

**Bicycle Use on the State Highway System
Texas Department of Transportation – Fort Worth District**

**In coordination with
North Central Texas Council of Governments**

VIRTUAL PUBLIC HEARING SCRIPT

Thursday, May 6, 2021 to Friday, May 21, 2021

SLIDE 1 - Introduction Slide

Welcome to the virtual public hearing for the Bicycle Use on the State Highway System presented by the Texas Department of Transportation, Fort Worth District. We appreciate your interest in this program and welcome each of you.

Please note that this presentation can be paused at any point to allow you more time to review the slides.

SLIDE 2 - Virtual Public Hearing in Response to Public Health

Due to the COVID-19 outbreak, along with our commitment to protecting public health, TxDOT is conducting this virtual public hearing to minimize in-person contact.

This presentation will cover the same information that the Fort Worth District would have shared at a live hearing. However, the comment process will be different and that will be explained shortly. All project information and supplemental materials can be found on the project website.

SLIDE 3 - Public Hearing Purpose

The purpose of this public hearing is to provide information on transportation projects that might affect bicycle use, plans, policies, and programs for the TxDOT Fort Worth District and NCTCOG, and to receive public comment, as well as provide a general overview of the guidelines the TxDOT Fort Worth District follows when identifying the need for bicycle facilities along a state highway.

SLIDE 4 – Texas Administrative Code/Federal Highways Administration

Requirements

This public hearing is being held in compliance with both federal and state laws, which are listed on this slide. Following the end of the public comment period that ends May 21, 2021, the Department will proceed with the preparation of the final public hearing summary report. Your statements and comments will be addressed in this documentation and will be given full consideration in moving forward in developing, planning and programming of our bicycle projects. The public hearing summary report and comment response form will be posted to the Fort Worth Bicycle Program website once they are prepared.

SLIDE 5 – Planning and Designing Bicycle Facilities

Connectivity is an important aspect of the planning, development, and construction of effective bicycle routes. The District works with NCTCOG and local entities, such as cities and counties, to identify bicycle and pedestrian projects that improve safety and connectivity between current and planned regional transportation networks.

TxDOT relies on guidelines and standards that are outlined in the TxDOT Roadway Design Manual, the American Association of State Highway and Transportation Officials (or AASHTO) bicycle and pedestrian design guides, and the Texas Manual on Uniform Traffic Control Devices as the primary resources for planning, designing and operating bicycle and pedestrian facilities.

The National Association of City Transportation Officials (or NACTO) Urban Bikeway Design Guide builds upon the flexibilities provided in the AASHTO guidelines to provide additional recommendations to help communities plan and design safe and convenient accommodations for pedestrian and bicyclists. FHWA supports the use of these resources to further develop non-motorized transportation networks, particularly in urban areas.

SLIDE 6 – TxDOT’s Policy – Urban, Urban Core, Suburban, and Rural Towns

TxDOT also recently updated its design guidelines, which it released in an April 2021 memo entitled “Bicycle Accommodation Design Guidance.” This memo outlines guidelines for bicycle and pedestrian accommodations to be taken into consideration during transportation project planning moving forward.

As stated in the memo, for all types of projects within an urban, urban core, suburban, and rural town setting, TxDOT will provide the recommended bicycle accommodations based on traffic volumes and posted speed limits, as determined by the graph shown on the next slide. Pedestrian accommodations

would be designed to meet Texas Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines requirements.

Bicycle accommodations for bridge projects would include a minimum 5-foot clear space from the adjacent motor vehicle travel lane, with additional separation for roadways identified on the Texas Bicycle Tourism Trails Example Network.

SLIDE 7 – TxDOT’s Policy – Urban, Urban Core, Suburban, and Rural Towns

This slide shows a graph depicting how the recommended bicycle facility is selected for the urban, urban core, suburban, and rural town context. As you can see, the recommended accommodation includes additional separation between motorists and bicyclists as traffic volumes and speeds increase.

