



# **BICYCLE PUBLIC HEARING SUMMARY REPORT**

**DALLAS AND  
FORT WORTH  
DISTRICTS**

**IN COORDINATION WITH**

**NORTH CENTRAL TEXAS  
COUNCIL OF  
GOVERNMENTS**

**OCTOBER 2014**

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## 1. PUBLIC HEARING SUMMARY AND ANALYSIS / RECOMMENDATIONS

**FOR:** Texas Dept. Of Transportation (TxDOT), Dallas and Fort Worth Districts Annual Bicycle Public Hearing

**PURPOSE:** To conduct a public hearing on transportation projects and programs that might affect bicycle use, in accordance with Title 43 of Texas Administrative Code, Subchapter D, §25.55 (b).

**PARTNERS:** North Central Texas Council of Governments (NCTCOG)

### Public Hearing Format

The bicycle public hearing agenda is as follows:

- |  |                        |
|--|------------------------|
| (1) Open House   | 5:00 p.m. to 6:00 p.m  |
| (2) Welcome and Introductions                          | 6:00 p.m. to 6:10 p.m. |
| (a) Kathy Kleinschmidt, P.E.,<br>TxDOT Dallas District |                        |
| (3) Presentations                                      | 6:10 p.m. to 7:30 p.m. |
| (a) State Bike Plan and Programs                       |                        |
| (i) Teri Kaplan – Statewide Bicycle Coordinator        |                        |
| (b) Bicycle Policies and Projects                      |                        |
| (i) Kathy Kleinschmidt, P.E. – TxDOT Dallas District   |                        |
| (ii) Phillip Hays, P.E. – TxDOT Fort Worth District    |                        |
| (c) Regional Bicycle Programs and Projects             |                        |
| (i) Karla Weaver, AICP – NCTCOG                        |                        |
| (4) Open House   | 7:30 p.m. to 8:00 p.m. |

### Need and Purpose

In accordance with Title 43 of Texas Administrative Code, Subchapter D, §25.55 (b), a notice for the opportunity of a public hearing for transportation projects for bicycle use was published in the local newspapers for TxDOT's Dallas and Fort Worth districts in April 2014. Additionally, the notice was sent to the individuals, companies, and organizations on the Dallas and Fort Worth maintained list by the district's bicycle coordinator.

Due to the response from the notice for the opportunity of the public hearing, a public hearing was scheduled on June 25, 2014. This public hearing was held in coordination with NCTCOG to capture the regional and state bicycle programs, policies, and projects.

## Notices in Newspapers

Notices in newspapers were published for Dallas and Fort Worth districts. These notices were published to notify the public of the opportunity for a public hearing and the public hearing. The newspaper publications are located in **Appendix E**.

Notice to afford the opportunity for a public hearing were published in 2014 as follows:

### Dallas District

- The Dallas Morning News on April 1<sup>st</sup> and April 20<sup>th</sup>
- Al Día, a regional Spanish-language paper on March 29<sup>th</sup> and April 19<sup>th</sup>
- The Denton Record Chronicle on April 1<sup>st</sup> and April 20<sup>th</sup>
- The McKinney Courier-Gazette on March 30<sup>th</sup> and April 20<sup>th</sup>
- The Plano Star Courier on March 30<sup>th</sup> and April 20<sup>th</sup>
- The Kaufman Herald on April 3<sup>rd</sup> and April 17<sup>th</sup>
- The Waxahachie Daily Light on April 1<sup>st</sup> and April 20<sup>th</sup>
- The Corsicana Daily Sun on April 1<sup>st</sup> and April 19<sup>th</sup>
- The Rockwall Herald-Banner on March 28<sup>th</sup> and April 18<sup>th</sup>

### Fort Worth District

- Fort Worth Star Telegram on April 1<sup>st</sup> and April 20<sup>th</sup>
- Glen Rose Reporter April 3<sup>rd</sup> and April 20<sup>th</sup>
- Hood County News April 2<sup>nd</sup> and April 19<sup>th</sup>
- Stephenville Empire Tribune on April 1<sup>st</sup> and April 20<sup>th</sup>
- Weatherford Democrat on April 1<sup>st</sup> and April 20<sup>th</sup>
- Mineral Wells Index on April 1<sup>st</sup> and April 20<sup>th</sup>
- Wise County Messenger on April 2<sup>nd</sup> and April 19<sup>th</sup>
- Cleburne Times Review on April 1<sup>st</sup> and April 20<sup>th</sup>
- La Estrella (Spanish) on March 29<sup>th</sup> and April 19<sup>th</sup>
- La Semana (Spanish) on March 28<sup>th</sup> and April 18<sup>th</sup>

Notice of Public Hearing was published as follows:

### Dallas District

- The Dallas Morning News on May 27<sup>th</sup> and June 15<sup>th</sup>
- Al Día, a regional Spanish-language paper on May 24<sup>th</sup> and June 14<sup>th</sup>
- The Denton Record Chronicle on May 27<sup>th</sup> and June 15<sup>th</sup>
- The McKinney Courier-Gazette on May 25<sup>th</sup> and June 15<sup>th</sup>
- The Kaufman Herald on May 27<sup>th</sup> and June 19<sup>th</sup>
- The Plano Star Courier on May 25<sup>th</sup> and June 15<sup>th</sup>
- The Waxahachie Daily Light on May 27<sup>th</sup> and June 15<sup>th</sup>
- The Corsicana Daily Sun on May 27<sup>th</sup> and June 14<sup>th</sup>
- The Rockwall Herald-Banner on May 23<sup>rd</sup> and June 13<sup>th</sup>

### Fort Worth District

- Fort Worth Star Telegram on May 27<sup>th</sup> and June 16<sup>th</sup>
- Glen Rose Reporter on May 29<sup>th</sup> and June 19<sup>th</sup>
- Hood County News on May 28<sup>th</sup> and June 14<sup>th</sup>
- Stephenville Empire Tribune on May 27<sup>th</sup> and June 12<sup>th</sup>
- Weatherford Democrat on May 27<sup>th</sup> and June 12<sup>th</sup>
- Mineral Wells Index on May 27<sup>th</sup> and June 15<sup>th</sup>

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- Wise County Messenger on May 28<sup>th</sup> and June 12<sup>th</sup>
  - Cleburne Times Review on May 27<sup>th</sup> and June 15<sup>th</sup>
  - La Semana, Spanish newspaper, on May 30<sup>th</sup> and June 13<sup>th</sup>

### Electronic Notices

- (1) Texas Register published the Bicycle Public Hearing Notice on June 13, 2014
- (2) Notification emails were sent to the district's (Dallas and Fort Worth) bicycle coordinator maintained list in May 2014. This included bike groups and bicycle organizations in the DFW region.
- (3) TxDOT made a press release on June 18, 2014.
- (4) Bicycle Public Hearing web page was established on [www.txdot.gov](http://www.txdot.gov) on May 30, 2014. This included the notice, agenda, and location map. Additionally, it has been updated after the public hearing with the presentations materials.
- (5) Verbal announcement at the Bicycle Pedestrian and Advisory Committee (BPAC) at NCTCOG on May 21, 2014. Followed by an email to all BPAC members.
- (6) Announcement in NCTCOG Transportation Update that was emailed on May 29, 2014.
- (7) Notice and webpage link established on NCTCOG's website in June.
- (8) The public hearing notices were also circulated on social media websites (Twitter and Facebook) for TxDOT, NCTCOG, and various cycling groups throughout the DFW region.

### Public Hearing Date and Place

The public hearing was held Wednesday, June 25, 2014, at the City of Irving – City Hall on 825 Irving Boulevard, Irving, TX 75060 from 5:00 p.m. to 8:00 p.m. The format included an open house before and after the formal presentation from TxDOT and NCTCOG at 6:00 p.m. During the open house, maps and drawings were on display to show the existing bicycle facilities and upcoming transportation projects on the state highway system and Dallas/Fort Worth regional area. Also, on display were presentation boards identifying five major bikeway types.

### Attendance

Per the sign-in sheets, we had a total of **78 attendees**. This was comprised of 62 public citizens, consultants, and interested groups and 16 elected officials and city/county staff. Additionally, we had 14 staff from TxDOT and NCTCOG. Attendance sheets can be viewed in **Appendix C**. A total of 37 comments were submitted during the comment period which ended on July 5<sup>th</sup>, 2014. Copies of the written comments (letters, e-mails and comments forms) can be found in **Appendix A**. Copies of the survey sheets can be found in **Appendix B**. Additionally, public meeting photos can be found in **Appendix D**.

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## Exhibits

Plans illustrating the proposed bicycle projects for each TxDOT district, Dallas and Fort Worth, with additional projects in the regional area (DFW) were displayed. The NCTCOG Veloweb was also shown. This included on-street and off-street bicycle facilities. Also, displayed were exhibits prepared by NCTCOG including:

- The Regional Veloweb adopted by the Regional Transportation Council with the Mobility 2035-2013 Update which is the region's long range transportation plan. The Veloweb is a 1,728 mile network of existing and planned off-street, shared-use paths (trails).
- Display board of the proposed Fort Worth to Dallas Regional Trail Corridor
- Display map of the proposed Denton to Dallas Regional Trail Corridor
- Display map of the proposed Plano to Dallas Regional Trail Corridor

In addition to the TxDOT Dallas and Fort Worth districts and NCTCOG regional display boards, TxDOT displayed boards identifying five mayor bikeway types used to designate bike routes including shared roadways, bike lanes, shoulders, cycle tracks, and shared use paths. Each board included several example photographs and a nationally recognized definition.

