

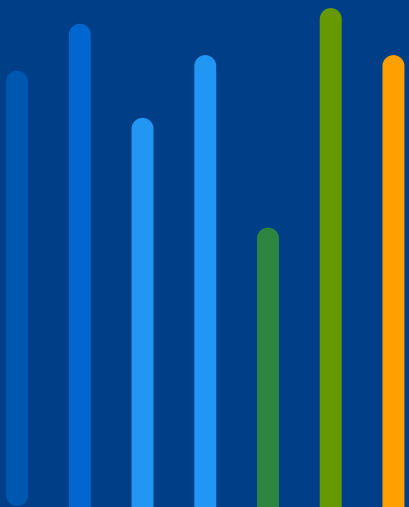


TECHNICAL REPORT 3
*PROJECT EVALUATION
& FUNDING*



DALLAS BIKE PLAN

2025



Introduction

The purpose of this technical report is to present the analysis conducted during the bike plan development process to guide recommendations for the bike network, project prioritization, and funding for the bike plan.

The first part of the report is a summary of the planning-level feasibility analysis conducted after the first draft of the bike network was developed and reviewed by stakeholders and the public. The feasibility analysis examined, at a planning-level, the viability of the preliminary recommendations and provided guidance for the refinement of the first draft bike network to its second draft.

The second part of the report provides details on the prioritization methodology applied to the proposed bike network to identify the top priority projects and to inform future phases of bike network development. A narrative describing the prioritization methodology is included, along with the list of all prioritized projects from the prioritization exercise.

The third component of the report has the cut sheets for the top priority projects, which provides descriptions of their respective scopes, project limits, benefits to the community, and design considerations.

Finally, this report includes a summary of potential grant funding sources available to the City of Dallas for use to leverage its existing, internal budget. Descriptions of different grants, along with their application requirements and timelines, and competitive advantage criteria are summarized in this section.



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PRELIMINARY FEASIBILITY ASSESSMENT OF PROPOSED IMPROVEMENTS

1. INTRODUCTION

This report reviews how the feasibility of the proposed network was assessed, and to provide additional evaluations of roadway and traffic characteristics for some initial high ranking priority bike facility projects.

The implementation of specific bike facility projects typically occur in one of three scenarios:

- 1) Stand-alone projects that are generally of higher relative cost;
- 2) “Goes-With” projects such as resurfacing/rehabilitation roadway projects; and
- 3) Low cost and easily implemented signage and pavement markings.

Stand-alone projects should have a project feasibility study conducted to assess the specific roadway, traffic and land use characteristics that will influence the bike facility design. This effort is beyond the efforts of this plan.

The “goes-with” projects can frequently proceed directly into design with a minimal amount of traffic assessment to confirm the appropriateness of the proposed bike facility. Typically, these projects involve working within the existing roadway pavement widths and involve reconfiguration of a travel lane.

Much like the “goes-with” projects, the low cost and easily implemented projects, often only include working within the existing pavement widths. However, such as with neighborhood bikeways and its additional traffic calming elements, there may be additional infrastructure elements to be included depending the local context.

Visually separated facilities, in many contexts, are the most easily and rapidly implementable type of infrastructure.

2. Methodology

The Dallas Bike Plan’s feasibility assessment has consisted of the following steps and procedures:

- Where network gaps were identified through the GIS analysis, propose completion of the gaps with a similar facility type;
- Propose extensions of the existing facility types to extend the network’s coverage and linkage to identified trip origins and destination;
- Include local and regionally planned bike facilities as shown in the *ConnectDallas* Plan and the *NCTCOG Mobility 2045* Plan;
- Neighborhood bikeways are proposed only on local (low speed, low volume) streets;
- Physically separated and trail facilities are proposed on higher volume local roads, collector roads and higher classifications.

The above rationale supports the “appropriateness” of a proposed bike facility. A more robust assessment of the feasibility of the proposed route requires greater analysis of the roadway and traffic characteristics, availability of right-of-way, combined with local knowledge of specific safety, property access, or other related factors.

The proposed Bike Network consists 543 miles of improvements that are made up of approximately 179 miles of neighborhood bikeways, 118 miles of visually separated facilities, 108 miles of physically separated facilities, and 139 miles of trails. For the purpose of feasibility assessment, the following roadway modification requirements of each proposed facility type is noted:

- Neighborhood Bikeways – typically requires signage and pavement markings within existing curbs/edge of pavements; may include traffic calming measures, such as chicanes, roundabouts, speed bumps, and more;
- Visually Separated Facilities – typically accomplished through restriping of existing travel lanes and additional signage within existing curbs/edge of pavements;
- Physically Separated Facilities – typically requires conversion of an existing travel lane to a dedicated bike facility within existing curbs/edge of pavements; and
- Trails / Shared Use Paths – located outside of the existing curbs/edge of pavement.

To assess “feasibility” at a city-wide level, existing GIS data identifying roadway and traffic characteristics along the proposed physically separated facilities was analyzed. City and TxDOT GIS data on right-of-way, surface width, average daily traffic counts (ADTs), heavy truck traffic percentages, roadway configuration, and speed limit were reviewed for the facilities identified in the network. This feasibility assessment assisted in defining proposed projects.

For a more robust and detailed feasibility assessment, studies should be conducted prior to design efforts. These studies should include at a minimum the following elements:

- Detailed roadway characteristics,
- Existing traffic characteristics,
- Right-of-way information (as-builts, Property Appraiser parcel information), and
- The need for more than one typical section based on varying conditions.

PROJECT PRIORITIZATION: SUMMARY

1. Introduction

This document summarizes the prioritization methodology applied to the projects within the proposed Bike Network and the outcomes of this process.

2. Priority Projects - Purpose & Use

The scope of the Dallas Bike Plan has included the inclusion of short-, mid-, and long-term project phasing recommendations. These recommendations will guide the City in its implementation of the component projects within the Bike Network and will actualize it into a constructed reality. As a part of the phasing exercise, 15 projects were identified for early advancement as "priority projects".

These priority projects were further evaluated in more detail to provide additional scope and design recommendation for the purposes of promoting the plan, applying for external funding, and supporting future procurement of design services. Project-specific opinions of probable construction costs (OPCCs) were developed for each project to be used for programming in the Dallas Department of Transportation's budget and work program and to seek external funding, as appropriate.

Identifying these priority projects was a multistep process.

STEP 1: Quantitative Prioritization Analysis (Project Team)

After finalizing the draft bike network, a quantitative methodology was applied to determine preliminary prioritization for the bike facility projects. The prioritization process contemplated nine prioritization factors with their component variables. As determined and agreed by the project team, DDOT, the TAC, and the BAC, prioritization factors were not weighted and are listed in no particular order. To achieve a common weighting among component variables and their composite prioritization factor scores, variables were assigned a base value of 30 (a common denominator). Certain variables were scaled based on their tiers to accurately reflect their span of influence. Projects that satisfied the most prioritization factors and variables (thus scoring the most points), were ranked the highest.

Below each of the nine prioritization factors are further defined.

1. Stakeholder Input

1.1. TAC Request - This criterion accounted for recorded segment/project requests made by TAC members during committee meetings and recorded in the minutes or emailed directly to project members for consideration. If a proposed project was requested by the TAC, it received 30 points toward prioritization.

1.2. BAC Request - This criterion accounted for recorded segment/project requests made by BAC members during committee meetings and recorded in the minutes or emailed directly to project members for consideration. If a proposed project was requested by the BAC, it received 30 points toward prioritization.

The max score for this prioritization factor, with two variables worth 30 points each, was 60.

2. Constraints

- 2.1. Complexity** - Complexity was contemplated by facility type and the results of the prior feasibility study, where the least complex projects received higher prioritization. This variable was scaled. Neighborhood bikeways and visually separated facilities received 30 points toward prioritization, physically separated facilities received 15 points, and trails or any segment identified as complex in the feasibility study received 0 points.
- 2.2. Opinion of Probable Construction Cost (OPCC)** - Project cost was considered, with lower cost projects receiving higher prioritization. For the purposes of this prioritization exercise, OPCCs were calculated at the planning-level with a high-level standard cost-per-lane-mile applied for each facility type. Neighborhood bikeways were estimated at \$700,000/mi, visually separated facilities at \$100,000/mi, physically separated facilities at \$2,000,000/mi, and trails at \$5,000,000/mi. This variable was scaled. Projects estimated \$500,000 or less in probable construction cost received 30 points toward prioritization, projects estimated between \$500,000-\$2,000,000 received 15 points, and projects over \$2M received no points.

The max score for this prioritization factor, with two scaled variables worth 15-30 points each, was 60.

3. Opportunities

- 3.1. Physically Separated or Trail Facilities** - Public input strongly favored a bike network that included separated facilities (physically separated bike lanes or trails). As such projects that were either of those two facility types received 30 points toward prioritization.

The max score for this prioritization factor, with one variable worth 30 points, was 30.

4. Safety

- 4.1. Segment is on HIN** - Projects that introduce a higher degree of separation on a roadway segment that is on the City's High Injury Network (HIN) received 30 points for prioritization, as these projects may provide safety mitigation and may reduce future adverse outcomes.
- 4.2. Segment Experienced Previous Fatality/Severe Injury** - Projects that introduce a higher degree of separation on a roadway segment that previously experienced a prior fatal or severe injury crash received 30 points for prioritization, as these projects may provide safety mitigation and may reduce future adverse outcomes.
- 4.3. Provides a Connection Through or Across an LTS 3 or 4 Intersecting Roadway** - Members of the TAC and BAC, as well as members of the public, emphasized the importance of providing safe connections across high volume, high speed, or multi-lane roadways. As such, projects that intersect with a Level-of-Traffic Stress (LTS) 3 or 4 level roadway, which will include intersection improvements as a part of the project, received 30 points toward prioritization.

The max score for this prioritization factor, with three variables worth 30 points each, was 90.

5. Existing Conditions

- 5.1. Upgrade of an Existing Non-Separated Facility on LTS 3 or 4 to a Protected/Separated Facility Type** - During public engagement, the community noted that current bike riders appreciate existing bike routes within the city, but they would prefer that existing non-separated facilities be separated from vehicles. Where the proposed bike network elevates an existing sharrow or visually separated bike lane to a physically separated bike lane or a trail on a Level-of-Traffic Stress (LTS) 3 or 4 road, those projects were awarded 30 points toward prioritization.

The max score for this prioritization factor, with one variable worth 30 points, was 30.

6. Demand

- 6.1. Segment Passes through High Active Trip Potential Area** - With respect to the demand analysis conducted during the existing conditions review, projects that intersected with areas within the top two tiers of high active trip potential (50-60% or 60%+ trips within 3 mi radius) received 30 points toward prioritization.
- 6.2. Project Specifically Connects to Existing Trail Network** - During public engagement, feedback received resoundingly requested the expansion of Dallas' trail network for recreation, fitness, and trips of purpose on a fully separated facility. As such, projects that connect to the existing trail network received 30 points toward prioritization.

The max score for this prioritization factor, with two variables worth 30 points each, was 60.

7. Connectivity

- 7.1. Project Connects to Existing Bike Facility** - Projects that connect to an existing bike facility and provide immediate and direct expansion of the existing bike facilities received 30 points toward prioritization.
- 7.2. Improves or Creates New, Low-Stress Connection to DART Transit** - Projects that improved an existing connection to a DART Transit station or provided a new connection received 30 points toward prioritization.

The max score for this prioritization factor, with two variables worth 30 points each, was 60.

8. Equity

- 8.1. Segment Passes through Equity Need Area** - With respect to the equity analysis conducted during the existing conditions review, projects that intersected with areas within the top two tiers of equity need received 30 points toward prioritization.

The top score for this prioritization factor, with one variable, was 30.

9. Public Input

9.1. Favorable Public Reaction - This criterion was a scaled variable reflecting the quantitative amount of positive interactions a proposed project segment received on the webmap used during Phase II public engagement. A proposed project with 1-10 likes received 30 points toward prioritization, 11-50 likes received 60 points, and 51+ points received 90 points.

The top score for this prioritization factor, with one scaled variable, is 90.

The above process identified the top candidate prioritized projects based on their composite scores. A table of the overall top projects as candidates for consideration as the top 15 priority projects and a breakdown of the top projects by facility type were then provided to for consideration. Additionally, a city-scale and zoomed in map of the overall top priority project candidates was included for geographic reference.

This initial prioritization resulted in:

- All facility types being represented in the top overall projects.
- A wide range of project costs was represented in the top bracket.
- A wide range of project lengths were represented in the top bracket.
- Projects were geographically dispersed throughout the city, with each planning area represented.
- Many project locations were recognized from conversations with the DDOT, TAC and BAC stakeholders, and public.

These factors indicated that criteria such as public input, equity, demand, and complexity had a meaningful influence on the prioritization output.

For those more interested in mechanics of this process, beyond the customized prioritization factors developed for the Dallas Bike Plan initiative, an industry-standard prioritization methodology using the ActiveTrans Priority Tool (APT) was followed. This process was published by the Transportation Research Board National Academy of Sciences under the National Cooperative Highway Research Program (NCHRP)'s research project 07-17 and report NCHRP 803. By its own description, the APT is "a flexible, data-driven methodology for prioritizing bike and pedestrian improvements along existing roads." The APT was developed based on an extensive research process that included "a detailed literature review of bike prioritization methods in North America, a survey of 275+ transportation professionals regarding prioritization, interviews with transportation agencies regarding prioritization, feedback from a panel of experienced bike/ped practitioners, and pilot tests of the tool by 11 agencies prior to publication." The tool exists today on www.pedbikeinfo.org, an organization funded by the U.S. Department of Transportation Federal Highway Administration (USDOT FHWA) and National Highway Traffic Safety Administration (NHTSA) and maintained by the Pedestrian and Bicycle Information Center within the University of North Carolina Highway Safety Research Center.

STEP 2: Qualitative Prioritization - Part 1 (DDOT)

After the development of the initial prioritization list, findings were presented to the Dallas Department of Transportation (DDOT). Representatives from DDOT made preliminary recommendations to edit the candidate projects quantitatively identified the initial draft top 15. These recommendations were based on a number of factors including to replacing any projects that are already being advanced through other initiatives with others that could benefit from external funding to catalyze implementation, replacing any projects that are small in scope or estimated construction cost that would likely be more easily implemented through the DDOT's standard work program, or recommending projects that align with other City initiatives (as an example, projects consistent with active goals for the Mayor's office).

This initial round of qualitative prioritization by the DDOT refined the proposed list of 15 candidate priority projects in preparation for further qualitative prioritization input provided by the BAC and TAC.

STEP 3: Qualitative Prioritization - Part 2 (BAC/TAC)

To ensure that the selection of the 15 priority projects was an open, collaborative process inclusive of public input, the proposed candidate list of priority projects was presented to the BAC and TAC for further qualitative refinement. Advisory Committee members were invited to provide their input and recommendations for adding, removing, or replacing candidate projects with other projects that they felt might better represent the immediate needs of the City and might more appropriately advance the development of the bike network in its initial implementation. Committee members were provided the draft list of the preliminary 15 candidate priority projects as identified in the quantitative prioritization process and refined by the DDOT in the first qualitative round of prioritization refinement as well as additional high-priority projects identified in the quantitative prioritization process to support the BAC and TAC as they endeavored to make refinement recommendations.

STEP 4: Final Qualitative Prioritization (DDOT)

Using the comprehensive input provided by the BAC and TAC, the DDOT reviewed the recommendations provided by the Advisory Committees for candidate priority project refinement. The DDOT applied the recommendations as appropriate, taking into consideration a comprehensive perspective on the city-wide bike network and the diverse nature of the varied comments.

3. Final step

After the final selection of the 15 priority projects, projects were further analyzed including preliminary project development, project scoping, and preliminary opinions of probable construction costs (using 2024 dollars) specific to each project. In addition to this analysis, re-prioritization was performed after the Phase IV engagement and refinement of the short-, mid-, and long-term phasing recommendations was conducted.

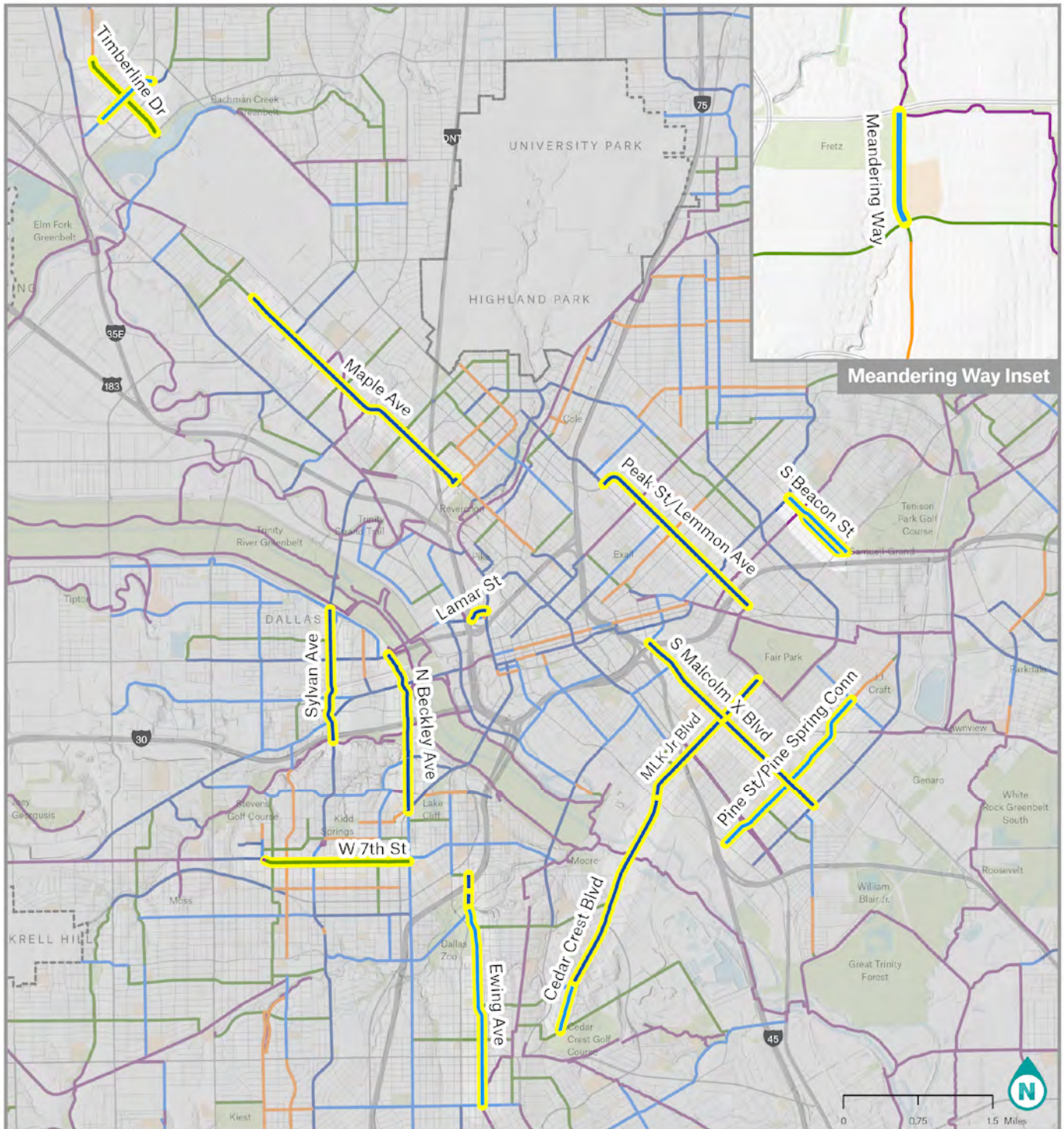
Included below is a table outlining the initial composite scores for each of the nine prioritization factors for the 15 candidate priority capital projects. As it stands to reason, those projects that score highly in multiple variables across multiple factors are those that rose to the top of the quantitative assessment. Please refer to the prioritization memo for assistance interpreting this table..

Table 1. Dallas Bike Plan: 15 Candidate Priority Projects

PRIORITY RANK*	PROJECT ID	Location	Starting Termini	Ending Termini	Length	Proposed Facility Type	Stakeholder Input	Constraints	Opportunities	Safety	Existing Conditions	Demand	Connectivity	Equity	Public Input	Prioritization Score TOTAL
1	18.0	Martin Luther King Jr/ Cedar Crest Blvd	Fair Park	Stella Ave	3.7	Physically Separated	0.0	30.0	60.0	60.0	30.0	30.0	60.0	30.0	30.0	330.0
2	72.0	Peak St	Cabell Dr	Parry Ave	1.9	Physically Separated	0.0	45.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	315.0
3	295.0	Maple Ave	Empire Central	Throckmorton St	2.7	Visually Separated	0.0	60.0	30.0	30.0	0.0	30.0	30.0	30.0	90.0	300.0
6	578.0	Community Dr	Northwest Hwy	Webb Chapel Ext	0.6	Visually Separated	60.0	60.0	30.0	60.0	0.0	15.0	30.0	30.0	0.0	285.0
7	315.0	S Beacon St	Columbia Ave	East Grand Ave	0.7	Visually Separated	0.0	60.0	30.0	60.0	0.0	30.0	30.0	30.0	30.0	270.0
10	163.0	Timberline Dr	Lombardy Ln	W Northwest Hwy	1.0	Neighborhood Bikeway	60.0	60.0	30.0	0.0	0.0	15.0	30.0	30.0	30.0	255.0
10	38.0	Pine St/ Pine Spring Conn	Botham Jean Blvd	Lagow St	2.0	Visually Separated	0.0	60.0	30.0	60.0	0.0	15.0	30.0	30.0	30.0	255.0
10	142.0	S Malcolm X Blvd	S Hall St	Else Faye Heggins St	2.3	Visually Separated	0.0	60.0	30.0	60.0	0.0	15.0	30.0	30.0	30.0	255.0
10	254.0	Sylvan Ave	Canada Dr	Fort Worth Ave	1.1	Physically Separated	0.0	30.0	60.0	30.0	30.0	15.0	30.0	30.0	30.0	255.0
10	308.0	N Beckley Ave	Woodall Rodgers Fwy	El Dorado Ave	1.6	Physically Separated	0.0	30.0	60.0	30.0	30.0	15.0	60.0	0.0	30.0	255.0
10	687.0	Lamar St	35E Offramp	Houston St	0.2	Physically Separated	0.0	45.0	60.0	60.0	30.0	0.0	30.0	0.0	30.0	255.0
17	19.0	Ewing Ave	Clarendon Dr	Saner Ave	2.0	Visually Separated	0.0	60.0	30.0	0.0	0.0	30.0	60.0	30.0	30.0	240.0
17	265.0	Kiest Blvd	Polk St	Cedar Crest Blvd	5.3	Physically Separated	0.0	30.0	60.0	60.0	0.0	30.0	0.0	30.0	30.0	240.0
17	419.0	Meandering Way	Preston Ride Trail	Cliff Brook Dr	0.3	Visually Separated	30.0	60.0	0.0	30.0	0.0	30.0	30.0	30.0	30.0	240.0
26	392.0	W 7th Ave	N Rosemont Ave	Beckley Ave	1.5	Neighborhood Bikeway	0.0	60.0	30.0	0.0	0.0	15.0	60.0	30.0	30.0	225.0

* Priority ranking is reflective of initial ranking for these projects and subsequent re-prioritization may have shifted these rankings.

Figure 1 City Wide Priority Project Map



Bike Facilities

- Bike Route
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Dallas City Limits



DALLAS BIKE PLAN

Top Priority Projects

PRIORITY PROJECT 1 (FUNDED)

Martin Luther King Jr. / Cedar Crest Boulevard Physically Separated Bike Lanes

PROJECT SUMMARY

The Martin Luther King Jr Blvd/Cedar Crest Blvd. physically separated bike lanes project will provide upgraded bike facilities for residents traveling from Cedar Crest across the river into Fair Park, providing connections to the eastern edges of downtown Dallas. Residents biking along the new bike lanes will have access on or nearby MLK/Cedar Crest to Bonnie View Park & Swimming Pool, Forest Park, Irene H. Trigg-Myers Prosperity Park, the MLK Branch Library, MLK Park, the Dallas Civil Rights Museum and the Fair Park attractions, along with various restaurants, services, shops and grocery stores, healthcare facilities, daycares, and places of worship. The project will connect with proposed bike lanes on Stella Ave. on the southern end, the existing trails surrounding Fair Park on Robert B. Cullum Blvd., Parry Ave., S. Pacific Ave., and S. Fitzhugh Ave. It also facilitates connections to the Illinois DART Station and MLK DART Station. Further, the addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the outside travel lane in each direction to a buffered and physically separated one-way bike lane.

EXISTING ROADWAY CONFIGURATION

- 5-Lane section from Stella Ave./Surrey Ave. to Bonnie View Rd. (0.12 miles)
- 6-Lane Divided section from Bonnie View Rd. to E. 11th St./Pontiac Ave. (1.04 miles)
- 4-Lane Divided section from E. 11th St./Pontiac Ave. to Cleveland St. (1.05 miles)
- 6-Lane Undivided section from Cleveland St. to S. Harwood St. (0.35 miles)
- 4-Lane Undivided section from S. Harwood St. to Edgewood St. (0.16 miles)



FACILITY TYPE

Physically Separated

LIMITS

Cedar Crest Blvd. to JB
Jackson Jr. Blvd.

