

Memorandum



CITY OF DALLAS

DATE December 31, 2020

TO Honorable Mayor and Members of the City Council

SUBJECT **FY 2021 Bike Lane Funding Plan and Pilot Demonstration Projects**

Given the importance placed on multi-modal transportation, the Fiscal Year (FY) 2021 adopted budget includes \$1.2M for bike lane projects. Upon review of available funds and the priorities of the community, this memo will summarize the proposed spending plan for the programmed bike lane funds. Additionally, this memo will discuss two pilot bike lane demonstration projects.

FY 2021 Bike Lane Plan

Bike lane funds programmed for FY 2021 will primarily go towards projects that fill critical gaps, extend the reach of the bike network, and help to provide connections to major destinations, including schools and employment centers. Many of the planned projects have supplemental funds that are leveraged from external sources while some will require additional funding in future years for their completion. The following bike lane projects will be funded from FY 2021 dollars for engineering and/or construction:

- Union Bikeway Project, which will complete a connection between the Katy Trail and Klyde Warren Park
- Ross Avenue Shared-Use Path (IH 345 to Greenville Avenue)
- Elam Road Shared-Use Path (Pemberton Hill Road to Jim Miller Road). This project will provide a bicycle connection between two schools, the future shared-use path along Pemberton Hill Road, and the AT&T Trail
- West Commerce Buffered Bike Lanes (Fort Worth Avenue to Riverfront Boulevard), which will connect the bike lanes that have already been installed on Fort Worth Avenue to the future shared-use path on Riverfront Boulevard, as well as connect to the bike lanes on Beckley Avenue
- Jackson Street Bike Facility (AT&T Plaza to Pearl Street). The funds set aside for this project in FY 2021 will bring the City one step closer to a dedicated bike facility between Deep Ellum, the East Quarter District, and AT&T Plaza
- Lovers Lane Shared-Use Path (Lemmon Avenue to Dallas/University Park City Limits), which will connect to the shared-use path along Lemmon Avenue being implemented by the Aviation Department, and onto the Bachman Lake Trail

Additionally, \$40,000 will be programmed to update the Dallas Bike Plan, which was last updated and adopted in 2011. These funds will supplement the \$150,000 awarded by the Regional Transportation Council on November 12, 2020 to update the plan. The plan refresh is intended to bring greater consensus on where bike facilities are needed and desired by the community, re-evaluate the feasibility of various routes, and develop a realistic implementation strategy that focuses on filling critical gaps and making critical connections. This summary and project list include only the bike projects to be implemented with the bike lane general funds. Other bike projects will be implemented through bond-funded projects or with other external funding.

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Bike Lane Demonstration Projects

In addition to the delivery of bike lane projects, the Department of Transportation and the Department of Public Works are coordinating on the deployment of bike lane pilot locations, through the use of temporary traffic control equipment with the intent to study the effect of the bike lanes on traffic patterns before determining whether or not to proceed with permanent installation of the bike lanes. Two examples of these types of projects are listed below.

Greenville Avenue – North of Meadow Road to South of Royal Lane

In an effort to provide a connection between Greenville Avenue, the SoPac Trail, and Harry S. Moss Park, a crosswalk, barrier free ramps, and median work has been completed at the intersection of Meadow Road and Greenville Avenue and sidewalk has been installed on the east side of Greenville Avenue between Meadow Road and businesses north of the SoPac Trail. Temporary traffic control to provide a bike lane on the east side of Greenville Avenue between the SoPac Trail and the Harry S. Moss Park will be installed by the second week of January 2021. The temporary traffic control and use of it as a bike lane will be monitored for 3-6 months before staff determines if the bike lane should become permanent.

Audelia Road Phase 1 – Northwest Highway to Lake Highlands Trail Crossing

This project will include temporary traffic control devices to produce lane closures of the outside lanes on both northbound and southbound directions of Audelia Road between Northwest Highway and Walnut Hill. Staff is coordinating with DART on bus routes in the area to evaluate a second phase of this project to potentially extend the lane closure to the Lake Highlands Trail Crossing. Staff expects to perform public outreach in the coming weeks to ensure an effective implementation of this project.

Bike lane/ road diet demonstration projects are currently being funded from a variety of sources. As these types of temporary, test projects have previously not been implemented regularly, City staff is working to establish more concrete guidelines, funding streams, and materials to be used going forward.

Should you have additional questions or concerns, please contact Gus Khankarli, Interim Director of the Department of Transportation or Robert M. Perez, Director of the Department of Public Works.



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Assistant City Manager

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