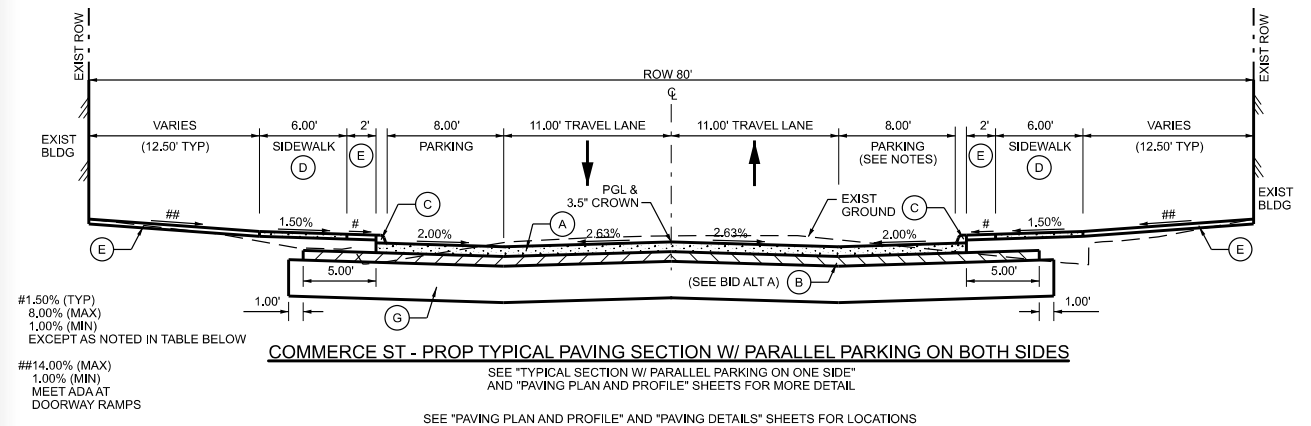
[\*All measurements are approximate/ rough estimates]



ADAM HATS LOTS

# 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

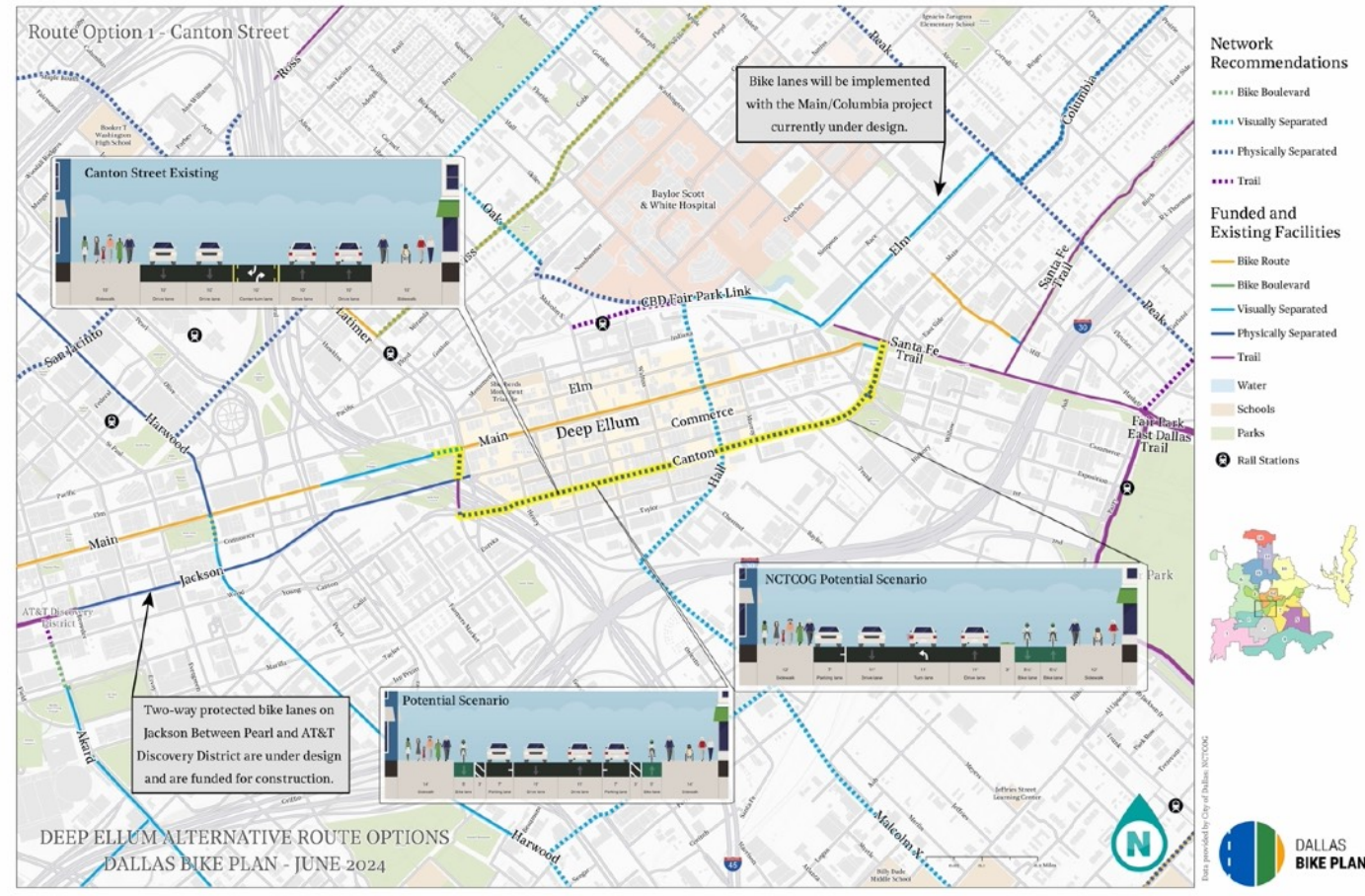
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Your feedback will be used to select a recommended route to include in the Dallas Bike Plan Update.