LENGTH

3.7 miles

RANGE OF PROBABLE COST

\$7,594,000 - \$10,117,000
(Aug. 2023)

LEVEL OF TRAFFIC STRESS

LTS1

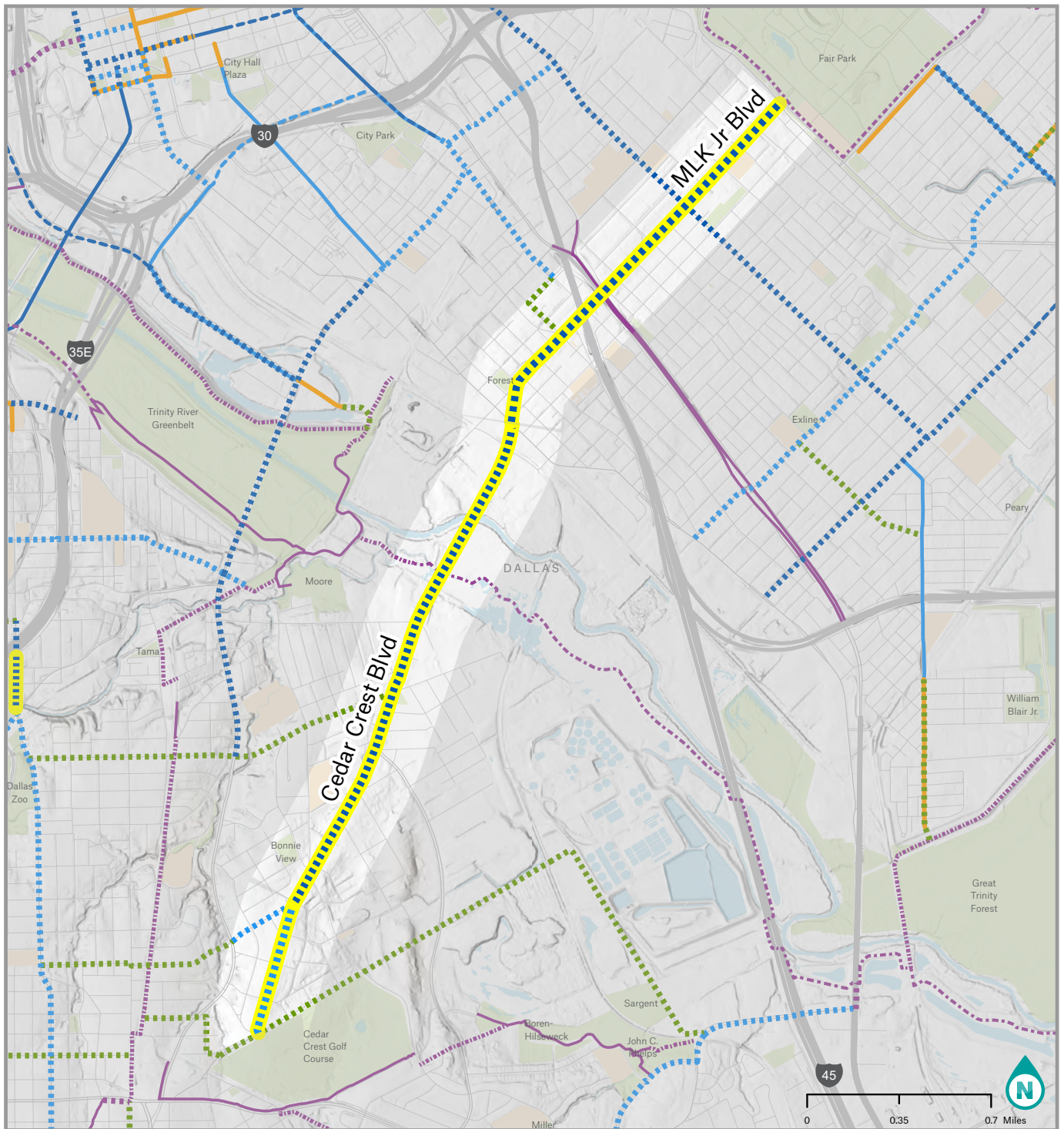
LTS2

LTS3

LTS4

IMPLEMENTATION CONSIDERATIONS

- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 35 locations/70 signs)
- 13 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted
 - East Kiest Blvd
 - Morrell Ave
 - E. 11th St/
Pontiac Ave
 - Forest Ave
 - Holmes St
 - Colonial Ave
 - S. Harwood St
 - S.M. Wright
Fwy. Service
roads
 - Atlanta St
 - S. Malcolm
X Blvd
 - Meadow St
 - S. Trunk Ave
 - Robert B
Cullum Blvd



Bike Network

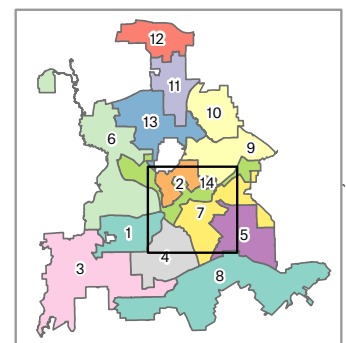
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

Trails Network

- Existing
- Programmed
- Proposed
- Further Study Needed
- Dallas City Limits



Martin Luther King Jr. / Cedar Crest Boulevard Bike Lanes Continued

EXISTING



Cedar Crest Blvd. (North Diceman Ave. looking North)

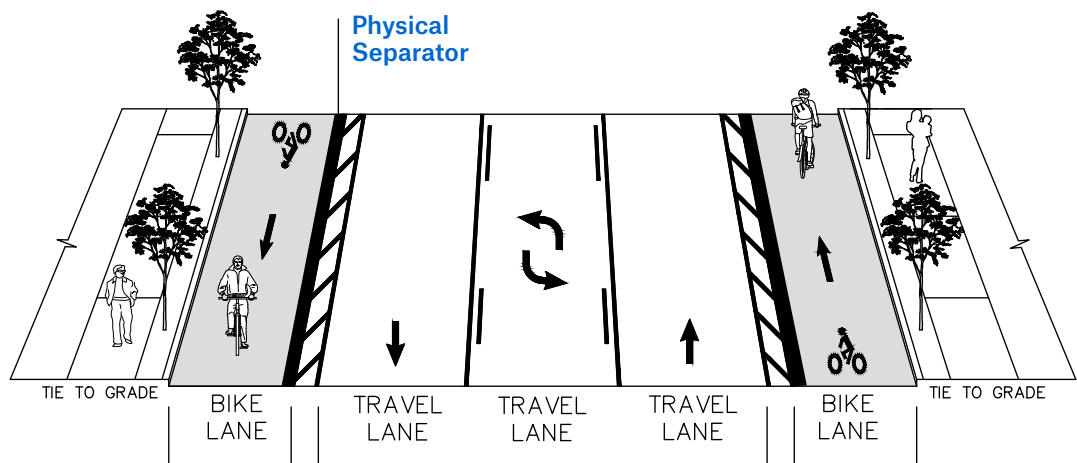


Martin Luther King Jr Blvd. (South of Myrtle St. looking Southwest)

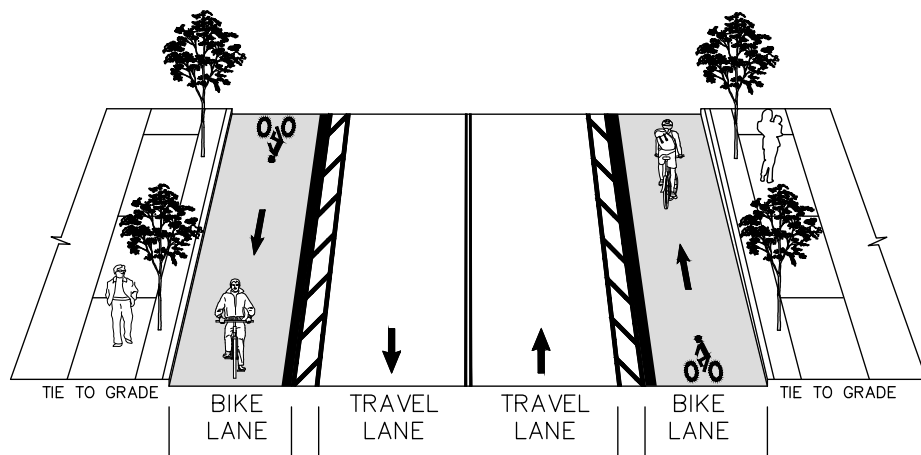
TYPICAL SECTION

Proposed conversion of the existing 4-, 5-, and 6-lane sections to convert the outside travel lane to a one-way physically separated bike lane in each direction.

Proposed typical section of converting existing 5L to 3L with physically separated bike lanes (Stella Ave./ Surrey Ave. to Bonnie View Rd.; Edgewood St. to Fair Park/S.R. 352)



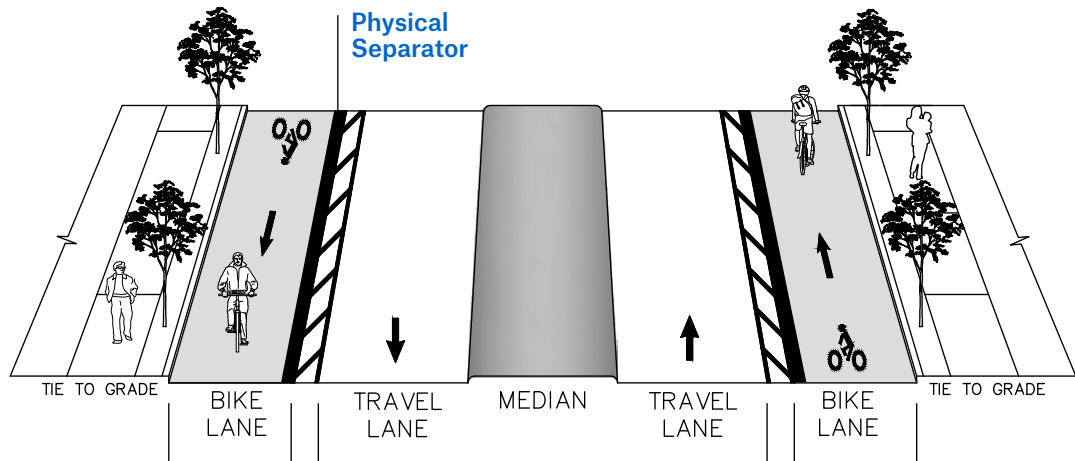
Proposed typical section of converting existing 4L to 2L with physically separated bike lanes (S. Harwood St. to Edgewood St.)



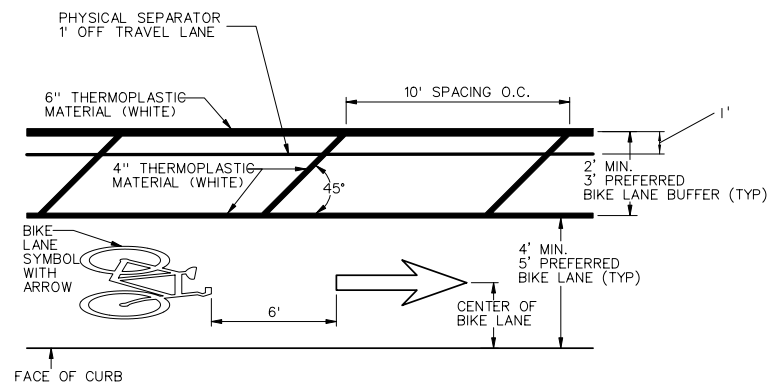
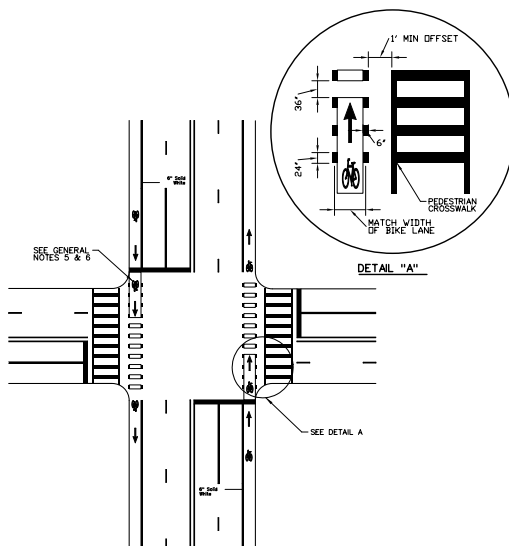
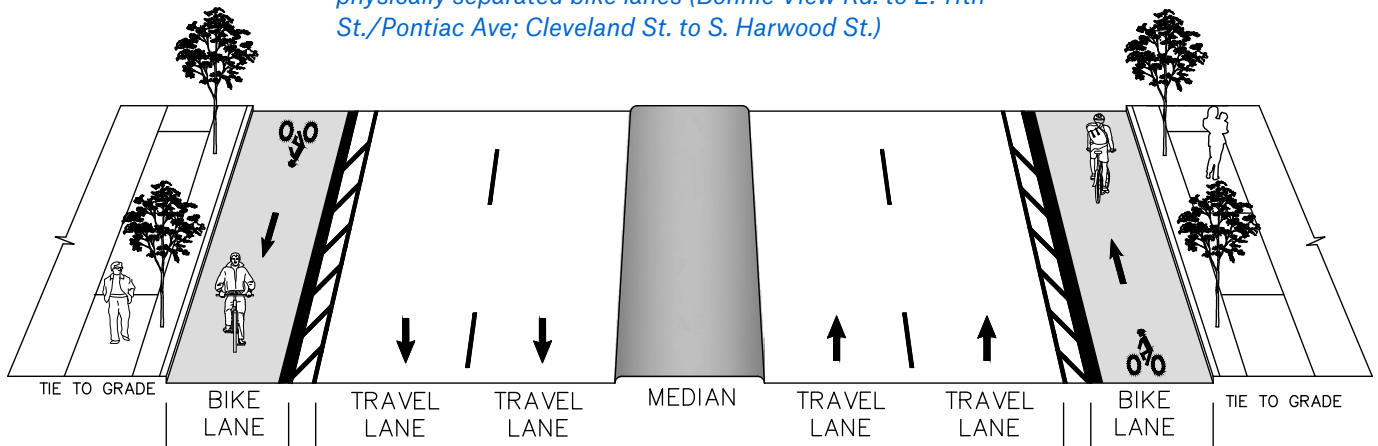
Martin Luther King Jr. / Cedar Crest Boulevard Bike Lanes continued

TYPICAL SECTION CONTINUED

Proposed typical section of converting existing 5L to 3L with physically separated bike lanes (Stella Ave./ Surrey Ave. to Bonnie View Rd.; Edgewood St. to Fair Park/S.R. 352)



Proposed typical section of converting existing 6L to 4L with physically separated bike lanes (Bonnie View Rd. to E. 11th St./Pontiac Ave; Cleveland St. to S. Harwood St.)



ONE-WAY BIKE LANE THRU INTERSECTION DETAIL

PHYSICALLY SEPARATED BIKE LANE

PRIORITY PROJECT 2 (FUNDED)

Peak Street Physically Separated Bike Lanes

PROJECT SUMMARY

The Peak St. physically separated bike lanes project will provide upgraded bike facilities for residents traveling from Fair Park into northern Deep Ellum and downtown Dallas, across I-30. Residents biking along the new bike lanes will have access on or nearby Peak St. to J.W. Ray Park, Walford Park, Buckner Park and Crockett Park, Dallas Theological Seminary,

Peak Preparatory School, the Innovation, Design and Entrepreneurship Academy, Baylor University Medical Center, and the Fair Park attractions, along with various restaurants, grocery stores, shops, and places of worship. The Peak St. bike lanes will connect with the Parry Ave. trail and others surrounding Fair Park, the Santa Fe Trail, trails on Ross Ave, and bike lanes on Live Oak St., Swiss Ave., Elm St., and Main St. Further, the addition of separated bike lanes will create a more comfortable and

accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the outside travel lane to a buffered and physically separated two-way cycle track.

EXISTING ROADWAY CONFIGURATION

- 3-Lane principal arterial with curb and gutter and intermittent street parking on the northbound side.

IMPLEMENTATION CONSIDERATIONS

- The addition of bike lane signage along the route can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 10 signs)
- 9 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted
 - Ross Ave
 - Bryan St
 - Live Oak St
 - Gaston Ave
 - Elm St
 - Main St
 - Terry St
 - Ash Ln
 - Parry Ave



FACILITY TYPE

Physically Separated

LIMITS

Haskell Ave. to Parry Ave.

LENGTH

1.9 miles

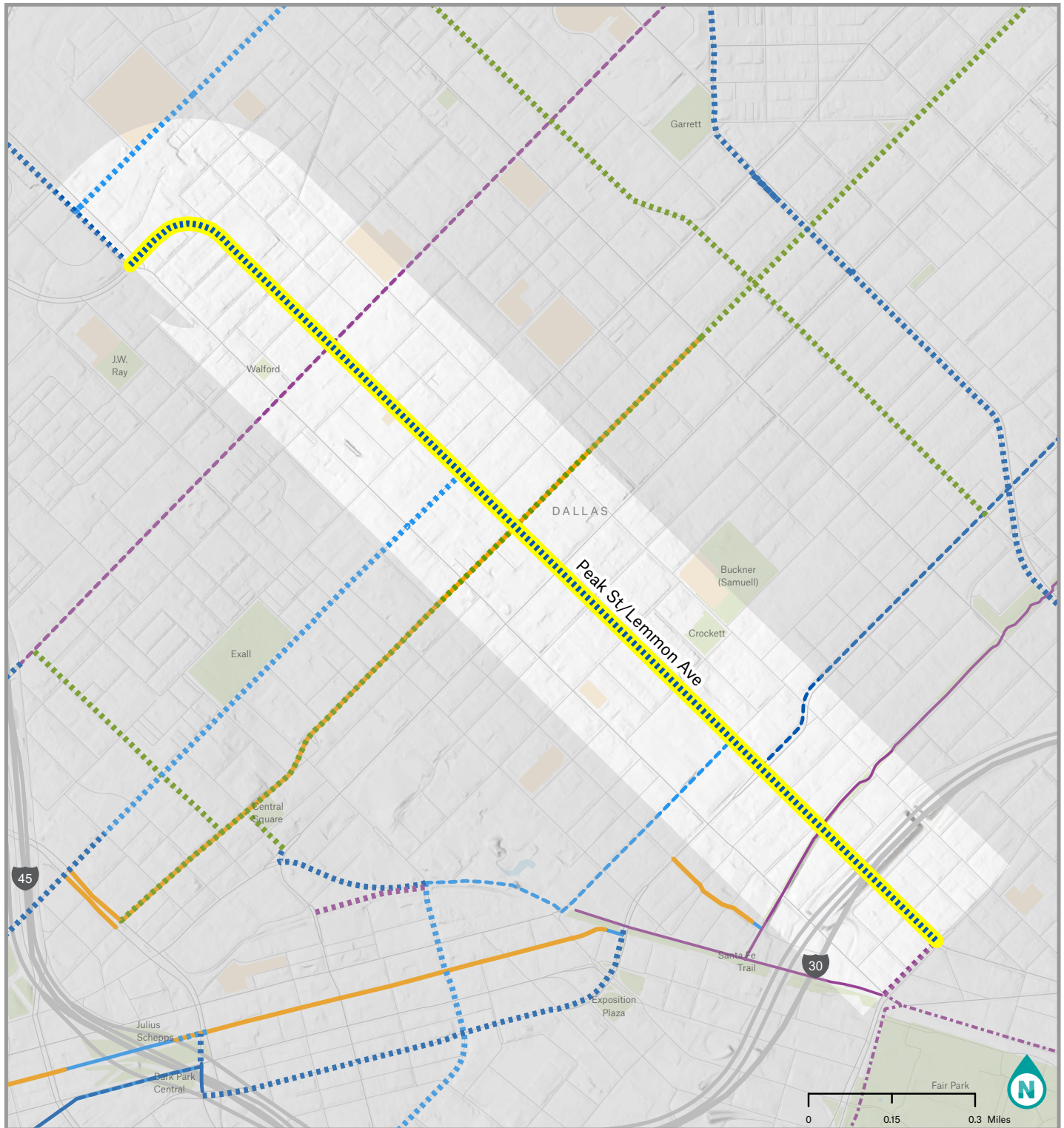
RANGE OF PROBABLE COST

\$5,388,000 - \$6,660,000
(Aug. 2023)

"Peak St. & Haskell Ave. are huge and speeds are very high on these one-way streets. They are a major barrier to accessing goods and services in the neighborhood. Since they are one-way streets, they make it really hard to find alternate routes too." —Anonymous

LEVEL OF TRAFFIC STRESS

LTS1 LTS2 LTS3 LTS4



Bike Network

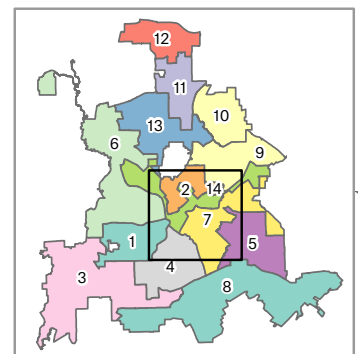
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

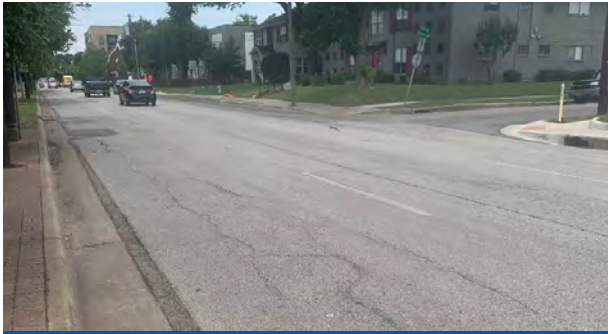
Trails Network

- Existing
- Programmed
- Proposed
- Further Study Needed
- Dallas City Limits

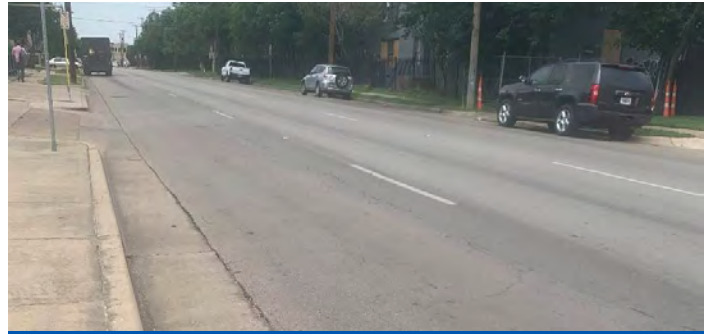


Peak Street Bike Lanes continued

EXISTING



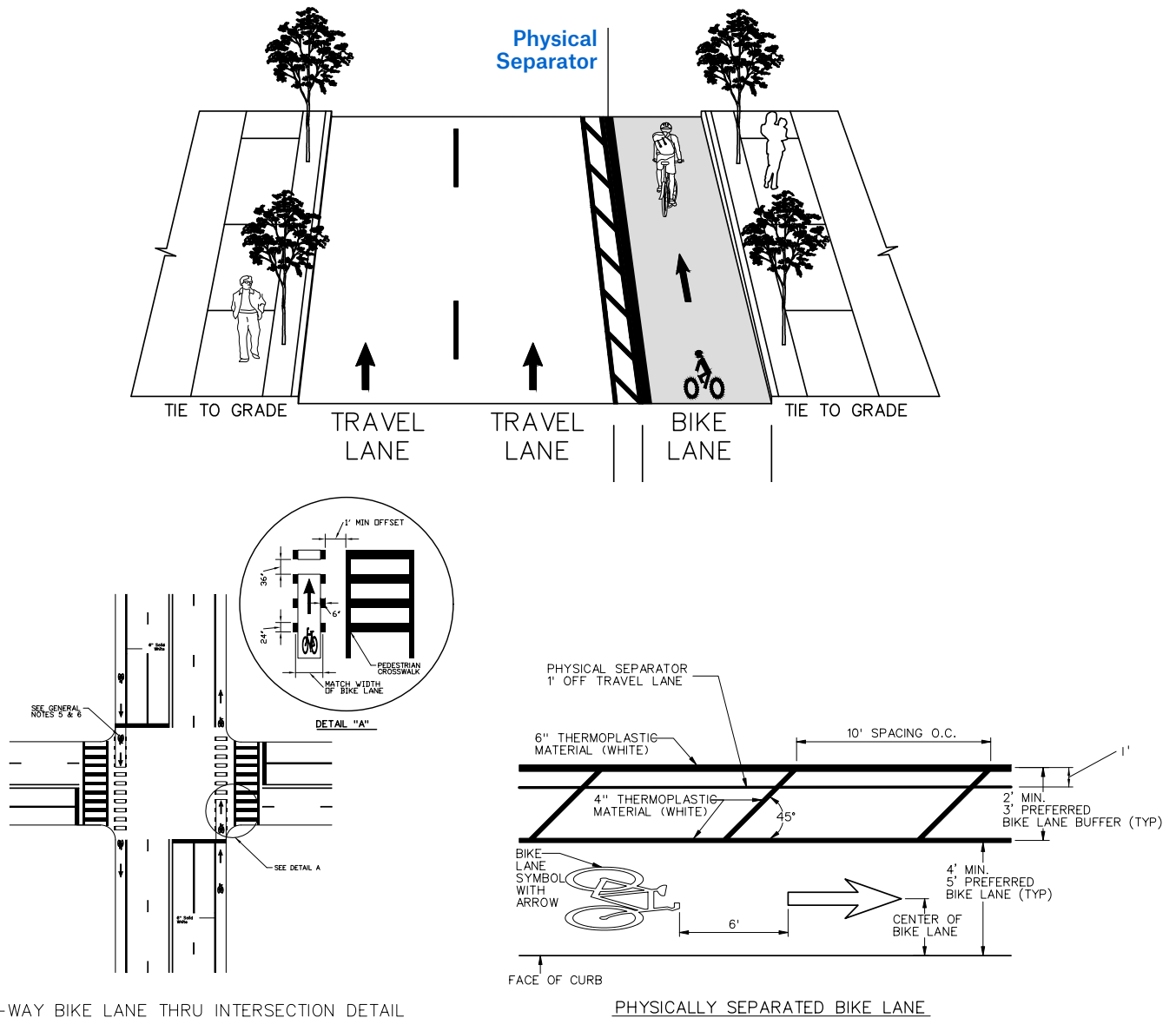
Peak St. (South of Scurry St. looking Northwest)



Peak St. (North of Gaston Ave. looking Northwest)

TYPICAL SECTION

Proposed conversion of the existing 3-lane section to a 2-lane roadway plus a two-way physically separated bike lane.



PRIORITY PROJECT 3

Maple Avenue Physically Separated Bike Lanes

PROJECT SUMMARY

The Maple Ave. physically separated bike lanes project will provide upgraded and dedicated bike facilities for residents traveling between Oak Lawn and Reverchon Park, the UT Southwestern Medical District, to Love Field. Intersecting with the Katy Trail at Reverchon Park, this project provides local connections to multiple healthcare facilities, various bars and restaurants, and Onesimo Hernandez Elementary School. The addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the existing 2-lane section to include one-way physically separated bike lanes.
- Restripe the outside travel lane in the existing 4-lane section to include one-way bike lanes.
- The northbound lane will require pavement widening to accommodate the bike lane.

