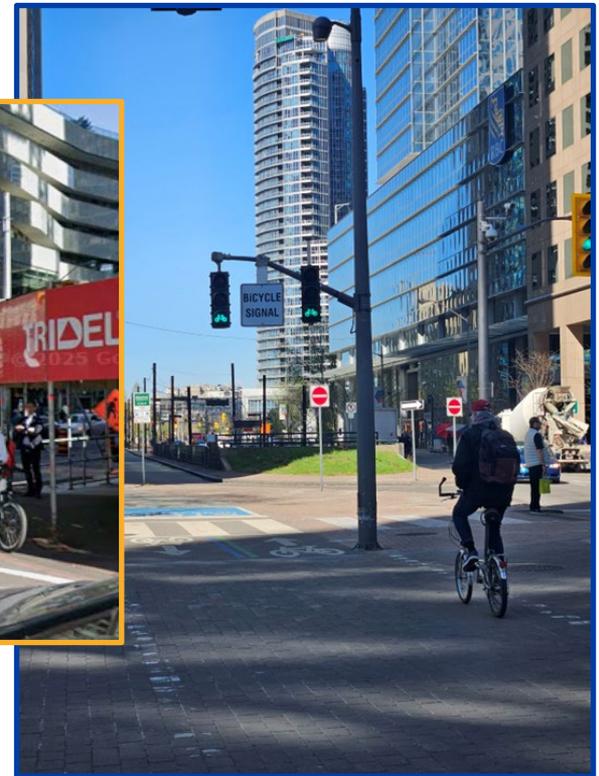


RECOMMENDING AND REMOVING BIKE LANES IN NORTH AMERICA

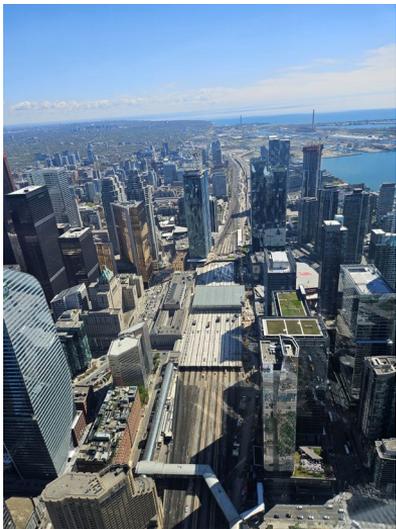
Anna Mesa-Zendt, AICP – City of El Paso
Stephanie Taylor, PE, PTOE - LJA
TexITE Fall Meeting
September 25, 2025



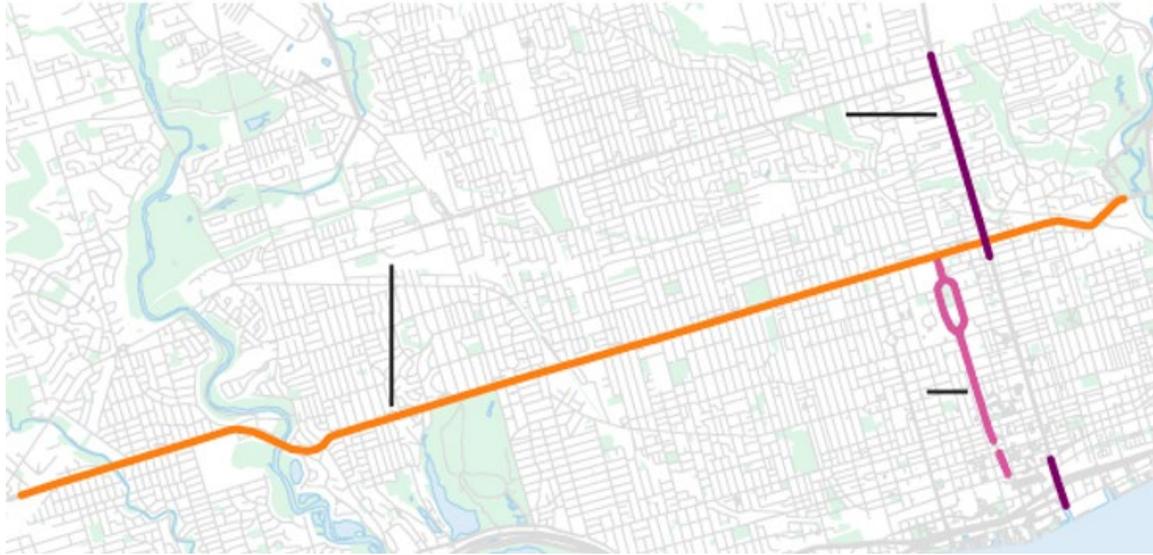
- Current Situation
 - Toronto
 - Houston
 - Mexico City
- The Wrong Reasons
- The Right Reasons
- El Paso Bike Plan Update