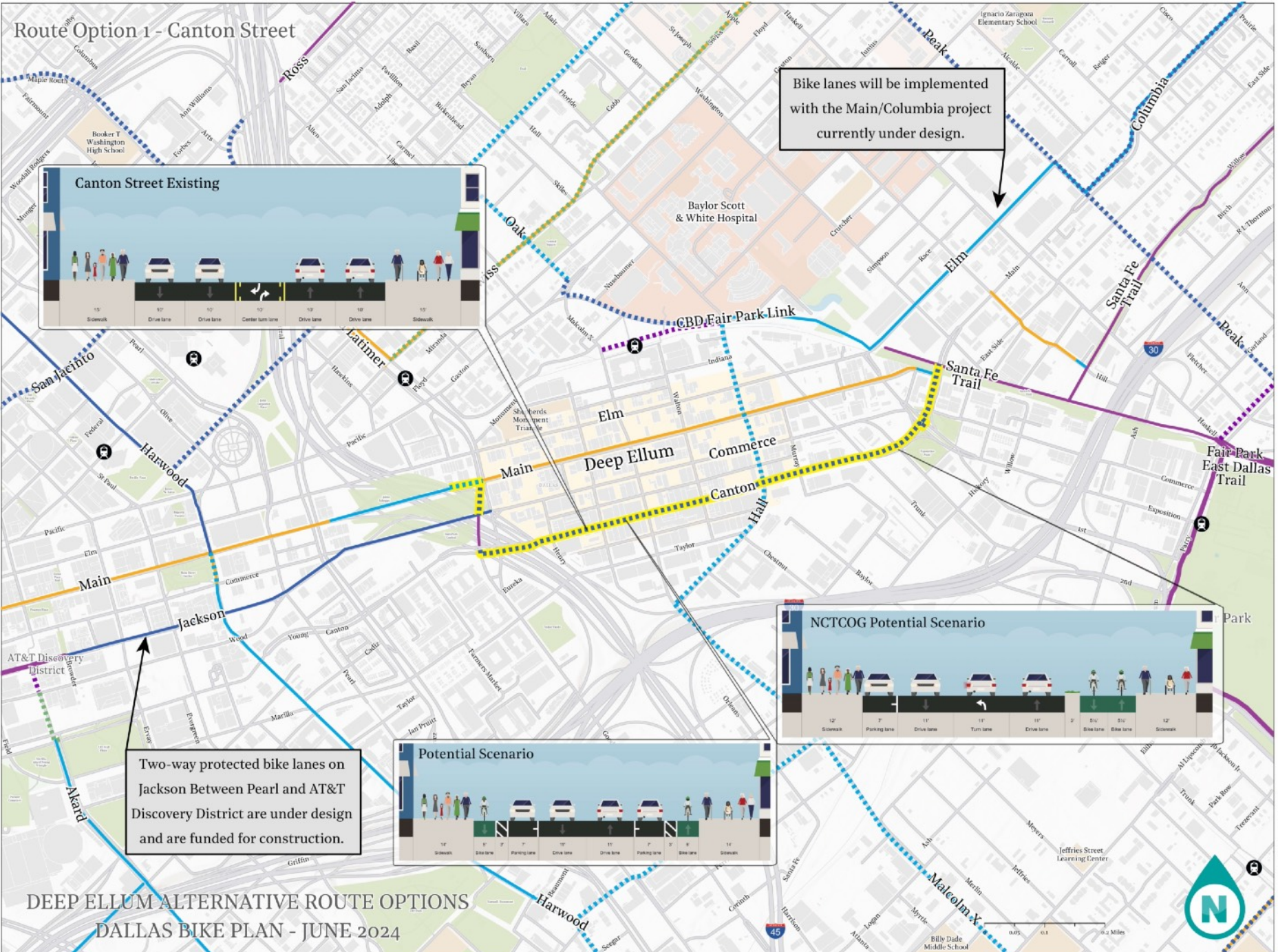
Evaluation

# 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





# Option 1: Canton

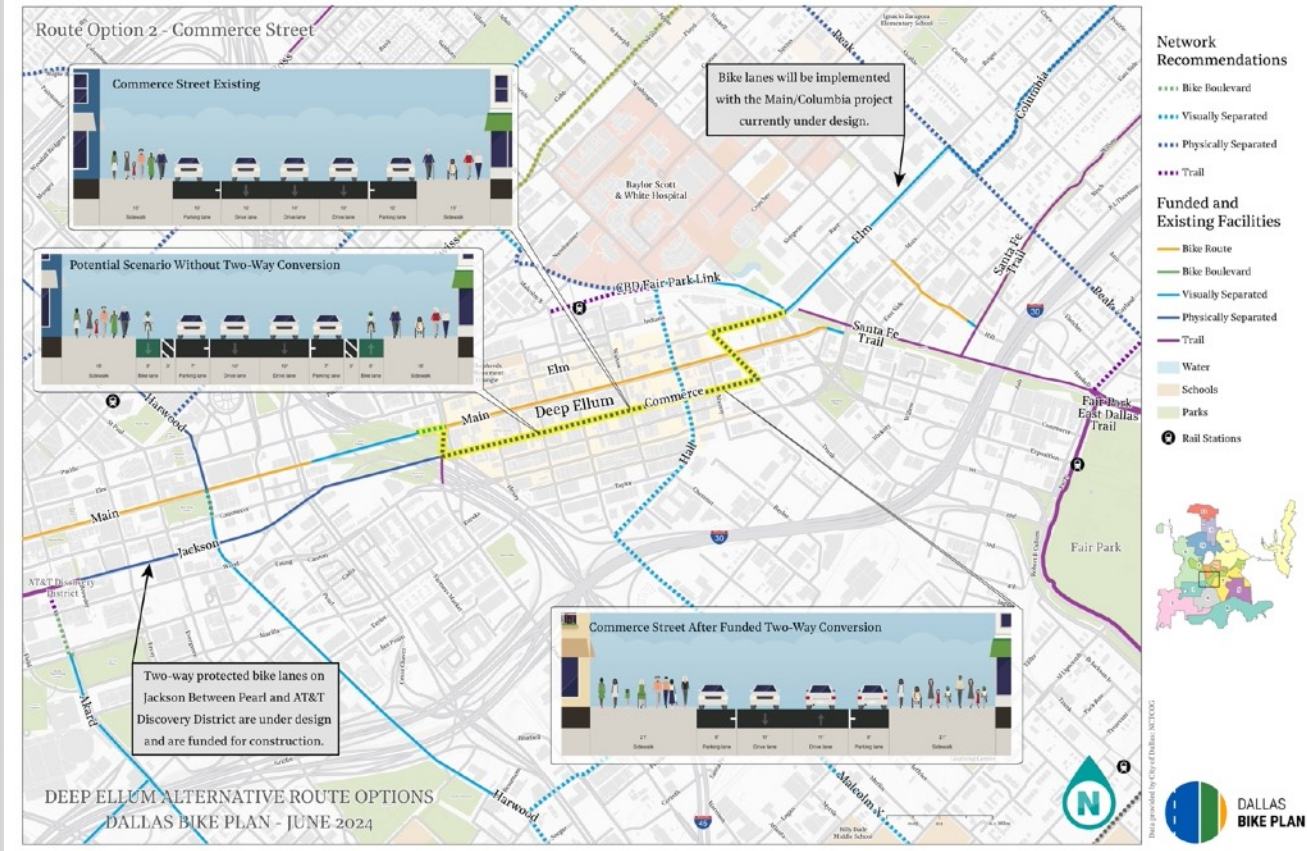
## Pro

- 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

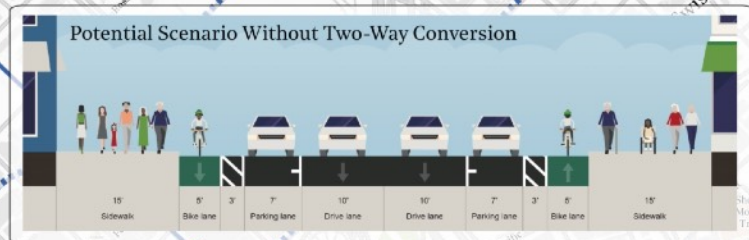
