



October 30, 2024

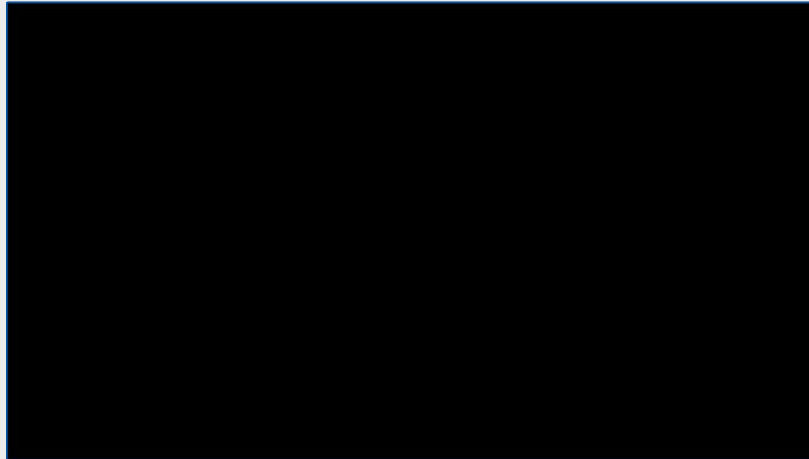
DISTRICT BICYCLE PROGRAM

TxDOT Dallas District Public Hearing
Bicycle Use on the State Highway System

Slide 1 – Introduction

Welcome to the virtual public hearing for Bicycle Use on the State Highway System presented by the Texas Department of Transportation (or TxDOT), Dallas 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. Please listen to the following message from TxDOT Leadership.

Welcome



Travis Campbell, P.E.

Director of Transportation Planning and Development
Texas Department of Transportation (TxDOT) – Dallas District

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Slide 2 – Welcome!

I'm Travis Campbell, Director of Transportation Planning and Development for the TxDOT Dallas District. Thank you for joining us as we conduct this virtual public event. Understanding how our projects impact communities is important to TxDOT. The following presentation will provide instruction on how you can connect with us and provide vital input about this project. We will continue to work closely with stakeholders, communities, and the public as we move forward. Thank you for your time and interest in improving our transportation system and we look forward to receiving your comments.

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit



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Slide 3 – End the Streak TX

November 7, 2000 was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

Agenda

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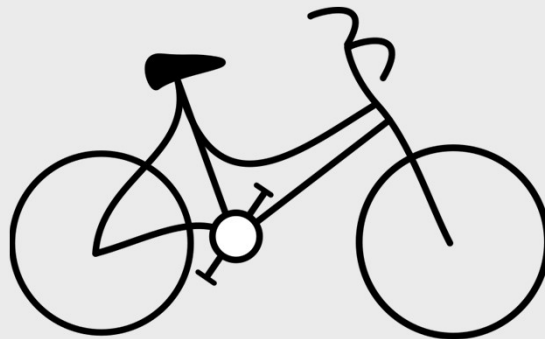
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Slide 4 - Agenda

Today's presentation will cover the purpose of this public hearing, planning and design of proposed bicycle facilities, TxDOT policy, bicycle accommodation information, additional programs, Dallas District projects, Dallas District staff contact information, and how to provide comments. The term bicycle facilities, as referenced throughout this presentation, refers to plans to accommodate or encourage bicycling, including bikeways, bicycle detection, shared lanes, and shared lane markings, wayfinding, as well as parking and storage facilities according to the TxDOT Roadway Design Manual.

Purpose of the Public Hearing

The purpose of the public hearing is to provide information on the bicycle plans, policies, and programs for the TxDOT Dallas District and North Central Texas Council of Governments (NCTCOG), and to receive public comment.



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Slide 5 – Public Hearing Purpose

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

TAC/FHWA Requirements

Public involvement activities are conducted in accordance with the requirements codified in:

- Texas Administrative Code (TAC) at 43 TAC 2.101 to 2.110 and 43 TAC 1.5 – Public Participation and Public Hearing
- 43 TAC 25.55 – Comment Solicitation on Bicycle Road Use
- Code of Federal Regulations (CFR) at 23 CFR Part 771 for federal projects

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Slide 6 – 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 November 25, 2024, 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 our bicycle projects. The public hearing summary report and comment response form will be posted to the Dallas District Bicycle Program website once they are prepared.