EXISTING ROADWAY CONFIGURATION

- 4-lane Undivided section from Knight Street to W. Mockingbird Lane (2.4 miles)
- 2-Lane section from Mockingbird Lane to Empire Central Place (0.3 miles)

IMPLEMENTATION CONSIDERATIONS

- Skip stripe the bike lane with green paint through intersections to emphasize the crossing.
 - 10 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted

• Knight Street	• Amelia Street
• Wycliff Avenue	• Hudnall Street
• Lucas Drive	• Butler Street
• Kings Road	• Inwood Road
• Medical District Drive/	• Mockingbird Lane
- The addition of bike lane signage along the route can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 12 signs)



FACILITY TYPE

Physically Separated

LIMITS

Empire Central Pl. to Knight St.

LENGTH

2.7 miles

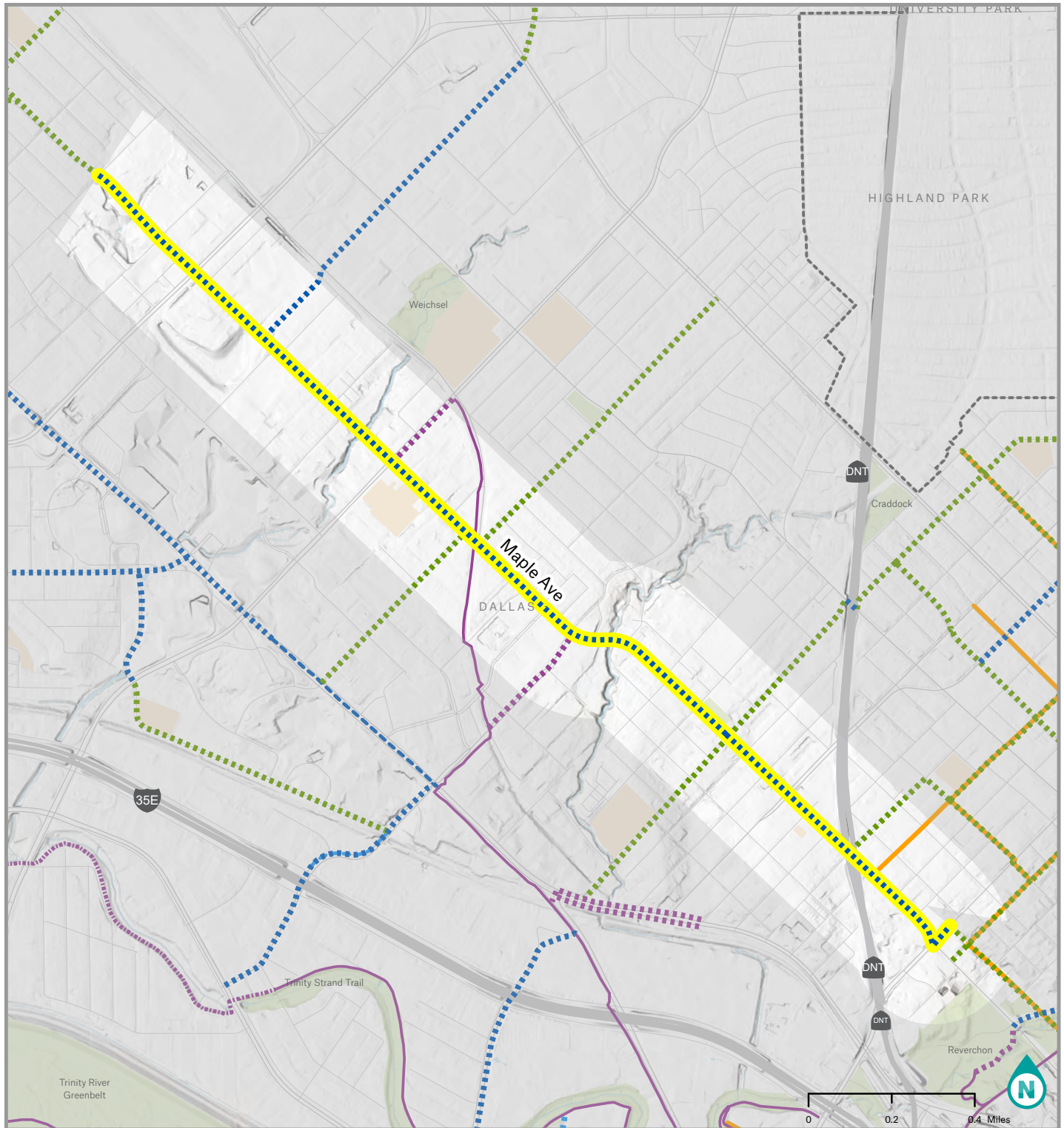
RANGE OF PROBABLE COST

\$5,144,000 - \$7,260,000
(Aug. 2023)

"This would benefit many student, staff, and faculty commuters to UTSW, Parkland, and other businesses along Maple, as well as reach the Katy Trail."
—Anonymous

LEVEL OF TRAFFIC STRESS





Bike Network

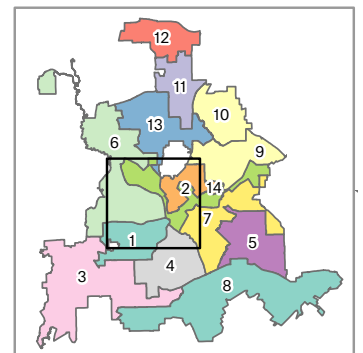
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

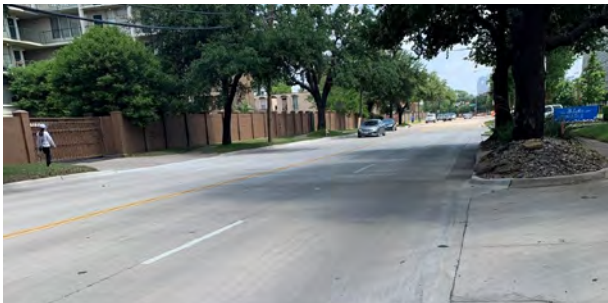
Trails Network

- Existing
- Programmed
- Proposed
- Further Study Needed
- Dallas City Limits



Maple Avenue Bike Lanes continued

EXISTING



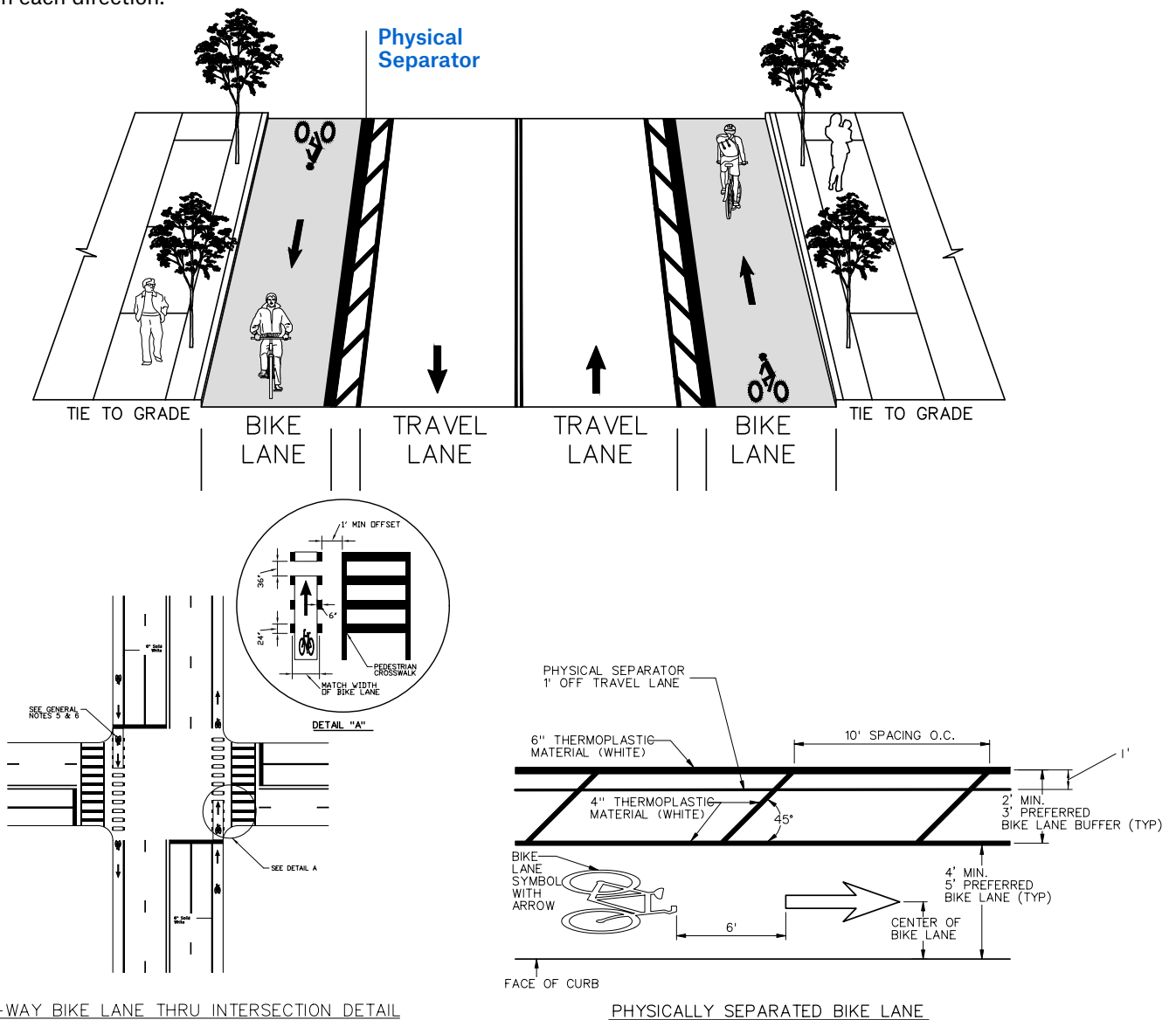
Maple Ave. (North of Parkland Blvd., looking Southeast)



Maple Ave. (South of Hawthorne Ave. looking Southeast)

TYPICAL SECTION

Proposed conversion of the existing sections to convert the outside travel lane to a one-way physically separated bike lane in each direction.



PRIORITY PROJECT 4

Community Drive Visually Separated Bike Lanes

PROJECT SUMMARY

The Community Dr. visually separated bike lanes project will provide new, on-street bike lanes for residents traveling through local neighborhoods from the proposed trail along Denton Dr., the Bachman Lake trails, and the shopping center at Webb Chapel Ext. These bike lanes will provide a connection from the various restaurants, shops, and services along Northwest Highway, to Overlake Park, toward Crown Hill Memorial Park and Calvary Hill Cemetery. Further, the addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders and on the City's High Injury Network. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the existing 2-lane section to include one-way bike lanes.

EXISTING ROADWAY CONFIGURATION

- 2-Lane undivided section with swales on each side - Northwest Hwy to Overlake Dr (0.18 miles)
- 2-Lane undivided section with an urban curb on the west side and open drainage/rural edge of pavement on the east side – Overlake Dr to Webb Chapel Ext. (0.46 miles)

IMPLEMENTATION CONSIDERATIONS

- Investigate the potential need to reconfigure the east side swale for 0.18 miles to a closed drainage section with a box culvert.
- Reconstruct all 0.64 miles by adding a paved shoulder to the east side.
- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 3 locations/6 signs)
- 2 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted
 - Northwest Hwy
 - Webb Chapel Extension



FACILITY TYPE

Visually Separated

LIMITS

Northwest Hwy. to Webb Chapel Extension

LENGTH

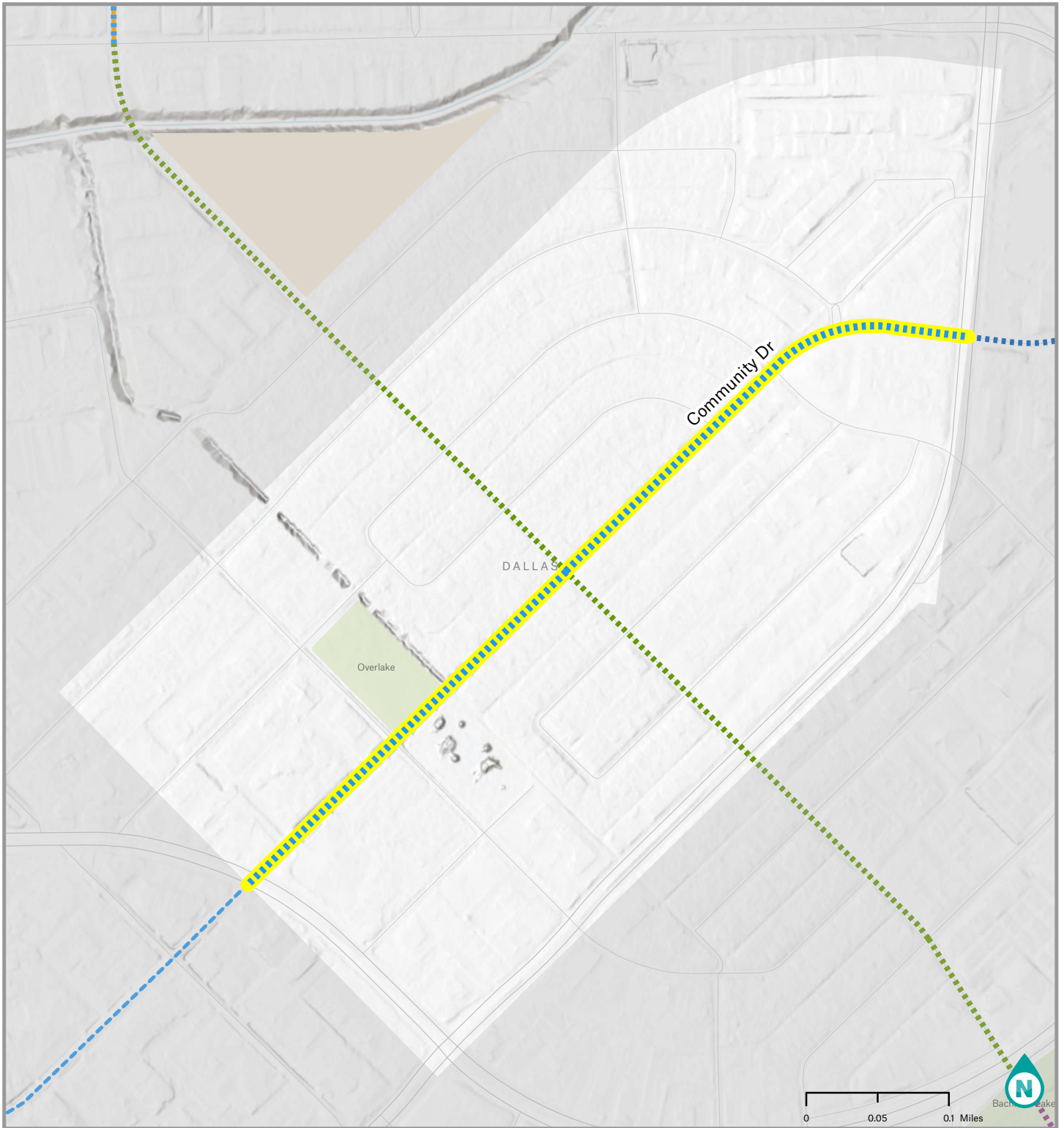
0.6 miles

RANGE OF PROBABLE COST

\$1,702,000 - \$1,968,000
(Aug. 2023)

LEVEL OF TRAFFIC STRESS





Bike Network

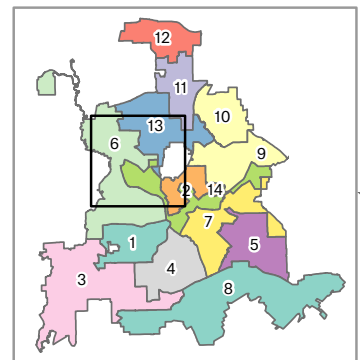
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

Trails Network

- Existing
- Programmed
- Proposed
- Further Study Needed
- Dallas City Limits



Community Drive Bike Lanes continued

EXISTING



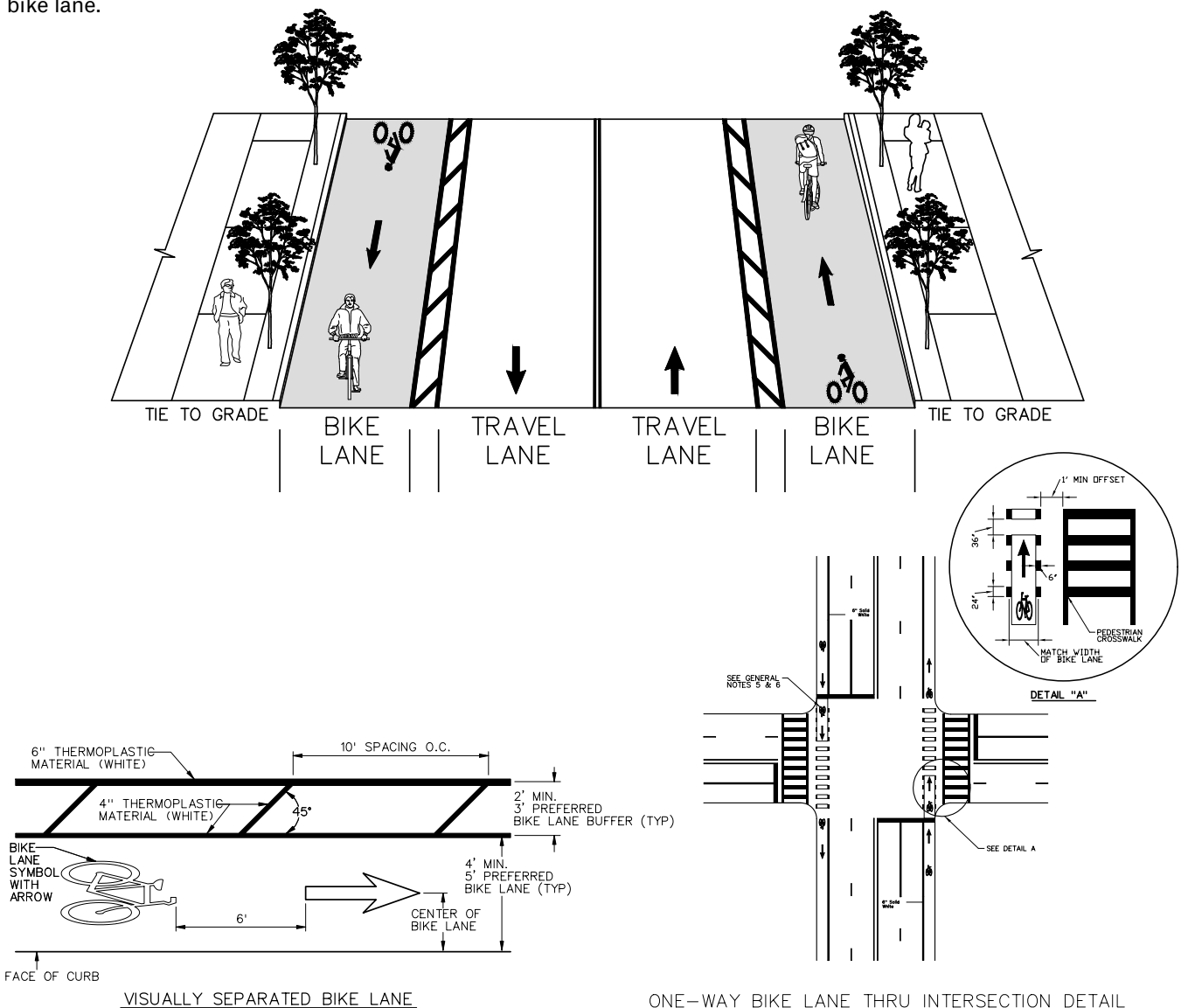
Community Ave. (East of Northwest Hwy looking Northeast)



Community Ave. (West of Clydedale Dr. looking Northeast)

TYPICAL SECTION

Proposed conversion of the existing 2-lane section to convert the outside travel lane to a one-way visually separated bike lane.



PRIORITY PROJECT 5

South Beacon Street / Graham Street Visually Separated Bike Lanes

PROJECT SUMMARY

Bike lanes for residents biking from Samuell-Grand Park into Old East Dallas and northern Deep Ellum. These bike lanes will provide a connection between the restaurants, entertainment venues, and shops near Samuell-Grand to neighborhoods, grocery stores, and various places of worship. They also connect with the trail along Samuell Blvd., the Santa Fe Trail, and physically separated bike lanes on Columbia Ave. and Abrams Rd. leading to additional parks, supermarkets, and shops. Further, the addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders and on the City's High Injury Network.

Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

The S. Beacon visually separated bike lanes project will provide new, on-street bike lanes for residents biking from Samuell-Grand Park into Old East Dallas and northern Deep Ellum. These bike lanes will provide a connection between the restaurants, entertainment venues, and shops near Samuell-Grand to neighborhoods, grocery stores, and various places of worship. They also connect with the trail along Samuell Blvd., the Santa Fe Trail, and physically separated bike lanes on Columbia Ave. and Abrams Rd. leading to additional parks, supermarkets, and shops. Further, the addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders and on the City's High Injury Network. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the inside travel lane to a bike lane.

EXISTING ROADWAY CONFIGURATION

- 3-Lane one-way (northbound) urban section. (South Beacon St.)
- 3-Lane one-way (southbound) urban section. (Graham St.)



FACILITY TYPE

Visually Separated

LIMITS

Columbia Avenue to
East Grand Avenue

LENGTH

0.74 miles

RANGE OF PROBABLE COST

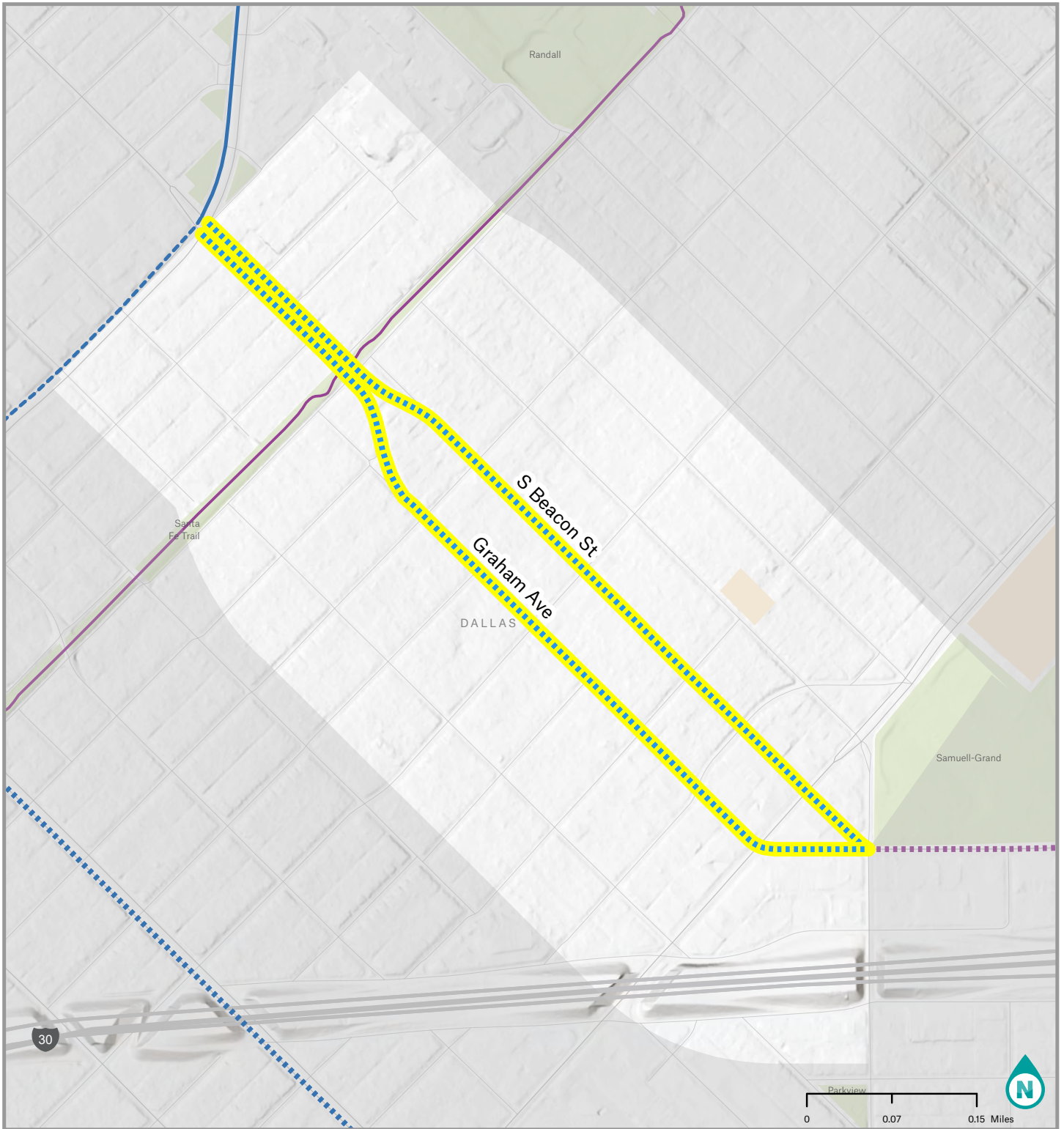
\$2,192,000 - \$2,458,000
(Aug. 2023)

LEVEL OF TRAFFIC STRESS



IMPLEMENTATION CONSIDERATIONS

- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 3 locations/6 signs)
- 3 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted
 - Santa Fe Ave
 - Lindsley Ave
 - East Grand Ave