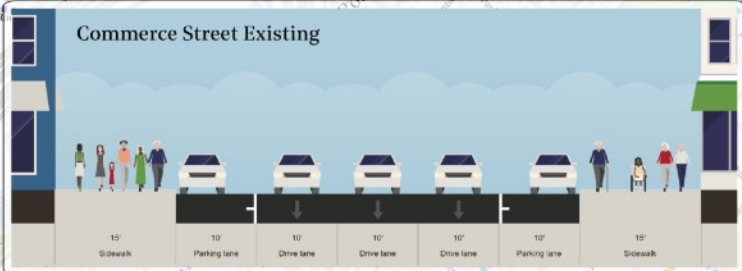
# Option 2: Commerce



Evaluation

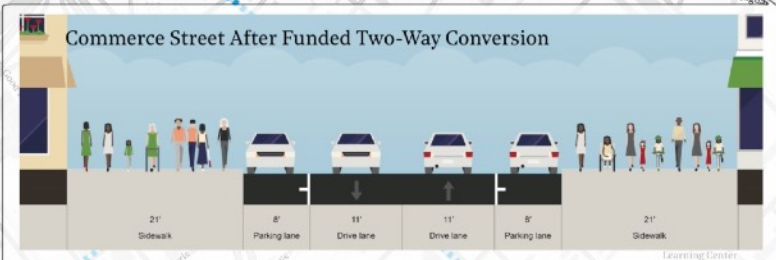


# Route Option 2 - Commerce Street



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
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- Rail Stations