Planning and Designing Bicycle Facilities

- Connectivity – Mobility 2045 by the Regional Transportation Council
 - Adopted by City Council, Regional Metropolitan Planning Organization, local commission, and/or Texas Transportation Commission.
 - Generally, identifies preferred bicycle route(s), potential deficiencies, and future planned bicycle facilities.
- Standards and Guidelines
 - TxDOT Roadway Design Manual (December 2022)
 - American Association of State Highway and Transportation Officials (AASHTO)
 - Guide for the Development of Bicycle Facilities (2012)
 - National Association of City Transportation Officials (NACTO)
 - Urban Bikeway Design Guide (2014)
 - Texas Manual on Uniform Traffic Control Devices (TxMUTCD) (2011)
 - Pavement Marking and Signage



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Slide 7 – Planning and Designing Bicycle Facilities

Connectivity is an important aspect of the planning, development, and construction of effective bicycle routes. The Dallas 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 pedestrians and bicyclists. The Federal Highway Association supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

TxDOT's Policy – Urban, Urban Core, Suburban, and Rural Towns

- TxDOT design guidelines for bicycle and pedestrian facilities updated in December 2022
- New construction, reconstruction or widening projects:
 - Provide the recommended bicycle accommodation based on traffic volumes and speed.
 - Accommodations should be designed to meet Texas Accessibility Standards(TAS)/Americans with Disabilities Act Accessibility Guidelines(ADAAG) requirements.
- Projects involving bridge replacement, bridge deck replacement, or bridge rehabilitation:
 - Provide 5-foot minimum clear space (4-foot shoulder and 1-foot offset measured to the toe of the barrier). Where feasible, desirable shoulder widths should be used.
 - For roadway identified on the Texas Bicycle Tourism Trails Example Network, provide the preferred 10-foot (minimum 8-foot) shoulder width.



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Slide 8 – TxDOT's Policy – Urban, Urban Core, Suburban, and Rural Towns

TxDOT updated its design guidelines in a December 2022 memo titled "Bicycle Accommodation Design Guidance." This memo outlines guidelines for bicycle and pedestrian accommodations to be taken into consideration during transportation project planning moving forward.

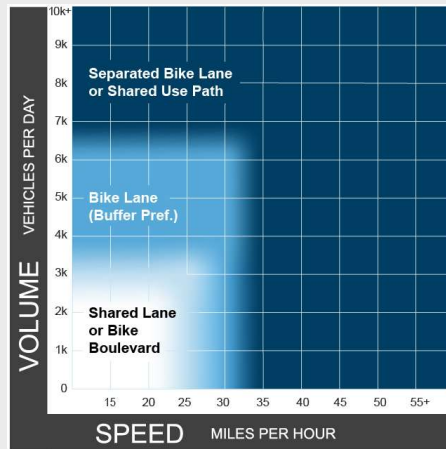
As stated in the memo, for all types of projects within an urban, urban core, suburban, and rural town setting, TxDOT will provide the recommended bicycle accommodations based on traffic volumes and posted speed limits, as determined by the graph shown on the next slide.

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

Bicycle accommodations for TxDOT bridge projects would include a minimum 5-foot clear space from the adjacent motor vehicle travel lane, with a minimum 8-foot separation for roadways identified on the Texas Bicycle Tourism Trails Example Network.

TxDOT's Policy – Urban, Urban Core, Suburban, and Rural Towns

Recommended bicycle facility selection for urban, urban core, suburban, and rural town context



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Slide 9 – 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.