- Downtown (“Old Toronto”) is provincial seat of Ontario
- Truly multimodal with heavy/light rail, ships, buses, personal vehicles, walking and cycling
- PM peak hour bike volumes can be higher than cars

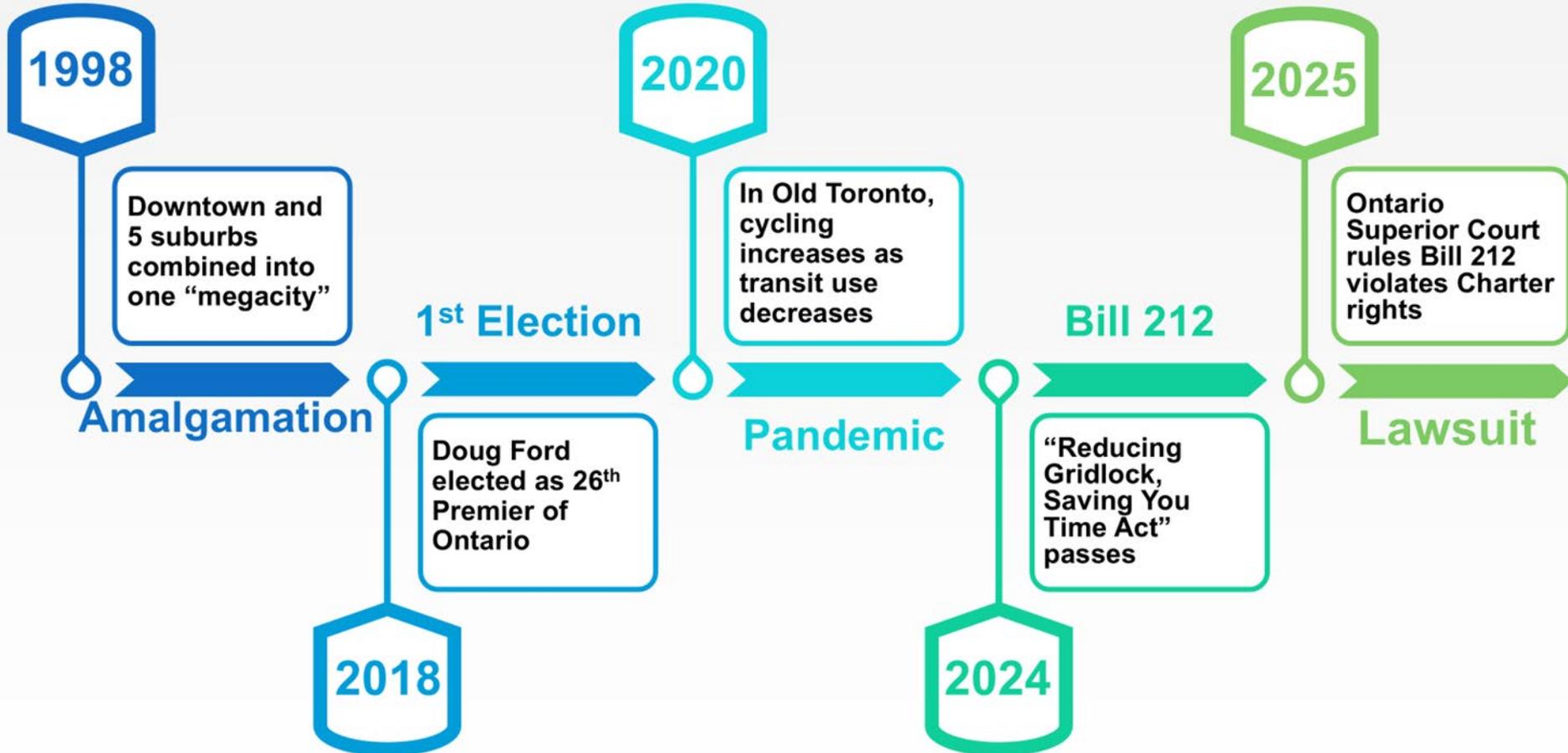


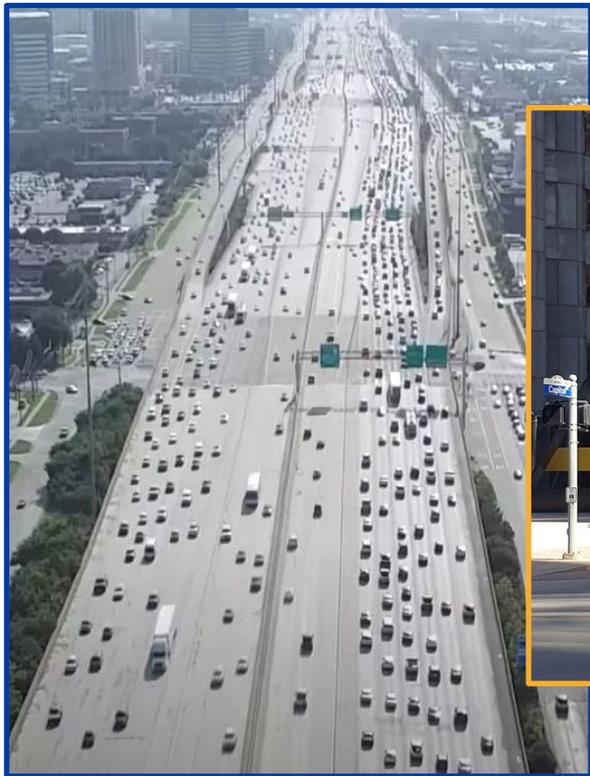
- Accelerate highway construction
 - Highway 413
- Remove bike lanes
 - University Avenue
 - Bloor Street
 - Yonge Street