Data provided by City of Dallas; NCTCOG



# 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

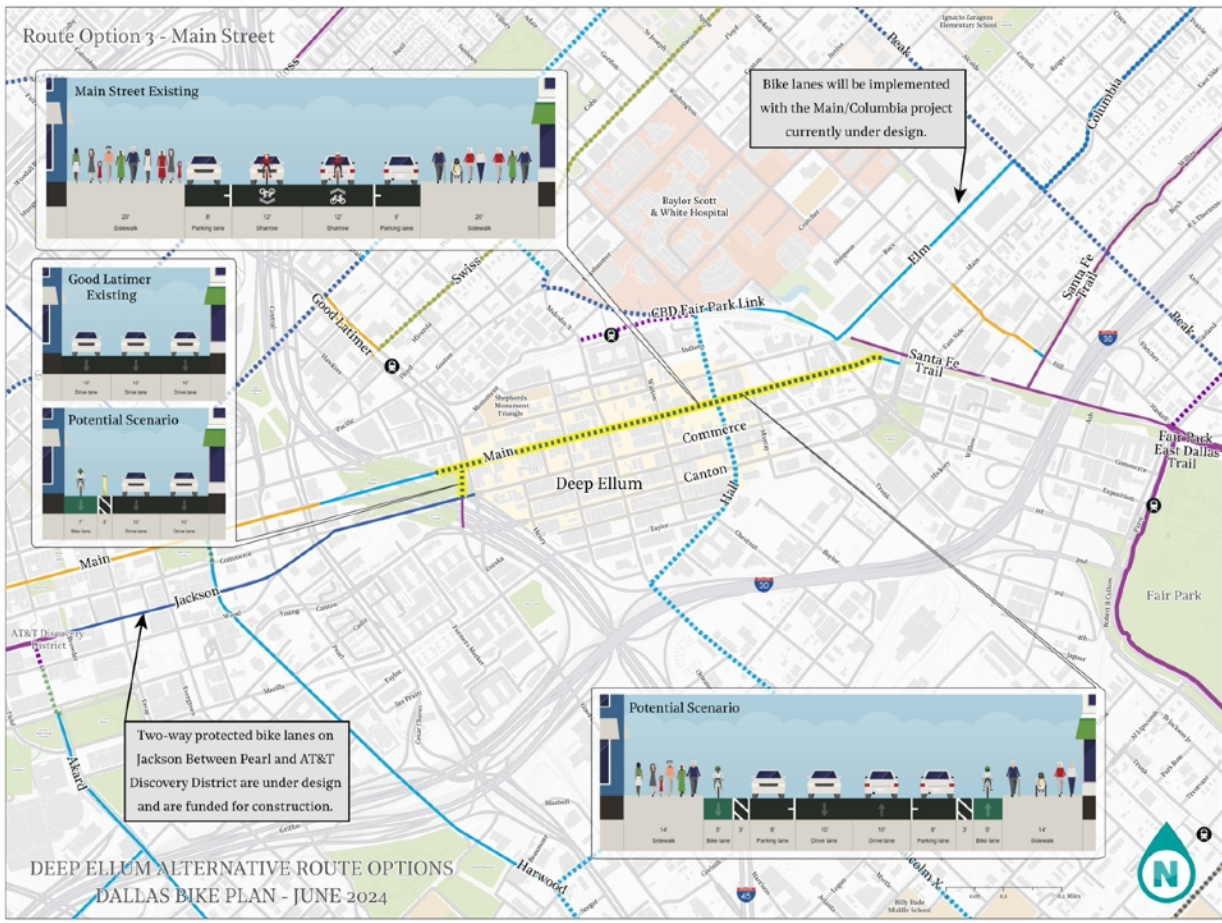
## Con

- 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



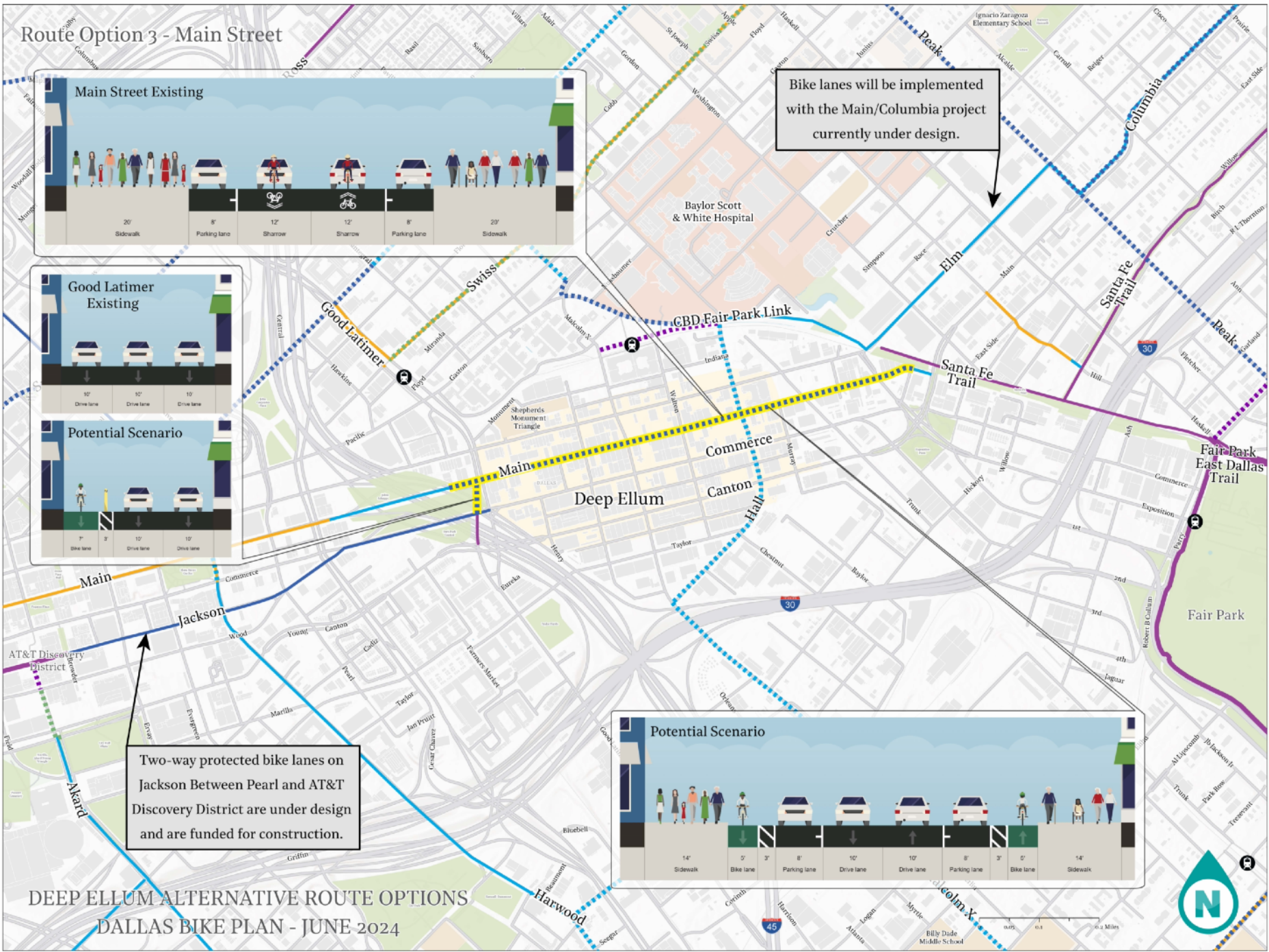
Evaluation

# Option 3: Main



Evaluation

# Evaluation



DEEP ELLUM ALTERNATIVE ROUTE OPTIONS  