TxDOT's Policy – Rural Areas (Excludes Rural Towns)

- New construction, reconstruction or widening projects:
 - When scoping and environmental studies indicate a need for bicycle accommodations, provide the recommended bicycle accommodation.
 - In some cases, a shared use path or other locally preferred facility type may be identified during stakeholder outreach.
 - Roadways indicated in TxDOT's Bicycle Tourism Trails Study should be redesigned with a minimum 8-foot shoulder, a shared use path, or another locally preferred facility type.
- Projects involving bridge replacement, bridge deck replacement, or bridge rehabilitation:
 - Provide 5-foot minimum clear space (4-foot shoulder and 1-foot offset measured to the toe of the barrier). Where feasible, desirable shoulder widths should be used.
 - For roadways identified on the Texas Bicycle Tourism Trails Example Network, provide the preferred 10-foot (minimum 8-foot) shoulder width.



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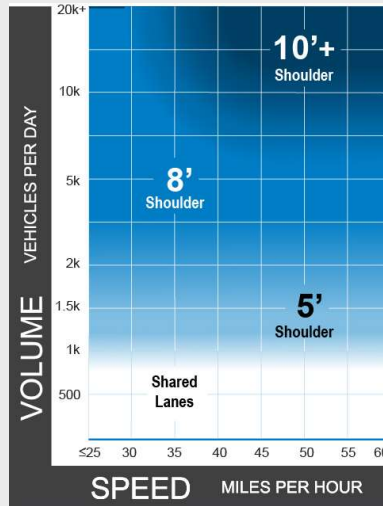
Slide 10 – TxDOT's Policy – Rural Areas (Excludes Rural Towns)

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.

TxDOT's Policy – Rural Areas (Excludes Rural Towns)

Recommended bicycle facility selection for rural context



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Slide 11 – 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.

TxDOT Bicycle Accommodation Information

- TxDOT Design Resources
 - Bicycle Accommodation Design Guidance
 - State of the Practice in Bicycle and Pedestrian Accommodation
 - Roadway Design Manual
 - Bikeway Types
- TxDOT Planning Resources
 - Statewide Active Transportation Plan
 - District Bicycle Plan Pilot
 - Texas Pedestrian Safety Action Plan
 - Bicycle and Pedestrian Count Program
- National Resources
 - AASHTO Development of Bicycle Facilities
 - NACTO Urban Bikeway Design Guide
 - FHWA Bicycle and Pedestrian Design Publications
 - FHWA Bicycle and Pedestrian Guidance
- Americans with Disabilities Act (ADA)
 - Proposed Public Rights of Way Accessibility Guidelines for Sidewalks and Shared Use Paths
- These and Other Resources are available at
 - <https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing.html>

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Slide 12 – Bicycle Accommodation Information

TxDOT has several resources available for bicycle accommodation including TxDOT design and planning resources, national resources, and the Americans with Disabilities Act (ADA) accommodations, as required by U.S. Department of Transportation and TxDOT policy. To learn more about TxDOT's Bicycle and Pedestrian program, please visit the website

<https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing.html> as shown on this slide.

Additional Programs

- Statewide Active Transportation Plan
 - **Improve Safety, Comfort, and Accessibility** – Designing and maintaining safe infrastructure, and better active transportation facilities increases safety for all modes.
 - **Enhance Connectivity** - Foster connectivity of active transportation facilities within and between communities.
 - **Address Community Needs** – Connecting residents to key amenities, employment centers, schools, and healthcare facilities.
 - **Support Economic Vitality** – Attracting businesses, tourists, and skilled workforce, leading to increased economic activity and job opportunities.
 - **Promote Healthy Communities** – Physical activity has numerous health benefits, including reducing the risk of chronic diseases, improving mental well-being, and overall quality of life.
- Connecting Texas 2050 – Statewide Long-Range Transportation Plan (Adopted Summer 2024)
 - **Connectivity** – Improve multimodal and intermodal connectivity at all levels.
 - **Economic Vitality** – Develop transportation systems that support movement of people and goods to enhance quality of life and promote personal and statewide economic growth.

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Slide 13 – Additional Programs

TxDOT has additional programs and policies directly related to the bicycle and pedestrian system and is currently developing the Statewide Active Transportation Plan which includes goals for improving safety, comfort, and accessibility, enhancing connectivity, addressing community needs; supporting economic vitality by attracting businesses, tourists, and skilled workforce; and promoting healthy communities. Connecting Texas 2050 is currently in development as the new Statewide Long-Range Transportation Plan that focuses on improving connectivity and economic vitality. This plan was adopted by the Texas Transportation Commission in Summer 2024.

