



**DISTRICT BICYCLE PROGRAM**

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

November 15, 2022

## **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, 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!**



**John Hudspeth, P.E.**  
*Director of Transportation Planning and Development*  
*Texas Department of Transportation (TxDOT)*  
**Dallas District**

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**SLIDE 2 – Welcome!**

Howdy, I'm John Hudspeth, 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.

## 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 NCTCOG, and to receive public comment*



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### **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 Dallas District and 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 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 December 2, 2022, 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 Dallas 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 MPO, 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 (May 2022)
  - AASHTO
    - Guide for the Development of Bicycle Facilities (2012)
  - NACTO
    - Urban Bikeway Design Guide (2014)
  - TxMUTCD (2011)
    - Pavement Marking and Signage



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**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 pedestrians and bicyclists. FHWA supports the use of these resources to further develop non-motorized 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 May 2022
- New construction, reconstruction, or widening projects:
  - Provide the recommended bicycle accommodation based on traffic volumes and speed
  - Accommodations should be design to meet TAS/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 preferred 10-foot (minimum 8-foot) shoulder width



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## **SLIDE 6 – TxDOT's Policy – Urban, Urban Core, Suburban, and Rural Towns**

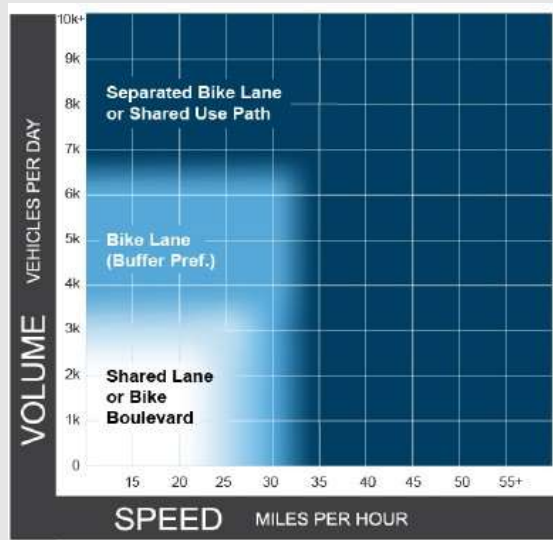
TxDOT also recently updated its design guidelines, which it released in a May 2022 memo titled “Bicycle Accommodation Design Guidance.” This memo outlines guidelines for bicycle and pedestrian accommodations to be taken into consideration during transportation project planning moving forward.

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 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.



Recommended Bicycle Facility Selection for  
Urban, Urban Core, Suburban, and Rural Town Context



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**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.

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



- New construction, reconstruction, or widening projects:
  - When scoping process 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 preferred 10-foot (minimum 8-foot) shoulder width



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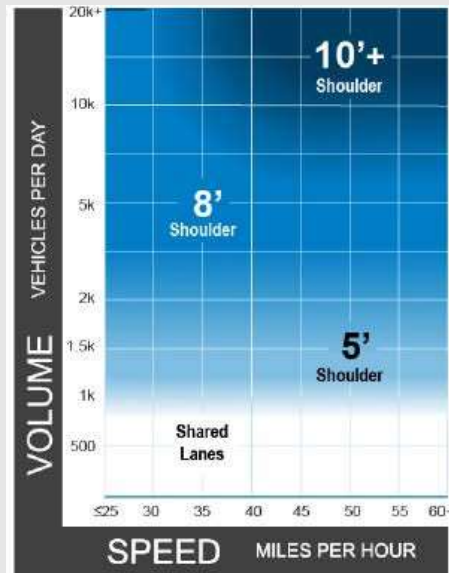
### **SLIDE 8 – TxDOT's Policy – Rural Areas (Excludes Rural Towns)**

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.



Recommended Bicycle Facility Selection for Rural Context



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**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.

**TxDOT Bicycle Accommodation Information**

Home / Projects / Transportation planning

## Bicycle and pedestrian planning and designing

Bicycle and pedestrian accommodations are supported by federal and state legislation, policies, and practices. TxDOT follows its Roadway Design Manual and guidelines developed by the American Association of State Highway and Transportation Officials. All state and federally funded transportation projects are constructed in compliance with the Americans with Disabilities Act.