## Comments from Public

Twenty-two (22) written comments and fifteen (15) emailed comments were received. Copies of the written comments submitted by attendees can be found in **Appendix A**. The following is a summary of the comments provided by the public.

- Transportation facilities should be designed and constructed to accommodate all road users, including bicyclists. Consider a complete street initiative or approach.
- Bicycling is an alternate mode of transportation.
- Bicycling can be used for commuting purposes, not just recreational use.
- Local transportation agencies should plan and provide designated and protected bike lanes for cyclists.
- Need to educate the motorist that bicyclists have a right to use the roadway. Bicycle education programs and bicycle signage will help increase awareness.
- Local transportation agencies need to work with public officials and tighten the traffic enforcement laws for motorists that injure cyclists.
- Transportation agencies should provide more bikeway connections between cities; instead of only providing short distances of dedicated bike lanes that do not connect.
- DFW Area has too many highways and barriers that divide communities. Please consider providing more bicycle connections during construction or post construction for highways and barriers that separate communities.

## 2) PUBLIC HEARING COMMENT AND RESPONSE

*NOTE: The comments that appear in this report may not be the precise*

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*words found in the commenter's written statements. Please refer to **Appendix A** for the copy of the written comments. Only comments related to the subject hearing will be responded to in this documentation.*

## COMMENTS AND RESPONSES

**Comment #1:** Bicycling is not just an alternative mode of transportation. It can be a way of life and the only option for many. Build infrastructures to accommodate for these populations, and consider whether an 8 year old or an 80 year old can safely ride them.

**Response:** Thank you for your comment. Our goal is to plan and build safe bikeways for all types of users. Per TxDOT's "Guidelines Emphasizing Bicycle and Pedestrian Accommodations," TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #2:** The NCTCOG & TxDOT need to get DFW Airport to step up to the plate and get involved in the regional trail connection at the SW corner of the airport property.

**Response:** Thank you for your comment. NCTCOG and TxDOT will continue our efforts in coordinating with other agencies to provide the best connectivity for the regional trail.

**Comment #3:** Please look at Greenbelt Road which goes between Green Oaks and Trinity Blvd. in Tarrant County. This road is a connector between Arlington (plus a bike path) and the Hurst/Bell TRE train station. Unfortunately, it is an unincorporated area and has fallen through the cracks. It is a 2-lane, high speed, no shoulder road that could be improved with an off street bike path. Improving this road would help the cycling community in Arlington.

**Response:** Thank you for your comment. This request has been forwarded to the Bicycle and Pedestrian Advisory Committee that will share this with the appropriate jurisdiction(s).

**Comment #4:** 14 foot wide outside lanes are not bike accommodations. Please don't use what was recommended.

**Response:** Thank you for your comment. This will be noted in future policy decisions; however, current TxDOT policy is to provide 14 ft. wide outside lanes for bicycle accommodation in addition to any parallel bicycle facilities provided by others.

**Comment #5:**

- When TxDOT is involved in roadway widening, they should always make accommodations for a designated bike lane.
- More money should be used for education about protecting cyclists.
- Removing inner city highways (such as IH-345) will improve life for everyone and save money in the long run.
- Please consider complete streets measures for all new roadways.
- Multi-modal transportation should be a much higher priority for TxDOT need more connectivity to transit.

**Response:** Thank you for your comments. TxDOT is committed to proactively

plan, design and construct facilities to safely accommodate bicyclists and pedestrians. For roadway widening projects, a 5 foot wide designated bike lane can be provided rather than the 14 foot wide outside lane. The type of bicycle facility is determined with the input from the local government and stakeholders.

To address the education component for motorists and cyclists, NCTCOG is heading up a large education campaign for bicyclists. I would direct your questions to Karla Weaver or Kevin Kokes from NCTCOG.

**Comment #6:** Cycling is important as a form of exercise and helping in keeping our community healthy. This is an important element that needs focus in these meetings and the reason cycling needs to be promoted and protected.

**Response:** Thank you for your comment. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #7:** I am excited to see NACTO guidelines enter TxDOT project discussions. TxDOT projects usually are barriers to pedestrian/bicycling projects by city/county MPO groups. TxDOT can be a better partner in working with these groups on their projects that cross TxDOT right of way.

**Response:** Thank you for your comment. TxDOT is a member of the Bicycle and Pedestrian Advisory Committee for the Metropolitan Planning Organization (North Central Texas Council of Governments (NCTCOG)). TxDOT will afford an opportunity for a public hearing on an annual basis to help us better partner with the bicycle groups and local governments.

**Comment #8:** If TxDOT is going to concentrate on bicycle infrastructure, what is the plan for non-shared roadway facilities to help keep them free of debris that will indelibly collect and create a hazard for cyclists (e.g., gravel, broken glass, trash). Can a maintenance program be included with the construction project?

**Response:** Thank you for your comment. TxDOT is only responsible for maintaining roadways on the state highway system. Our maintenance department conducts routine maintenance to ensure the roadways are free of debris. TxDOT has an 800 phone number to report potholes or pavement conditions that present a safety hazard on the state highway system. Please call (800) 452-9292. If the roadway is not within the state's jurisdiction, please contact the applicable jurisdiction responsible for the roadway.

**Comment #9:** As a ride leader of a group and as someone involved in advocacy, one of the greatest challenge is educating people/motorists that cyclists have a right to use the roads and are subject to the transportation code. Bike lanes are helpful in larger cities as long as folks don't park there and they are kept free from debris. In the suburbs, people/motorists are often uneducated as to cyclists rights to use roadways. Sufficient signage and education help teach folks to expect cyclists which makes transport by bicycle safer for everyone. In summary, please focus on additional education and signage and develop plans that accommodate cyclists.

**Response:** Thank you for your comment. TxDOT follows the Texas Manual on Uniform Traffic Control Devices (TMUTCD) for traffic control signs to include bicycle signage. We will continue to provide an opportunity for a Bicycle Public Hearing to help educate the travelling public of bicycles on the roadway.

**Comment #10:** More education is needed for driving courses to inform motorists of needed safety for cyclists.

**Response:** Thank you for your comment. The Department of Public Safety (DPS) is responsible for providing the required driving test for motorists. Please contact the local DPS office in your area.

**Comment #11:** The greatest risk to the bicyclist is the motorists. Bicycles have a right to the road that motorists don't seem to know about. Law enforcement seems equally ignorant of the bicyclist's right to use the road and the full lane in most situations. Law enforcement officers are disregarding the careless and reckless motorist that can kill cyclists without consequences. "Bicycle May Use the Full Lane" signage would also be helpful.

**Response:** Thank you for your comment. Per Texas State Law, a bicycle may use the full lane if the outside lane is less than 14 feet in width and does not have a designated adjacent bike lane. TxDOT will follow the TMUTCD for all traffic control signs to include bicycle regulatory, warning, and guide signs.

**Comment #12:** We need safe bike paths connecting Dallas-FW city centers and major recreational areas of the two communities.

**Response:** Thank you for your comment. Our agencies are currently working to improve our bicycle connectivity. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #13:** Roadway projects should be built with a complete streets approach to accommodate bicycles and pedestrians. Highway projects ought to have abundant points that allow crossing under or over the roadway – or – with a signaled crossing to avoid restricting routes used by bike commuters.

**Response:** Thank you for your comment. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #14:** Focus on separated bikeways. Some routes are dangerous. Connect... Have trail segments connect with businesses and places people work/live. Build smart... not every shared-use path needs to be 12'-16'. Many places are perfectly fine with 8' width. Also, utilize existing service trails (floodplains, utility corridors) where possible. Minimize required infrastructure more trail for more \$\$.

**Response:** Thank you for your comment. Shared use paths (trails) constructed using federal funds must comply with the guidelines set forth by the American Association of State Highway and Transportation Officials (AASHTO). Per the 2012 AASHTO, Guide for the Development of Bicycle Facilities, the recommended minimum width for shared-use paths is 10 feet. The width of 8 feet is acceptable for short distances due to physical constraints.

Shared use paths identified on the Regional Veloweb adopted by the Mobility 2035 – 2013 Update (the long-term metropolitan transportation plan for the Dallas-Fort Worth area) are recommended to be a minimum 12-feet in width since these paths serve as important regional linkages expected to have higher volumes of users. Paths constructed using local funding may comply with local standards (e.g. smaller width), but are still encouraged to comply with AASHTO

guidelines.

**Comment #15:** The only way to change the culture of cars and bikes is through driver's education. I have tried to help local drive schools and they say not required by the state to have a cyclist teach that portion. I would do it in a flash. A commuter of 4 years more driver education is needed. I believe a mandatory class is needed for all TDL applications no matter what age on bicycle and pedestrian safety.

**Response:** Thank you for your comment. The Department of Public Safety (DPS) is responsible for providing the driver education program. Please contact the local DPS office in your area.

**Comment #16:**

- Due to traffic volumes and high speeds (usually 10-20 miles greater than speed limit) 14'wide outside lanes are never adequate for safety on urban highway service road. These should be buffered bike lanes or at least 6' bike lanes or cycle tracks or side paths or shoulder paths on and off road.
- TxDOT projects should always include the appropriate bike facility. The type depends on location and land use.
- NTTA creates huge barriers to bicycling walking.