SH 180 from NW 6th Street to NE 5th Street

CSJ: 0008-08-078, 0008-08-081, 0008-08-082

Focus Area: City of Grand Prairie – Dallas County

Project Limits: SH 180 from NW 6th Street to NE 5th Street

Project Description: The project would reduce the roadway from a 4-lane to a 2-lane divided roadway to add parking and bicycle lanes

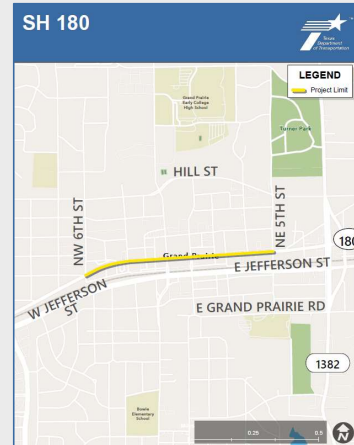
Approximate Length: 0.72 miles

Let Year: 2028

Approximate Completion Date: 2030

Funding Source: Federal, State, and Local

Approximate Cost: \$21,000,000



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Slide 14 – State Highway 180 from Northwest 6th Street to Northeast 5th Street

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

The State Highway (SH) 180 project is located in north central Grand Prairie in Dallas County. This project would include approximately 0.7 mile of bicycle and pedestrian improvements, including bike lanes and parking. Proposed improvements include reducing from a 4-lane to a 2-lane divided roadway to add parking and bicycle lanes. The State Highway 180 project cost is approximately \$21 million dollars and includes federal, state, and local funding. This project is anticipated to start construction in 2028 and is estimated to be completed in 2030.

**N Jefferson Street from Wintergreen Road to E Pleasant Run Road;
E Pleasant Run Road from Jefferson Street to Lancaster-Hutchins Road**

CSJ: 0918-47-239

Focus Area: City of Lancaster – Dallas County

Project Limits: N Jefferson Street and E Pleasant Run Road

Project Description: The project would include widening and reconstructing to a 4-lane divided roadway with bicycle lanes

Approximate Length: 1.34 miles

Let Year: 2027

Approximate Completion Date: 2029

Funding Source: Federal and Local

Approximate Cost: \$10,525,000



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Slide 15 – N Jefferson Street from Wintergreen Road to E Pleasant Run Road; E Pleasant Run Road from Jefferson Street to Lancaster-Hutchins Road

The North Jefferson Street and East Pleasant Run Road project is located in east central Lancaster in Dallas County. This project would include approximately 1.3 miles of bicycle and pedestrian improvements, including bike lanes. Proposed improvements include, widening and reconstructing to a 4-lane divided roadway with bicycle lanes. The Jefferson Street and Pleasant Run Road project cost is approximately \$10.5 million dollars and includes federal and local funding. The project is anticipated to start construction in 2027 and is estimated to be completed in 2029.

N Prairie Creek Road from North of Military Parkway to North of Forney Road

CSJ: 0918-47-244

Focus Area: City of Dallas – Dallas County

Project Limits: N Prairie Creek Road from North of Military Parkway to North of Forney Road

Project Description: The project would include construction to physically separate Prairie Creek Road and the Union Pacific Railroad, and add bicycle lanes

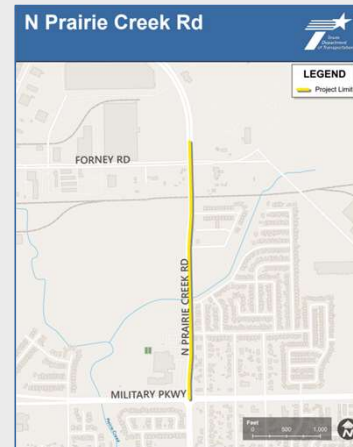
Approximate Length: 0.98 mile

Let Year: 2028

Approximate Completion Date: 2030

Funding Source: Federal and Local

Approximate Cost: \$13,313,653



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Slide 16 – Prairie Creek Road from North of Military Parkway to North of Forney Road

The Prairie Creek Road project is located in east central Dallas in Dallas County. This project would include approximately 1 mile of bicycle and pedestrian improvements, including bike lanes. The proposed improvements include construction to physically separate Prairie Creek Road and the Union Pacific Railroad and add bicycle lanes. The Prairie Creek Road project cost is approximately \$13.3 million dollars and includes federal and local funding. This project is anticipated to start construction in 2028 and is estimated to be completed in 2030.