DALLAS BIKE PLAN - JUNE 2024

Data provided by City of Dallas; NCTCOG



# Option 3: Main

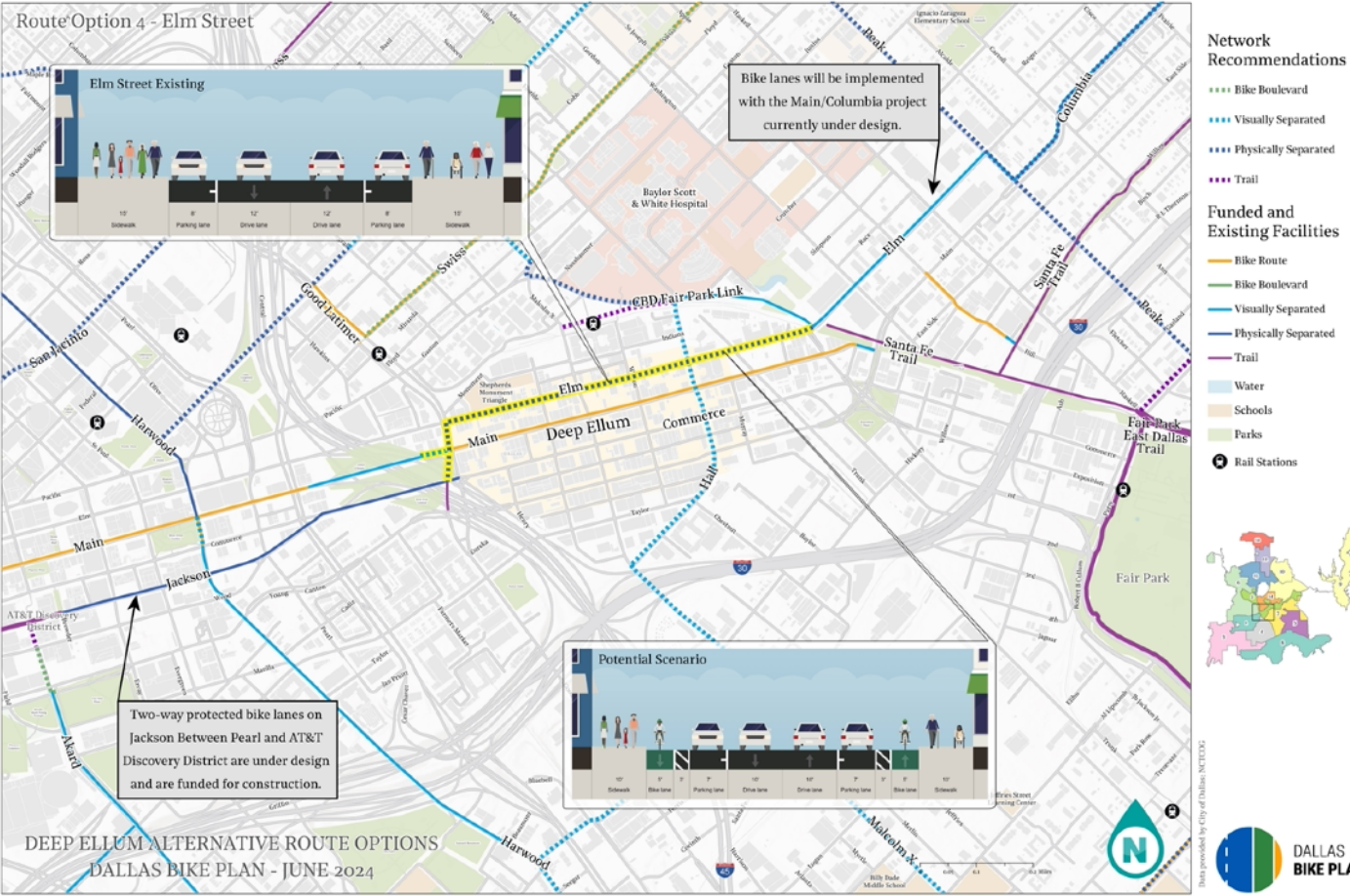
## Pro

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

## Con

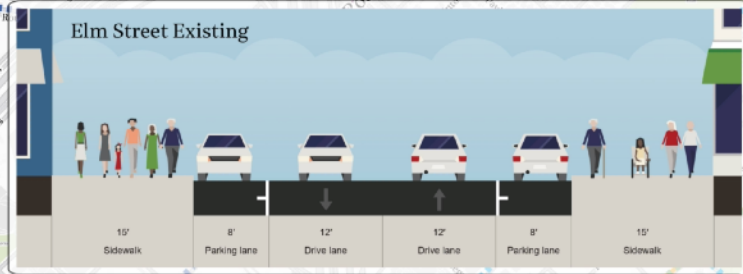
- Less direct route for bicyclists (5 turns)
- Would require sidewalks on Main Street to be narrowed slightly to accommodate the bike lanes