- Special approval needed to replace travel lanes with new bike lanes
- Indemnification Clause
 - Province cannot be sued if cyclists are injured/killed on roadways where bike lanes have been removed



PASSED

November 25, 2024



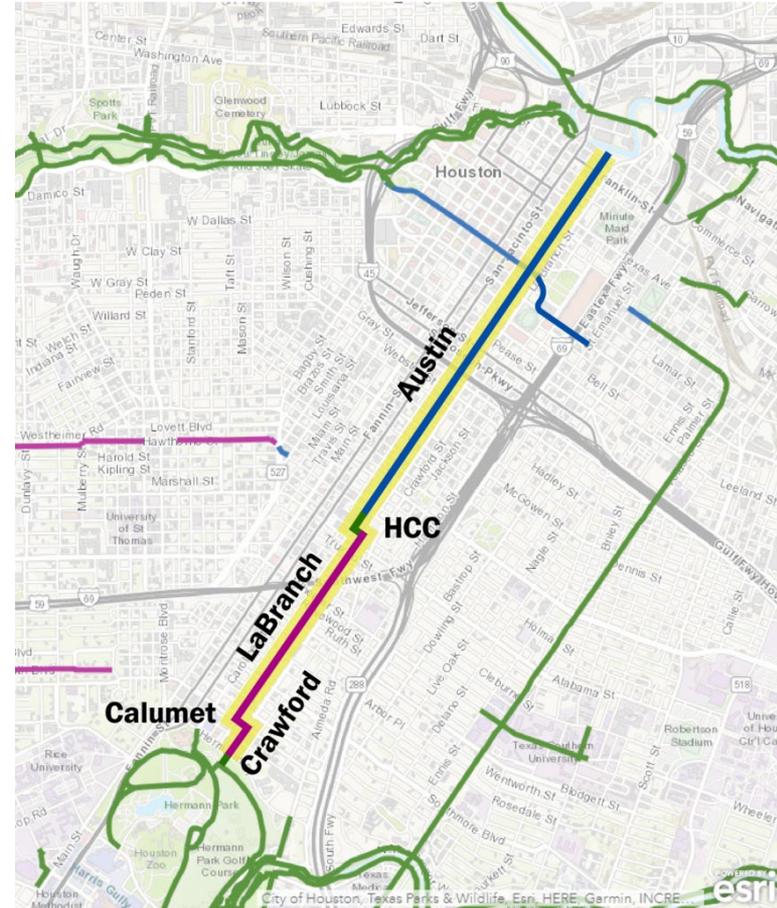


- Sprawling, car-centric metropol
- 4th largest city in the U.S.
- Set goal to become Gold-certified Bike Friendly City by 2027