Bike Network

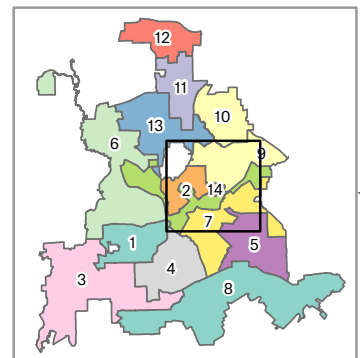
- - - - Neighborhood Bikeway
- - - - Visually Separated
- - - - Physically Separated
- - - - Trail

Funded and Existing Network

- - - - Bike Route
- - - - Visually Separated
- - - - Physically Separated
- - - - Trail

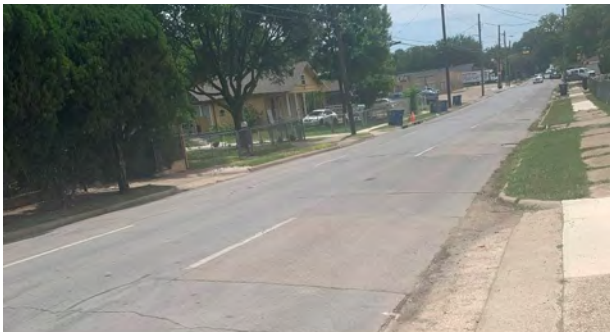
Trails Network

- - - - Existing
- - - - Programmed
- - - - Proposed
- - - - Further Study Needed
- Dallas City Limits



South Beacon Street / Graham Street Bike Lanes continued

EXISTING



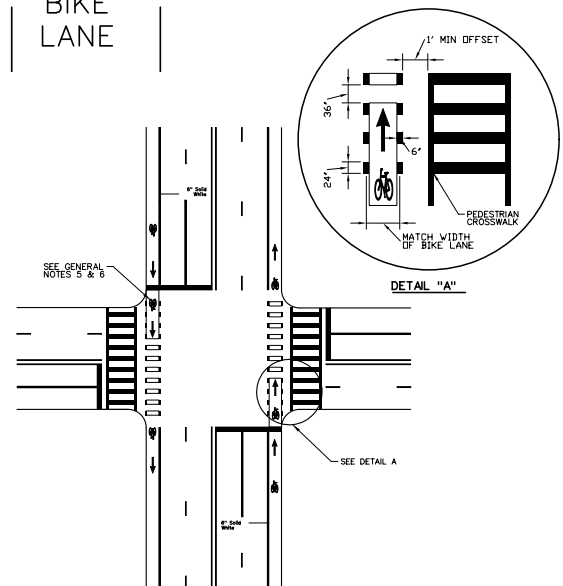
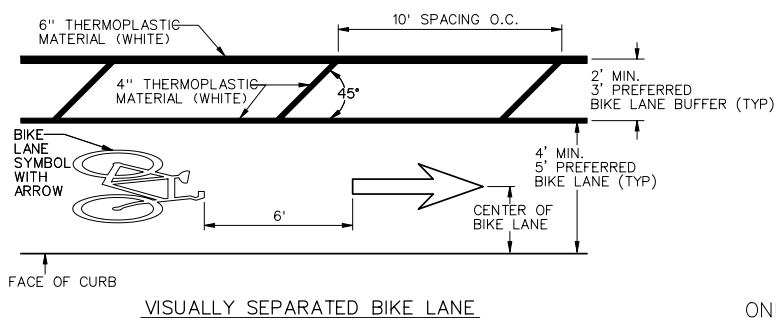
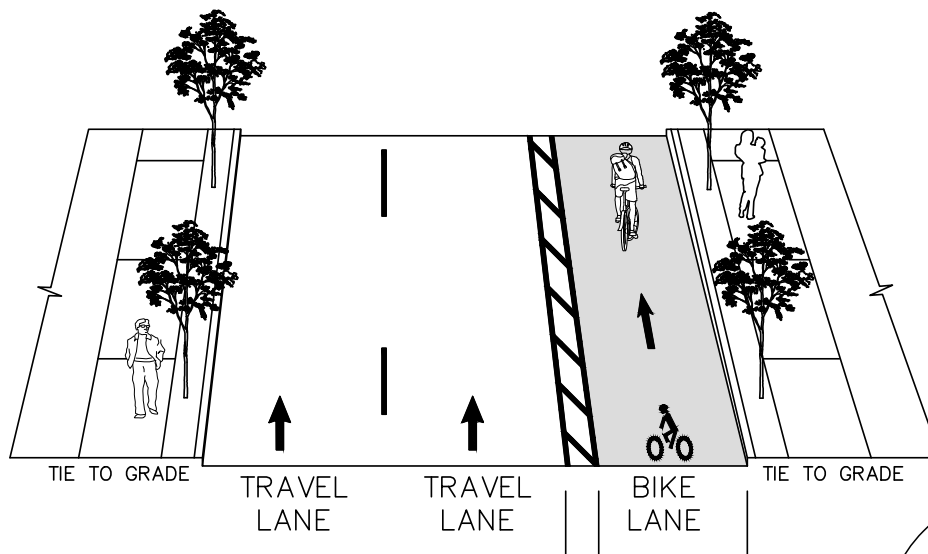
S Beacon St. (North of Ash Ln. looking Southeast)



S Beacon St. (North of Santa Fe Ave. looking Southeast)

TYPICAL SECTION

Proposed conversion of the existing 3-lane section to convert the outside travel lane to a one-way visually separated bike lane.



ONE-WAY BIKE LANE THRU INTERSECTION DETAIL

PRIORITY PROJECT 6

Pine Street/Pine Spring Connector Visually Separated Bike Lanes

PROJECT SUMMARY

The Pine St./Pine Spring visually separated bike lanes project will provide new, on-street bike lanes for residents biking in South Dallas. Residents biking along the new bike lanes will have access on or nearby Pine St. to Juanita Craft Recreation Center, Wahoo Park, Liberty Park, Mildred Dunn Park, Opportunity Park, Exline Recreation Center & Swimming Pool, Lincoln High School, the Charles Rice Learning Center, Joseph J. Rhodes Learning Center, and Girls Inc. – Metropolitan, along with various healthcare facilities, shops and services, and places of worship. The Pine St. bike lanes will also connect with proposed bike lanes on Lagow St. (leading to Fair Park), S. Malcom X. Blvd., and Elsie Faye Heggins St. Further, the addition of visually separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders and on the City's High Injury Network. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the existing lanes to include one-way bike lanes.

EXISTING ROADWAY CONFIGURATION

- 2-Lane undivided urban section.

IMPLEMENTATION CONSIDERATIONS

- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 10 locations/20 signs)
- 4 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted
 - S.M. Wright Fwy / US 175
 - S. Malcolm X Blvd
 - Scyene Ave
 - Lagow St



FACILITY TYPE

Visually Separated

LIMITS

Botham Jean Blvd. to Lagow St.

LENGTH

1.97 miles

RANGE OF PROBABLE COST

\$2,784,000 - \$4,400,000
(Aug. 2023)

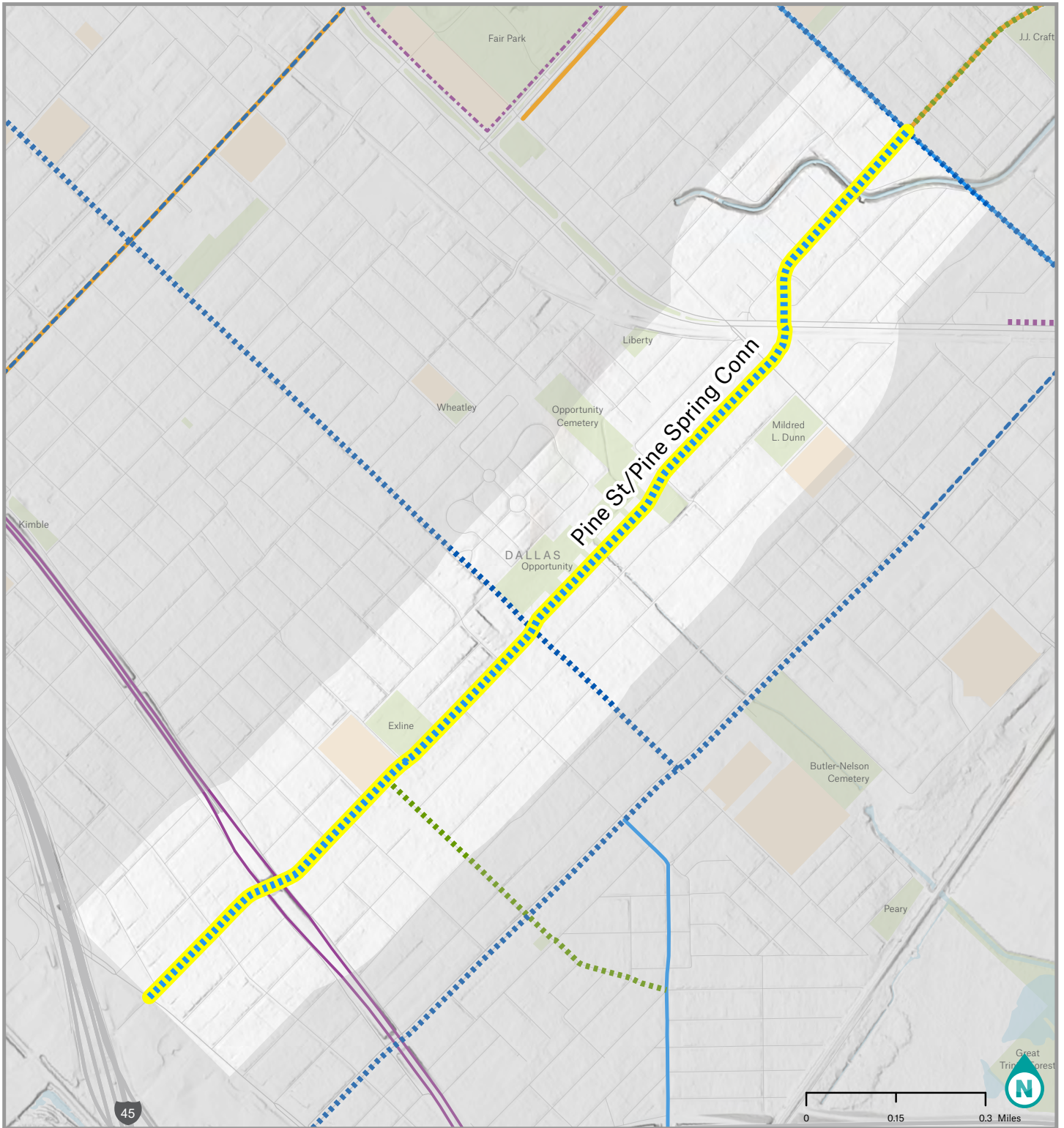
LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



Bike Network

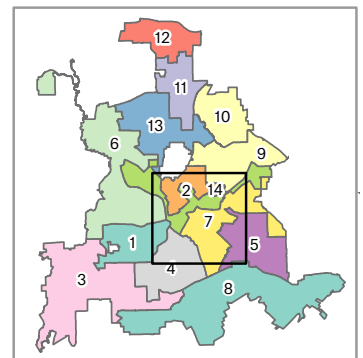
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

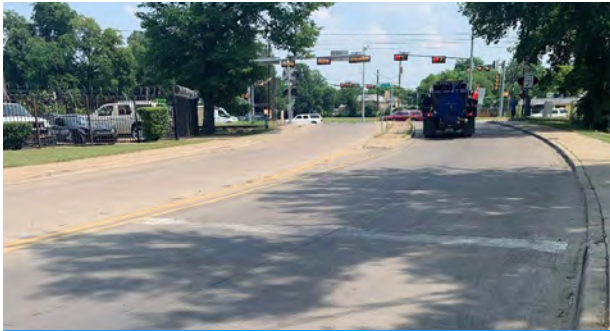
Trails Network

- Existing
- Programmed
- Proposed
- Further Study Needed
- Dallas City Limits

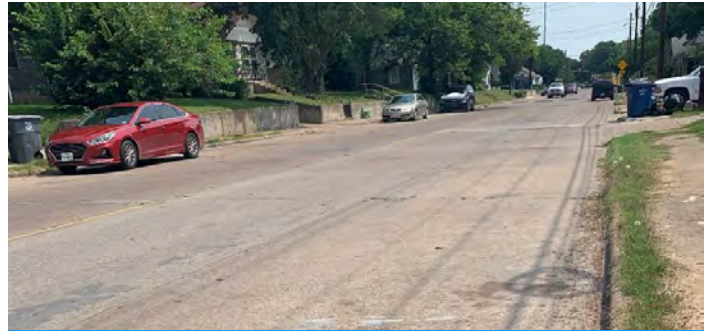


Pine Street/ Pine Spring Connector Bike Lanes continued

EXISTING



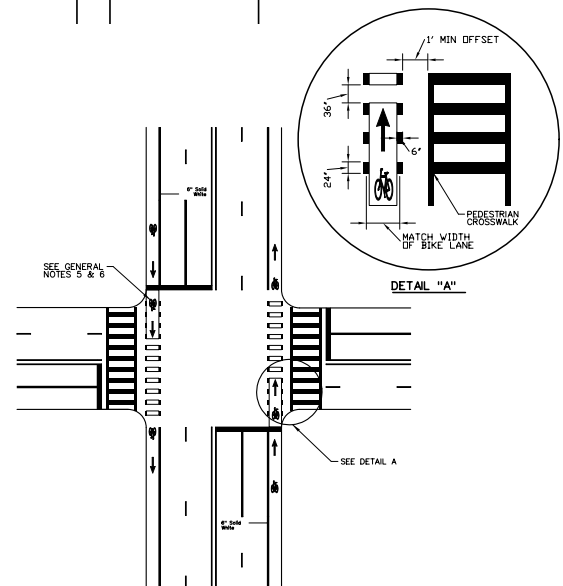
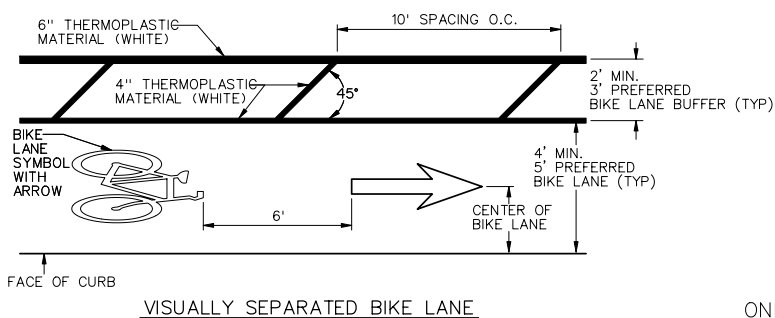
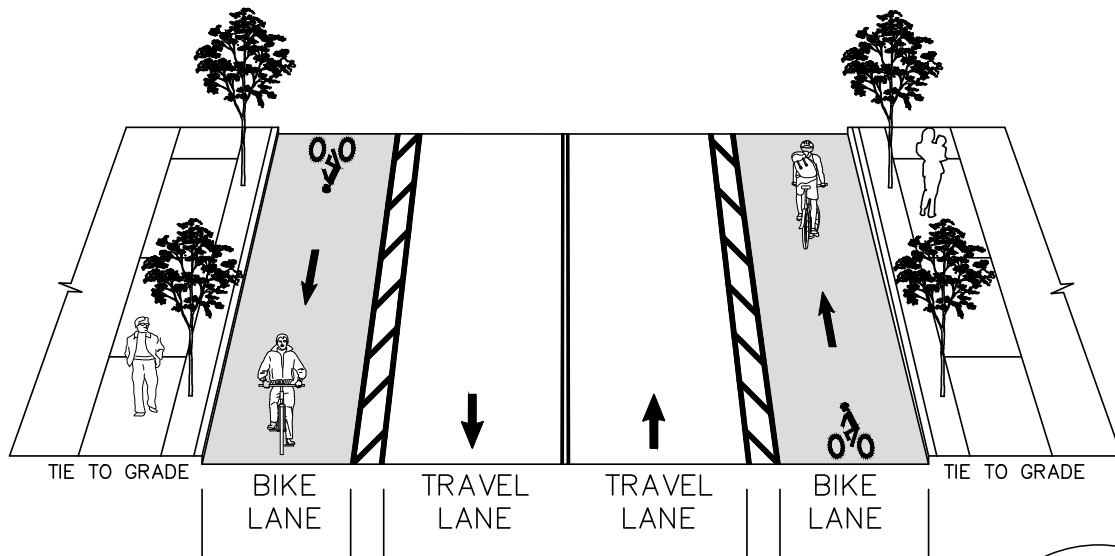
Pine St. (North of Second Ave. looking Northeast)



Pine St. (North of Atlanta St. looking Northeast)

TYPICAL SECTION

Proposed conversion of the existing 2-lane section to add to the existing travel lane a one-way visually separated bike lane.



ONE-WAY BIKE LANE THRU INTERSECTION DETAIL

PRIORITY PROJECT 7

South Malcolm X Boulevard Physically Separated Bike Lanes

PROJECT SUMMARY

The S. Malcolm X. Blvd. visually separated bike lanes project will provide new, on-street bike lanes for residents biking in South Dallas. Residents biking along the new bike lanes will have access on or nearby S. Malcolm X. Blvd. to Lincoln High School, Phyllis Wheatley Elementary School, James Madison High School, Old Forest Avenue High School, Billy Earl Dade Middle School and the Eddie B. Johnson Youth & Family Center, a Social Security Administration Office, City Square Neighborhood Support Services/Vocational Training/Food Distribution Center, Shelter Ministries Housing, Nelson Park, Opportunity Park, Exline Park & Swimming Pool, Wheatley Park, Dr. Martin Luther King Jr. Park & Recreation Center, and the Dallas Civil Rights Museum, along with various restaurants, shops, and places of worship. The S. Malcolm X. Blvd. bike lanes will also connect with proposed bike lanes on Elsie Faye Heggins St., Pine St., Martin Luther King Jr. Blvd., Hickory St., and S. Hall St. Further, the addition of physically separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders and on the City's High Injury Network. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the existing lanes to include one-way bike lanes.
- Existing Roadway Configuration.
- 4-Lane undivided urban section.

CONNECTIONS & DESTINATIONS

- The bike lanes project will connect Deep Ellum with the South Dallas and Wheatley Place Neighborhoods.

IMPLEMENTATION CONSIDERATIONS

- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 20 locations/40 signs)
- 5 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted
 - Al Lipscomb Way
 - Pine St
 - Martin Luther King Jr Blvd
 - Elsie Faye Heggins St
 - Pennsylvania Ave



FACILITY TYPE

Physically Separated

LIMITS

South Hall St. to Elsie Faye Heggins St.

LENGTH

2.34 miles

RANGE OF PROBABLE COST

\$2,784,000 - \$4,400,000
(Aug. 2023)

"Enhance to add physical separation"
—Anonymous

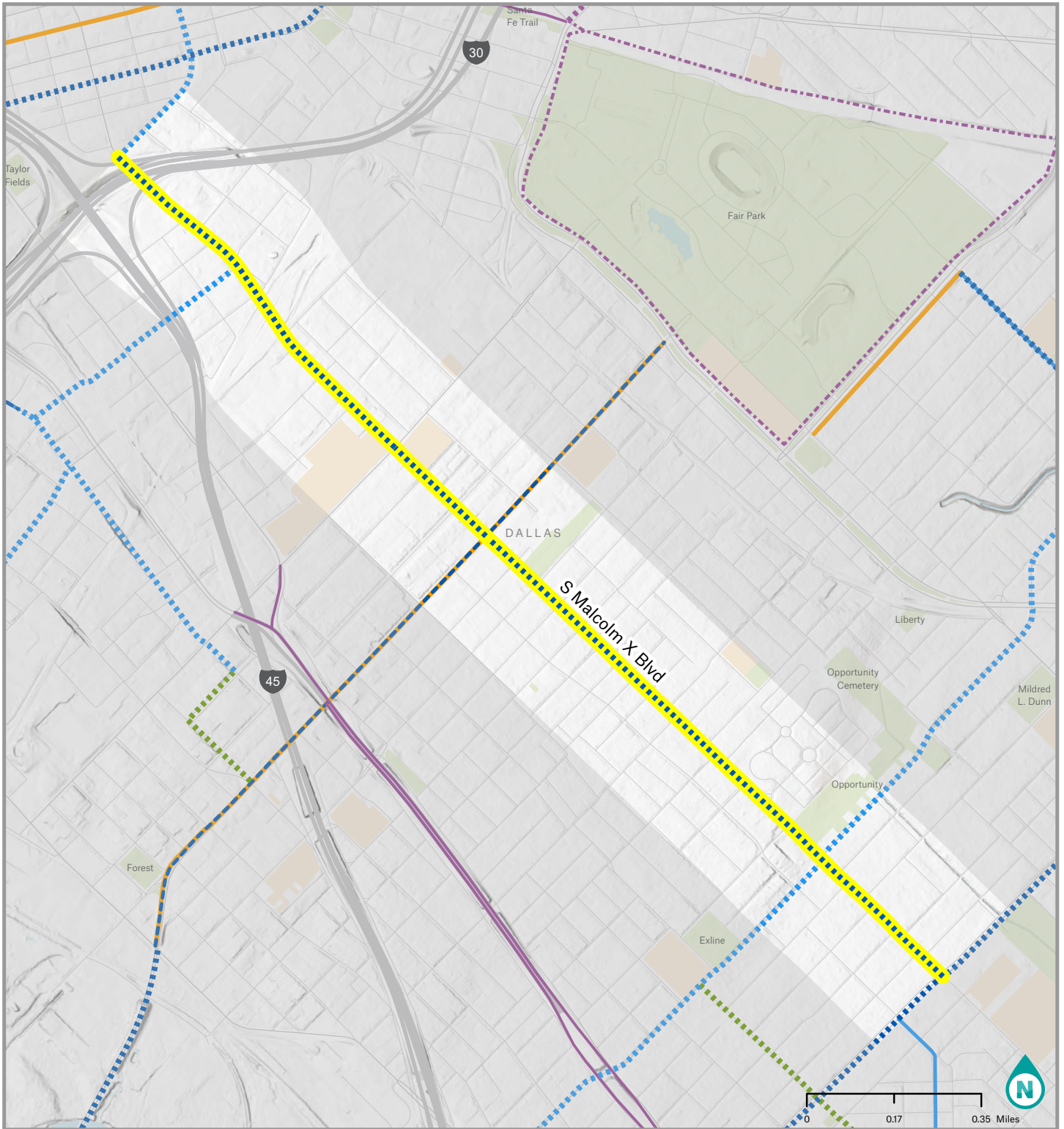
LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



Bike Network

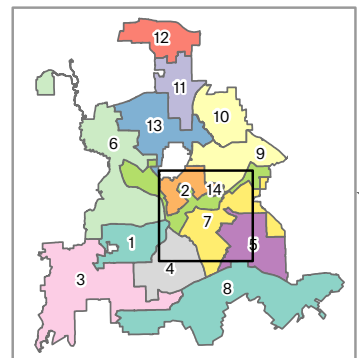
- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

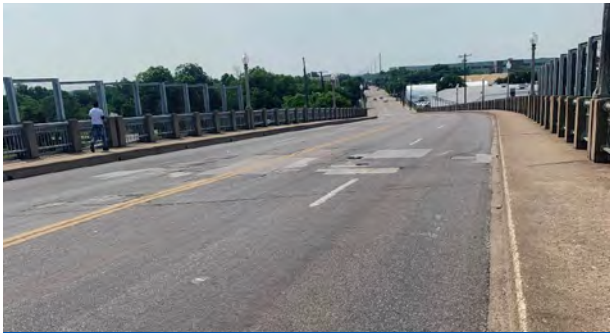
Trails Network

- Existing
- Programmed
- Proposed
- Further Study Needed
- Dallas City Limits



South Malcolm X Boulevard Bike Lanes continued

EXISTING



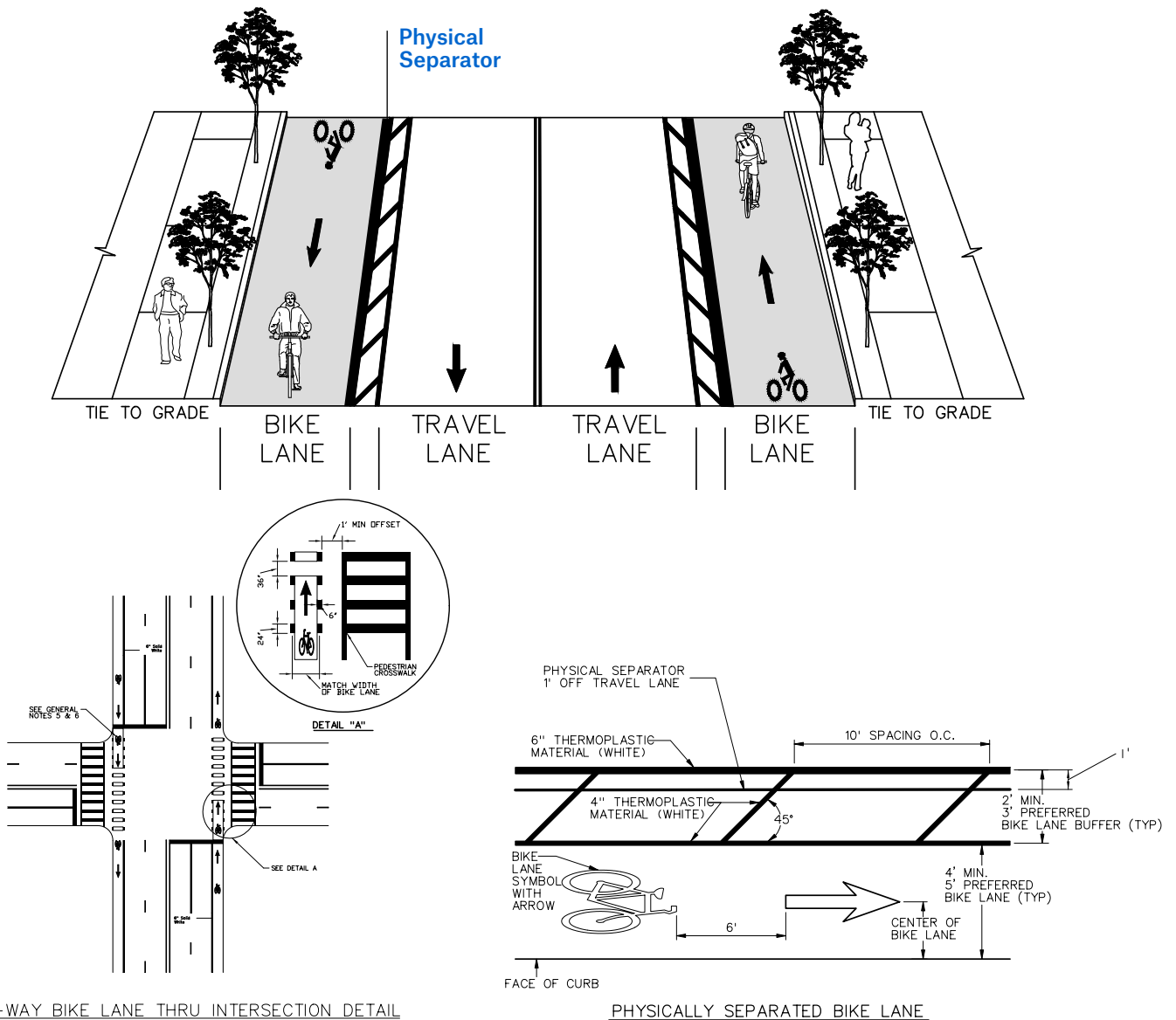
S Malcolm X Blvd. (Bridge Over DART Rail Yard. looking Southeast)



S Malcolm X Blvd. (West of Pine St. looking Southeast)

TYPICAL SECTION

Proposed conversion of the existing 2-lane section to add to the existing travel lane a one-way visually separated bike lane.