**Response:** Thank you for your comment. TxDOT's current policy is to add a 14 foot wide outside lanes or a 5 foot bicycle lane. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians. The North Texas Tollway Authority (NTTA) should be contacted for questions and concerns regarding their facilities.

**Comment #17:** I am very excited that the transportation hearing is taking place. The trail system in Fort Worth is wonderful. But what is in Irving is rather disappointing. The Champion Trails portions that are completed are great – nice, smooth and wide. I just wish there was more, the signage says there eventually will be. I can think of only a couple of bike lanes in Irving, especially in the south. I eagerly await the new developments. More hearings and or discussions would be good.

**Response:** Thank you for your comment. TxDOT recommends you coordinate your comments and suggestions (trails and bike lanes) with the local jurisdiction (City of Irving). NCTCOG will also coordinate your comment with the Bicycle and Pedestrian Advisory Committee. TxDOT will afford an opportunity for a public hearing on an annual basis to help us better partner with the bicycle groups and local governments.

**Comment #18:** Provide separate paths for bicyclists and pedestrians.

**Response:** Thank you for your comment. Shared use paths identified on the Regional Veloweb adopted by the Mobility 2035 – 2013 Update (the long-term metropolitan transportation plan for the Dallas-Fort Worth area) are recommended to have separated facilities for pedestrians and bicyclists in areas with high peak-volumes of users. TxDOT's current policy is to add a 14 foot wide outside lane or a 5 foot bicycle lane and 5 foot buffered sidewalks or 6 foot sidewalks adjacent to the curb. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #19:** When doing comfort level surveys. I think it would be beneficial to ask the same questions in the perspective of a motorist. I find myself nervous driving on shared roadways when cyclists are present or even when there are narrow shoulders. Also not to stir the pot or cause an uproar, but as cyclists are required to abide by vehicular laws, are they ever pulled over or fined? I see cyclists breaking the law all the time, but have only seen one bike pulled over and that was on my college campus. I think enforcement for both vehicles and cyclists could increase safety.

**Response:** Thank you for your comment. The bicycle level of service does incorporate the level of stress to the cyclist based on the design and condition of the roadway facility (speed of roadway, volume of vehicles, number of lanes, width of lanes, type of bicycle facility (separate bike lanes or shared-use etc.)). We have not seen this level of stress and/or comfort applied to the motorist. In regards to the enforcement of the traffic laws for bicycles, TxDOT would direct you to contact the local jurisdiction over the facility.

**Comment #20:** Diversionary fall-hazards need to be addressed (gutter pans). Narrower bike lanes appear less safe. Speed differential is an important consideration 14' travel lane is rarely adequate where speed exceeds 35 mph. Great to see bicycle and pedestrian counts program coming forward! Need bicycles may use full lane on all designated routes. FM 2499 does need to be restriped to accommodate bikes. Need finer-grade of chip seal on shoulders for bicycling. Encourage cities and counties to embrace complete streets.

**Response:** Thank you for your comment. TxDOT's current policy is to provide 14' wide outside lane or a 5' bike lane. The request to re-stripe FM 2499 has been coordinated with the Area Engineer and this will be evaluated when we widen the roadway to the center. We will forward your comment regarding chip seal on the shoulders to TxDOT's Maintenance Division. NCTCOG coordinates with the cities and counties on recommended practices for bicycles and pedestrians.

**Comment #21:** Cycling is increasingly important part of the transportation landscape in DFW and across the state. TxDOT needs to take action to help counties and municipalities implement bicycle-friendly infrastructure that encourages people to ride a bicycle for transportation instead of driving a car. I believe that TxDOT needs to do three important things.

1. TxDOT should encourage local governments to include safe cycling facilities in their roadway designs by adopting the NACTO Urban Bikeway Design Guide as a design reference for its Roadway Design Manual (RDW) or the Texas Manual for Uniform Traffic Control Devices (TMUTCD) in order to show cycletracks are a TxDOT supported facility. The current AASHTO recommendations do not mention cycletracks (protected bike lanes) which, although costlier, are a proven and effective facility for increasing the utilization of roadways by cyclists while dramatically improving safety. However, many municipalities do not implement these facilities on their roadways either because TxDOT doesn't mention them in its reference or because its projects have TxDOT oversight and might require special approval to include them. Formally adopting or referencing the NACTO guide to TxDOT's materials (similar to FHWA memorandum "Bicycle and Pedestrian Facility Design

Flexibility" from 8/20/2013) would make it considerably easier for TxDOT and local governments to implement cycletracks and improve safety of cyclists. Please empower communities to make it easier for them to build high-quality, safe bicycle facilities.

2. TxDOT should establish bicycling-related performance measures under 43 TAC 16.203 to ensure that programs that encourage cycling and help to improve bicycling as a mode of transportation are prioritized and funded appropriately. In particular, a performance measure related to bicyclist fatalities is necessary and long overdue. A primary tenet of TxDOT's mission is safety and establishing cycling-related performance measures ensures that cyclists, as roadway users, are not overlooked when it comes to safety.
3. TxDOT should develop a Statewide Bicycle Plan to establish a unified statewide set of policies, programs, and projects to encourage cycling across the state. The bicycle plan must include components related to Planning & Policies, Design & Maintenance, Funding, and Education/Promotion.

Cycling is not only a recreational activity but also a major part of transportation, particularly in urban areas, across the state and TxDOT should encourage the development of a transportation system that encourages bicycling.

**Response:** Thank you for your comments. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians. Currently, TxDOT is in the process of gathering an inventory of the bicycle facilities on the state highway system. This information will be used to develop a Statewide Bicycle Plan. The State's Bicycle Advisory Committee recommends the appropriate guidelines and manuals.

**Comment #23 (e-mail):** Unfortunately I'm unable to be at the public meeting tonight, but please incorporate my comments into the record. Thank you. TxDOT, we desperately need more safe places to cross TxDOT owned/maintained roads and freeways-Preston Road through Dallas/Addison is a big one. Safe crossings of these streets and under/over freeways would greatly increase bicyclist safety and reduce TxDOT liability, as well as encourage more people to cycle for transportation and health. The benefits would be improved air quality and decreased traffic congestion by replacing car trips with bike trips, as well as public health and quality of life benefits by encouraging fitness and spending time outdoors.

NCTCOG, we appreciate all the north-south bicycle trails that you've supported and contributed to, but we also desperately need more east-west routes to complete our bicycle transportation network.

Thanks for both agencies for opening up this forum for discussion.

**Response:** Thank you for your comments. TxDOT coordinates with the local communities and cities in regards to safe crossings for bicyclists and pedestrians. Dallas County is currently working on the design for the Northhaven Trail. There is a proposed controlled crossing (signal or pedestrian hybrid beacon) on Preston Road, South of Northaven Road. This is being coordinated with TxDOT and is in the planning phases.

**Comment #23 (e-mail):** I am writing to suggest the state consider adding marked bike lanes as roads are improved. While bicycles may currently share the road with other traffic, I believe that by having bike lanes both autos and cyclists will be safer.

**Response:** Thank you for your comment. TxDOT's current policy is to add a 14 foot wide outside lane or a 5 foot bicycle lane. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #24 (e-mail):** I am a Dallas resident that works in Irving. I love the Campion Trail and the other bike-friendly amenities in Irving. After bike commuting nearly every day while living in Austin for 8+ years and either taking the DART or bike commuting several times each week when living and working in Dallas, I am sad to report that I have not bike commuted since my office moved to Irving 18 months ago. This is not due to my lack of desire. I attempted the 8 mile (the same distance as one of my commutes in Austin) commute down Royal Ln and side roads between 75229 & 75063 only to be discouraged and frightened by the lack of infrastructure and drive awareness & caution that would make me feel comfortable enough to ride my bike. I am not afraid of traffic. But I am afraid of traffic that acts like it's no regard for the safety of cyclists. A little extra shoulder, a connected sidewalk or bridge, bike locking locations, accessible showers, some paint & signs acknowledging the presence of cyclists. All of these would make the world of difference for me, changing my attitude while riding the route and empowering me to keep me vehicle off the road, get exercise, and be a positive example within the community.

In addition, I'd like to advocate for off road cyclists and other member of the cycling community. Each type of riding is unique and should be nurtured and encouraged. BMX, Observed Trails, cyclo-cross, road, off road, unicycle, etc., all should be considered for inclusion in the plan.

If you haven't been on a bike ride around the block or to the grocery store lately, I encourage you to take a ride. You'll see life from a whole new perspective. Understand a different scale of the things around you. And, maybe consider the lives of people who don't or can't drive cars. Enhanced bike infrastructure often double dips as accessible infrastructure for the elderly, wheelchair-bound, and others with strollers.

**Response:** Thank you for your comment. Bicycle facilities are carefully planned and designed per the needs and funds allocated for our region. We will continue to provide new bicycle facilities and improve the existing bicycle facilities. TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #25 (e-mail):** Can TxDOT share the information about the upcoming meetings in July? I'd like to post on some local bike social media sites.

**Response:** TxDOT's Bicycle Public Hearing is an annual meeting. We will advertise the next public hearing in Spring 2015.