- Adopted in 2017
- Called for dedicated on-street bike lane for Austin St

Figure 3.9 Bikeway Preferences



Two-way cycle track installed on one-way street

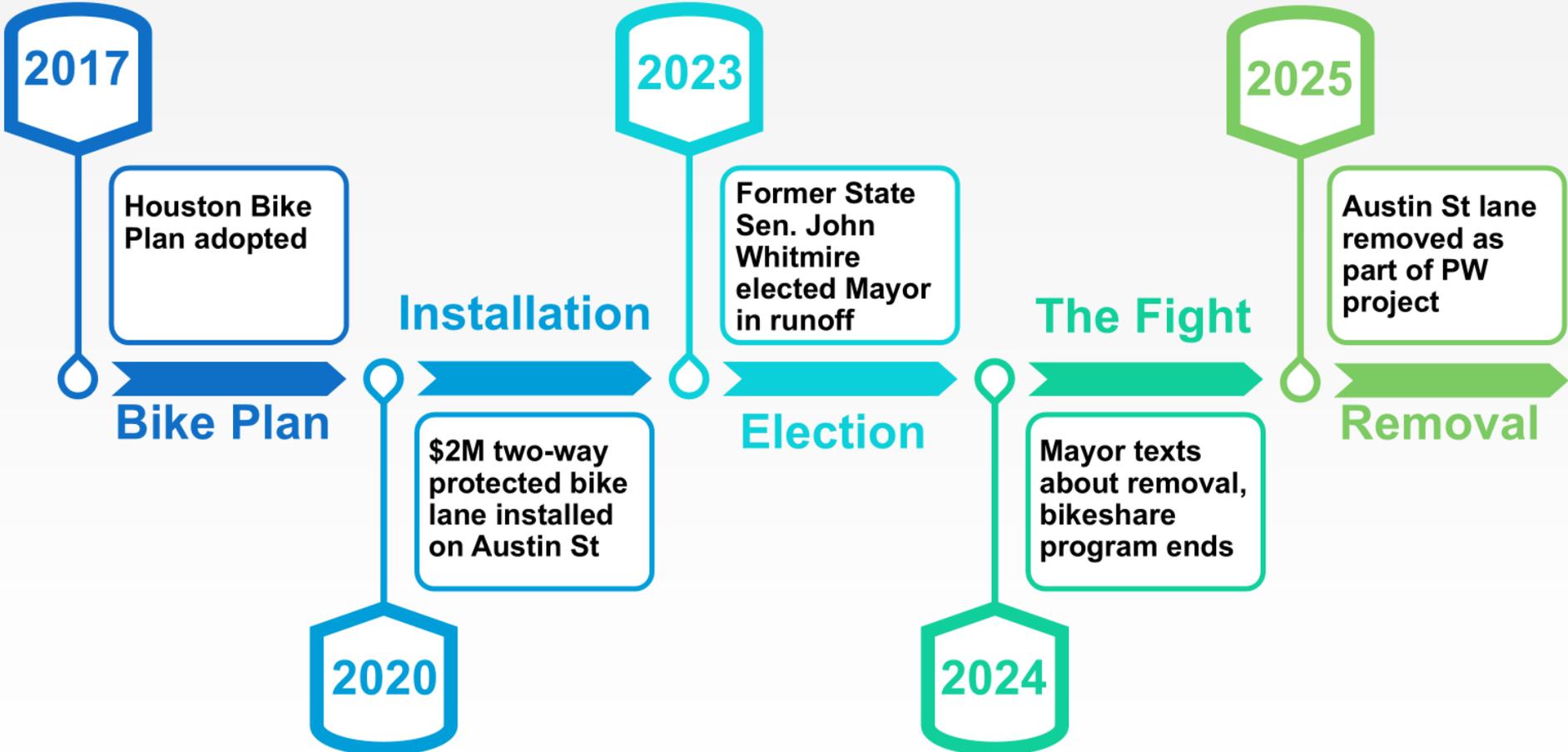


Whitmire said, "I'm **resurrecting the fight against the 2-way bike lane** on Austin St." to senior adviser Marlene Gafrick in 2024 before the bike lane was closed, per the texts.

"BikeHouston, (Harris County Commissioner Rodney) Ellis and Planning Department leaders are bullies who have ignored the impact of the bikeways on the community," Whitmire texted. "This is not right, and **it's time for change.**"

"Texts shed light on Whitmire's battle against Austin Street bike lane,"

Axios, August 12, 2025





2007

Sunday Streets program starts

2017

Areli Carréon elected as Bike Mayor (1st in Latin America)

2025

CDMX congestion ranked worst globally based on 2024 data

2010

Ecobici begins bikeshare service (1st in Latin America)