### TxDOT design resources

- [TxDOT Bicycle Accommodation Design Guidance](#)
- [State of the Practice in Bicycle and Pedestrian Accommodation](#)
- [Roadway Design Manual](#)
- [Bikeway Types](#)

### TxDOT planning resources

- [TxDOT Bicycle and Pedestrian Count Program](#)
- [Active Transportation Plan Inventory](#)
- [Strategic Direction Report: Opportunities for TxDOT's Bicycle Program](#)
- [Texas Bicycle Tourism Trails Study](#)

### National resources

- [AASHTO Guide for the Development of Bicycle Facilities](#)
- [NACTO Urban Bikeway Design Guide](#)
- [FHWA Bicycle and Pedestrian Design Publications](#)
- [FHWA Bicycle and Pedestrian Guidance](#)

### Americans with Disabilities Act

- [About the standards](#)
- [Proposed Public Rights of Way Accessibility Guidelines for Sidewalks and Shared Use Paths](#)
- [Architectural Barriers Texas Accessibility Standards](#)

TxDOT bicycle accommodation information can be found at the following website:  
<https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing.html>

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## 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.

## West Sycamore & Welch Street

- CSJ: 0918-46-306
- Focus Area: City of Denton
- Project Limits: From South Welch Street to South Bell Avenue and From West Hickory Street to Eagle Drive
- Project Description: Construct bicycle and pedestrian improvements, including bike lanes and a shared use path
- Approximate Length: 1.6 miles
- Let Year: 2023
- Approximate Completion Date: 2024
- Funding Source: Federal and local
- Approximate Cost: \$953,135.00



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## **SLIDE 11 – West Sycamore & Welch Street**

The next few slides show the Dallas 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 West Sycamore & Welch Street trail is located in central Denton. This project would include approximately 1.6 miles of bicycle and pedestrian improvements, including bike lanes and a shared use path. Throughout the project area, intersection improvements, landscaping and irrigation, lighting, signs and signal improvements and lane striping would be implemented. No new right of way will be required. The West Sycamore & Welch Street project cost is approximately \$954 thousand dollars and uses federal and local funding. The project is anticipated to let in 2023 and construction will be complete in 2024.

## Wheatland Road

- CSJ: 0918-47-237
- Focus Area: City of Dallas
- Project Limits: Wheatland Road from Dallas/Lancaster CL to University Hills Boulevard
- Project Description: Construct a 0 to 4 lane divided roadway including bike lanes and sidewalks
- Approximate Length: 0.579 miles
- Let Year: 2023
- Approximate Completion Date: 2025
- Funding Source: Federal and local
- Approximate Cost: \$4,250,000.00



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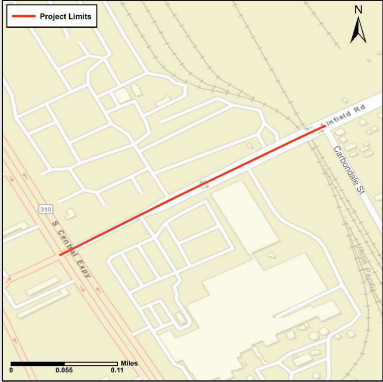
## **SLIDE 12 – Wheatland Road**

The Wheatland Road trail is located in south Dallas. This project would include approximately 0.6 miles of a 0 to 4 lane divided roadway including bike lanes and sidewalks. Throughout the project area, intersection improvements, landscaping and irrigation, lighting, signs and signal improvements and lane striping would be implemented. No new right of way is required. The Wheatland Road project costs approximately \$4.3 million and uses federal and local funding sources. The project is anticipated to let in 2023 and be complete in 2025.



## Linfield Road over UPRR Rail Yard

- CSJ: 0918-47-309, 0918-47-310
- Focus Area: City of Dallas
- Project Limits: Linfield Road over UPRR SH 310 to Carbondale Street & Linfield Road to SL 12
- Project Description: Construct a bicycle and pedestrian bridge over the UPRR Rail Yard
- Approximate Length: 0.26 miles
- Let Year: 2023
- Approximate Completion Date: 2026
- Funding Source: Federal and local
- Approximate Cost: \$7,250,000.00



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### **SLIDE 13 – Linfield Road over UPRR Rail Yard**

The Linfield Road over UPRR Rail Yard trail is located in south Dallas. This project would include approximately 0.26 miles of a bicycle and pedestrian bridge over the UPRR Rail Yard. Throughout the project area, intersection improvements, landscaping and irrigation, lighting, signs and signal improvements and lane striping would be implemented. No new right of way is required. The Linfield Road over UPRR Rail Yard project costs approximately \$7.3 million and uses federal and local funding sources. The project is anticipated to let in 2023 and be complete in 2026.

## Rowlett Road Multimodal

- CSJ: 0918-47-321
- Focus Area: City of Garland
- Project Limits: From Duck Creek Trail at Greenbelt Parkway to Garland Eastern City Limits
- Project Description: Construct new separated bicycle lanes, sidewalks, and shared use path along Rowlett and Duck Creek Road.
- Approximate Length: 2.223 miles
- Let Year: 2023
- Approximate Completion Date: 2025
- Funding Source: Federal and local
- Approximate Cost: \$5,224,631.00




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### **SLIDE 14 – Rowlett Road Multimodal**

The Rowlett Road Multimodal trail is located in the city of Garland. This project would include approximately 2.2 miles of new separated bicycle lanes, sidewalks, and shared use path along Rowlett and Duck Creek Road. Throughout the project area, intersection improvements, landscaping and irrigation, lighting, signs and signal improvements and lane striping would be implemented. No new right of way is required. The Rowlett Road project costs approximately \$5.3 million and uses federal and local funding sources. The project is anticipated to let in 2023 and be complete in 2025.

## US 175 Bridge Replacement

- CSJ: 0197-02-135, 0918-47-390
- Focus Area: City of Dallas
- Project Limits: From 2<sup>nd</sup> Avenue to South of Lake June Road; On Lake June Road from US 175 to Gillette Street
- Project Description: Bridge replacement that will include a pedestrian bridge with trail connections; Rehabilitation of 4 to 3 lane roadway, including full depth repair, bike lanes, sidewalks, lighting, and traffic signals
- Approximate Length: 1.03 miles
- Let Year: 2024
- Approximate Completion Date: 2026
- Funding Source: Federal, state, and local
- Approximate Cost: \$33,550,000.00



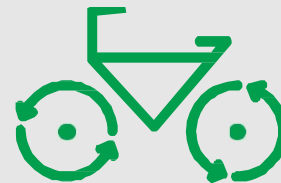
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### **SLIDE 15 – US 175 Bridge Replacement**

The US 175 Bridge Replacement trail is located in southeast Dallas. This project would include approximately 1.03 miles of a bridge replacement that will include a pedestrian bridge with trail connections; Rehabilitation of 4 to 3 lane roadway, including full depth repair, bike lanes, sidewalks, lighting, and traffic signals. No new right of way is required. The US 175 Bridge Replacement project costs approximately \$33.6 million and uses federal, state, and local funding sources. The project is anticipated to let in 2024 and be complete in 2026.




- Tim P. Wright, Environmental Specialist, Advanced Project Development
  - TxDOT Dallas District Bicycle and Pedestrian Coordinator
  - Bicycle & Pedestrian Advisory Committee Member (NCTCOG)
  - [Tim.P.Wright@txdot.gov](mailto:Tim.P.Wright@txdot.gov)




## **SLIDE 16 – TxDOT Dallas District Staff**

Tim Wright, District Bicycle and Pedestrian Coordinator, is the principal contact at the Dallas District who is responsible for ensuring successful planning, development, and constructions of these bicycle and pedestrian facilities.

**How to Submit Public Comments** 


All feedback must be provided by **Friday, December 2, 2022** to be included in the official record.



**ONLINE**


<https://www.keepitmovingdallas.com/bicycle>

- Fill out online form
- Download a comment form and send by email or mail




**MAIL**

TxDOT Dallas District Office  
Attn: Tim Wright – DAL ENV  
4777 E. Highway 80  
Mesquite, TX 75150-6643



**VERBAL COMMENT BY  
VOICEMAIL**

(833) 933-0441

For general questions about the presentation, the projects presented, or the District's Bicycle Program, please contact Tim Wright at [Tim.P.Wright@txdot.gov](mailto:Tim.P.Wright@txdot.gov) or (214) 319-6477. 

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## **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 at this hearing. You may go to [www.keepitmovingdallas.com/bicycle](http://www.keepitmovingdallas.com/bicycle) and either submit a comment online or print a comment form and mail it to Texas Department of Transportation, Attention: Tim Wright – DAL ENV, 4777 E. Highway 80, Mesquite, Texas 75150-6643. You may also send the comment forms via email to [Tim.P.Wright@txdot.gov](mailto:Tim.P.Wright@txdot.gov) or leave a voicemail message at (833) 933-0441.

All of your 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](http://www.keepitmovingdallas.com/bicycle). Comments must be received or postmarked by Friday, December 2, 2022 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 18 – Thank You!**

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