SLIDE 8 – TxDOT’s Policy – Rural Areas (Excludes Rural Towns)

For projects within rural areas, excluding rural towns, where project scoping or environmental studies indicate the need for bicycle accommodations, TxDOT will provide the recommended bicycle accommodations based on traffic volumes and posted speed limits, as determined by the graph shown on the next slide. In some cases, including for roadways indicated in TxDOT’s Bicycle Tourism Trails Study, an 8-foot wide shoulder, shared use path or other locally preferred facility type may be provided.

Bridge projects in rural areas would include the same facilities provided in urban areas.

SLIDE 9 – TxDOT’s Policy – Rural Areas (Excludes Rural Towns)

This slide shows a graph depicting how the recommended bicycle facility is selected for rural areas, excluding rural towns. As shown, shared lanes are recommended for roadways with low speed and low traffic volumes. As speed and traffic volumes increase, increased shoulder widths are proposed to accommodate bicyclists.

SLIDE 10 – Bicycle Accommodation Information

To learn more about TxDOT’s Bicycle and Pedestrian program, please visit the website shown on this slide. This website provides information on the planning and design, funding opportunities, and various other resources about bicycle and pedestrian accommodations and safety, as required by U.S. Department of Transportation and TxDOT policy.

SLIDE 11 – I-35W at BUS 35W

The next few slides show the Fort Worth District projects included in this public hearing. Please note that plans for these projects may be subject to change since they are still being designed.

The I-35 West at Business 35 West project is located on the northwest side of Alvarado in Johnson County. This project would include approximately 1.2 miles

of sidewalks, shared use paths, and 5-foot wide shoulders between County Road 604 and County Road 707 to U.S. Highway 67.

The I-35 West at Business 35 West project costs approximately \$10.4 million and uses federal and state funding sources. The project is anticipated to let in 2021 and be complete in 2023.

SLIDE 12 – I-30

The I-30 project is located in west Fort Worth in Tarrant County. This project would include approximately 3.3 miles of shared use paths between Linkcrest Drive and I-820.

The I-30 project costs approximately \$125 million and uses federal and state funding sources. The project is anticipated to let in 2024 and be complete in 2025.

SLIDE 13 – FM 1810

The FM 1810 project is located in northwest Decatur in Wise County. This project would include approximately 4.1 miles of sidewalks and shared use paths between west of County Road 1170 and US 81.

The FM 1810 project costs approximately \$52.5 million and uses federal and state funding sources. The project is anticipated to let in 2024 and be complete in 2027.

SLIDE 14 – FM 157

The FM 157 project is located on the south side of Venus in Johnson County. This project would include approximately 0.4 mile of sidewalks and shared use paths between 8th Street and north of County Road 108B.

The FM 157 project costs approximately \$6.6 million and uses state funding. The project is anticipated to let in 2024 and be complete in 2027.

SLIDE 15 – SH 183

The SH 183 project is located in west Fort Worth in Tarrant County. This project would include approximately 5 miles of sidewalks and shared use paths between I-30 and SH 199.

The SH 183 project costs approximately \$76.5 million and uses federal and state funding sources. The project letting and completion dates have yet to be determined.

SLIDE 16 – Fort Worth District Staff

This slide identifies the personnel with the Fort Worth District whose responsibilities include ensuring successful planning, development, and constructions of these bicycle and pedestrian facilities.

SLIDE 17 – How to Submit Public Comments

There are several ways to submit your questions and comments regarding

TxDOT's bicycle program and the projects presented in this presentation. You may go to www.keepitmovingdallas.com and fill out an online comment form or print a comment form and email or mail it to Texas Department of Transportation, Attention: Mr. Phil Hays, 2501 S.W. Loop 820, Fort Worth, Texas 76133, or you may leave a voicemail message at (833) 933-0442.

All of your statements, comments, and questions will be given careful consideration during the preparation of the public hearing summary report. Furthermore, all information in regard to this public hearing will also be posted at www.keepitmovingdallas.com under "Public Hearings/Meetings" and the TxDOT website under "Inside TxDOT Hearings and Meetings Schedule". Comments must be received or postmarked by Friday, May 21, 2021 to be included in the official record.

SLIDE 18 – Thank You!

We sincerely appreciate your interest in the Fort Worth District Bicycle Program. Your questions, comments and concerns will receive careful consideration.

Thank you very much. This concludes the presentation, and the hearing is now adjourned.

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