**Comment #26 (e-mail):** I just wanted to thank both of you for attending the meeting and letting us know what is happening at TxDOT in the bike/ped arena.

As a long time bicycling advocate, if there is anything I can do to help you in your endeavors, please do not hesitate to call. Also, we had several Bike DFW Board members there. BikeDFW is the bike advocacy and education organization in North Texas, and will help in any way possible, including events, education initiatives, and whatever else you need.

Kathy, thanks for the help on the trail crossing under US 75 at Rowlett Creek open as much as possible. This has rapidly become a key link across 75. Also, we look forward to the traffic signal on Preston Road and Commonsgate, where the Bluebonnet Trail crosses Preston Road. This has been an issue for years, and we are so excited about it being resolved!

**Response:** Thank you for your comment. TxDOT will continue to work with the local municipalities and agencies to improve walking and bicycling in our region.

**Comment #27 (e-mail):** The meeting regarding bicycles held in Irving for planning the future, is truly wasted. As long as bicycles are permitted, and forced onto sidewalks, you will never have the leverage to accomplish the dreams and goals of the cyclists that were discussed.

The move to strike against cyclists in Carrollton has resumed on July 1<sup>st</sup> with the declaration that my sophisticated safety trike is again a child's toy, while police are still supporting racing bikes zipping about at 25 mph on sidewalks (amounts bi directional traffic). Obviously rules of the road intellect has no jurisdiction over a community. My trike is now the most dangerous machine in Carrollton.

This opposing ignorance to your goal is simply unconscionable. And will waste valuable time and money. Carrollton must promote law instead of politics and create interest in alternative transportation. Note, I am filing my writ of habeas corpus prior my arrest for disobedience.

**Response:** Thank you for your comments.

**Comment #28 (e-mail):** Thank you for paying attention to bicycles in DFW. I am a 62 year United Methodist pastor serving at Perkins School of Theology at SMU. I bicycle to work from my home beyond White Rock Lake 2-3 days a week. I use residential streets and emerge into traffic only when crossing a creek, railroad, or freeway. On hot days, the DART train always has room for a bicycle as I go to work.

Connectivity is the issue which keeps our bike paths in the recreational rather than the transportation realm. Progress is coming.

Every time I use my rear view mirror at a stop light to note the right turn blinker of the car behind me, I pick up my bike, put it on the line, and motion the right turner to pass me. Bikes can make good neighbors.

**Response:** Thank you for your comment. We will continue to look for opportunities to provide better connectivity for bikeways.

**Comment #29 (e-mail):** I don't know if this comment is within your purview but I thought I might offer it anyway:

Please install bike lanes in the north Oak cliff neighborhood of Dallas:

- Beckley Avenue (N and S) between Singleton and Zang.
- Davis Street (E and W) between Zang and Hampton.

- Zang Blvd (N and S) from the Jefferson Viaduct to Davis Street.

**Response:** Thank you for your comment. The roadways discussed are within the jurisdiction of the City of Dallas. TxDOT will forward your comment to the Bicycle Transportation Engineer for the Department of Public Work for the City of Dallas. We will continue to work with the local municipalities and agencies to improve conditions for walking and bicycling.

**Comment #30 (e-mail):** Although the bicycle trail system improving dramatically in DFW, there comes a point in bicycle commuting where you have to get on the road with cars to get where you are going. I commute by bicycle most days to downtown. Bike lanes are acceptable but I believe they need physical barriers to cars, whether substantial rumble strips or flexible posts. An entire system of trails is best, but not immediately feasible. A shared road with bike lanes is acceptable, but only with physical deterrents for cars drifting into bike lanes. It only takes one moment of carelessness to kill a cyclist from behind.

**Response:** Thank you for your comment. Bicycle facilities are carefully planned and designed per needs and funds allocated for our region. We will continue to work with local municipalities and agencies on future bikeways.

**Comment #31 (e-mail):** I received your e-mail address through one of my friends with Bikelrving. I was unable to attend the open house you all gave at Irving city Hall recently. Therefore, I will have to send my comments on how TxDOT can help with cycling in North Texas.

I realize that TxDOT is concerned primarily with Texas Highways, Therefore, I will try and comment and give suggestions in those areas.

One of the biggest things I have seen TxDOT do that negatively affects cycling in Texas is the ban on riders on Toll Roads. While I acknowledge that there are some increased safety risks on some highways, and I don't encourage my cycling friends to ride where it is not safe, I believe that banning cyclists is a bad idea.

On one of my trips out cycling, before the ban, I accidentally found myself turned onto SH 161. While the increased speed of motor vehicle traffic was unsettling, my ride was not unsafe. I kept to the nice, wide shoulder that TxDOT constructed and carefully exited when I needed to. In addition, I have also had to use US 287 through Midlothian for a similar reason. Again, though the speed of traffic are unsettling, I was able to ride safely.

I write this more for my friends in East Texas dealing with the new loop out there and the same ban. While many of us will not venture out onto our multi-lane highways, the smaller loops and highways of East Texas are perfect riding territory for cycling. In most cases, I have seen TxDOT build adequate shoulders for cyclists to utilize, so there is no logical reason for the ban.

I say this because as most cyclists on the roads, we pay as much taxes through our motor vehicles that we have as any other citizen of Texas. Therefore, since state law affords us equivalency on the roads with motor vehicles, we should have the same access as they do. We too have already paid for that access.

Second, in regards to Irving itself, I have one good suggestion. SH 183, which is planned for renovation soon, effectively cuts my city in half regarding cycling. The underpass intersections at MacArthur, Story, and O'Connor especially have high traffic, confusing signaling, and little to no real traffic control. Many cyclists especially those with less experience, will not attempt to cross these barriers. In the planning, we urged TxDOT to utilize at least one underpass to place a bike path to facilitate crossing. TxDOT accepted it, but I would encourage TxDOT to continue to look at how everything is built at the underpass intersections with any eye on making it safe and useable for all experience levels of cyclists so that we can "un-divide" the City of Irving for all of us that use the roads.

Please remember that our future in Texas needs more non-fossil fuel trips. Though we are wide spread, many can and will use cycling as an alternative means. As our saying goes, "Cyclists fare best when treated as any other vehicle." It would be well if TxDOT adopted the same motto. Thanks for listening.

**Response:** Thank you for your comment. We will continue to work with the local municipalities and agencies to improve bikeway connections. The Texas Legislature passes the laws that govern the state roadways. Also, cities have their own ordinances that limit who may use the facility (Interstates, Toll roads, i.e.). TxDOT suggest you contact NTTA in regards to the toll roads they operate. Regarding the SH 183 project, TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians.

**Comment #32 (e-mail):** Progressive cities are seeing the value of including alternatives to carbon based transportation and for the health benefits of its residents.

With our support of light rail we've taken the first step and a provision for riding a bike to con to this system would put us in an enviable position. A recent article in the Dallas Morning News had Dallas at 9<sup>th</sup> place in commuters who walk or ride a bike.

The number of people across the country who bike to work jumped nearly 61 percent from 2000-2012, but they still represent a tiny fraction of all commuters. And it's barely a blip in Dallas. However, it seems Dallas is actively trying to improve this. Leading edge cities such as Portland, OR have seen the value and have been attracting top notch talent as a result of these long-term improvements.

While I'm 66 and probably will not see the fruition of these steps to increasing bicycle infrastructure, I did benefit from previous generations who worked on national parks and green belts in various cities I've lived in. These improvements are an investment in the future.

**Response:** Thank you for your comment. We will work continue to work with the local municipalities and agencies on providing better connections on existing bicycle facilities and future bicycle facilities. We understand the health and economic benefits in providing alternative modes of transportation.

**Comment #33 (e-mail):** Thank you for your presentation on June 25<sup>th</sup> in Irving. Below is my comment for the public record.

I am an Irving resident, and a life-long cyclist. Although I am a confident and competent cyclist, Texas highways prevent me from getting around my city safely and comfortably by bicycle.

Even though I live less than 2 miles from my child's school, SH 183 bisects the route, making it too risky for me to ride there with my child. Consequently, I must drive SH 183 4 times each weekday. In this way, part of SH 183's congestion is created by the way the highway crosses the local roads. Making the highway-to-local road connections safe and comfortable for cyclists of all ages and abilities (not just the daring or desperate) would ease congestion on the highway itself.

The "wide outside lane" on the service roads is an utterly insufficient Level of Service (LOS) for most cyclists. Protected bike lanes are essential on service roads so that people can safely and comfortably ride the service roads. Moreover, the roads are safe only for those who can afford cars. Additionally, cycle tracks and other high LOS Cycling infrastructure can do double duty for people in wheelchairs and people pushing children in strollers.

All state roads – including toll roads-must remain open to all road users. I'm not a fan of riding highways, but I have done it because sometimes it is the only way to get to a destination.

Lastly, I urge all of you at TxDOT to get on a bike and ride around. Bicycling clears the mind and invigorates the body. And you may discover that the roads you think you know look quite different from the perspective of a bicycle.

**Response:** Thank you for your comments. TxDOT's current policy is to add a 14 foot wide outside lane or a 5 foot bicycle lane.

**Comment #34 (e-mail):** Thank you for holding the hearing. It's good to learn that TxDOT is doing something for cyclists in Texas.