2020

Bicitekas advocates for and installs pop-up bike lanes

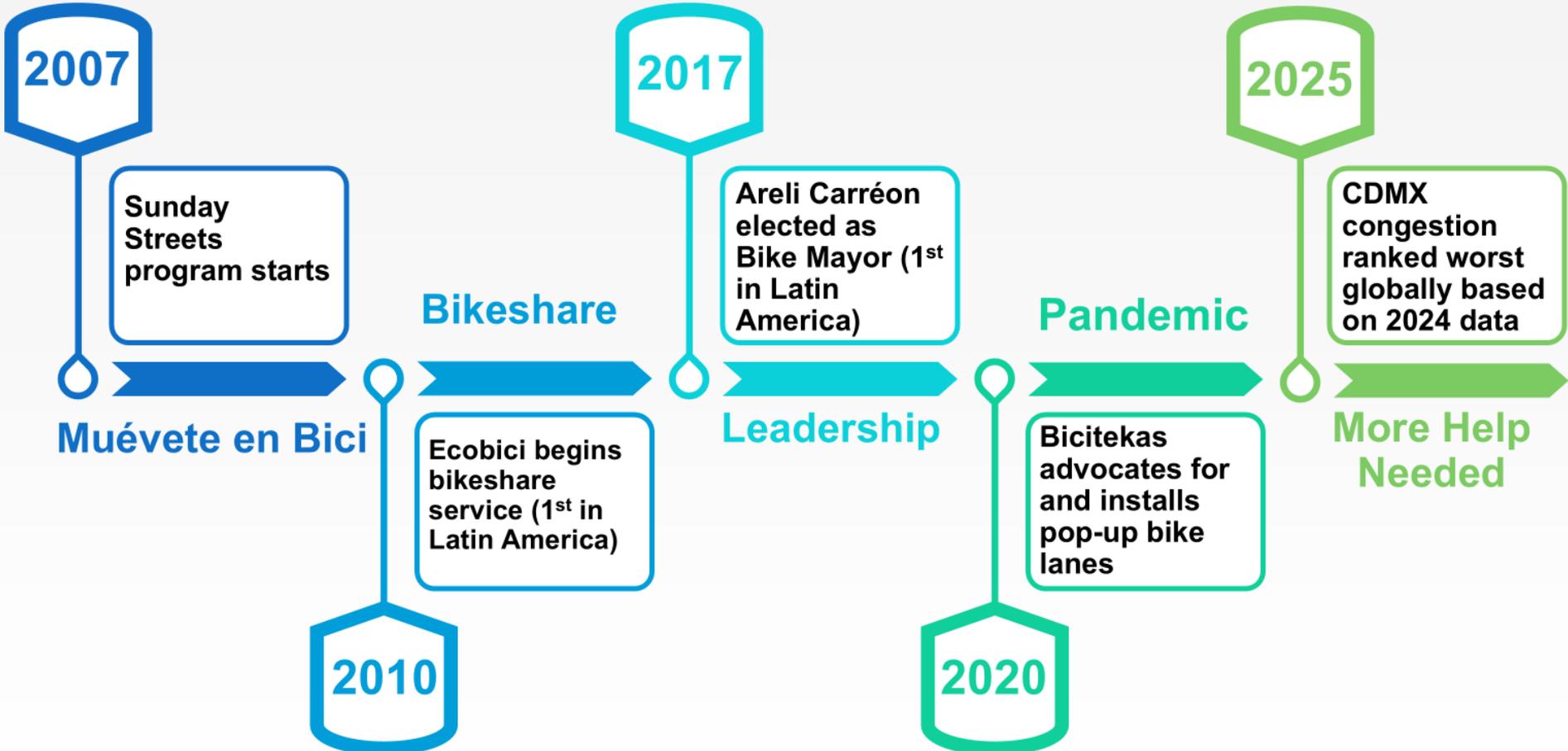
Bikeshare

Leadership

Pandemic

More Help Needed

Muévete en Bici



**Political will without
our expertise cannot
be the foundation
for transportation
infrastructure
choices**

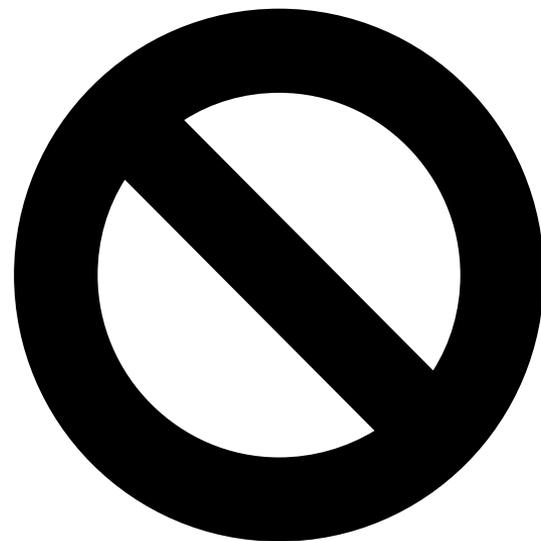
**Political will without
our expertise cannot
be the foundation
for transportation
infrastructure
choices**