- Higher cost to implement (requires moving curbs to narrow the sidewalks)

# Option 4: Elm



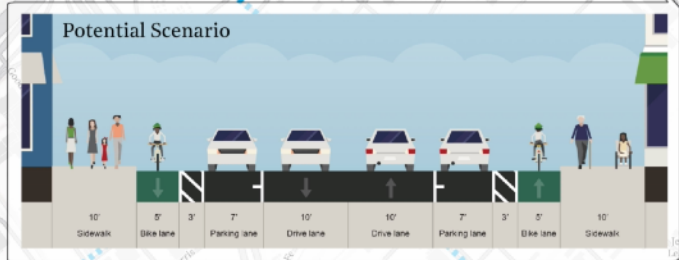
Evaluation

# Route Option 4 - Elm Street



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.

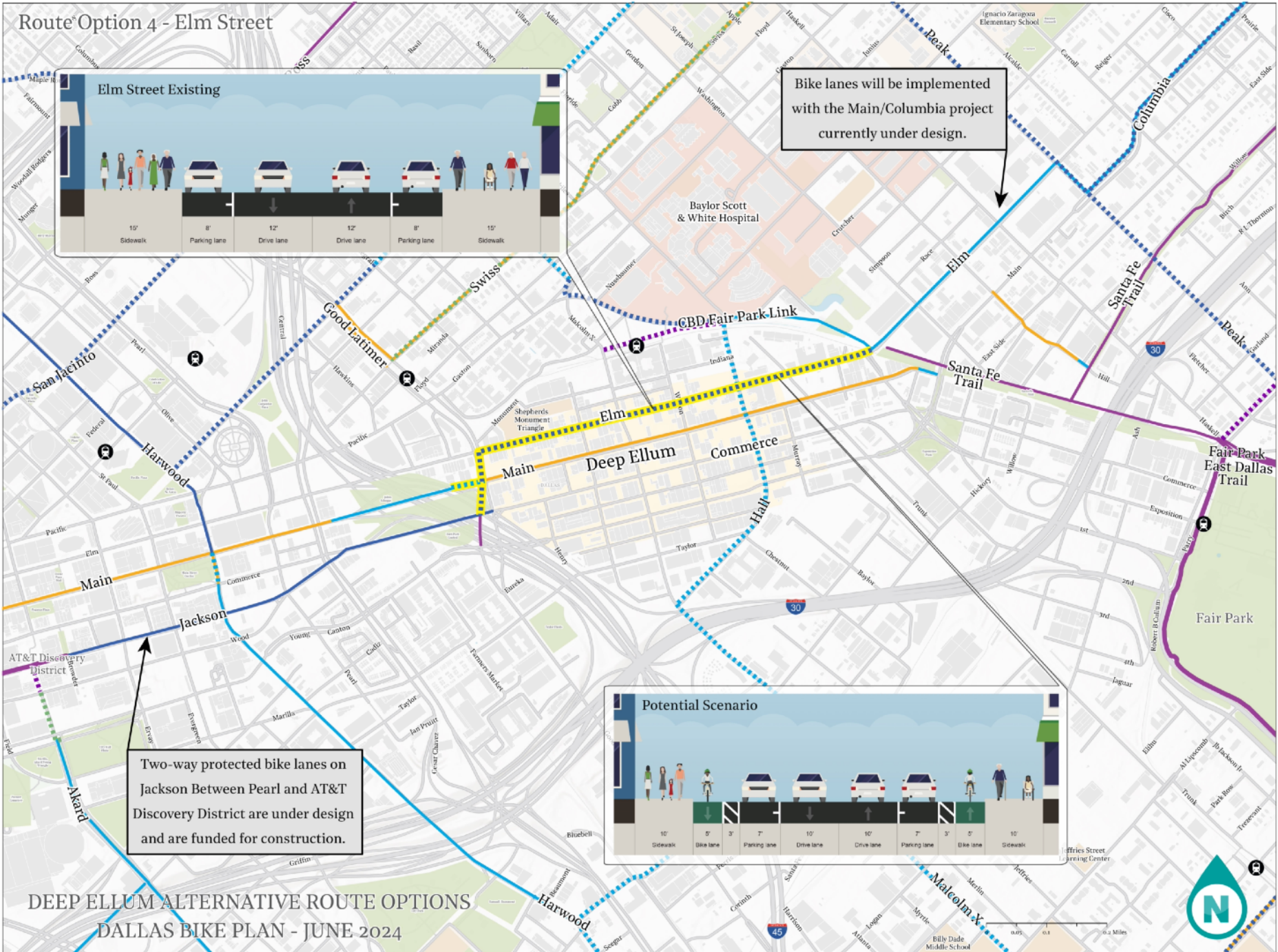
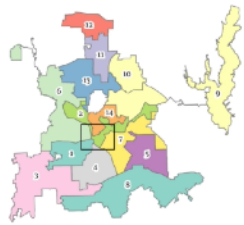