West Commerce Street from Forth Worth Avenue to Riverfront Boulevard

CSJ: 0918-47-275

Focus Area: City of Dallas – Dallas County

Project Limits: West Commerce Street from Fort Worth Avenue to Riverfront Boulevard

Project Description: The project would include the construction of sidewalks and bicycle lanes

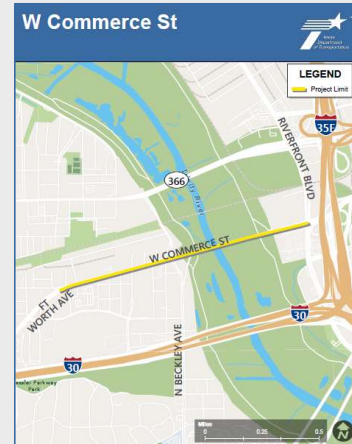
Approximate Length: 1.12 miles

Let Year: 2027

Approximate Completion Date: 2029

Funding Source: Federal

Approximate Cost: \$8,270,000



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Slide 17 – West Commerce Street from Fort Worth Avenue to Riverfront Boulevard

The West Commerce Street project is located in central Dallas in Dallas County. This project would include approximately 1.1 miles of bicycle and pedestrian improvements, including sidewalks and bike lanes. The West Commerce Street project cost is approximately \$8.2 million dollars and includes federal funding. The project is anticipated to start construction in 2027 and is estimated to be completed in 2029.

Park Lane from Greenville Avenue to Hemlock Avenue

CSJ: 0918-47-295

Focus Area: City of Dallas – Dallas County

Project Limits: Park Lane from Greenville Avenue to Hemlock Avenue

Project Description: The project would include reconstructing and striping 4 travel lanes, a left turn lane, bicycle lanes, sidewalks, and intersection improvements at Shady Brook

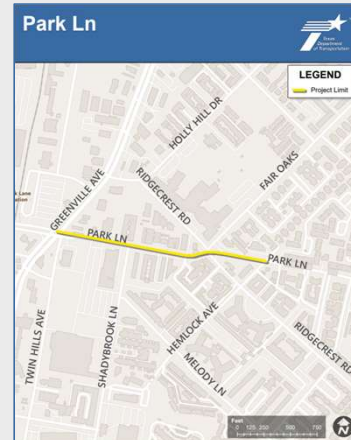
Approximate Length: 0.37 miles

Let Year: 2027

Approximate Completion Date: 2029

Funding Source: Federal

Approximate Cost: \$7,662,535



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Slide 18 – Park Lane from Greenville Avenue to Hemlock Avenue

The Park Lane project is located in northeast Dallas in Dallas County. This project would include approximately 0.4 mile of bicycle and pedestrian improvements, including sidewalks and bike lanes. Proposed improvements include reconstructing and striping 4 travel lanes, a left turn lane, bicycle lanes, sidewalks, and intersection improvements at Shady Brook.

The Park Lane project cost is approximately \$7.6 million dollars and includes federal funding. This project is anticipated to begin construction in 2027 and is estimated to be completed in 2029.