PRIORITY PROJECT 8

Timberline Drive Neighborhood Bikeway

PROJECT SUMMARY

The Timberline Dr. Neighborhood Bikeway project will provide on-street Neighborhood Bikeway upgrades for residents traveling locally from Bachman Lake to Brockbank Dr. and Calvary Hill Cemetery. Intersecting with the loop trail around Bachman Lake, this project provides a connection to Julian T. Saldivar Elementary School through dense local neighborhoods. It also supports bike travel further north to the DART Northwest Rail Depot, Jose “Joe” May Elementary School, Francisco Pancho Medrano Middle School, and various restaurants, shops, and services. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Reconfigure the 2-lane road into a Neighborhood Bikeway by combining traffic calming features with shared street use by bikes and vehicles; options recommended for evaluation during the pre-design analysis should include the use of RRFBs or HAWKS to provide a signalized pedestrian/bicycle crossing.

EXISTING ROADWAY CONFIGURATION

- 2-Lane local street with urban curbs.
- The north terminus of this project at Lombardy Ln. is a signalized intersection.

IMPLEMENTATION CONSIDERATIONS

- Bike rider figure pavement marking and signage in each block
- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 12 locations/24 signs)
- Skip stripe green pavement markings and bike lane through the intersections to increase driver awareness and emphasize the crossing.
- A traffic study at the Timberline Dr. intersection at Webb Chapel Ext. (a 4-lane divided roadway) should be conducted to investigate the installation of a signalized crossing. This may be a HAWK (requiring vehicles to stop), an RRFB (cautioning vehicles to stop if a pedestrian/cyclist is in the crosswalk) or a full traffic signal as warranted.
 - 1 signalized intersection
 - Lombardy Ln

LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



FACILITY TYPE

Neighborhood Bikeway

LIMITS

West Northwest Hwy. to Lombardy Ln.

LENGTH

0.98 miles

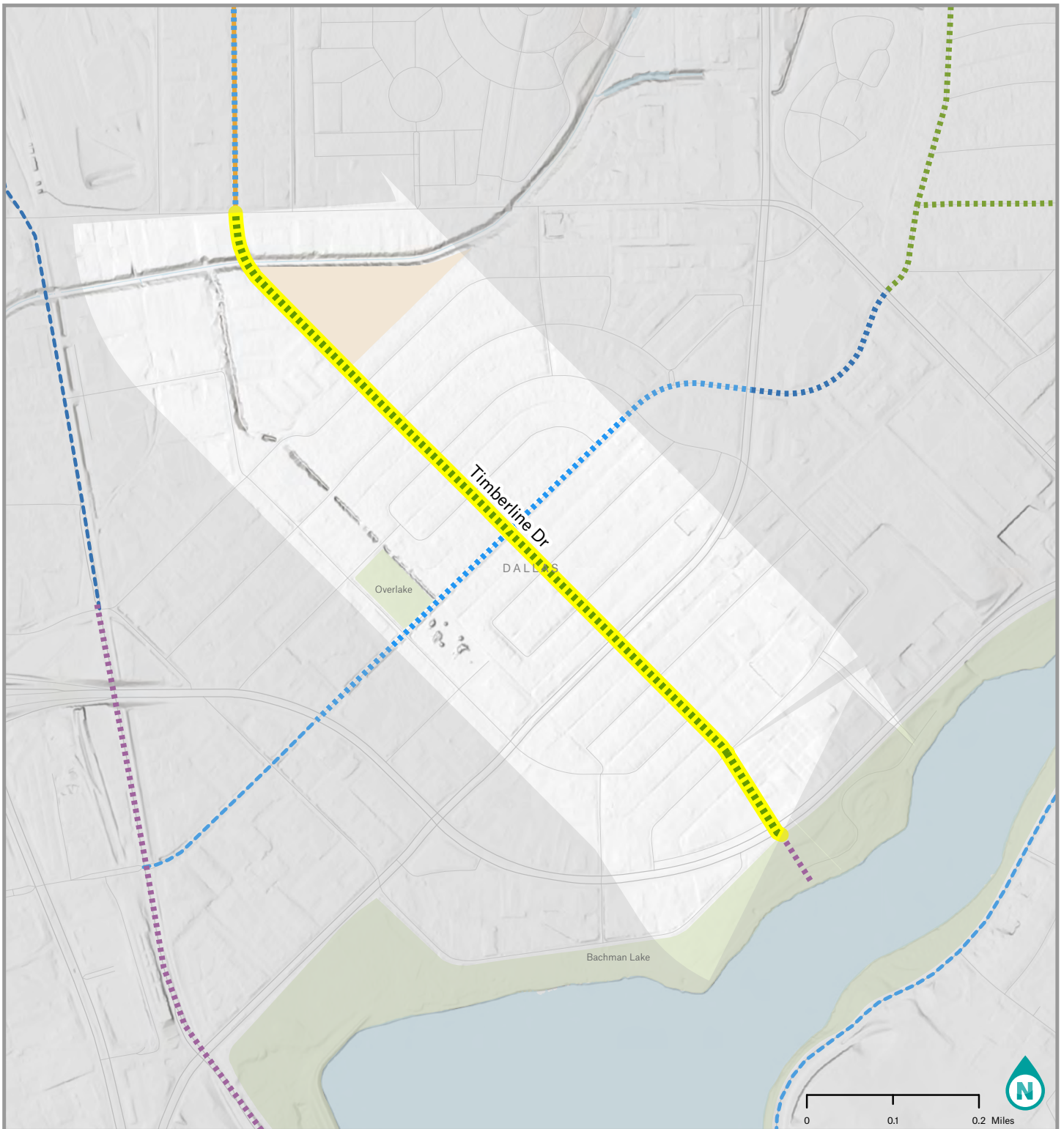
PROBABLE COST

\$1,242,000
(Aug. 2023)

“Timberline needs a pedestrian and cyclist-friendly re-do, including a safe crossing at Webb Chapel Extension, the lack of which (not even crossing stripes!) currently is an absolute outrage.” —Tim D

A New Bike Facility Type For Dallas!

- Combines traffic calming measures with shared use of the street by bikes and vehicles
- Traffic Calming equals lower speeds through in-street infrastructure that reduces lane widths, speed tables and cushions, mini traffic circles and other options
- Enhancement over “sharrow” facilities by adding traffic calming, signage, and wayfinding.
- Used in many US cities on low speed, low volume neighborhood streets



Bike Network

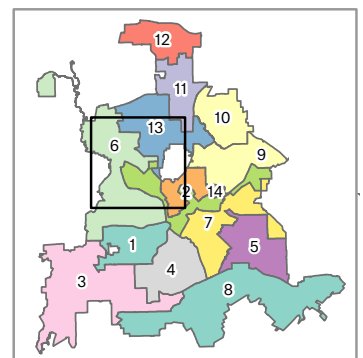
- - - Neighborhood Bikeway
- - - Visually Separated
- - - Physically Separated
- - - Trail

Funded and Existing Network

- - - Bike Route
- - - Visually Separated
- - - Physically Separated
- - - Trail

Trails Network

- - - Existing
- - - Programmed
- - - Proposed
- - - Further Study Needed
- - - Dallas City Limits



Timberline Drive Bike Boulevard continued

EXISTING



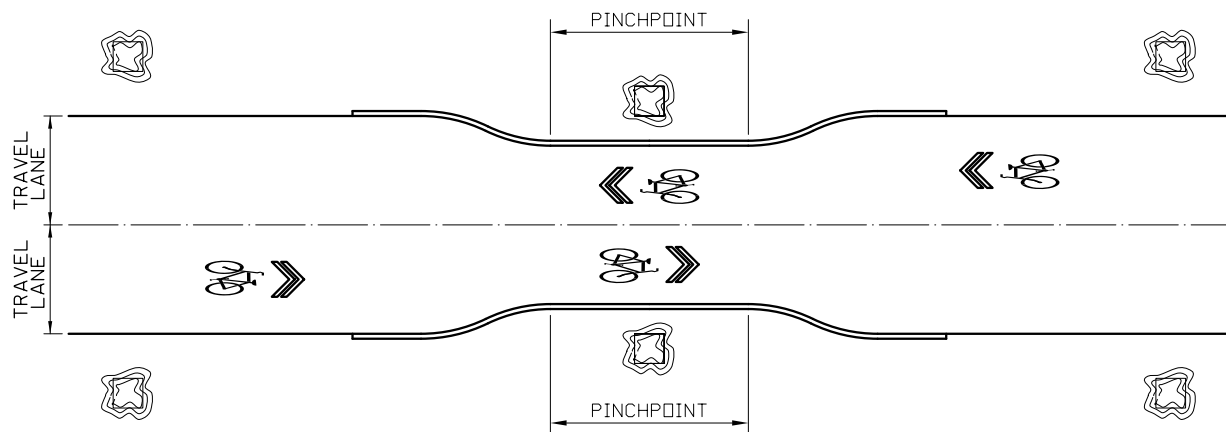
Timberline Dr. (North of Northwest Hwy looking Southeast)



Timberline Dr (North of Julian T. Saldivar Elementary School looking Southeast)

TYPICAL SECTION

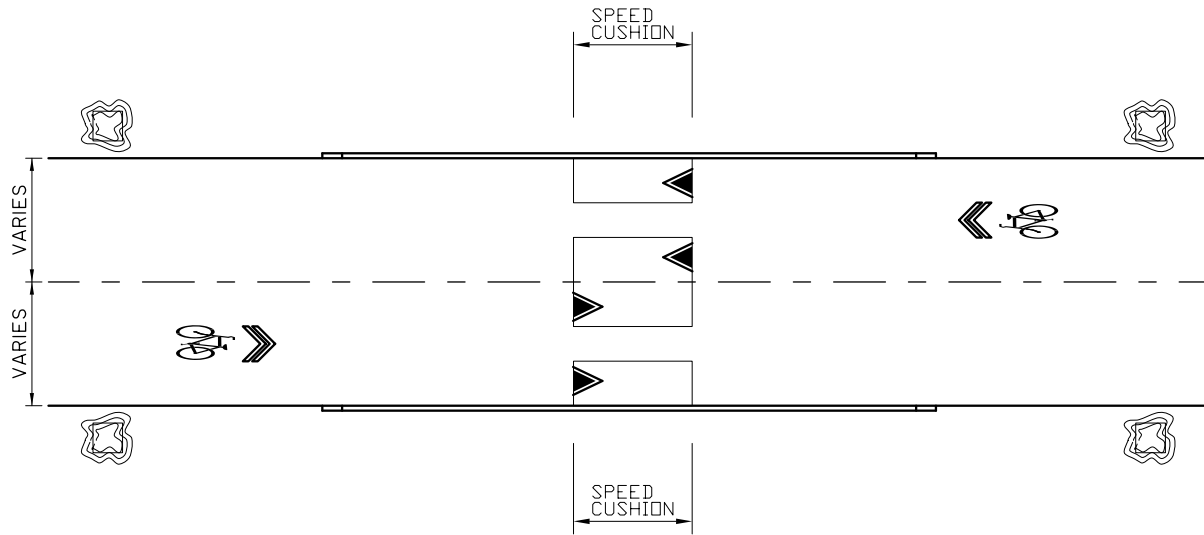
Proposed traffic calming options include curb extension/street narrowing and speed tables and cushions. All dimensions shown are typical and may vary. Note exact traffic calming options will be determine during future design.



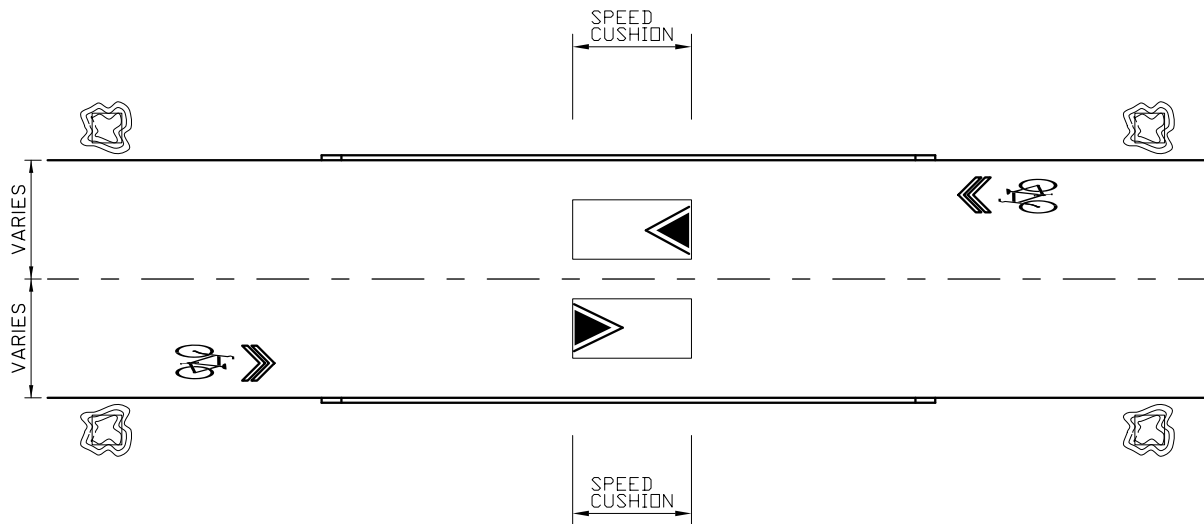
RESIDENTIAL STREET PINCHPOINT DETAIL

Timberline Drive Bike Boulevard continued

TYPICAL SECTION CONTINUED



RESIDENTIAL STREET SPEED CUSHION DETAIL (STREET WIDTH > 24', ≤ 30')



RESIDENTIAL STREET SPEED CUSHION DETAIL (STREET WIDTH ≤ 24')

PRIORITY PROJECT 9 (PARTIALLY FUNDED)

Sylvan Avenue Physically Separated Bike Lanes

PROJECT SUMMARY

The Sylvan Ave. physically separated bike lanes project will provide upgraded bike facilities for residents traveling from Trinity Groves into the Design District across the river. These bike lanes will intersect with a number of planned and existing bike facilities, including bike lanes on Canada Dr., Singleton Blvd., and W. Commerce St., while also providing a connection to the Trinity River and the Trinity Levee Trail. Other destinations accessible on or nearby the Sylvan Ave. bike lanes include Trammell Crow Park, the Coombs Creek Trail, the Anita Martinez Recreation Center, Benito Juarez Park, Kessler Parkway Park, and various restaurants, art galleries and entertainment venues. The addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

This facility will also cross under the active rail line between Muncie and West Commerce Street. Rail crossings create additional barriers and may require additional design considerations to ensure access for all users. An off-street facility may be necessary to provide connectivity.

PROJECT DESCRIPTION

- Restripe the outside travel lane in each direction to a buffered and physically separated one-way bike lane.

EXISTING ROADWAY CONFIGURATION

- Divided 2-lane with bike lane northbound;
3-lane southbound at I-30 overpass
- 4-lane divided with bike lane + on-street parking
northbound direction (I-30 to Fort Worth Ave.)
- 4-lane divided plus bike lane (Fort Worth Ave. to railroad overpass)
- 4-lane undivided with physically separated 4-ft
wide sidewalk at railroad overpass
- 4-lane divided with bike lane (railroad overpass to Singleton Blvd.)
- 6-lane divided (Singleton Blvd. to Morris St.)
- 6-lane divided plus bike lanes (Morris St. to Canada Dr.)



FACILITY TYPE

Physically Separated

LIMITS

Canada Dr. to Fort Worth Ave.

LENGTH

1.1 miles

RANGE OF PROBABLE COST

\$3,048,000 - \$3,583,000
(Aug. 2023)

"Traffic traveling north on Sylvan and merging onto the I-30 East frontage road travels very fast and there is no protected lane or other safety infrastructure."
—Anonymous

LEVEL OF TRAFFIC STRESS

LTS1

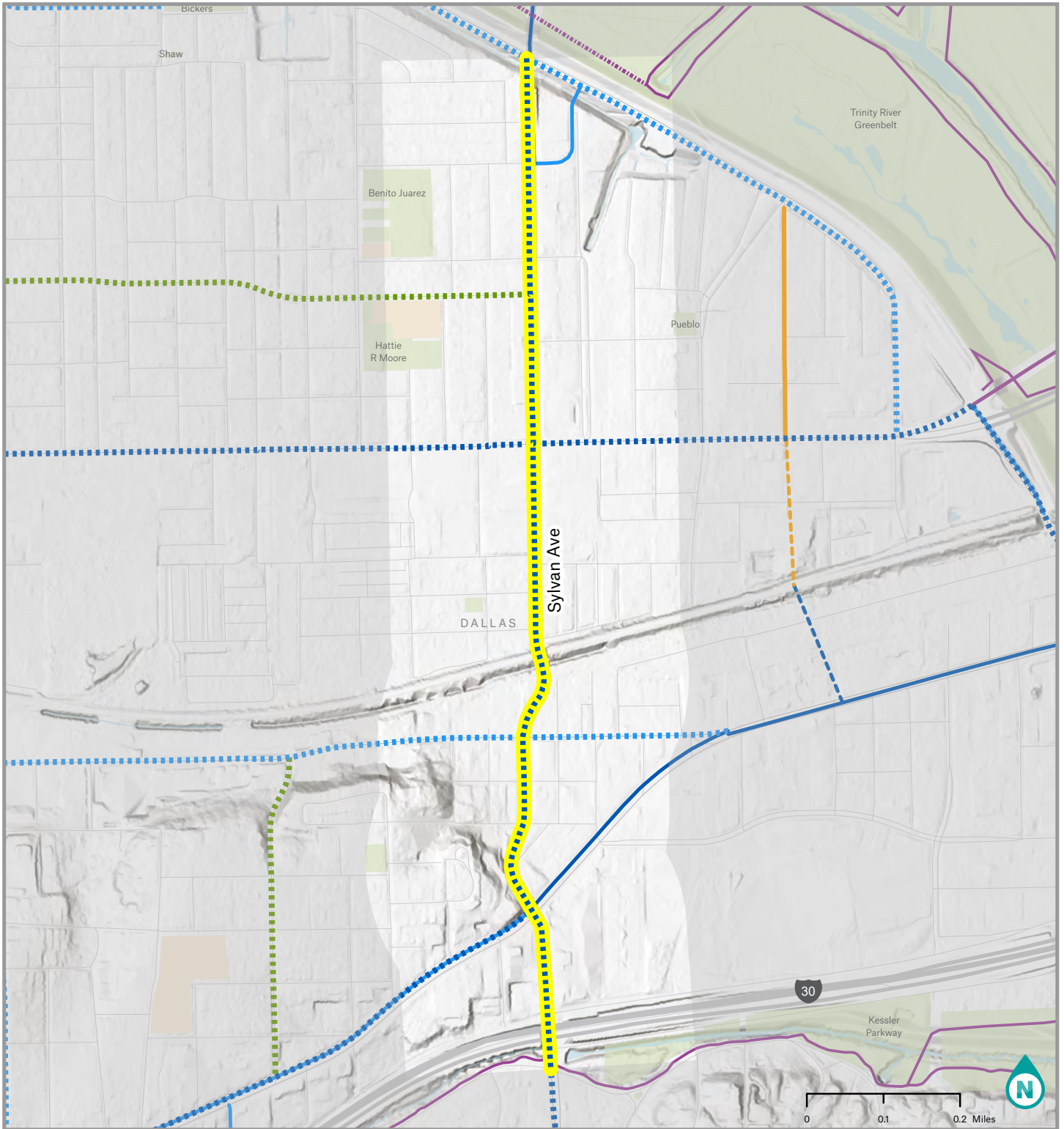
LTS2

LTS3

LTS4

*Sylvan Avenue Bike Lanes continued***IMPLEMENTATION CONSIDERATIONS**

- Restripe travel lanes as follows:
 - Existing bike lanes to remain with new pavement markings to improve visibility of bike lanes
 - Provide a 2 ft striped buffer.
 - Restripe travel lanes as necessary to fit the 7 ft wide buffered bike lane in both directions.
 - Physical barrier to be located within the buffer zone.
- Skip stripe the bike lane with green paint through major intersections to emphasize the crossing.
- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 8 locations/16 signs).
- 4 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted.
 - Ft. Worth Ave.
 - W. Commerce St.
 - Singleton Blvd.
 - Nomas St.
- The section of Sylvan Ave. under the railroad overpass has approximately four 10-foot wide travel lanes with 4-ft wide sidewalks physically separated from the travel lane. This physically constrained section will require detailed evaluation to determine the recommended bike facility concept that may be implemented.



Bike Network

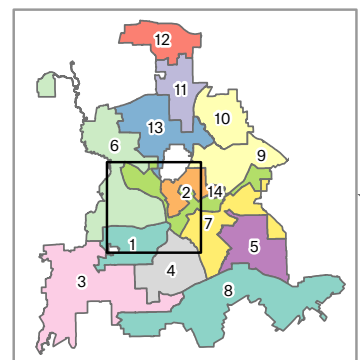
- - - Neighborhood Bikeway
- - - Visually Separated
- . . . Physically Separated
- . . . Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

Trails Network

- Existing
- - - Programmed
- . . . Proposed
- Further Study Needed
- Dallas City Limits



Sylvan Avenue Bike Lanes continued

EXISTING



Sylvan Ave. (North of Pollard St. looking North)

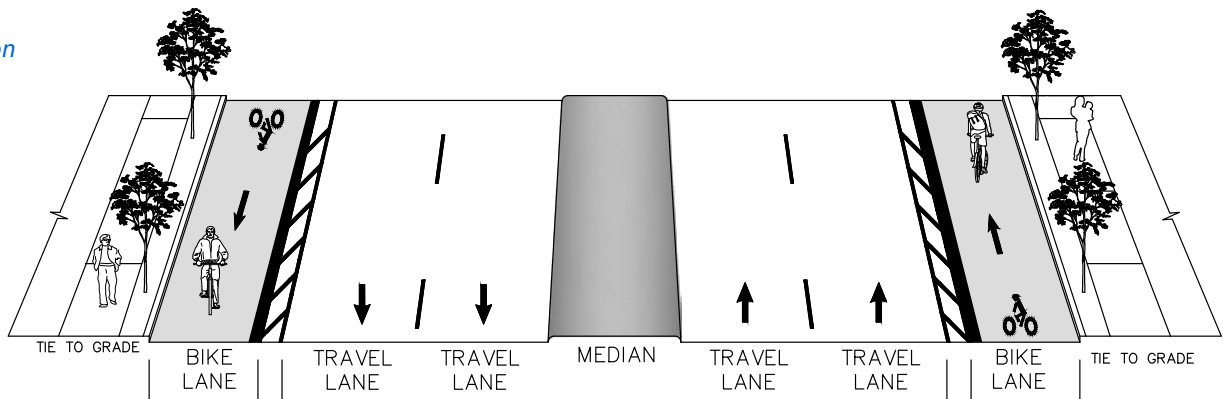


Sylvan Ave. (North of Singleton Blvd. looking North)

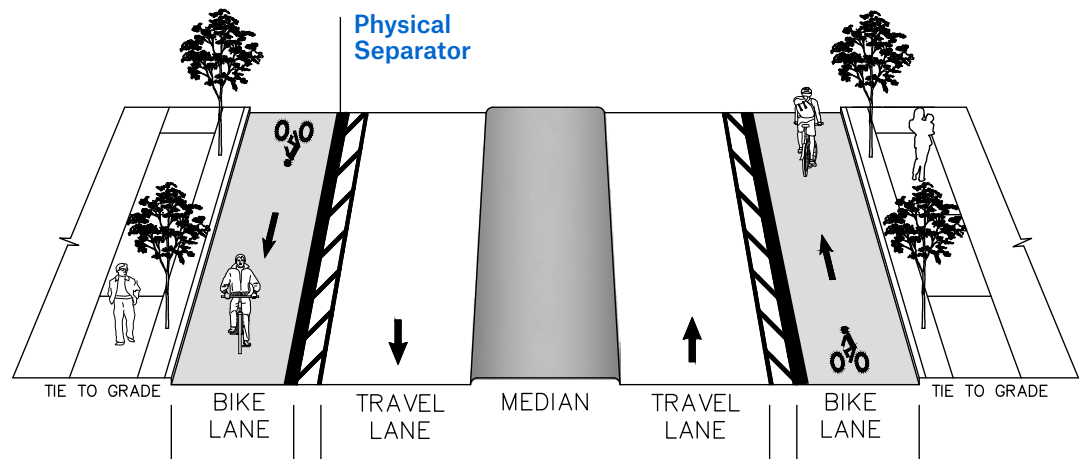
TYPICAL SECTION

Proposed conversion of the existing 6-lane and 4-lane divided sections to convert the outside travel lane to a one-way physically separated bike lane in each direction.