Mostly, I hear very negative comments about TxDOT projects. One in particular, the upgrade of Northwest Highway between Buckner Blvd and West Lawther in Dallas did not go smoothly for cyclists and pedestrians, as we lost use of the very popular Which Rock Creek Trail for a time. But it got handled, and eventually the bike path got built. There are some issues with the landscaping, and I am not familiar with the details, but the trees, as bad as they looked did not die and are starting to sprout leaves.

The White Rock Lake area in Dallas could use the support of TxDOT on bicycle and pedestrian projects. One project, replacement of the Mockingbird Lane and Buckner overpass, is being planned. Pedestrian and bicycle access to the lake from the surrounding neighborhood is unnecessarily difficult in this area. Please be sure that it has extra wide sidewalks and crosswalks with signals, on both sides of Buckner Blvd and Mockingbird Lane. There is an existing sidewalk on the east side of Buckner Blvd. that can accommodate a connection. The west side now has nothing, but I hope a sidewalk can be constructed in the future. The hope is that patrons-and their children-can walk to White Rock to go for a walk instead of having to drive and park a car. It is a very popular park, crowds and parking are a problem.

Since it is a park, and this area is environmentally sensitive, parking lots and high speed traffic is completely inappropriate. The boat clubs need car access, but it definitely not the place for “going for a drive” or large events.

Garland Road (Highway 78) is another headache, as the right-of-way for the multiuse path is very narrow. My idea was to close the lane adjacent to the lake, temporarily, to car traffic during peak cycling use and use that lane for overflow. When I mentioned this to the Dallas Park representative he laughed and said, “TxDOT would never go for it”. So, please be open to suggestions such as this.

North Texas Regional Veloweb - The North Texas Regional Veloweb doesn't seem to be working. At this point in time, the so-called low hanging fruit has been picked, and subsequent projects will require the less attractive and more expensive to develop right-of-ways. Trails are attractive places to ride and walk, but they are prohibitively expensive at a time when cities are reluctant to pay. We are left a modest mileage, consisting of mostly unconnected short sections. Much of that mileage consists of loops good for recreating, but not for transportation, as they go nowhere and are in sometimes in the middle of nowhere. And that can be said for the straight short sections as well.

It is not surprising that more pieces get used more than others. Crowding has led to incidents of injury and fatalities between cyclists and pedestrians, bicyclists. Problems with cars remain where the trail users cross streets. Inclusion of on-road facilities such as cycle tracks should be part of the solution. Many of our roads are overbuilt for the amount of traffic they handle. Bicyclists have the right to use the roads, of course, but motorists have not learned to share the road, and in case of accidents, the cyclists always suffer the consequences. That is why protected bike lanes and cycle tracks are needed, and not just painted lanes.

Sharrows - Shared bicycle lanes (Sharrows) deserve special note. These were designed for streets popular with cyclists, but with minimal and slow moving car traffic, and no room for separate facilities. But that's not how they were used in DFW. They were used on multilane roadways with room for separate bike lanes. Sharrows are not in the solution when cities want to use traffic lanes for parking!

Remove sharrows from any inclusion in any listing of bicycling infrastructure.

Support for Complete Streets - That said, a well reasoned Complete Streets policy is in order. One where cars do not dominate. What is sometimes labeled “complete Streets” is nothing more than whitewashed, existing “Share the Road” policies in which cars still rule.

White Rock as Hub for Connectivity – The use of White Rock Lake and White Rock Creek Trails as the central hub for regional connectivity is a mistake.

White Rock Lake Park suffers from overcrowding. Its reputation as the go-to place for cycling has resulted in large numbers of cycling users. The trail is also popular for walkers and runners and dog walkers and children, and there are numbers of incidents resulting in injury. There isn't room for separate bicycle and pedestrian trails. Plus, the park is being used for special events, usually charity running events such as the White Rock Marathon, and for special bicycling

events, and for boating events. It is also a heavy car traffic area.

The southernmost section of White Rock Creek Trail is still in bad shape, and cannot handle the traffic. It is too narrow, the pavement is breaking up, and it is prone to flooding, leaving a slick and dangerous residue of mud.

The maps of White Rock Lake Trail are misleading. Large sections of the eastern trail are obsolete, consisting of a neglected strip of asphalt, or are missing, and there are no plans to upgrade.

White Rock could be removed if the SoPAC (East Dallas Veloway) were developed. There is funding for some, but not all of it.

As for transportation, the trails, with the possible exception of the Santa Fe Trail (which goes toward Downtown Dallas, but not all the way,) do not go anywhere. That is, they do not connect people with places they want and need to be – with the exception of White Rock Lake! Thus, despite names like the “Dallas to Plano Trail”, few cyclists use the trail system to go to Plano. Mostly, these trails serve to feed more bicycle riders into an already crowded White Rock Lake Park.

Most of these arguments could be applied to the Katy Trail in Dallas. That trail has a notoriously dangerous street crossing at Knox Street, and it gets much more pedestrian usage (and accompanying conflict with bicyclists) than White Rock Lake Trail.

NCTCOG needs to make an effort to develop alternatives, especially East West Trails.

**Response:** Thank you for your comment. TxDOT is replacing the Buckner Boulevard overpass at Mockingbird Lane. The plan is to provide 6 foot sidewalks along both sides of the project limits. Please contact the local jurisdiction for additional sidewalk connections. Sharrows are to be used on roadways with speeds 35 MPH or less that do not have adequate width for bike lanes. TxDOT will keep your suggestion regarding SH 78 under consideration when future improvements are implemented with this facility. .

**Comment #35 (e-mail):** I want to thank you and TxDOT for this meeting and hope you have others across this state. I spoke the Teri about the use (abuse) of “Chip seal” as a surfacing on state roads. As a motor vehicle owner it degrades ride quality in cars, degrades fuel mileage & increases tire wear. As a bicycle owner it degrades ride quality on bicycles, accelerates fatigue & increase bike frame, bike component & tire wear.

As a bicyclist if you want us to ride on the shoulders these also should not be chip seal. What can we do to stop the use of “Chip Seal”

**Response:** Thank you for your comment. We will forward your comment to TxDOT’s Maintenance Division.

**Comment #37 (e-mail):** This e-mail is a follow-up to my statement at the Public Hearing on June 25<sup>th</sup>, 2014 titled “Transportation Project and Programs Affecting Bicycle Use” so that there is a written record of my public comments. And, to follow-up with our conversation after the meeting when you promised to speak to the engineer in charge of the 2499 expansion. Have you had a chance to speak to him/her?

As you know Bob Pfarr, a professional bicycle instructor, was killed on Section 4 of FM 2499 in 2013 after being struck from behind by a car. This tragedy could have been avoided if Section 4 had been constructed with a bike lane or a shoulder.

Because this section of (TxDOT) road is a funnel-point for cyclists seeking cross the Lewisville Lake in either the north or south direction, bicycle riders can be seen regularly mixed with 45mph traffic. Combined with the fact that there are curves, no shoulder and no other alternatives to ride on, it is inevitable that more deaths will happen on FM 2499 if no modifications are made.

I recommend a bike lane be included with the 4 to 6 lane expansion plans by paving additional feet of the center median so that there is room to stripe bike lanes on the right sides of outer lanes. A bike lane in the middle would make sense except for the bridges – which may only have room to use the existing outer edges. They are curb height and look like a MUP (multi-use paths) along the far right sides of the bridges.

Normally road cyclists will not ride on sidewalks or MUPs, even when legal because they fear hitting slower moving pedestrians. Therefore, there would need to be special markings like green bike lanes painted on the bridges.

I hope that modifying original plans of section 4 and 5 will be a top priority before construction begins in order to prevent future deaths.

**Response:** Thank you for your comment. TxDOT has made contact with TxDOT's Denton County's Area Engineer to share your concerns and comments.

### 3) PUBLIC HEARING POLL RESULTS

*NOTE: The poll results that appear in this report were gathered at the Bicycle Public Hearing through key pad devices distributed to the attendees. Additionally, these questions had a representative picture of type of bikeway (not shown here). Some questions are restated for this document.*

#### **Question One:**

What type of transportation cyclist are you?

- A. 21% - Strong and Fearless – Will ride regardless of roadway conditions.
- B. 45% - Enthused and Confident – Comfortable sharing the roadway with vehicle traffic, but prefer dedicated bike facilities.
- C. 26% - Interested but Concerned – Like riding a bicycle and would ride more if they felt safer on the roadways.
- D. 8% - No Way, No How – Not interested in bicycling at all, for reasons of topography, inability, or simply a complete and utter lack of interest.

**Question Two:**

Thinking about the past year, which of the following BEST describes YOUR bicycle-riding behavior?

- A. 14% - Ride daily
- B. 44% - Ride a few times a week
- C. 13% - Ride a few times a month
- D. 18% - Ride few times a year
- E. 11% - Seldom ride or are NOT a bike rider

**Question Three:**

For what purpose do you cycle?

- A. 36% - Cycle only for recreation purposes
- B. 0% - Cycle for commuting to work, school, or other destinations
- C. 53% - Cycle for both commuting and recreation purposes
- D. 11% - I do not cycle

**Question Four:**

How comfortable would you feel cycling on a "Shared Roadway" without bicycle signage?