Fair Oaks Avenue from Ridgcrest Road to Walnut Hill Lane

CSJ: 0918-47-376

Focus Area: City of Dallas – Dallas County

Project Limits: Fair Oaks Avenue from Ridgcrest Road to Walnut Hill Lane

Project Description: The project would include the addition of bicycle lanes

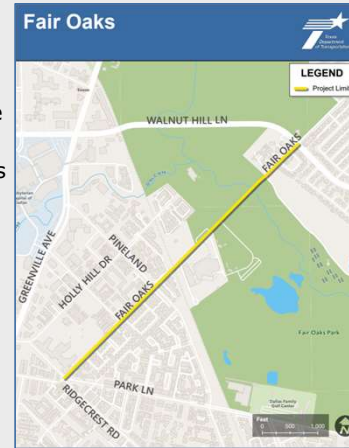
Approximate Length: 1.12 miles

Let Year: 2027

Approximate Completion Date: 2029

Funding Source: Federal and Local

Approximate Cost: \$437,500



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Slide 19 – Fair Oaks Avenue from Ridgcrest Road to Walnut Hill Lane

The Fair Oaks Avenue improvements are located in northeast Dallas in Dallas County. This project is approximately 1.1 miles and includes the addition of bicycle lanes. The Fair Oaks Avenue project cost is approximately \$437 thousand dollars and includes federal and local funding. The project is anticipated to begin construction in 2027 and is estimated to be completed in 2029.

TxDOT – Dallas District Staff

- Mohammed Shaikh, P.E., Environmental Program Manager
 - TxDOT Dallas District Bicycle and Pedestrian Coordinator
 - Mohammed.Shaikh@txdot.gov
- Rachael Twiggs, P.E., Local Government Projects Coordinator
 - Bicycle and Pedestrian Advisory Committee Member (NCTCOG)
 - Rachael.Twiggs@txdot.gov

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Slide 20 – TxDOT Dallas District Staff

Mohammed Shaikh, District Bicycle and Pedestrian Coordinator, is the principal contact at the Dallas District responsible for ensuring successful planning, development, and construction of these bicycle and pedestrian facilities. Rachael Twiggs, Local Government Projects Coordinator, is the point of contact for local projects and is a member of the Bicycle and Pedestrian Advisory Committee for NCTCOG.

How to Submit Public Comments

All feedback must be provided by **Monday, November 25, 2024**, to be included in the official record.



ONLINE

- <https://Keepitmovingdallas.com/bicycle-2024>
- Fill out online form
- Download a comment form and send by email or mail



EMAIL

Shyanne.Hernandez@stvinc.com



MAIL

STV Infrastructure
Attn: Shyanne Hernandez
5750 Genesis Court, Suite 200
Frisco, Texas 75034



VERBAL COMMENT BY
VOICEMAIL

(833) 228-7711

For general questions about the presentation, the projects presented, or the District's Bicycle Program, please contact Mohammed Shaikh at (214) 320-6148 or Mohammed.Shaikh@txdot.gov.

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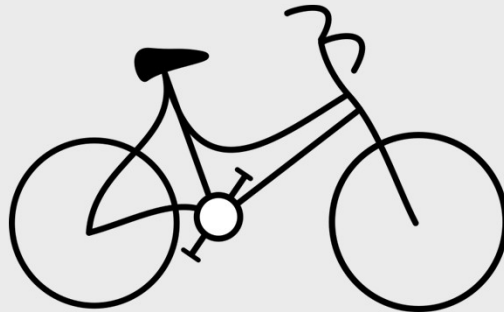
Slide 21 – How to Submit Public Comments

There are several ways to submit your questions and comments regarding TxDOT's bicycle program and the projects presented at this hearing. You may go to

www.Keepitmovingdallas.com/bicycle-2024 and either submit a comment online or print a comment form and mail it to STV Infrastructure, Attn: Shyanne Hernandez, at 5750 Genesis Court, Suite 200 Frisco, Texas 75034. You may also send the comment forms via email to Shyanne.Hernandez@stvinc.com or leave a voicemail message at (833) 228-7711. All statements, comments, and questions will be given careful consideration during the preparation of the public hearing summary report, which will be posted at www.Keepitmovingdallas.com/bicycle-2024 once complete. Comments must be received or postmarked by Monday, November 25, 2024, to be included in the official record.

Thank you!

Thank you for your interest and input!



Texas Department of Transportation

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Slide 22 – Thank You!

Thank you for attending this virtual public hearing. We sincerely appreciate your interest in the Dallas District Bicycle Program. This concludes the presentation.