Proposed typical section of enhancing existing 4L section

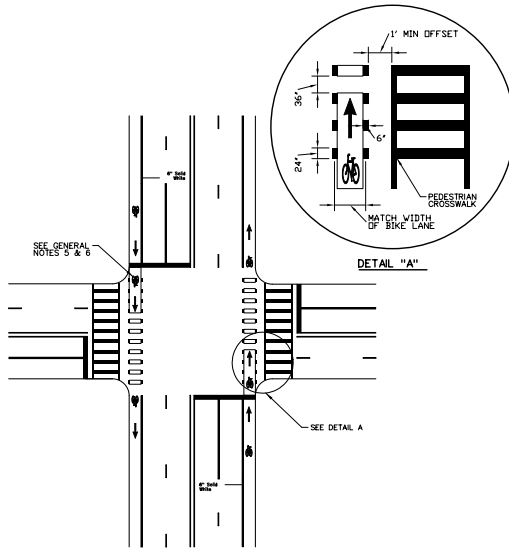


Proposed typical section of converting existing 4L to 2L with physically separated bike lanes

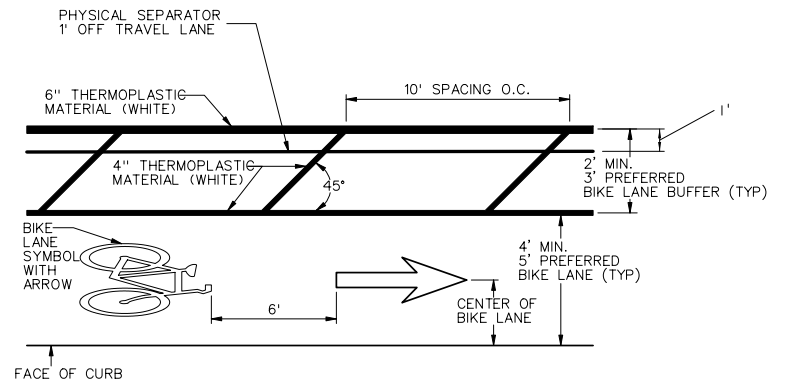


Sylvan Avenue Bike Lanes continued

TYPICAL SECTION CONTINUED



ONE-WAY BIKE LANE THRU INTERSECTION DETAIL



PHYSICALLY SEPARATED BIKE LANE

PRIORITY PROJECT 10 (PARTIALLY FUNDED)

North Beckley Avenue Physically Separated Bike Lanes

PROJECT SUMMARY

The N. Beckley Ave. physically separated bike lanes project will provide upgraded bike facilities for residents traveling across I-30 between Bishop Arts and West Dallas, while providing new options to make connections across the Trinity River to downtown. Residents biking along the new bike lanes will have access on or nearby N. Beckley Ave. to Lake Cliff Park, Methodist Dallas Medical Center, Kessler Parkway Park and the Coombs Creek Trail, Trinity Overlook Park, West Dallas Gateway Park, and the Margaret Hunt Hill Bridge, along with various shops, services, and restaurants. The N. Beckley Ave. bike lanes will connect with the Beckley Streetcar Station and bike lanes on W. Greenbriar Ln. and N. Zang Blvd., and they will support connections to the Trinity Levee Trail and the Trinity River Run Half Start. Further, the addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restripe the outside travel lane in each direction to a buffered and physically separated one-way bike lane.

EXISTING ROADWAY CONFIGURATION

- 6-lane divided – Zang Blvd to Colorado Blvd (0.2 miles)
- 6-Lane Divided section with curbs from E. Colorado Blvd. to W. Commerce Street intersection area (0.97 miles)
- 4-Lane Divided section with a buffered bike lane and curbs within the W. Commerce St. intersection area (0.21 miles)
- 4-Lane Undivided and Divided sections with sharrow markings on the outside travel lanes and curbs from the W. Commerce St. intersection area to Singleton Blvd. (0.24 miles)

IMPLEMENTATION CONSIDERATIONS

- Convert both outside travel lanes to a one-way bike lanes.
- Pavement markings for the bike lanes are to be provided through intersections.
- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 10 locations/20 signs)
- 6 existing signalized intersections requiring signal upgrades to install bike signal heads and associated signal cabinet upgrades as warranted
 - Zang Blvd
 - Colorado Blvd
 - Greenbrier Ln
 - I-30 ramp intersections
 - Commerce St
 - Margaret Hunt Hill



FACILITY TYPE

Physically Separated

LIMITS

Margaret Hunt Hill Bridge to North Zang Boulevard

LENGTH

1.63 miles

RANGE OF PROBABLE COST

\$4,077,000 - \$5,039,000
(Aug. 2023)

"Shared bike lane on a road where drivers are frequently traveling above the 35mph speed limit feels unsafe. Please consider this stretch of Beckley all the way to the south of I-30 for a separated bike lane." —Anonymous

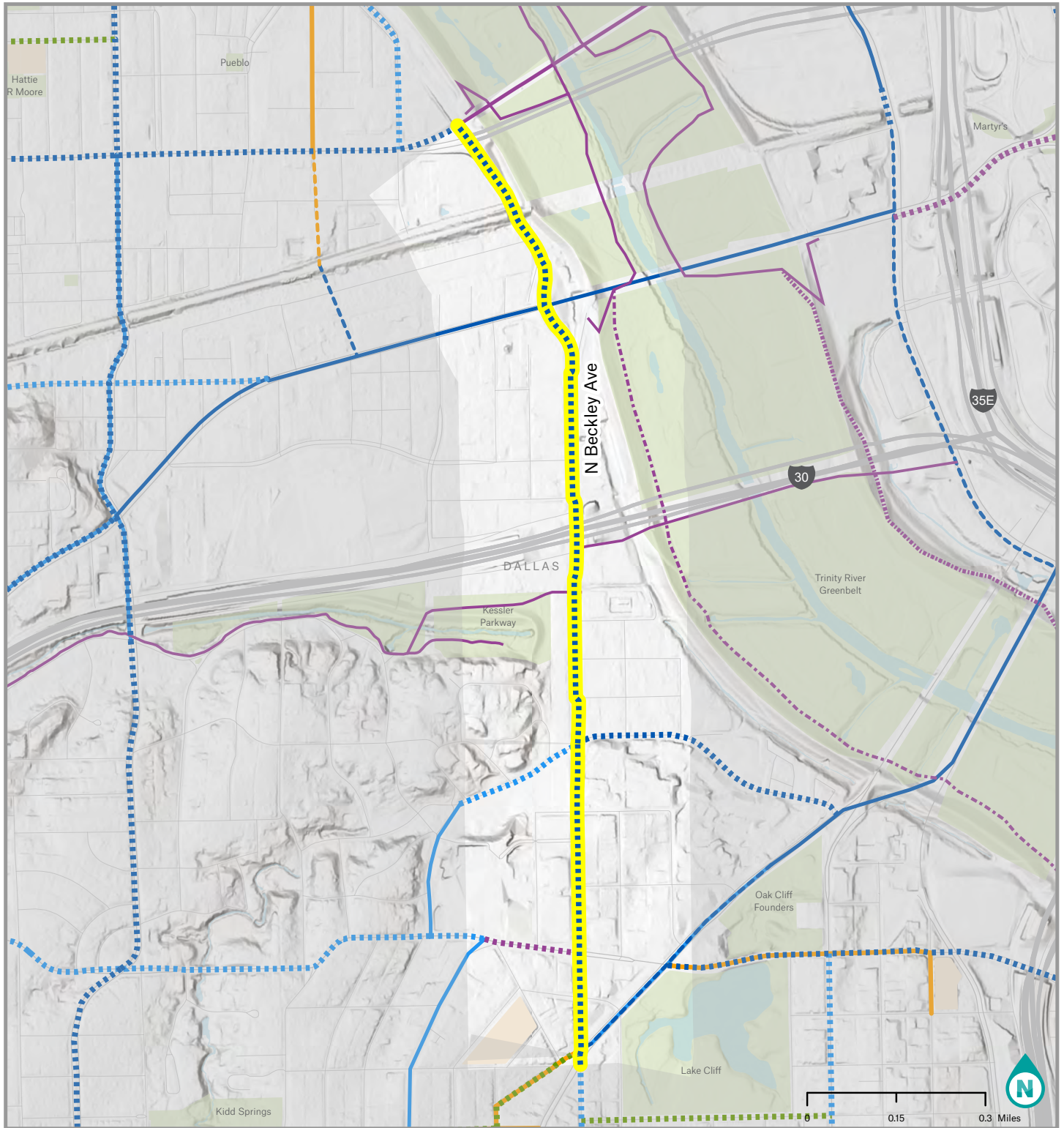
LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



Bike Network

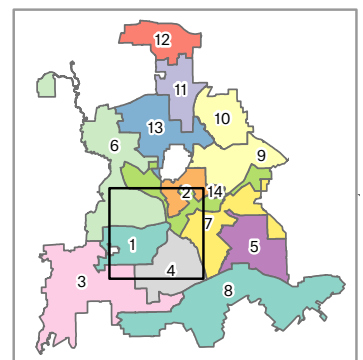
- - - Neighborhood Bikeway
- - - Visually Separated
- - - Physically Separated
- - - Trail

Funded and Existing Network

- - - Bike Route
- - - Visually Separated
- - - Physically Separated
- - - Trail

Trails Network

- - - Existing
- - - Programmed
- - - Proposed
- - - Further Study Needed
- - - Dallas City Limits



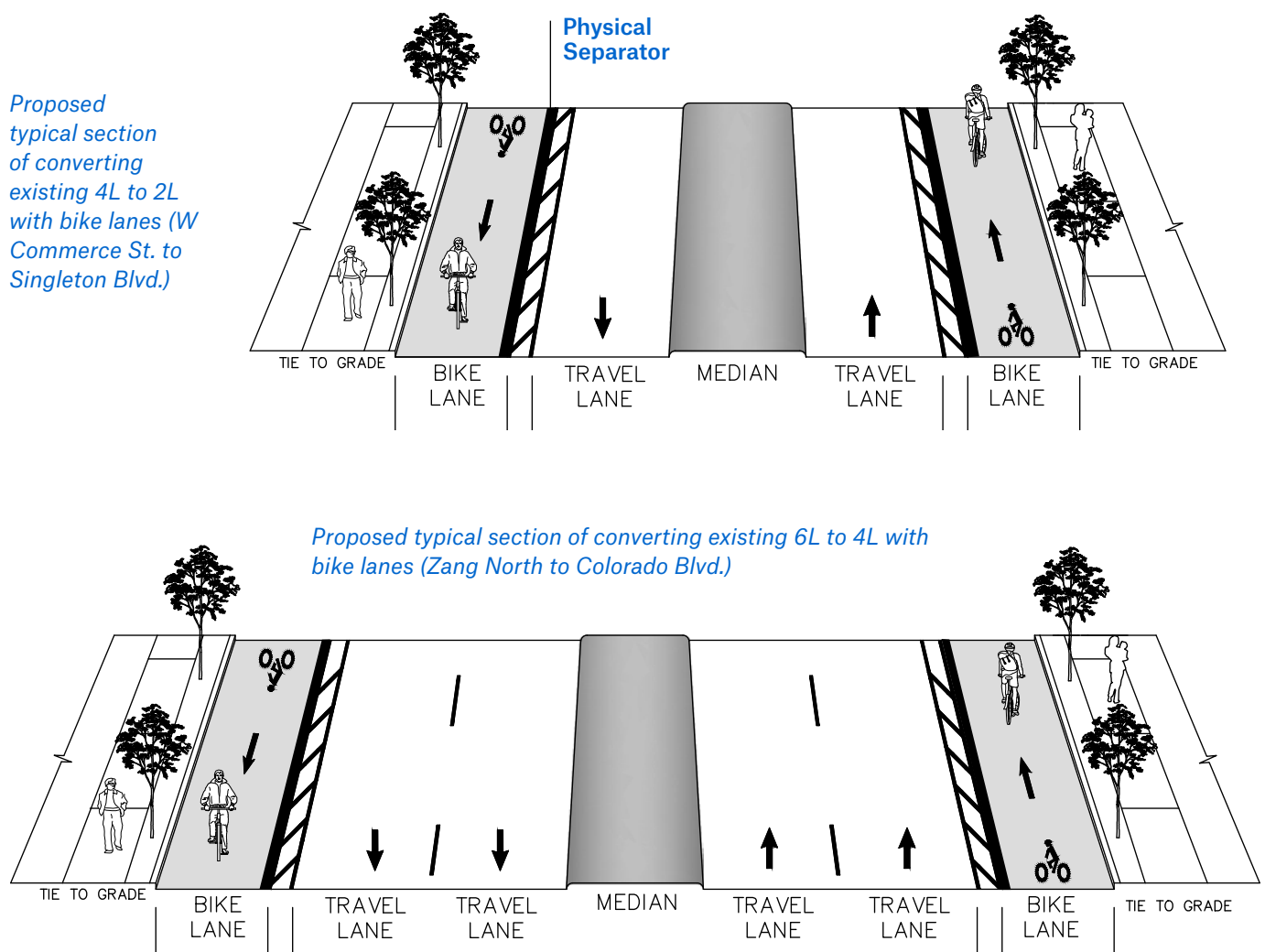
North Beckley Avenue Bike Lanes continued

EXISTING



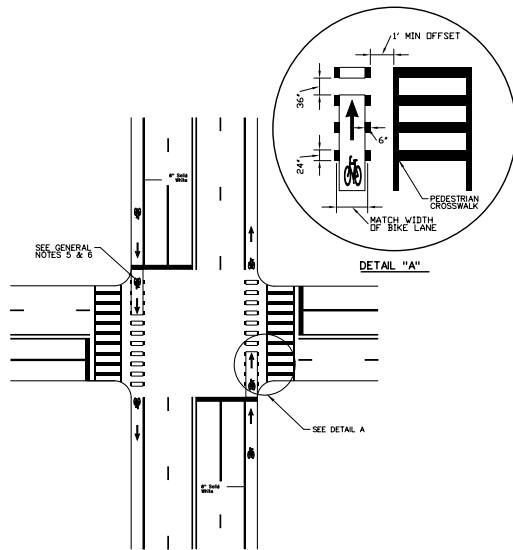
TYPICAL SECTION

Proposed conversion of the existing 4-, and 6-lane sections to convert the outside travel lane to a one-way physically separated bike lane in each direction.

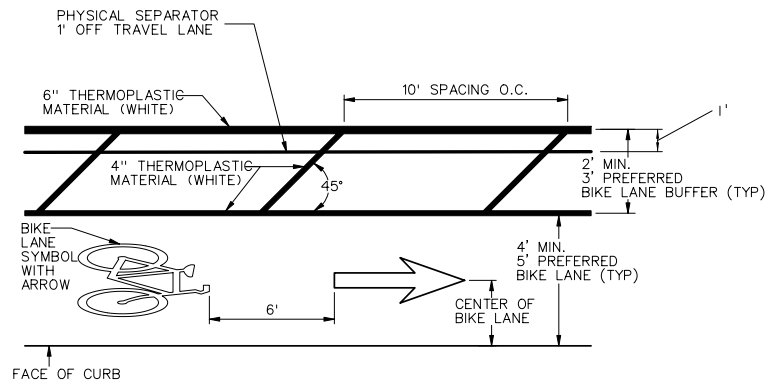


North Beckley Avenue Bike Lanes continued

TYPICAL SECTION CONTINUED



ONE-WAY BIKE LANE THRU INTERSECTION DETAIL



PHYSICALLY SEPARATED BIKE LANE

PRIORITY PROJECT 11 (FUNDED)

Lamar Street Physically Separated Bike Lanes

PROJECT SUMMARY

The Lamar St. physically separated bike lanes project will provide upgraded bike facilities for residents traveling from downtown across I-35E to the Design District, Continental Ave., and the Ronald Kirk Bridge, making a critical connection and improving safety. Residents biking along the new bike lanes will have access to the Trinity Levee Trail, entertainment venues and restaurants in the Design District, and the myriad destinations in downtown Dallas. The Lamar St. bike lanes will connect with bike lanes on N. Houston St. and Continental Ave., along with a trail and bike lanes on Slocum St. The project will provide safe connections to local attractions such as the House of Blues, Victory Park, restaurants and the Perot Museum of Nature and Science. Further, the addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders and on the City's High Injury Network.

Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restriping lanes to buffered and physically separated bike lanes.

EXISTING ROADWAY CONFIGURATION

- Currently three lane one-way (westbound) roadway with on street parking on the left side/outside lane (westbound).
- Roadway has 44ft of pavement width and an urban curb

IMPLEMENTATION CONSIDERATIONS

- Restriped outside travel lanes to add one-way bike lanes.
- Pavement markings for the bike lanes through the intersections.
- The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 4 signs).
- Skip stripe the bike lane with green paint through intersections to emphasize the crossing.
 - 3 signalized intersections
 - Continental Ave.
 - Victory Ave.
 - N. Houston St.



FACILITY TYPE

Physically Separated

LIMITS

Continental Ave. to North Houston St.

LENGTH

0.2 miles

RANGE OF PROBABLE COST

\$4,077,000 - \$5,039,000
(Aug. 2023)

"Aside from the aforementioned mattress, the westbound bike lane under Stemmons on Continental Ave is frequently blocked by the city with construction bollards or even a gate. These pose a danger to cyclists by forcing them into the traffic lane at speed (since the intersection is at the bottom of a hill)." —Dan K.

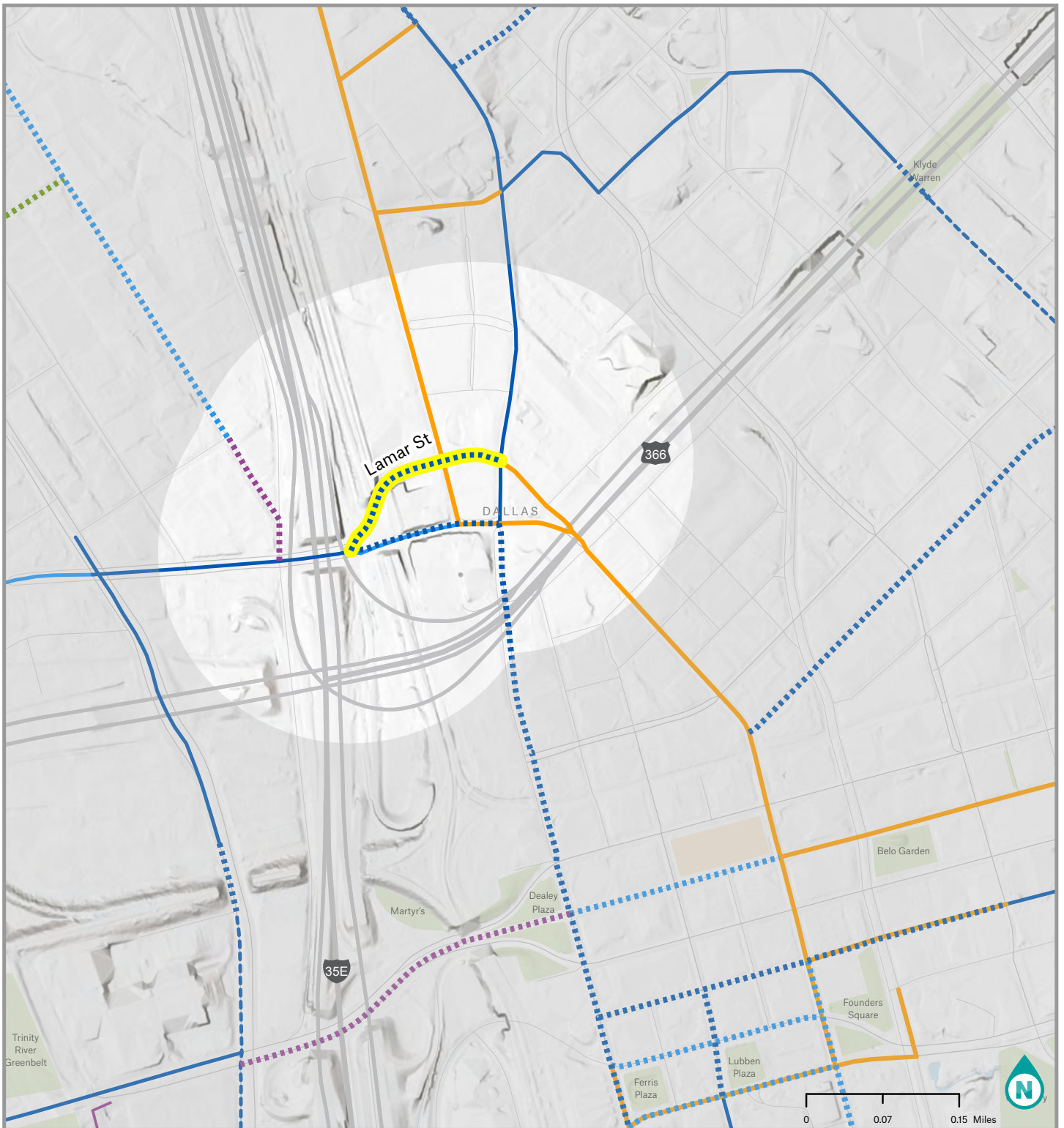
LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



Bike Network

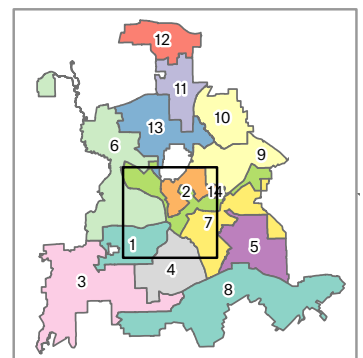
- — — Neighborhood Bikeway
- — — Visually Separated
- — — Physically Separated
- — — Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

Trails Network

- Existing
- — — Programmed
- — — Proposed
- Further Study Needed
- Dallas City Limits



Lamar Street Bike Lanes continued

EXISTING



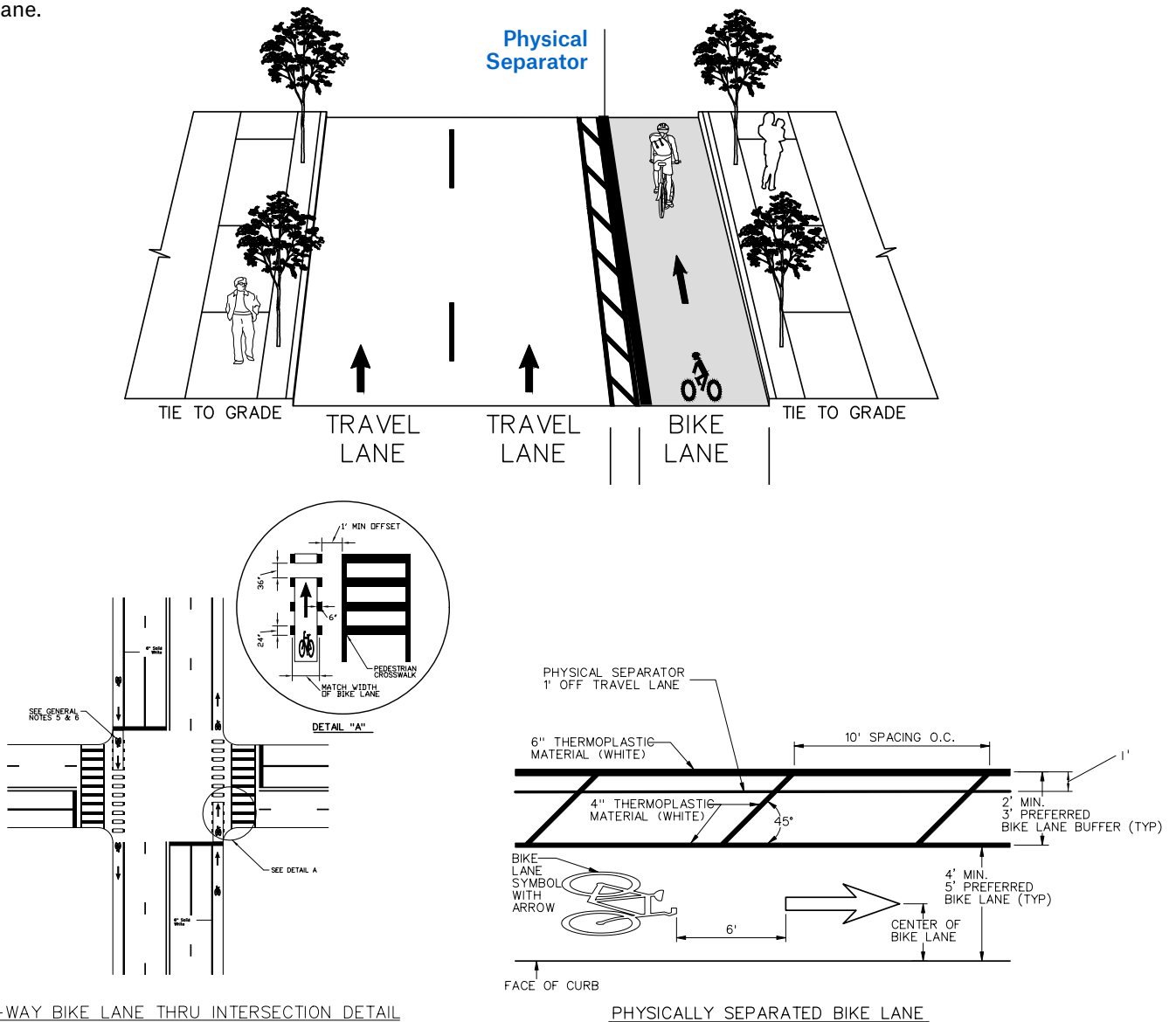
Lamar St. (West of N Houston St. looking West)



Lamar St. (East of the I35 On-ramp looking West)

TYPICAL SECTION

Proposed conversion of the existing 2-lane section to add to the existing travel lane a one-way physically separated bike lane.