Traffic Calming

Congestion Management

Request from elected official

Funding is available for unplanned facility



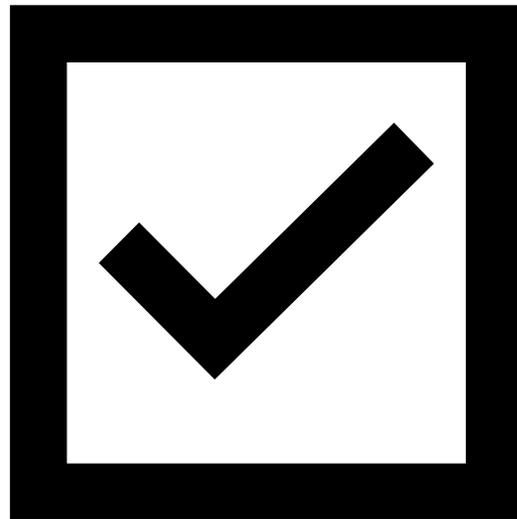
Safety

ROW Management

Community Desire

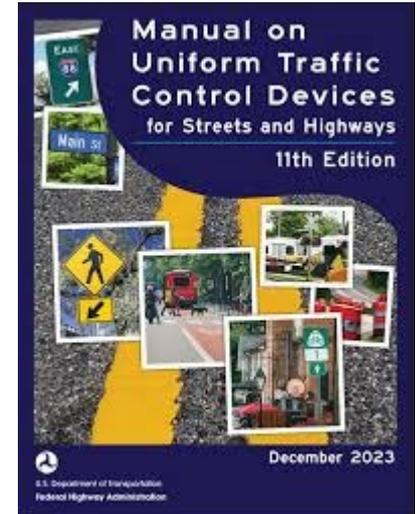
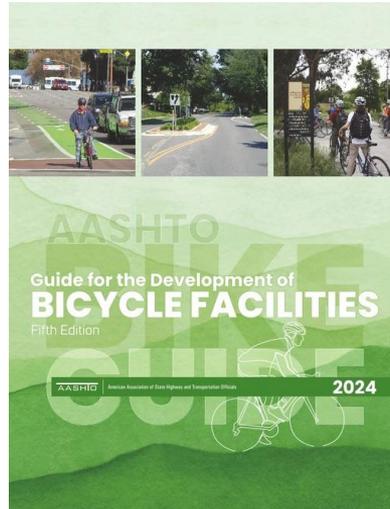
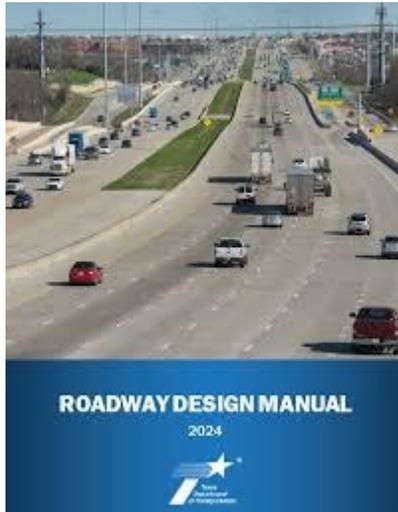
Applicable Standards

Adopted Bike Plan



Applicable Standards

- Bikeway facility type selection guidance
- Best practices for signage and marking
- Positive interaction with alternative intersection designs



THE EI PASO BIKE PLAN

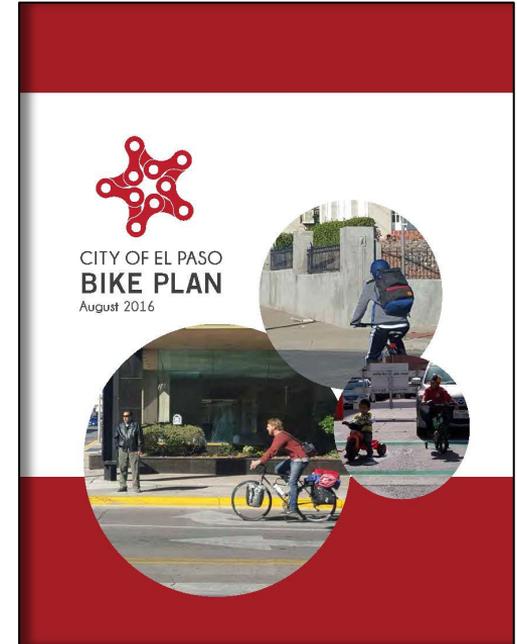
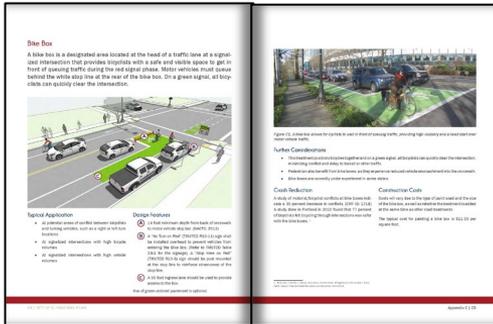
FALL 2025