- A. 10% - Very Comfortable
- B. 38% - Somewhat Comfortable
- C. 32% - Somewhat Uncomfortable
- D. 20% - Very Uncomfortable

**Question Five:**

How comfortable would you feel cycling on the "Signed Shared Roadway" shown?

- A. 28% - Very Comfortable
- B. 40% - Somewhat Comfortable
- C. 26% - Somewhat Uncomfortable
- D. 6% - Very Uncomfortable

**Question Six:**

How comfortable would you feel cycling on a 4-foot shoulder?

- A. 3% - Very Comfortable
- B. 16% - Somewhat Comfortable
- C. 40% - Somewhat Uncomfortable
- D. 41% - Very Uncomfortable

**Question Seven:**

How comfortable would you feel cycling on a 10-foot shoulder?

- A. 38% - Very Comfortable
- B. 35% - Somewhat Comfortable
- C. 24% - Somewhat Uncomfortable
- D. 3% - Very Uncomfortable

**Question Eight:**

How comfortable would you feel cycling on a 5-foot Designated Bike Lane?

- A. 26% - Very Comfortable
- B. 43% - Somewhat Comfortable
- C. 27% - Somewhat Uncomfortable
- D. 4% - Very Uncomfortable

**Question Nine:**

How comfortable would you feel cycling on the 5-foot Designated Bike Lane with 3-foot Buffer?

- A. 67% - Very Comfortable
- B. 30% - Somewhat Comfortable
- C. 3% - Somewhat Uncomfortable
- D. 0% - Very Uncomfortable

**Question Ten:**

How comfortable would you feel cycling on the two-way off-road "Shared Use Path" in the power line corridor that intersects a roadway?

- A. 78% - Very Comfortable
- B. 15% - Somewhat Comfortable
- C. 6% - Somewhat Uncomfortable
- D. 1% - Very Uncomfortable

**Question Ten:**

How comfortable would you feel cycling on a two-way off-road "Share Use Path" adjacent to a roadway? (There appears to be a rounding error on the results)

- A. 74% - Very Comfortable
- B. 12% - Somewhat Comfortable
- C. 9% - Somewhat Uncomfortable
- D. 6% - Very Uncomfortable

**Question Eleven:**

How comfortable would you feel cycling on a one-way "Cycle Track?"

- A. 80% - Very Comfortable
- B. 18% - Somewhat Comfortable
- C. 1% - Somewhat Uncomfortable
- D. 1% - Very Uncomfortable

**Question Twelve:**

How comfortable would you feel cycling on a two-way "Cycle Track?"

- A. 61% - Very Comfortable
- B. 29% - Somewhat Comfortable
- C. 6% - Somewhat Uncomfortable
- D. 4% - Very Uncomfortable

## 4) PUBLIC HEARING SURVEY RESULTS

*NOTE: Copies of the survey sheets can be found in **Appendix B**.*

**Question One:**

What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?

The top three *themes* of priorities received in comments from the group were:

- 1.) Connecting existing and future bicycling facilities with local and regional destinations.
- 2.) Educating the public on bicycle safety and awareness.
- 3.) Increasing the number of bike lanes (both protected and unprotected).

Comments were also received regarding concerns of:

- Crossing barriers.
- Improving existing laws and increasing enforcement to protect cyclists.
- Providing separated bicycle facilities for users of all ages and abilities.
- Increasing bicycle signage.
- Building paths that are *less than* 12'-16' in width.
- Including bicycle infrastructure on all state highway projects by providing easements.
- Providing adequate parking at trail entrances/exits.
- Completing the Northaven Trail and providing an east/west connection in north Dallas.
- Maintaining bike lanes and shoulders for safe rides.
- Creating a well-connected network that *does not* include White Rock Lake (as it is too crowded.)
- Working with cities, counties, and the NCTCOG to help bicycle and pedestrian projects that cross TxDOT right of way.
- Removing inner-city highways such as IH-345 in Dallas.
- Rejecting proposals for new roads such as the Trinity River Parkway.
- Need for bike lanes on FM 2499, Section 4.
- Improving the safety for bicyclists on major arterial streets.

**Question Two:**

What are the TOP THREE challenges or barriers to cycling in the region?

- 1.) 70% - Bikeways are NOT CONNECTED
- 2.) 65% - Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- 3.) 54% - Bikeways are NOT AVAILABLE

**Question Three:**

What are the most effective ways to influence bicycle safety and education?

- 1.) 70% - Include bikeway information in driver education classes  
(Coordinate with Texas Dept. of Public Safety)
- 2.) 57% - Social Media
- 3.) 46% - School activities and special training courses

\*Note: Zero respondents selected brochures as a most effective option.

**Question Four:**

To whom should bicycle safety and education outreach activities be targeted?

- 1.) 84% - Motorists
- 2.) 57% - Children
- 3.) 57% - Cyclists of all levels of experience

**Question Five:**

Considering limited funding resources, what types of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?

Striped bicycle lanes, bicycle tracks, and shared use paths were equally represented in the comments provided by the group (29% each).

- Those who preferred shared use paths indicated their preference for infrastructure that provided safe space for users of all ages and abilities.

- Recommendations for on-street facilities emphasized connecting local destinations for commuters.

Comments also included:

- Improving air quality through increased bicycle ridership.
- Selecting a type of bikeway based on available space and adjacent land uses.
- Removing parking near bike lanes.
- Working with projects that share ROW. Example: failure to coordinate with sign replacement along the Campion Corridor.
- Providing safe cycle tracks for children to ride to/from school.
- Improving shared lane markings and installing “bicycle may use full lane” signs.
- Concerns about the amount of time to complete and the cost effectiveness of shared use paths.
- Building facilities to adhere to the 8/80 rule.
- Increasing the number of cyclists to raise awareness and improve safety.

**APPENDIX A**  
**COPY OF WRITTEN COMMENTS**

# Public Hearing Comment Form

## Transportation Projects and Programs Affecting Bicycle Use



Texas Department of Transportation  
Dallas and Fort Worth District  
In coordination with  
North Central Texas Council of Governments

The Texas Department of Transportation is seeking your comments. All written comments are welcome. **All written comments mailed after the meeting must be postmarked on or before Saturday, July 5, 2014.** Responses to comments will be provided in the public hearing summary packet.

Please Print

Bicycling is not just an alternative mode of transportation. It can be a way of life and the only option for many. Build infrastructures to accommodate for these populations, and consider whether an 8 year old or 80 year old can safely ride them

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Jonathan Braddick  
ADDRESS: 635 Turner Ave  
CITY: Dallas STATE: TX ZIP: 75208

# Public Hearing Comment Form

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Please Print

The NCTCOG & TxDOT need to get DFW Airport to step up to the plate and get involved in the regional trail connection at the SW corner of the airport property.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: DAVID MCCASKIN  
ADDRESS: 620 E. Sathlake Blvd.  
CITY: Sathlake STATE: TX ZIP: 76092

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Please Print

Please look at Greenbelt Rd which goes between  
Green Oaks & and Trinity Blvd in Tarrant County.

This Road is a connector between Arlington (+ a bike path)  
and the Hurst/Bell TRF train Station.

Unfortunately it is an unincorporated area and has fallen  
through the cracks. It is a 2-lane, high speed, no  
shoulder road that could be improved with an off  
street bike path

Improving this road would help the cycling community in Arlington.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Zachary Ford

ADDRESS: 4701 Gaston #2  
Dallas Tx 75246

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

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Please Print

14' wide outside lanes are not  
bike accommodations - please don't use or  
recommend

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Neve Jordan  
ADDRESS: 2604 Laurel Lane  
CITY: Plano STATE: TX ZIP: 75074

# Public Hearing Comment Form

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Please Print

- 1) - When TXDOT is involved in roadway widening, they should always make a way for a protected bike lane.
- 2) - More money should be used for education about protecting cyclists.
- 3) - Removing inner city highways (such as IH-345) will improve life for everybody and save money in the long run.
- 4) Please consider "complete street" measures for all new roadways.
- 5) Multi-modal transportation should be a much higher priority for TXDOT - Need more connectivity to transit

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Ben Coffee

ADDRESS: 726 Tenna Loma Ct.

CITY: Dallas STATE: TX ZIP: 75208

# Public Hearing Comment Form

## Transportation Projects and Programs Affecting Bicycle Use



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Please Print

CYCLING IS IMPORTANT AS A FORM OF EXERCISE AND HELPING IN KEEPING OUR COMMUNITIES HEALTHY.

THIS IS AN IMPORTANT ELEMENT THAT NEEDS FOCUS IN THESE MEETINGS AND THE REASON CYCLING NEEDS TO BE PROMOTED + PROTECTED.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Quin Neal

ADDRESS: 182 Kipling

CITY: Framm Meadows STATE: TX ZIP: 75022

# Public Hearing Comment Form

## Transportation Projects and Programs Affecting Bicycle Use



Texas Department of Transportation  
Dallas and Fort Worth District  
In coordination with  
North Central Texas Council of Governments

The Texas Department of Transportation is seeking your comments. All written comments are welcome. **All written comments mailed after the meeting must be postmarked on or before Saturday, July 5, 2014.** Responses to comments will be provided in the public hearing summary packet.