PRIORITY PROJECT 12 (PARTIALLY FUNDED)

Ewing Avenue Visually Separated Bike Lanes

PROJECT SUMMARY

The Ewing Ave. visually separated bike lanes project will provide new, on-street bike lanes for residents biking in South Dallas. Residents biking along the new bike lanes will have access on or nearby Ewing Ave. through a vibrant residential district to the Oak Cliff Trail, West Trinity Heights Park, Harrell Budd Elementary School, KIPP Truth Elementary School, to the Dallas Zoo and its surrounding parks, attractions, and DART station, along with various shops, services, and places of worship. The Ewing Ave. bike lanes will also connect with proposed bike facilities on E. Saner Ave., E. Woodin Blvd. (leading to the Illinois DART station), and Stella Ave. and Morrell Ave. (both of which lead to additional connections toward downtown Dallas). Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restriping lanes to add visually separated bike lanes.

EXISTING ROADWAY CONFIGURATION

- Currently two-lane, undivided roadway with 30ft of pavement width and an urban curb.

IMPLEMENTATION CONSIDERATIONS

- Restripe existing travel lanes to incorporate a one-way bike lanes.
- Pavement markings for the bike lanes through the intersections.
- Cycle signage on both sides of the road in each block (22 locations, 44 signs)
- Skip stripe the bike lane with green paint through intersections to emphasize the crossing.
 - 3 signalized intersections
 - Clarendon Dr.
 - Morrell Ave.
 - E Illinois Ave



FACILITY TYPE

Visually Separated

LIMITS

Clarendon Dr. to East Saner Ave.

LENGTH

2.0 miles

RANGE OF PROBABLE COST

\$2,222,000 - \$3,838,000
(Aug. 2023)

"Great idea! This path links the zoo, several schools, and the DART light rail (among many other things), so this is much needed for transportation as well as traffic calming. I would encourage a consideration of physically separated lanes to encourage families and children to participate in it more." —Kristin L.

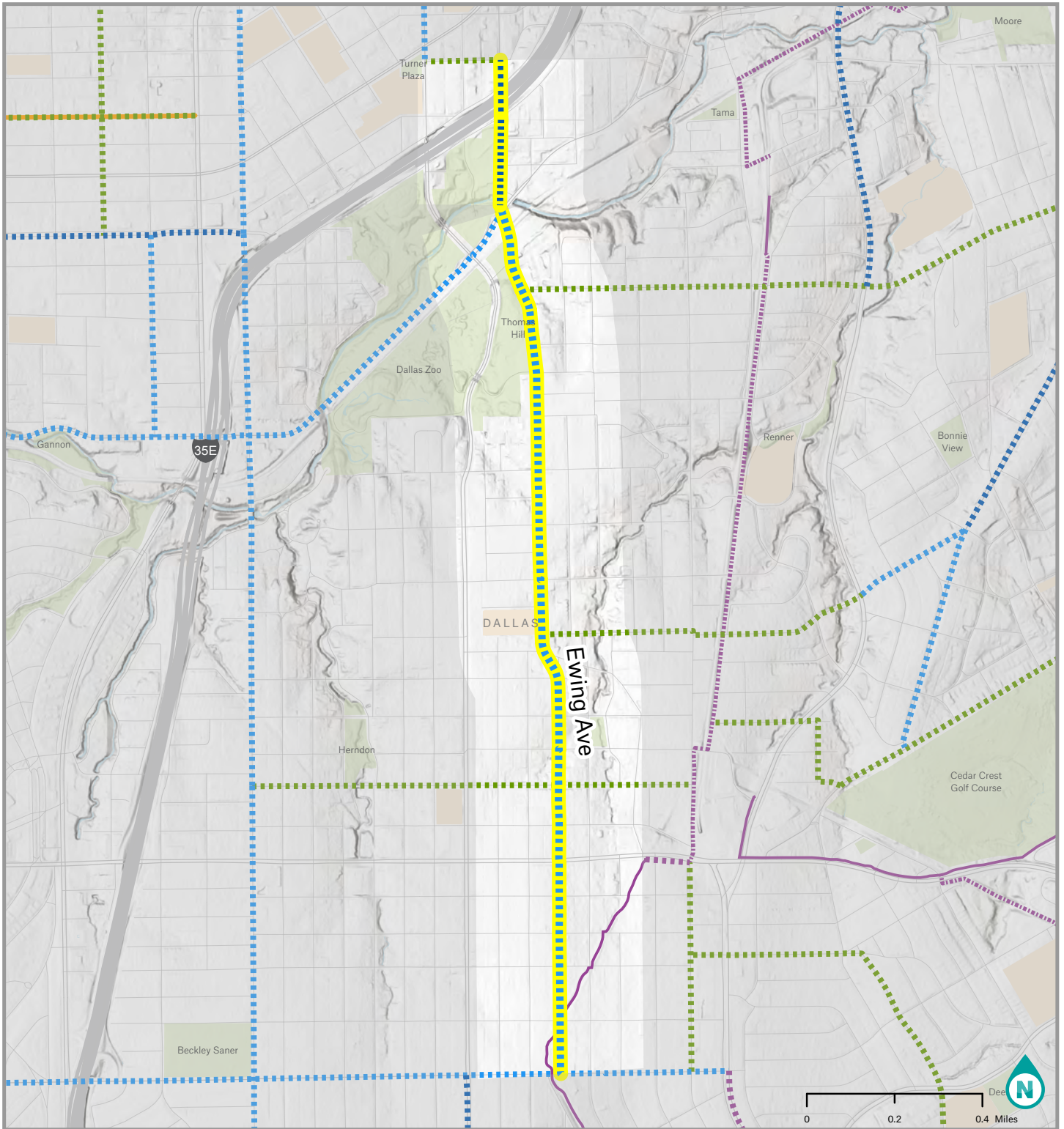
LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



Bike Network

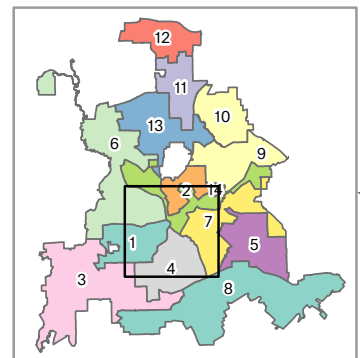
- - - Neighborhood Bikeway
- - - Visually Separated
- - - Physically Separated
- - - Trail

Funded and Existing Network

- - - Bike Route
- - - Visually Separated
- - - Physically Separated
- - - Trail

Trails Network

- - - Existing
- - - Programmed
- - - Proposed
- - - Further Study Needed
- - - Dallas City Limits

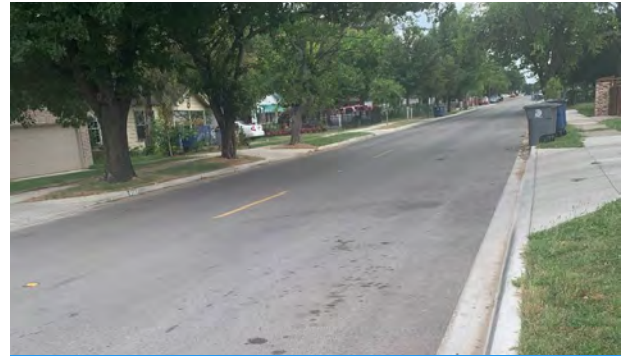


Ewing Avenue Bike Lanes continued

EXISTING



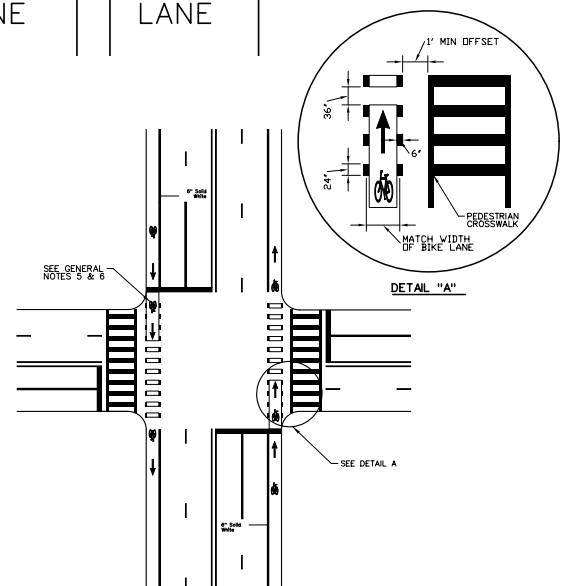
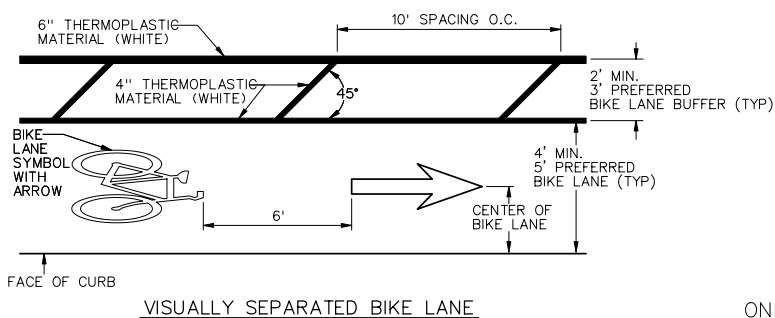
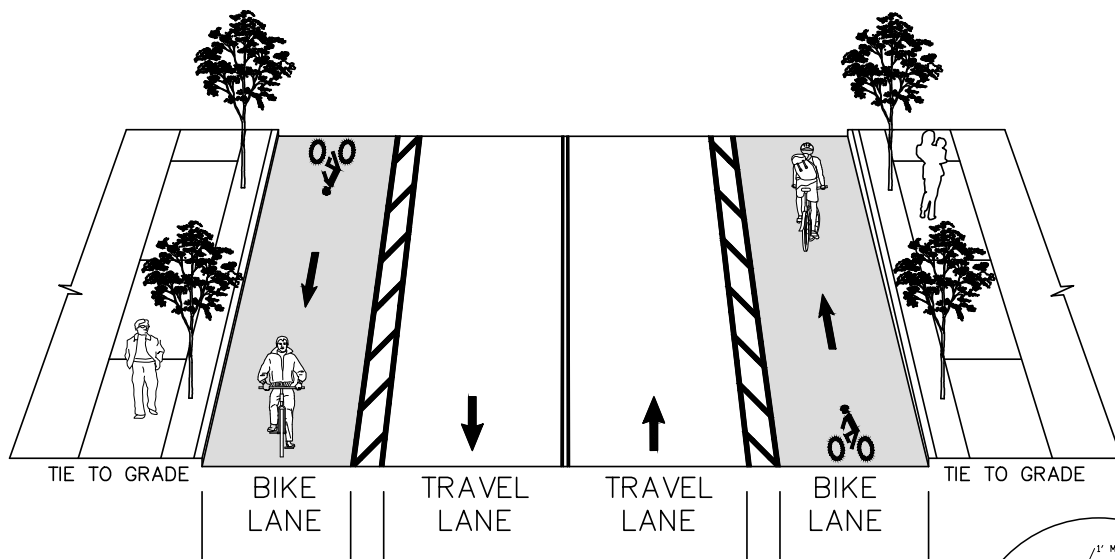
S Ewing Ave. (South of Morrell Ave. looking South)



S Ewing Ave. (South of Missouri Ave. looking South)

TYPICAL SECTION

Proposed conversion of the existing 3-lane section to add to the existing travel lane a one-way visually separated bike lane.



PRIORITY PROJECT 13

[Removed from Consideration]

Kiest Boulevard Physically Separated Bike Lanes

PROJECT SUMMARY

The Kiest Blvd. physically separated bike lanes project will provide bike facilities for residents traveling from southeast Oak Cliff, across the Marvin D. Love Freeway and I-35, through Cedar Crest to planned bike facilities leading across the Trinity River and into Fair Park and downtown. Residents biking along the new bike lanes will have access on or nearby Kiest Blvd. to many destinations including Oak Cliff Nature Preserve, Kiest Park, Deer Path Park, Wonderview Park, Boren-Hilseweck Park, Robert Oren Park, John Phelps Park and JC Phelps Recreation Center, Sargent Park & Ballfields, along with various services, post offices, public libraries drug stores, supermarkets, shops, and places of worship. Schools accessible on or nearby Kiest Blvd. include Zan Wesley Holmes Jr. Middle School, Barbara Jordan Elementary School, Cleon P. Russell Elementary School, Maya Angelou High School, Boude Storey Middle School, John Neely Bryan Elementary School, Oliver W. Holmes Humanities/ Communications Academy, William B. Miller Elementary School. The Kiest Blvd. bike lanes also provide important connections to other bike facilities and trails including the existing Oak Cliff Trail and Bushman Park Trail, planned trails between Cedar Crest Golf Course and Wonderview Park, on S. Lancaster Rd., and on W. Kiest Blvd. (west of the bike lanes), along with bike lanes planned on S. Polk St., S. Beckley Ave., S. Marsalis Ave., Sunnyvale St., and Cedar Crest Blvd. Further, the addition of separated bike lanes will create a more comfortable and accessible space for biking on a roadway that is currently a Level of Traffic Stress 4 for bike riders and on the City's High Injury Network. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

- Restriping lanes to add visually and physically separated bike lanes.

EXISTING ROADWAY CONFIGURATION

- Currently 6 lane divided roadway with 74ft of pavement width and an urban curb.

IMPLEMENTATION CONSIDERATIONS

- Restripe existing outside travel lanes to incorporate a one-way bike lanes.
- Pavement markings for the bike lanes through the intersections.
- Cycle signage on both sides of the road in each block (50 locations, 100 signs)
- Skip stripe the bike lane with green paint through intersections to emphasize the crossing.
- 14 signalized intersections
 - Polk St.
 - US-67 Marvin D Love interchange (2 signals)
 - Conway St.
 - I-35 E. Thornton Fwy. Interchange (2 signals)
 - S. Buckley Ave.
 - S. Marshalls Ave.
 - Frio Dr.
 - S. Lancaster Rd.
 - Sunnyvale St.
 - E. Illinois Ave.
 - Bonnie View Rd.
 - Cedar Crest Blvd.



FACILITY TYPE

Physically Separated

LIMITS

Polk Street to
Cedar Crest Boulevard

LENGTH

5.3 miles

RANGE OF PROBABLE COST

\$11,433,000 - \$14,909,000
(Aug. 2023)

"Reducing Kiest to a two lane and adding a bike lane or shared path would connect the neighborhoods adjacent from the park. It is difficult to walk on Kiest because people are always speeding, and the sidewalks are narrow." —Nat

PRIORITY PROJECT 14

Meandering Way Visually Separated Bike Lanes

PROJECT SUMMARY

The Meandering Way visually separated bike lanes project will provide new, on-street bike lanes for residents biking in North Dallas. The Meandering Way bike lanes will provide a critical connection to the Preston Ridge Trail and planned bike facilities to the south through the residential neighborhoods. Residents biking along the new bike lanes will also have access to Northwood Hills Elementary School and Fretz Park, and the bike lanes will complete connections along the Meandering Way corridor and Preston View Trail to Valley View Park, the White Rock Creek Trail, Spring Valley Elementary School, Spring Creek Elementary School, Westwood Junior High School, Bowie Elementary School, and Salado Park.

PROJECT DESCRIPTION

- Restriping lanes to visually separated bike lanes.

EXISTING ROADWAY CONFIGURATION

- Currently four lane undivided roadway with 40ft of pavement width and an urban curb.

IMPLEMENTATION CONSIDERATIONS

- Restripe existing outside travel lanes to incorporate one-way bike lanes in each direction.
- Pavement markings for the bike lanes through the intersections.
- Cycle signage on both sides of the road in each block (2 locations, 4 signs)
- Skip stripe the bike lane with green paint through intersections to emphasize the crossing.
 - 1 signalized intersection
 - Belt Line Rd.



FACILITY TYPE

Visually Separated

LIMITS

Preston Ridge Trail to
Cliffbrook Dr.

LENGTH

0.3 miles

RANGE OF PROBABLE COST

\$1,001,000 - \$1,006,000
(Aug. 2023)

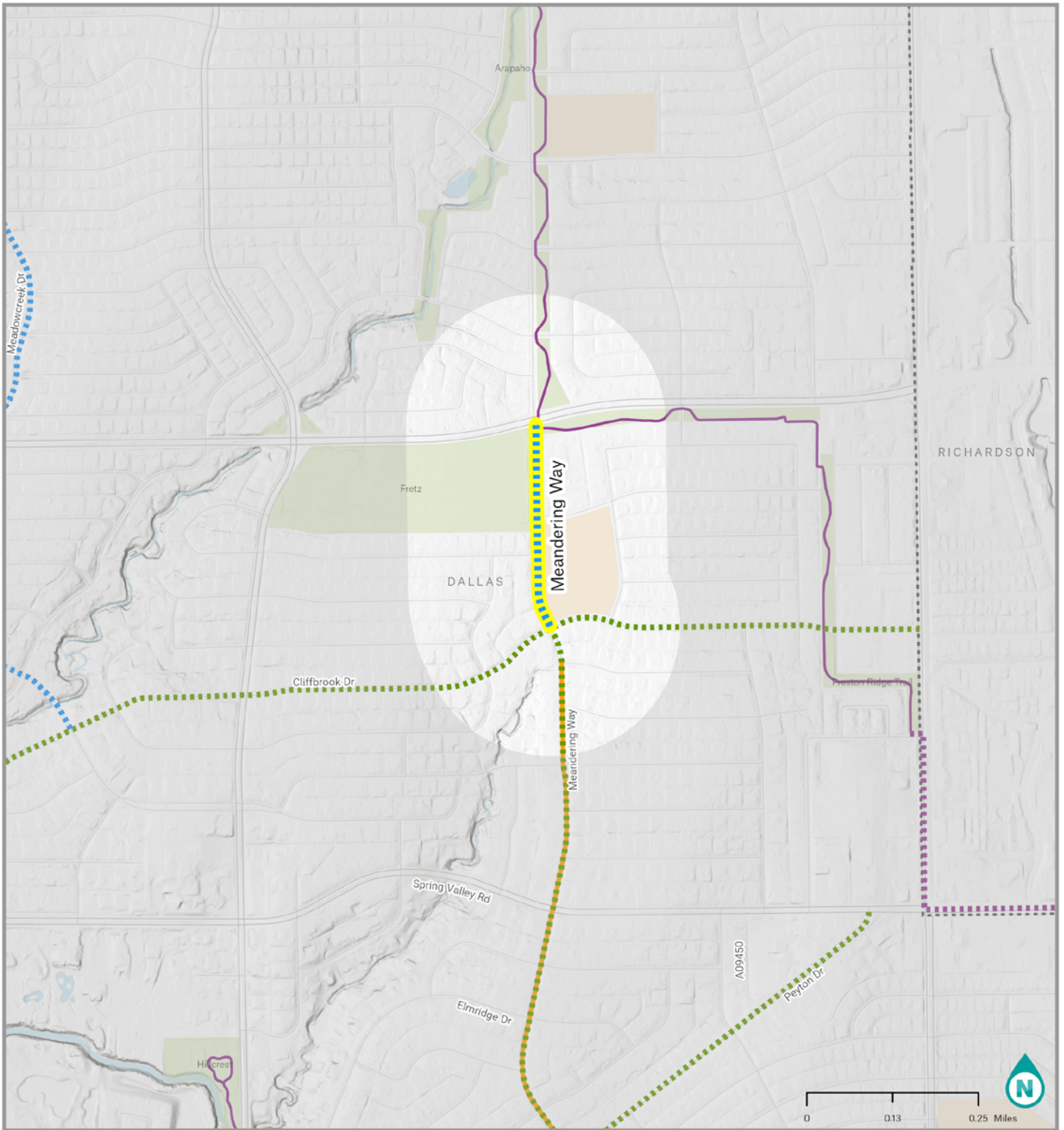
LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



Bike Network

- Neighborhood Bikeway
- Visually Separated
- Physically Separated
- Trail

Funded and Existing Network

- Bike Route
- Visually Separated
- Physically Separated
- Trail

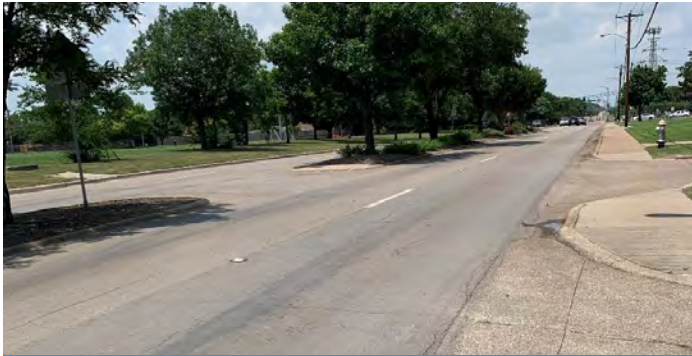
Trails Network

- Existing
- Programmed
- Proposed
- Further Study Needed
- - - - - Dallas City Limits

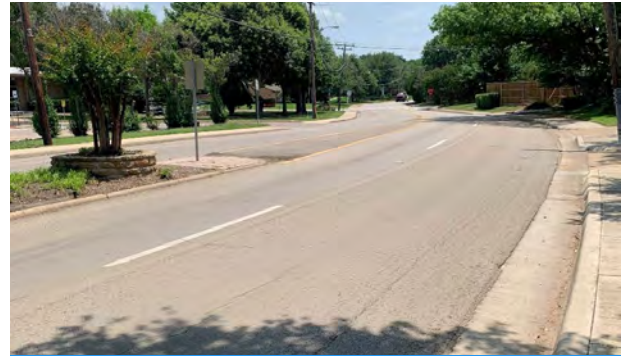


Meandering Way Bike Lanes continued

EXISTING



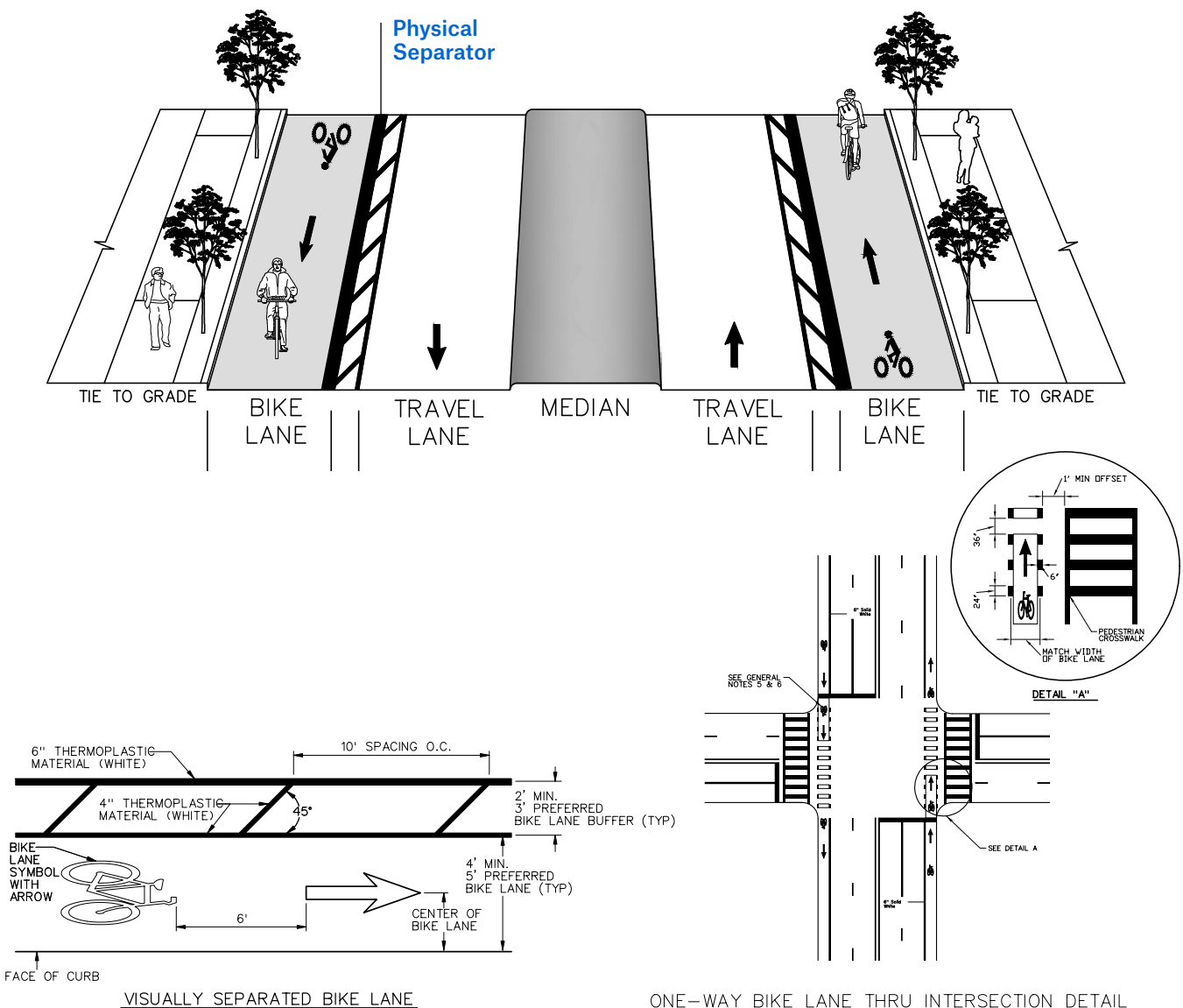
Meandering Way. (North of Village Trail Dr. looking North)



Meandering Way. (South of Mossvine Dr. looking South)

TYPICAL SECTION

Proposed conversion of the existing 6-lane and 4-lane divided sections to convert the outside travel lane to a one-way physically separated bike lane in each direction.



PRIORITY PROJECT 15

West 7th Street Neighborhood Bikeway

PROJECT SUMMARY

The W. 7th St. Neighborhood Bikeway project will provide on-street Neighborhood Bikeway upgrades for residents biking across Bishop Arts. Residents biking along the Neighborhood Bikeway will have access on or nearby W. 7th St. through a vibrant residential and historic district to Annie Stevens Park, Louise Wolff Kahn Elementary School, Sunset High School, Rosemont Elementary, Kidd Spring Park, John H. Reagan Elementary School, W. H. Adamson High School, Felix G. Botello Elementary School, Hector P. Garcia Middle School, James Bowie Elementary School, Lake Cliff Park, and the Dallas Zoo, along with various restaurants, shops, healthcare facilities, and places of worship.