THE 2016 BIKE PLAN

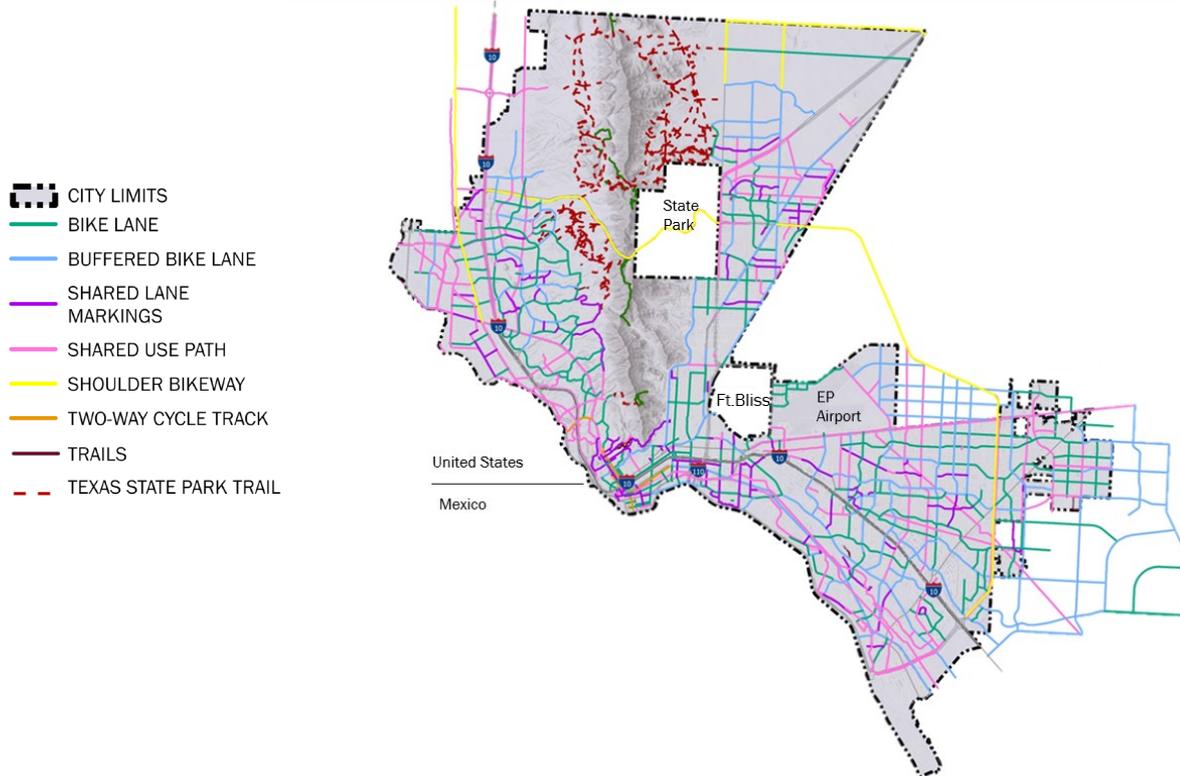
Adopted in 2016, the El Paso Bike Plan recommended policies, facilities, and programs to pursue

- Evaluated existing system, needs, and demand
- Recommended extensive bike network and policy changes
- Leveraged grant funding and routine maintenance
- Followed by Complete Street and Vision Zero Adoption
- Successfully implemented the construction of **475 miles** of biking facilities