Please Print I am excited to see NACTO guidelines enter  
TxDOT project discussions. TxDOT projects usually are  
barriers to pedestrian/bicycling projects by city/county/  
MPO groups. TxDOT can be a better partner in working  
with these groups on their projects that cross  
TxDOT R.O.M.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Mike Fresberger  
ADDRESS: 1067 Morningside Ln  
CITY: Allen STATE: Tx ZIP: 75002

# Public Hearing Comment Form

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Please Print

If TxDOT is going to concentrate on bicycle infrastructure, what is the plan for non-"Shared Roadway" facilities to help keep them free of debris that will inevitably collect and create a hazard for cyclists (e.g. gravel, broken glass, trash). Can a maintenance program be included with the construction project?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

NAME: Steve Goff

ADDRESS: 9112 Gavin Rd

CITY: Argyle STATE: TX ZIP: 76226

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Please Print

- As a ride leader of a group and as someone involved in advocacy, one of the greatest challenges is educating people/motorists that cyclists have a right to use the roads and are subject to the transportation code. Bike lanes are helpful in larger cities as long as folks don't park there and they are kept free from debris. In the suburbs, people/motorists are often uneducated as to cyclists rights to use roadways. Sufficient signage and education help teach folks to expect cyclists which makes transport by bicycle safer for everyone.

In summary, please focus on additional education and signage and develop

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

plans  
that accommodate  
cyclists.

NAME: Alex DuLora

ADDRESS: 2800 Boone CT

CITY: Plano STATE: TX ZIP: 75023

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Please Print

More education is needed for driving  
courses to inform motorists of needed  
safety for cyclists.

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: John Barsic  
ADDRESS: 3125 Helmet St

CITY: Irving STATE: TX ZIP: 75060

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Please Print The greatest risk to the bicyclist is the motorist.  
Bicycles have a right to the road  
that motorists don't seem to know about.  
Law enforcement seems equally ignorant  
of the bicyclist's right to use the road  
and the full lane in most situations.  
Law enforcement officers are letting  
motorists carelessly or even recklessly  
maim and kill cyclists without consequence.  
~~so long as~~  
BMUFL signage would also be helpful.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Brian Rogers  
ADDRESS: 4012 Kerr Ct  
CITY: Farmers Branch STATE: TX ZIP: 75244

# Public Hearing Comment Form

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Please Print

We need safe bike paths connecting  
Dallas - FW city centers, and major  
recreational areas of the 2 counties.

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Kimball Smith  
ADDRESS: 2420 Cross Timbers  
CITY: Arlington STATE: TX ZIP: 76006

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Please Print

~~A~~ Roadway projects ~~it~~ should be built with a complete streets approach to accommodate bicycles and pedestrians. Highway projects ought to ~~at~~ have abundant points that allow crossing under or over the roadway - or - with a signaled crossing to avoid restricting routes used by bike commuters.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Aaron Holland  
ADDRESS: 2111 Hurley Ave.  
CITY: Fort Worth STATE: TX ZIP: 76110

# Public Hearing Comment Form

## Transportation Projects and Programs Affecting Bicycle Use



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Please Print

- FOCUS ON SEGREGATED BIKEWAYS... BIKE 'ROADS' ARE DANGEROUS

- CONNECT... HAVE TRAIL SEGMENTS CONNECT WITH EACH OTHER AND PLACES PEOPLE WORK/LIVE

- BUILD SMART... NOT EVERY PATH NEED BE 12'-16'... SOME (MANY) PLACES ARE PERFECTLY FINE WITH 9' WIDTH.

ALSO... UTILIZE EXISTING SERVICE TRAILS (FLOOD PLANE, UTILITY CORRIDORS) WHERE POSSIBLE. MINIMIZE REG INFRASTRUCTURE. MORE TRAIL FOR \$ \$

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: NOLAN MUNICE

ADDRESS: 9001 CUMBERLAND DR

CITY: IRVING STATE: Tx ZIP: 75063

# Public Hearing Comment Form

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Please Print

The only way to change the culture of cars in Bikes is in Drivers Education. I have tried to help Local Drive schools and they say not required by the state to have a cyclist teach that portion. I would do it in a flash. A commiter of 4 years more Driver Education is needed. I believe a mandatory class is need for all TDL Applicants no matter what Age. on Bicycle & Ped. str. in safety.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*Bike Friendly Carrollton*

NAME: Jeffery Sailer  
ADDRESS: 2226 Big Bend Dr.  
Jeffery.Sailer@yahoo.com  
CITY: Carrollton STATE: TX ZIP: 75007

# Public Hearing Comment Form

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Please Print

① <sup>Due to traffic volumes and high speeds (usually 40-50 miles per hour) greater than sp. limit</sup> 14' WOL's are never adequate for safety on urban highway service roads. These should be buffered bike lanes or at least 6' bike lanes or cycle tracks or side paths or shared use paths (on and off road).

② TxDOT projects should always include facilities for bicyclists + pedestrians in projects. The type depends on location / land use.

③ NTIA creates huge barriers to bicycling + walking.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting - indirectly

NAME: Annie Melton

ADDRESS: 613 Mt. Auburn Ave

CITY: Dallas STATE: TX ZIP: 75223

# Public Hearing Comment Form

## Transportation Projects and Programs Affecting Bicycle Use



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Please Print

I'm very excited that the transportation hearing is taking place. The trail system in Ft Worth is wonderful, but what is in Irving or east of Metcalf Park is rather disappointing. The Campion Trails portions that are complete are great- nice, smooth, and wide. I just wish there was more, like the signage that says where eventually will be. I can think of only a couple of bike lanes in Irving, especially south. I eagerly await the new developments! More hearings and/or discussion would also be good!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

# Public Hearing Comment Form Transportation Projects and Programs Affecting Bicycle Use



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Please Print

PROVIDE SEPARATE PATHS FOR BICYCLISTS & PEDESTRIANS.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_



# Public Hearing Comment Form

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Please Print When doing comfort level surveys, I think it would be beneficial to ask the same question in the perspective of a motorist. I find myself nervous driving on shared roadways when cyclists are present or even when there are narrow shoulders.

Also, not to stir the pot or cause an uproar, but as cyclists are required to abide by vehicular laws, are they ever pulled over or fined? I see cyclists breaking the law all the time, but have only seen one bike pulled over, and that was on my college campus. I think enforcement for both vehicles & cyclists could increase safety.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Laura Demos  
ADDRESS: 900 S. Greenville Ave.  
CITY: Allen STATE: TX ZIP: 75002

# Public Hearing Comment Form

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Please Print

Narrower Bike lanes appear less safe.  
Diversions full-hazards need to be addressed (gutter pans.)  
Speed differential is an important consideration  
14' Travel lane is rarely adequate where speed exceed 35 mph  
Great to see counts program coming forward!  
Need "Bicycles May Use Full Lane" on all designated routes.  
FM 2499 does need restripe to accommodate bikes!  
Need finer-grade of chip seal on shoulders for bicycling.  
Encourage cities and counties to embrace complete streets!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT *on occasion*
- I could benefit monetarily from the project or other item about which I am commenting

NAME: Wes Melton

ADDRESS: 613 Mt. Auburn Ave

CITY: Dallas STATE: TX ZIP: 75223

# Public Hearing Comment Form

## Transportation Projects and Programs Affecting Bicycle Use (2014-06-25)

### Citizen Contact Information

Mark Adams  
280 W. RENNER RD APT 2823  
RICHARDSON, TX 75080

### Answers to TTC 201.811(a)(5) Questions:

- I am NOT employed by TxDOT
- I do NOT do business with TxDOT
- I could NOT benefit monetarily from the project or other item about which I am commenting.

### Comments:

Cycling is increasingly an important part of the transportation landscape in DFW and across the state. TxDOT needs to take action to help counties and municipalities implement bicycle-friendly infrastructure that encourages people to ride a bicycle for transportation instead of driving a car.

I believe that TxDOT needs to do three important things:

1. **TxDOT should encourage local governments to include safe cycling facilities in their roadway designs by adopting the NACTO Urban Bikeway Design Guide as a design reference for its Roadway Design Manual (RDW) or the Texas Manual for Uniform Traffic Control Devices (TMUTCD) in order to show cycletracks are a TxDOT supported facility.** The current AASHTO recommendations do not mention cycletracks (protected bike lanes) which, although costlier, are a proven and effective facility for increasing the utilization of roadways by cyclists while dramatically improving safety. However, many municipalities do not implement these facilities on their roadways either because TxDOT doesn't mention them in its reference or because its projects have TxDOT oversight and might require special approval to include them. Formally adopting or referencing the NACTO guide in TxDOT's materials (similar to FWHA memorandum "Bicycle and Pedestrian Facility Design Flexibility" from 8/20/2013) would make it considerably easier for TxDOT and local governments to implement cycletracks and improve safety of cyclists. Please empower communities to make it easier for them to build high-quality, safe bicycle facilities.
2. **TxDOT should establish bicycling-related performance measures under 43 TAC §16.203 to ensure that programs the encourage cycling and help to improve bicycling as a mode of**

**transportation are prioritized and funded appropriately.** In particular, a performance measure related to bicyclist fatalities is necessary and long overdue. A primary tenet of TxDOT's mission is safety and establishing cycling-related performance measures ensures that cyclists, as roadway users, are not overlooked when it comes to safety.

3. **TxDOT should develop a Statewide Bicycle Plan** to establish a unified statewide set of policies, programs, and projects to encourage cycling across the state. The bicycle plan must include components related to Planning & Policies, Design & Maintenance, Funding, and Education / Promotion.