The Neighborhood Bikeway also connects with existing bike lanes on W. Davis St., N. Polk St., and N. Beckley Ave., along with the Bishop Arts DART Station. To improve crossing conditions throughout the corridor, “daylighting” or prohibiting parking with 15ft of an intersection with curb extensions, or 20ft from a standard intersection. Daylighting improves both the visibility of bikes and pedestrians but also for motor-vehicles. Additionally, this project is within an identified equity need area and addresses environmental justice inequities in the provision of safe bike facilities.

PROJECT DESCRIPTION

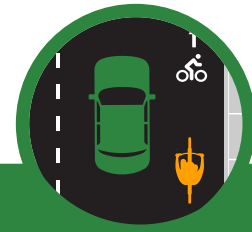
- Intermittent street narrowing through the installation of curbing and/or other traffic calming measures plus shared bike-vehicle pavement markings and signage to implement the Bike Boulevard.

EXISTING ROADWAY CONFIGURATION

- Residential with on-street parking with 28ft of pavement width and an urban curb.

IMPLEMENTATION CONSIDERATIONS

- Cyclist figure pavement markings and signage in each block
 - The addition of bike lane signage on both sides of the road can increase driver awareness of bikes and improve bike rider wayfinding. (Approx. 8 locations/16 signs)
- Crosses Zang Blvd (6-lane divided with a SB streetcar line) that may require additional signage and pavement markings; options recommended for evaluation during the pre-design analysis should include the use of RRFBs or HAWKS to provide a signalized pedestrian/bicycle crossing.
- Daylighting at intersections will help to improve visibility when entering intersections.



FACILITY TYPE

Neighborhood Bikeway

LIMITS

North Rosemont Ave. /
Beckley Ave.

LENGTH

1.5 miles

PROBABLE COST

\$452,000
(Aug. 2023)

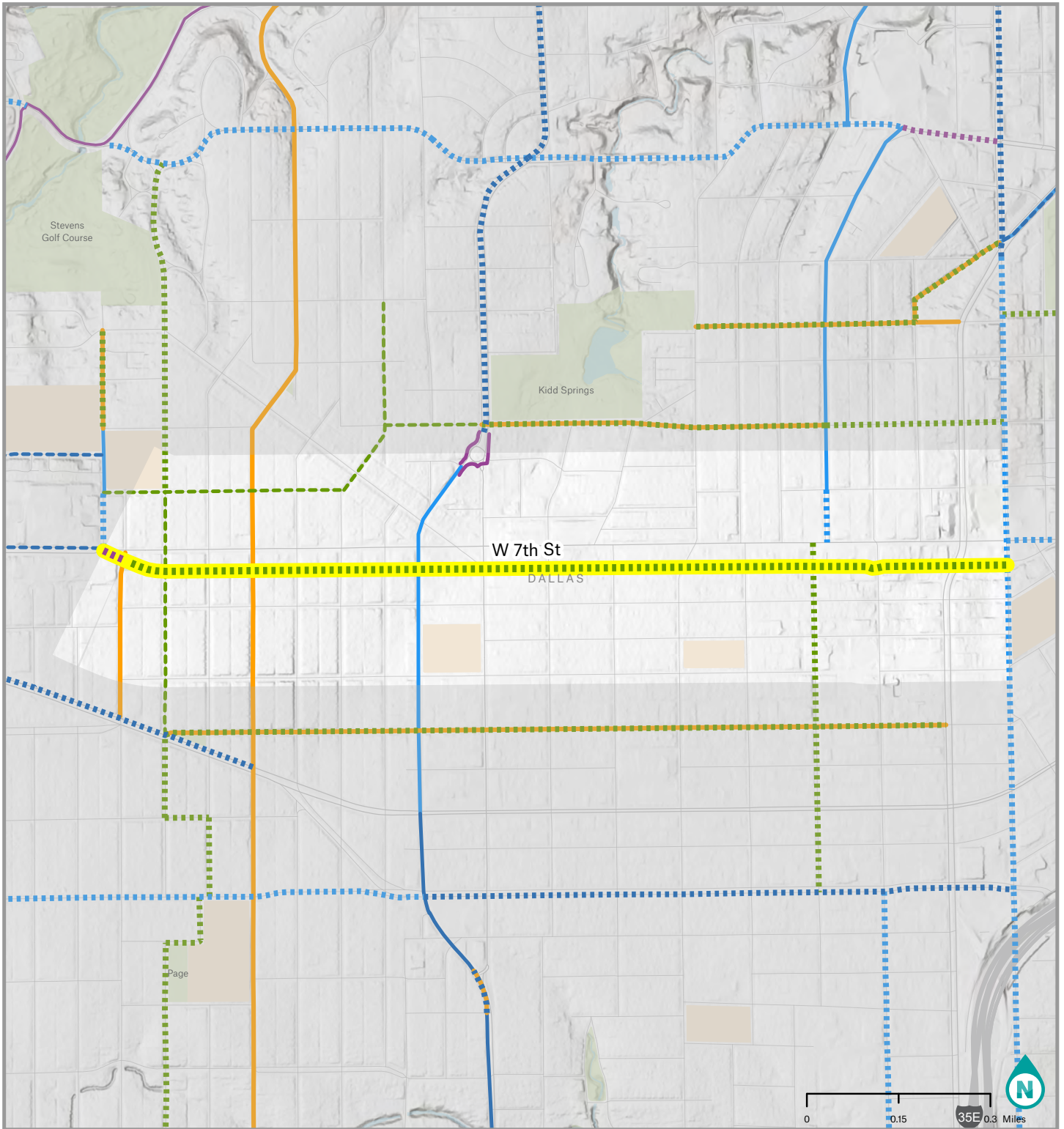
LEVEL OF TRAFFIC STRESS

LTS1

LTS2

LTS3

LTS4



Bike Network

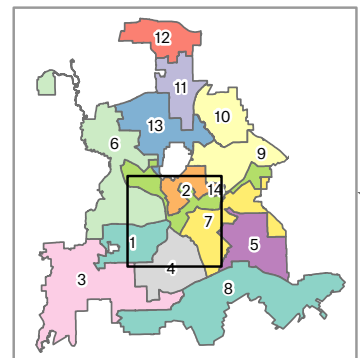
- - - - - Neighborhood Bikeway
- - - - - Visually Separated
- - - - - Physically Separated
- - - - - Trail

Funded and Existing Network

- - - - - Bike Route
- - - - - Visually Separated
- - - - - Physically Separated
- - - - - Trail

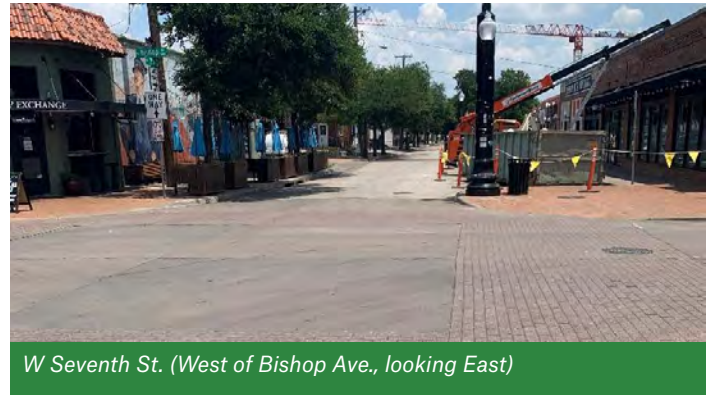
Trails Network

- - - - - Existing
- - - - - Programmed
- - - - - Proposed
- - - - - Further Study Needed
- - - - - Dallas City Limits



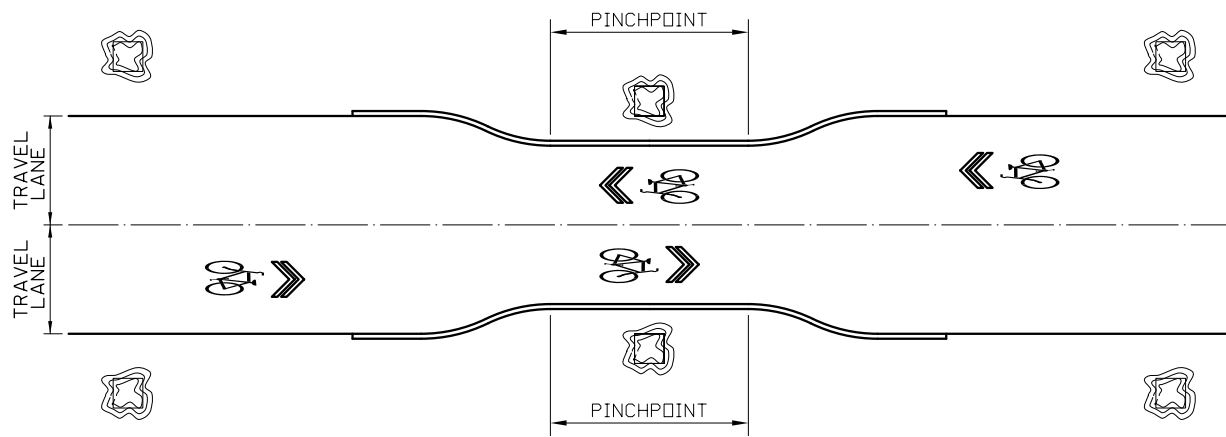
West 7th Avenue Bike Boulevard continued

EXISTING



TYPICAL SECTION

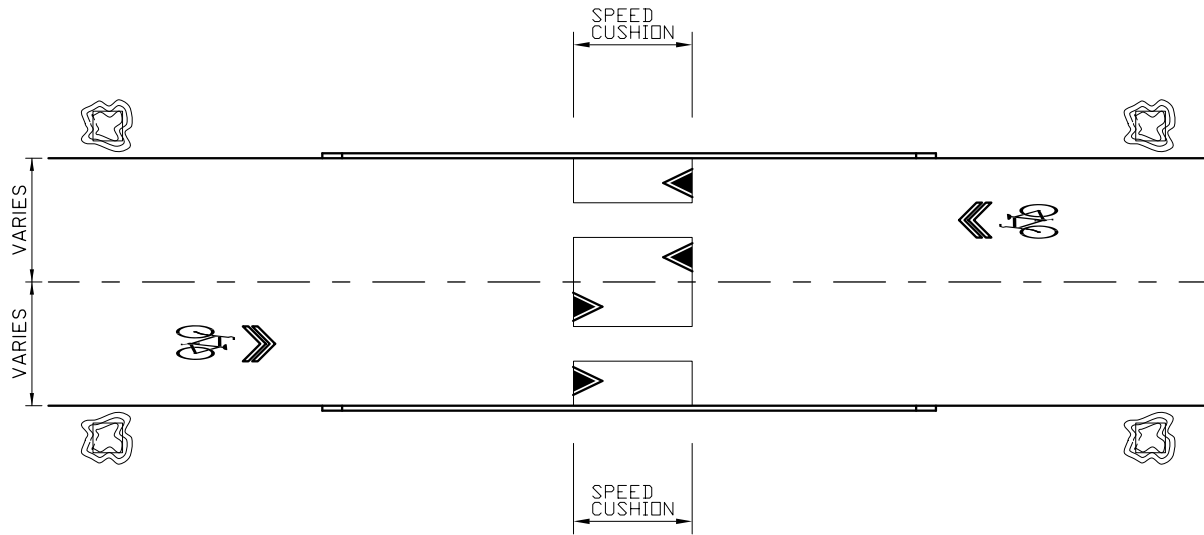
Proposed traffic calming options include curb extension/street narrowing and speed tables and cushions. All dimensions shown are typical and may vary. Note exact traffic calming options will be determined during future design.



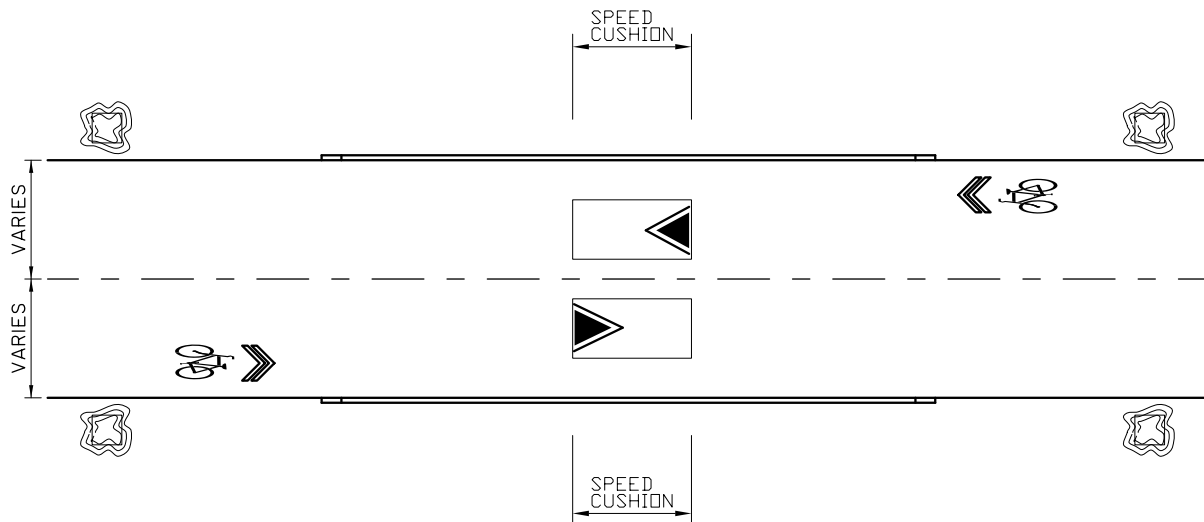
RESIDENTIAL STREET PINCHPOINT DETAIL

West 7th Avenue Bike Boulevard continued

TYPICAL SECTION CONTINUED



RESIDENTIAL STREET SPEED CUSHION DETAIL (STREET WIDTH > 24', ≤ 30')



RESIDENTIAL STREET SPEED CUSHION DETAIL (STREET WIDTH ≤ 24')



DALLAS BIKE PLAN

Grant Sources
& Guidance for
Applications

Grant Sources & Guidance for Applications

ADMINISTRATION	ESTIMATED LOCAL MATCH	ELIGIBLE PROJECT CATEGORIES/TYPES	CONSIDERATIONS FOR COMPETITIVENESS
HSIP - Highway Safety Improvements Program			
TxDOT	10% <i>Note: HSIP funds are only eligible for construction. (Environmental permitting, Right-of-Way, and Design/Engineering costs are specifically excluded)</i> <i>Additional Note: Only 10% of HSIP funds are programmed for off-system roadways (not on the state highway system or maintained by TxDOT)</i>	Categories Targeted - Projects are selected based on crash history (traffic volumes & roadway geometrics are also considered) - SII (Safety Improvement Index) Score is used as a guide to rank projects. - Crash Costs are considered with Benefit/Cost ratios Systemic - A systemic approach project involves widely implementing improvements based on high-risk roadway features correlated with specific severe crash types. Types - Traffic signal installation/improvements - Delineator installation - Pedestrian Hybrid Beacons (PHB) or Rectangular Rapid Flashing Beacons (RRFB) - Safety lighting - Pavement markings & crosswalks	☐ Is the strategy, activity, or project consistent with the priorities of Texas' Strategic Highway Safety Plan (SHSP)? ☐ Does the project address a serious crash risk such as a hot spot, systemic risk factor, road segment, or crash type that has been identified through a data driven process? ☐ Is the project likely to contribute to a significant reduction in fatalities and serious injuries? ☐ Is this project consistent with the District Annual Safety Plan? ☐ How does this project address the Pedestrian & Pedal-cyclist Emphasis Area in the SHSP? <i>Note: Project selection is based on the crash history, traffic volumes, and roadway geometrics at the specified location.</i>
RAISE – Rebuilding American Infrastructure with Sustainability and Equity			
USDOT (applications are coordinated with NCTCOG)	Minimum 20% unless located in an Area of Persistent Poverty (APP), or located in a Historically Disadvantaged Community (HDC) Minimum RAISE grant award is \$5M; no maximum	Categories Planning Projects – Planning, preparation (including NEPA), or design Capital Projects – Right-of-way acquisition and design. Types - Bike lanes (on road & separated) - Recreational trails - Shared use paths / transportation trails - Signs, signals, and signal improvements - Signing (route designation, directional, & wayfinding) - Traffic calming	☐ What connections does this project have to the broader network? Does this fill a significant gap in the current bike network? ☐ Does this project connect to transit? ☐ Can workforce elements be included (such as requiring work be performed by Dallas residents or reserving work for journey-level positions)? ☐ Does this project address a significant safety issue? ☐ Is this project in an Area of Persistent Poverty (APP) or a Historically Disadvantaged Community (HBC)? ☐ Does this project contribute to broader revitalization and economic development efforts?

ADMINISTRATION	ESTIMATED LOCAL MATCH	ELIGIBLE PROJECT CATEGORIES/TYPES	CONSIDERATIONS FOR COMPETITIVENESS
RCP – Reconnecting Communities Program			
USDOT - City or NCTCOG may apply. Account with Grants.gov and SAM. gov required. Accounts can take 2-4 weeks to establish. - City must apply for Capital Construction grant as the facility owner. Estimated Deadline: Q3	Planning Grant 20% match \$2M award maximum Capital Construction Grant 50% match for total project - <i>Other federal funds can be used for additional 30% of total project cost.</i> \$5M award minimum	Categories Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; public engagement; and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or to replace an existing eligible facility with a new facility that reconnects communities. Includes preliminary and detailed design activities and associated environmental studies; predevelopment / preconstruction; permitting activities including the completion of the National Environmental Policy Act (NEPA) process; delivering community benefits and the mitigation of impacts identified through the NEPA process or other planning and project development for the capital construction project Types - Infrastructure removal - Pedestrian walkways and overpasses - Linear parks and trails - Roadway redesigns and complete streets conversions - Main street revitalization <i>Eligible Facilities: Highways or other transportation facilities that create a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. DOT is taking a broad view of "other transportation facilities," that might include railroads or transit lines.</i>	☐ How does this project knit a community back together? ☐ Does this project serve economically disadvantaged communities? ☐ Does this project remove or build a path over/ under an existing infrastructural barrier? ☐ Does this project include a P3 partnership? (Partnerships are encouraged and included in merit criteria)
RTP – Recreational Trails Programs			
Texas Parks & Wildlife (TPWD) Annual Deadline: February 1	20% Maximum \$300,000 for non-motorized trail grants and a maximum award of \$600,000 for motorized (off-highway vehicle) trail grants	- Construction of new recreational trails - Improvement of existing trails - Development of trailheads or trailside facilities - Acquisition of trail corridors.	☐ Does the project connect to a park or recreational trail network? ☐ Does the project provide crossing over an environmental, utility, or transportation barrier? ☐ Does the project include recreational amenities? ☐ Does the project provide new recreational access for underserved or equity populations? ☐ Does the project promote sustainable development or the use of innovative/green materials? ☐ Does the project address drainage or water quality issues?

ADMINISTRATION	ESTIMATED LOCAL MATCH	ELIGIBLE PROJECT CATEGORIES/TYPES	CONSIDERATIONS FOR COMPETITIVENESS
SS4A – Safe Streets for All			
NCTCOG (required applicant)	Minimum 20% Estimated Project Award: - Planning & Demonstration (Action Plan): \$100,000 - \$10,000,000 - Implementation: \$2,500,000 - \$25,000,000	Planning & Demonstration Development of an SS4A Action Plan: Goal-Setting and Public Commitment, Planning Structure, Safety Analysis, Community Engagement, Policy/Plans/Standards Assessment, Strategic Project Selections, Monitoring Supplemental Planning: Road Safety Audits, Safety Analysis & Data Collection, Targeted Equity Assessments Demonstration Activities: Feasibility Studies, MUTCD Engineering Studies, Pilot Programs <i>A condensed and targeted version of the Dallas Bike Plan for a strategic area of the city and subset of bike network projects could serve as the foundation for developing an SS4A Action Plan. Completion of a SS4A Action Plan is required for subsequent Implementation Grant application</i> Implementation - Funds projects and strategies identified in previously completed SS4A Action Plan - May include Supplemental Planning & Demonstration Activities	☐ Does this project address a significant safety issue? ☐ What connections does this project have to the broader network? Does this fill a significant gap in the current bike network to address regional connectivity issues? ☐ Is this project in an under-served community? (<i>especially significant for Implementation Grants</i>) ☐ Can this project incorporate innovative technologies? ☐ Has this project established and/or employed a robust and equitable public engagement strategy?
TA – Transportation Alternatives Set-aside Program			
USDOT (applications are coordinated with TxDOT) - City, NCTCOG, DART, or school district can act as Project Sponsor - Sponsors limited to three applications each - NCTCOG administers funds - Work with Local Government Project Section Coordinator (TxDOT offers “LGP101” training) Estimated Timeline - Required coordination meetings for Project Sponsors are Q4 the year prior to applications opening - Call for projects opens end of Q4 year prior to year of application - Preliminary application due early Q1 year of application - Required Project Sponsor meetings held early Q2 year of application - Detailed application due end Q2 year of application - Project award expected Q3 year of award	20% TxDOT offers flexibility in local match for construction (Cash, Transportation Development Credits [TDCs], Overmatch)	Community-Based Infrastructure - City of Dallas is not eligible. Large Scale Transportation Infrastructure (\$5M-25M award) - Bike, shared use path, sidewalk infrastructure improvements - Infrastructure-related projects to improve safety for non-motorized transportation - Construction of boulevards located in right-of-way of highways that improve bike pedestrian, and transit user access - Examples: Long distance routes, shared use paths in rail or utility corridors, connections to intermodal hubs, comprehensive/area-wide accessibility improvements, mitigate barriers to biking) Active Transportation Network Enhancements (\$1M minimum award) - Quick construction or installation activities - Support active transportation networks - Infrastructure projects with limited or no design and no right-of-way acquisition activities - Can be completed quickly after award - Examples: Signal improvements, bikeshare bikes & kiosk installations, city-wide bike parking installations, city-wide high visibility crosswalk installations, converting visually separated bike lanes to physically separated bike lanes, bike/pedestrian counters) Active Transportation Non-Infrastructure (\$100,000 minimum award) - Planning documents to assist communities develop non-motorized transportation networks	☐ How does the project improve safety, accessibility, or mobility? ☐ How does the project serve all ages and abilities? ☐ Does the project exceed minimum design requirements or use innovative technologies? ☐ Is the project on the Texas Bicycle Tourism Trail network? ☐ Is the project in an existing high-crash area? ☐ Does the project improve access to public transportation? ☐ Does the project improve safe access to schools? ☐ Is the project along a long-distance bike route? ☐ Does the project provide accessibility improvements for disabled communities? ☐ Is the project shovel-ready? ☐ Have permits/right-of-way been acquired? ☐ Is it on the NCTCOG's TIP? ☐ How does the project address equity issues? ☐ Was there a robust community engagement process? ☐ Is there public support for the project? ☐ Are there any transformational elements included in the project (eliminates significant barrier, mitigates impacts to underserved communities, goes-with another project, significant economic development potential, innovative technologies, etc.)?

ADMINISTRATION	ESTIMATED LOCAL MATCH	ELIGIBLE PROJECT CATEGORIES/TYPES	CONSIDERATIONS FOR COMPETITIVENESS
SRTS – Safe Routes to School			
NCTCOG via Transportation Alternatives Set-Aside, approved by the Regional Transportation Council. Leverages federal Transportation Alternatives (TA) funds or Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds	20%	• Shared-use paths (trails) • Multimodal connections to existing rail stations • Safety-technology improvements in locations with a history of crashes • Pedestrian and bike infrastructure that will substantially improve safety and the ability for students to walk and bike to school.	☐ Is this project within a 2-mile radius of a school? If so, does that school have an established SRTS plan?
TCP – Thriving Communities Program			
USDOT <i>Applicants</i> For Funding – Notice of Funding Opportunity (NOFO): City of Dallas For Assistance Only – Letter of Interest (LOI): City of Dallas, NCTCOG, DART	Estimated NOFO award amount: Between \$3.5M-\$6M for a 2-year period of performance	Categories • Notice of Funding Opportunity (NOFO) • Letter of Interest (LOI) Types • Complete Neighborhoods– Focused on urban and suburban communities located within Metropolitan Planning Organization areas to help advance complete streets policies and coordinate transportation with land use, housing, and economic development. • Complete Transit-Oriented Neighborhoods – Focused on urban and suburban communities located within metropolitan regions working to advance equitable transit-oriented development and improve safe, reliable, and accessible transit service. • Networked Communities– Focused on communities located near ports, airports, freight, and rail facilities to address mobility, access, housing, environmental justice, and economic issues. • Main Streets – <i>City of Dallas is not eligible.</i>	☐ Does this project specifically serve equity and marginalized populations and/or majority disadvantaged or underserved communities? ☐ Does this project increase access to transit? ☐ Does this project connect or create greater access to redeveloped or revitalized activity centers? ☐ Does the project address issues of environmental or public health inequities?

Additional Grant Opportunities

Other non-governmental grants for consideration include, but are not limited to, the following sources:

League of American Bicyclists Spark Grant

Up to \$1500 award

Application Deadline: early Q2

Fundable Activities

- One Time Event
- Series of Events
- Classes/Educational Opportunity
- Pop-up Infrastructure/Traffic Calming*
- Placemaking/Tactical Urbanism*
- End-of-Trip Facilities (bike parking/fix-it stations, etc.)
- Giveaways or subsidies for bike equipment and/or accessories (e.g., lights, helmets, bells, locks, etc.)
- Bike audit, count, survey, or other evaluation/assessment effort (must have follow-up/community involvement to be eligible)

**Funding can only support temporary/non-permanent structures and materials such as paint, vertical delineators, bollards, and signage.*

People for Bikes Community Grant Program

Up to \$10,000 award

Local match: 50% (higher preferred)

Application Deadline: Q3

Fundable Activities

Tasks:

- Engineering and design work,
- Construction costs including materials, labor and equipment rental
- Reasonable volunteer support costs (staffing that is directly related to accomplishing the goals of the initiative)

Projects:

- Bike paths, lanes, trails, and bridges
- End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage



Bike to City Hall Day
Nov. 2, 2022