## Network Recommendations

- Bike Boulevard
- Visually Separated
- Physically Separated
- Trail

## Funded and Existing Facilities

- Bike Route
- Bike Boulevard
- Visually Separated
- Physically Separated
- Trail
- Water
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DEEP ELLUM ALTERNATIVE ROUTE OPTIONS  
DALLAS BIKE PLAN - JUNE 2024

Data provided by City of Dallas; NCTCOG





# Option 4: Elm

## Pro

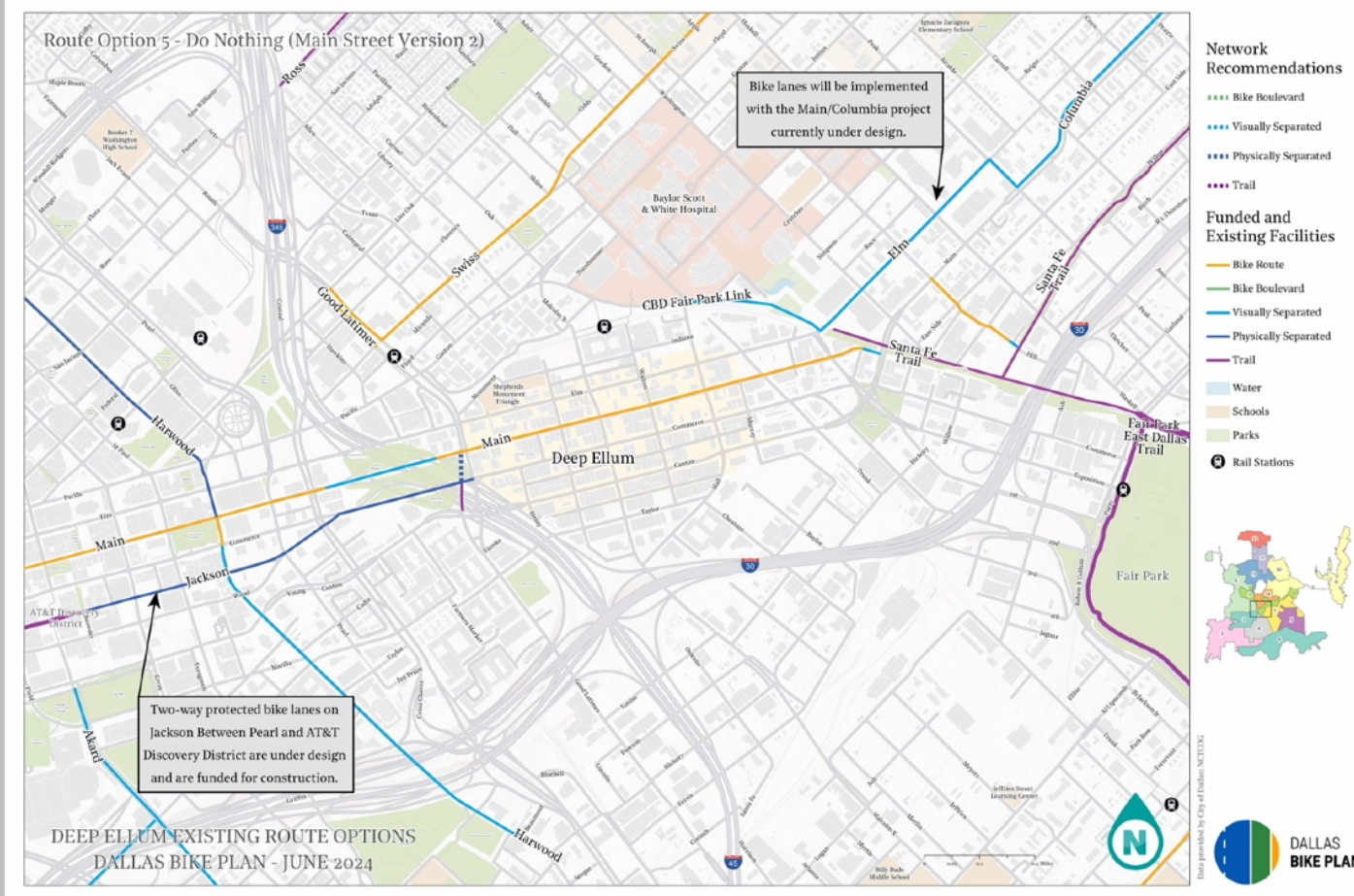
- Bike facility is physically separated from cars (higher comfort)
- Direct access to many businesses and restaurants
- More direct route for bicyclists (2 turns)
- Maintains on-street parking for businesses