Cycling is not only a recreational activity but also a major part of transportation, particularly in urban areas, across the state and TxDOT should encourage the development of a transportation system that encourages bicycling.

## Kathy Kleinschmidt

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**From:** Jenny Rilling <jenny.rilling@gmail.com>  
**Sent:** Wednesday, June 25, 2014 3:36 PM  
**To:** Kathy Kleinschmidt  
**Subject:** Comment for Public Hearing June 25th 2014 in Irving TX

Kathy,

Unfortunately I'm unable to be at the public meeting tonight, but please incorporate my comments into the record. Thank you.

TX-DOT, we desperately need more safe places to cross TX-DOT owned / maintained roads and freeways - Preston Rd. through Dallas / Addison is a big one. Safe crossings of these streets and under/over freeways would greatly increase bicyclist safety and reduce TX-DOT liability, as well as encourage more people to cycle for transportation and health. The benefits would be improved air quality and decreased traffic congestion by replacing car trips with bike trips, as well as public health and quality of life benefits by encouraging fitness and spending time outdoors.

NCTCOG, we appreciate all the north-south bicycle trails that you've supported and contributed to, but we also desperately need more east-west routes to complete our bicycle transportation network.

Thanks to both agencies for opening up this forum for discussion.

Sincerely,

Jenny Rilling  
BikeDFW Membership Director  
Bike Friendly Richardson

## Kathy Kleinschmidt

---

**From:** Susie Williams  
**Sent:** Wednesday, June 25, 2014 4:58 PM  
**To:** Kathy Kleinschmidt

**Name:** Mr. Chris Pittman<[PittmanPhoto@gmail.com](mailto:PittmanPhoto@gmail.com)>

**Address:**  
2709 Morning Song Drive  
Little Elm, TX 75068

**Phone:**  
(951) 972-9916

**Requested Contact Method:** Email

**Reason for Contact:** Construction project  
**Complaint:** No

**Nearest Major City:** Little Elm

**Comment:** I am writing to suggest the state consider adding marked bike lane as roads are improved.

While bicycles may currently share the road with other traffic, I believe that by having bike lanes both autos and cyclists will be safer.

## Kathy Kleinschmidt

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**From:** Katie Jensen <katiej.grn@gmail.com>  
**Sent:** Wednesday, June 25, 2014 5:26 PM  
**To:** Kathy Kleinschmidt  
**Cc:** Francesca Funk  
**Subject:** Comment for Irving Bikes as transportation hearing 6/25/2014

Here's my comment for the public record:

I am a Dallas resident that works in Irving. I love the Campion Trail and the other bike-friendly amenities in Irving. After bike commuting nearly every day while living in Austin for 8+ years & either taking the DART or bike commuting several times each week when living and working in Dallas, I am sad to report that I have not bike commuted since my office moved to Irving 18 months ago. This is not due to my lack of desire. I attempted the ~8 mile (the same distance as one of my commutes in Austin) commute down Royal Ln and side roads between 75229 & 75063 only to be discouraged and frightened by the lack of infrastructure and driver awareness & caution that would make me feel comfortable enough to ride my bike. I am not afraid of traffic. But I am afraid of traffic that acts like it's no regard for the safety of cyclists. A little extra shoulder, a connected sidewalk or bridge, bike locking locations, accessible showers, some paint & signs acknowledging the presence of cyclists. All of these would make the world of difference for me, changing my attitude while riding the route and empowering me to keep my vehicle off the road, get exercise, and be a positive example within the community.

In addition, I'd like to advocate for off road cyclists and other members of the cycling community. Each type of riding is unique and should be nurtured and encouraged. BMX, Observed Trials, cyclocross, road, off road, unicycle, etc., all should be considered for inclusion in the plan.

If you haven't been on a bike ride around the block or to the grocery store lately, I encourage you to take a ride. You'll see life from a whole new perspective. Understand a different scale of the things around you. And, maybe, consider the lives of people who don't or can't drive cars. Enhanced bike infrastructure often double dips as accessible infrastructure for the elderly, wheelchair-bound, and mothers with strollers.

Katie Jensen

## Kathy Kleinschmidt

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**From:** Roxanne King <ms.roxanne.king@gmail.com>  
**Sent:** Thursday, June 26, 2014 12:53 PM  
**To:** Kathy Kleinschmidt  
**Subject:** Public Meeting

Kathy,

It was great meeting you last night. I'm wondering if you could share the information about the upcoming meetings in July? I'd like to post on some local bike social media sites.

Roxanne

## Kathy Kleinschmidt

---

**From:** Warren Casteel <wacasteel@gmail.com>  
**Sent:** Tuesday, July 01, 2014 1:35 PM  
**To:** Teri Kaplan; Kathy Kleinschmidt  
**Cc:** Karla Weaver; Mike Freiburger; Mike Emmons; Michael McNair; Tony Bassak; Bob Murdoch; Richard Wezensky; Alan Kailer  
**Subject:** Irving meeting

I just wanted to thank both of you for attending the meeting and letting us know what is happening at TxDOT in the bike / ped arena.

As a long time bicycling advocate, if there is anything I can do to help you in your endeavors, please do not hesitate to call.

Also, we had several BikeDFW Board members there. BikeDFW is the bike advocacy and education organization in North Texas, and will help in any way possible, including events, education initiatives, and whatever else you need.

Kathy, thanks for the help on the trail crossing under US 75 at Rowlett Creek open as much as possible. This has rapidly become a key link across 75. And also, we look forward to the traffic signal on Preston Road and Commonsgate, where the Bluebonnet Trail crosses Preston Road. This has been an issue for years, and we are so excited about it being resolved!

Let us know how we can help.

Warren

Karla, as always, thanks for coordinating this and for all of the support we get from NCTCOG.

W

--

Warren Casteel  
214.352.7446 Office  
214.212.7365 Mobile  
[www.casteelsign.com](http://www.casteelsign.com)

## Kathy Kleinschmidt

---

**From:** alvinsugar@juno.com  
**Sent:** Tuesday, July 01, 2014 8:08 PM  
**To:** Kathy Kleinschmidt  
**Cc:** dyfet@tychosoft.com  
**Subject:** CHAOS IS HERE! as predicted

Dear Kathy,

The meeting regarding bicycles held in Irving for planning the future, is truly wasted. As long as bicycles are permitted, and forced onto sidewalks, you will never have the leverage to accomplish the dreams and goals of the cyclists, that were discussed.

The move to strike against cyclists in Carrollton has resumed on July 1st with the declaration that my sophisticated safety trike is again a child's toy, while police are still supporting racing bikes zipping about at 25 mph on sidewalks [amongst bi directional traffic]. Obviously rules of the road intellect has no jurisdiction over a Nazi based (communistic) community. My trike is now the most dangerous machine in Carrollton (per Dough Mitchell) Police commander [and cracker].

This opposing ignorance to your goals is simply unconscionable. And will waste valuable time and money. Carrollton must promote law instead of politics and create interest in alternate transportation, rather than permit the Republican party to enjoy prosperity via WAR to maintain status quo. [With SUVs favored to win]

Note; I am filing my writ of habeas corpus prior my arrest for disobedience. Yes, I realize the Nazi leadership will not accept it, and break law! some more!

Al Sugar 7-1-14

## Kathy Kleinschmidt

---

**From:** Bryan, William <wbryan@mail.smu.edu>  
**Sent:** Wednesday, July 02, 2014 4:33 PM  
**To:** Kathy Kleinschmidt  
**Subject:** Bicycle Use In DFW Comments

Dear Kathy,

Thank you for paying attention to bicycles in DFW. I am a 62 year old United Methodist pastor serving at Perkins School of Theology at SMU. I bicycle to work from my home beyond White Rock Lake 2 to 3 days a week. I use residential streets and emerge into traffic only when crossing a creek, railroad, or freeway. On hot days, the DART train always has room for a bicycle as I go to work.

Connectivity is the issue which keeps our bike paths in the recreational rather than the transportation realm. Progress is coming.

Every time I use my rear view mirror at a stop light to note the right turn blinker of the car behind me, I pick up my bike, put it on the line, and motion the right turner to pass me. Bikes can make good neighbors.

BILL BRYAN

W. J. Bryan III  
Director of Intern Program  
And Professional Formation  
Perkins School of Theology  
P O Box 750133  
Dallas, TX 75275-0133  
214 768-4900  
214 768-2881 FAX

## Kathy Kleinschmidt

---

**From:** Chris Munson <chris.a.munson@gmail.com>  
**Sent:** Wednesday, July 02, 2014 5:12 PM  
**To:** Kathy Kleinschmidt  
**Subject:** Bicycle Use In DFW Comments

Kathy,

I don't know if this comment is within your purview but I thought might offer it anyway:

Please install bike lanes in the north Oak Cliff neighborhood of Dallas:

- Beckley Avenue (N and S) between Singleton and Zang.
- Davis Street (E and W) between Zang and Hampton.
- Zang Blvd (N and S) from the Jefferson Viaduct to Davis Street.

Thanks for taking public input.

Sincerely,

Chris Munson

## Kathy Kleinschmidt

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**From:** Boyd Venable <bvw3@msn.com>  
**Sent:** Wednesday, July 02, 2014 7:48 PM  
**To:** