



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. Please listen to the following message from TxDOT leadership.

WELCOME!



Ricardo Gonzalez, P.E.
Director of Transportation Planning and Development
Texas Department of Transportation (TxDOT)
Fort Worth District

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SLIDE 2 – Welcome!

My name is Ricardo Gonzalez, and I serve as the Director of Transportation Planning and Development for the Fort Worth District of the Texas Department of Transportation, better known as TxDOT. Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations. The virtual public materials and project information can be found at www.txdot.gov by typing the project keyword in the search box in the upper right-hand corner. After the project information is presented, we would appreciate your feedback.



The purpose of the public hearing is to provide information on the bicycle plans, policies, and programs for the TxDOT Fort Worth 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 Fort Worth District and NCTCOG, and to receive public comment, as well as to provide a general overview of the guidelines the TxDOT Fort Worth 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 Fort Worth 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

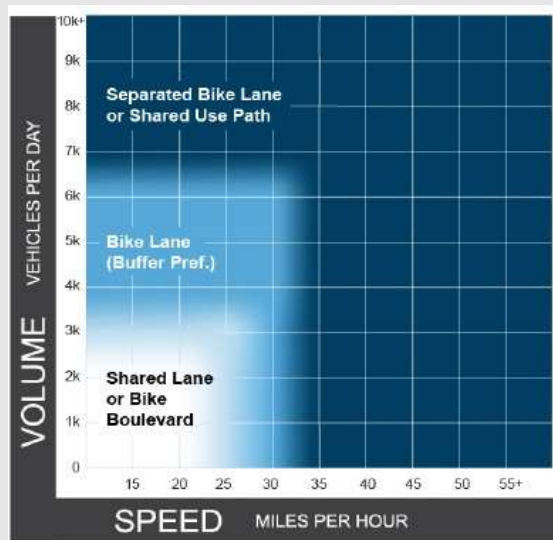
TxDOT also recently updated its design guidelines, which it released in a May 2022 memo titled “Bicycle Accommodation Design Guidance.” This memo outlines guidelines for bicycle and pedestrian accommodations to be taken into consideration during transportation project planning moving forward.

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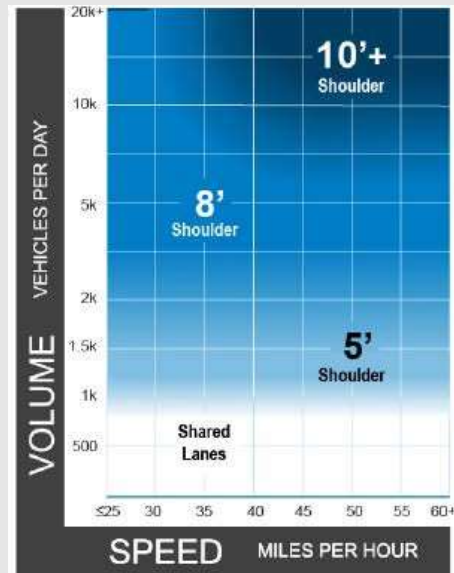
SLIDE 8 – TxDOT's Policy – Rural Areas (Excludes Rural Towns)

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.

1st Street from East 4th Street to Haltom Road

- CSJ: 0902-90-195
- Focus Area: Tarrant County
- Project Limits: From East 4th Street to Haltom Road
- Project Description: The project would include the on-street bicycle lane facility, intersection improvements, pavement markings, and buffers for a bicycle lane
- Approximate Length: 0.82 miles
- Let Year: 2023
- Approximate Completion Date: 2025
- Funding Source: Federal and state
- Approximate Cost: \$1,376,020.00



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SLIDE 11 – 1st Street from East 4th Street to Haltom Road

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 1st Street from East 4th Street to Haltom Road project is located in Tarrant County. This project would include approximately 0.82 mile of on-street bicycle lane facility, intersection improvements, pavement markings, and buffers for a bicycle lane. No new right of way will be required. The 1st Street from East 4th Street to Haltom Road project cost is approximately \$1.4 million and uses federal and state funding. The project is anticipated to let in 2023 and construction will be complete in 2025.

4th Street from I-35 W to East 1st Street

- CSJs: 0902-90-195, 0902-90-196
- Focus Area: Tarrant County
- Project Limits: From I-35 W to East 1st Street
- Project Description: The project would include the on-street bicycle lane facility, intersection improvements, pavement markings, and buffers for a bicycle lane
- Approximate Length: 1.27 miles
- Let Year: 2023
- Approximate Completion Date: 2025
- Funding Source: Federal and state
- Approximate Cost: \$1,465,845.00



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SLIDE 12 – 4th Street from I-35 W to East 1st Street

The 4th Street from I-35 W to East 1st Street project is located in Tarrant County. This project would include approximately 1.27 miles of on-street bicycle lane facility, intersection improvements, pavement markings, and buffers for a bicycle lane. No new right of way is required. The 4th Street from I-35 W to East 1st Street project costs approximately \$1.5 million and uses federal and state funding sources. The project is anticipated to let in 2023 and be complete in 2025.

The Centreport Trail

- CSJ: 0902-00-235
- Focus Area: Tarrant County
- Project Limits: Centreport Trail from Centreport Station to High River Road
- Project Description: The project would include a 12-foot-wide shared use path along the existing road
- Approximate Length: 1.335 miles
- Let Year: 2024
- Approximate Completion Date: 2026
- Funding Source: Federal and state
- Approximate Cost: \$5,718,453.04



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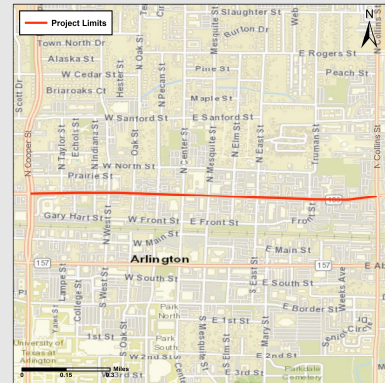
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SLIDE 13 – The Centreport Trail

The Centreport Trail is located in Tarrant County. This project would include approximately 1.34 miles of bike lanes and a 12-foot-wide shared use path. No new right of way is required. The Centreport Trail project costs approximately \$5.7 million and uses federal and state funding sources. The project is anticipated to let in 2024 and be complete in 2026.

SH 180 from Cooper Street to Collins Street in Arlington

- CSJ: 0008-07-034
- Focus Area: Tarrant County
- Project Limits: From Cooper Street on SH 180 (Division Street) to Collins Street/FM 157 in Arlington
- Project Description: The project would include construction of sidewalks along Division Street
- Approximate Length: 0.99 miles
- Let Year: 2023
- Approximate Completion Date: 2027
- Funding Source: Federal and state
- Approximate Cost: \$436,775.00



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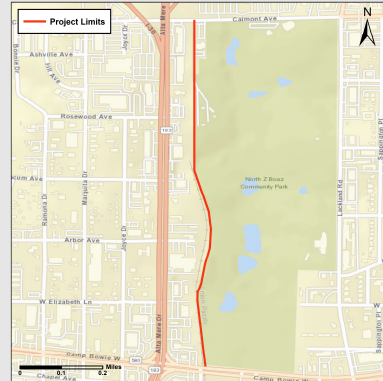
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SLIDE 14 – SH 180 from Cooper Street to Collins Street in Arlington

The SH 180 from Cooper Street to Collins Street in Arlington project is located in Tarrant County. This project would include approximately 1.0 mile of newly constructed sidewalks along Division Street. No new right of way is required. The SH 180 from Cooper Street to Collins Street in Arlington project costs approximately \$440 thousand and uses federal and state funding sources. The project is anticipated to let in 2023 and be complete in 2027.

Bomber Spur Trail

- CSJ: 0902-90-226
- Focus Area: Tarrant County
- Project Limits: From Calmont Avenue to Camp Bowie Boulevard/US 377
- Project Description: The project would include construction of a shared use path including a trail bridge crossing Camp Bowie Boulevard and US 377
- Approximate Length: 0.84 miles
- Let Year: 2024
- Approximate Completion Date: 2028
- Funding Source: Federal and state
- Approximate Cost: \$972,001.00



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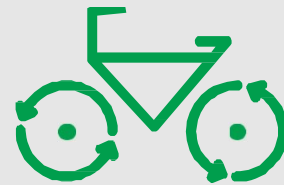
SLIDE 15 – Bomber Spur Trail

The Bomber Spurt Trail is located in Tarrant County. This project would include approximately 0.84 miles of bike lanes, shared use paths, and a trail bridge. No new right of way is required. The Bomber Spur Trail project costs approximately \$970 thousand and uses federal and state funding. The project is anticipated to let in 2024 and be complete in 2028.



- Korin W. Adkins, P.E., Assistant Director of Traffic Operations
 - TxDOT Fort Worth District Bicycle and Pedestrian Coordinator
 - Bicycle & Pedestrian Advisory Committee Member (NCTCOG)
 - Korin.Adkins@txdot.gov

- Iftekhar Ali, P.E., Special Projects Coordinator
 - Transportation Enhancement Program Coordinator
 - Transportation Alternatives Program Coordinator
 - Iftekhar.Ali@txdot.gov



SLIDE 16 – TxDOT Fort Worth District Staff

Korin Adkins, Assistant Director of Traffic Operations, and Iftekhar Ali, Special Projects Coordinator, are the principal personnel at the Fort Worth District who are 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 Fort Worth District Office
Attn: Korin Adkins, P.E. – FTW ENV
2501 S.W. Loop 820
Fort Worth, Texas 76133



**VERBAL COMMENT BY
VOICEMAIL**

(833) 933-0442

For general questions about the presentation, the projects presented, or the District's Bicycle Program, please contact Korin Adkins, P.E. at (817) 370-6683 or Korin.Adkins@txdot.gov.



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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 and either submit a comment online or print a comment form and mail it to Texas Department of Transportation, Attention: Korin Adkins, P.E. – FTW ENV, 2501 S.W. Loop 820, Fort Worth, Texas 76133. You may also send an email to Korin.Adkins@txdot.gov or 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, which will be posted at 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 Fort Worth District Bicycle Program. This concludes the presentation.