## Con

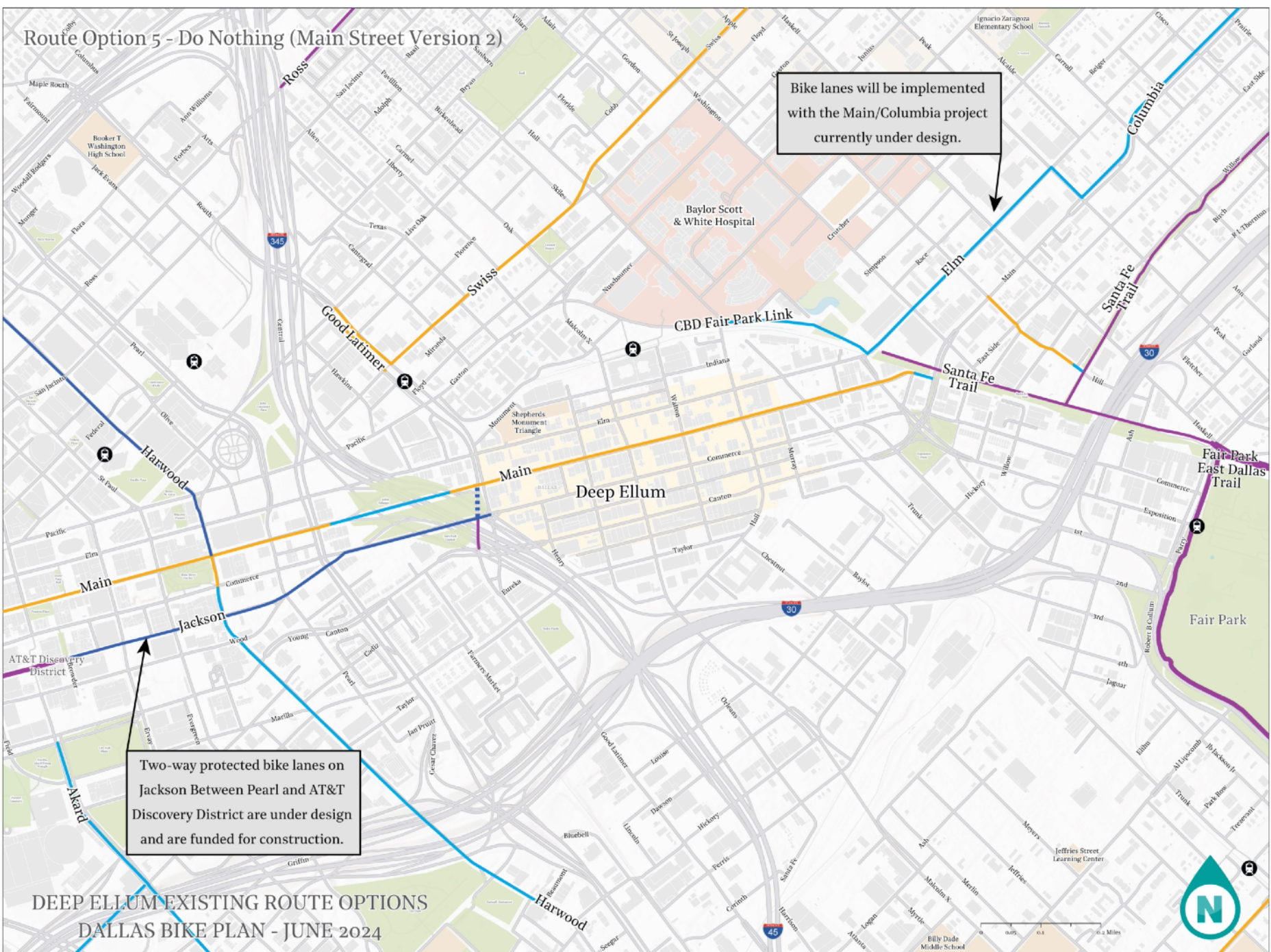
- Would require sidewalks on Elm Street to be narrowed slightly to accommodate the bike lanes. Could require removal of some trees.
- Higher cost associated (requires moving curbs to narrow the sidewalks)



# 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.

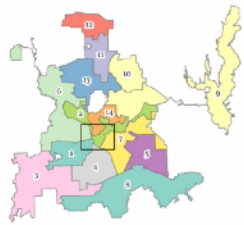
DEEP ELLUM EXISTING ROUTE OPTIONS  
DALLAS BIKE PLAN - JUNE 2024

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



Data provided by City of Dallas; NCTCOG



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/deepellumroute](http://www.bit.ly/deepellumroute)



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?