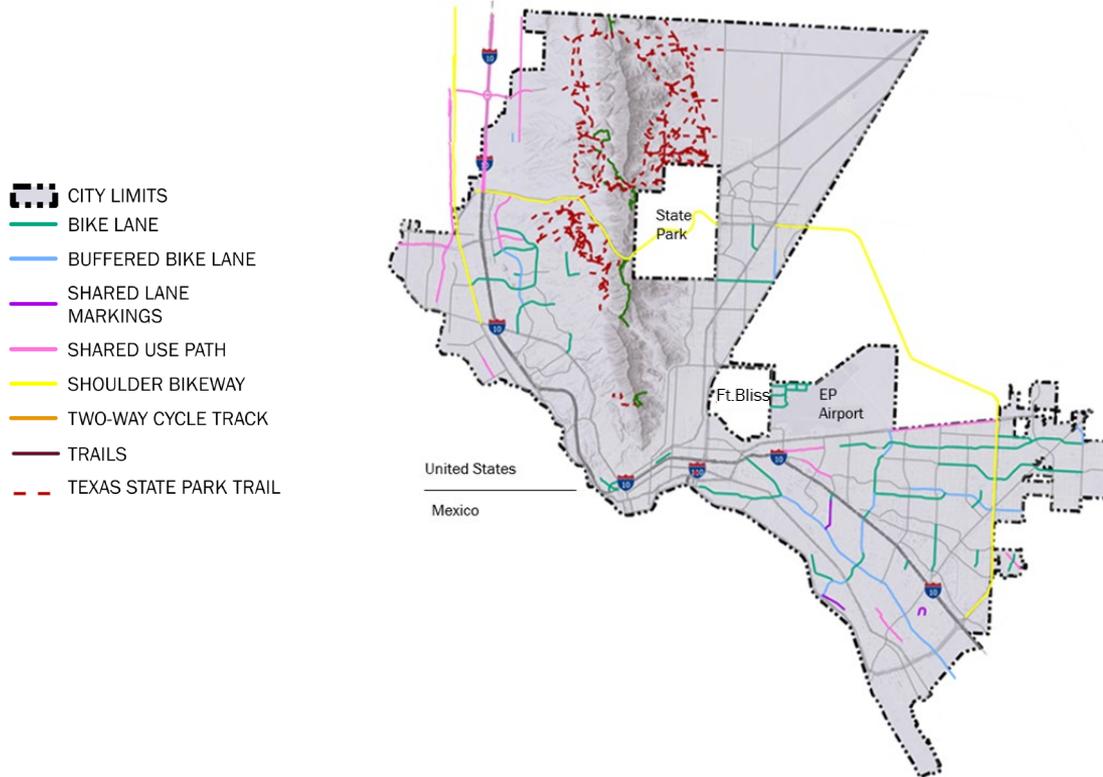
THE RECOMMENDED BIKE NETWORK IN 2016

1,000 Miles of Bike Lanes, Buffered Bike Lanes, Shared Use Paths, and Shared Lane Markings



THE BIKE NETWORK IN 2016

140 Miles of Bike Lanes, Buffered Bike Lanes, Shared Use Paths, and Shared Lane Markings

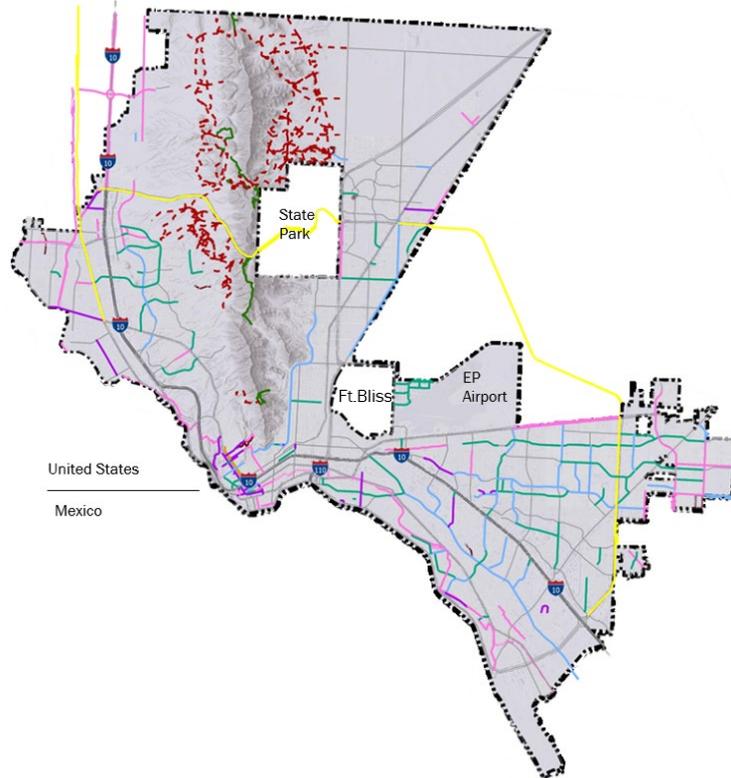


THE BIKE NETWORK IN 2025

615 Miles of Bike Lanes, Buffered Bike Lanes, Shared Use Paths, and Shared Lane Markings

*Map includes funded and designed facilities that may not be constructed yet

-  CITY LIMITS
-  BIKE LANE
-  BUFFERED BIKE LANE
-  SHARED LANE MARKINGS
-  SHARED USE PATH
-  SHOULDER BIKEWAY
-  TWO-WAY CYCLE TRACK
-  TRAILS
-  TEXAS STATE PARK TRAIL



THE 2016 BIKE PLAN: LESSONS LEARNED

- First and last mile connections
- Maintenance, design standards, and different users
- Facility recommendations often correspond to street classification, speed limit, density, and land use, but not ROW and Utility Constraints



WHAT'S NEXT

The City of El Paso was awarded Federal Transit Administration Grant Funds to update the 2016 Bike Plan

- First and last mile connections
- Countywide Mobility Plan
- Alignment with Complete Street Policy, Vision Zero, and Safe Routes to School
- Regional collaboration, wayfinding, and signature bikeways
- Code amendments and policy changes





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elpasotexas.gov/capital-improvement/bike-planlanes/

Employee-Owned. Client Focused.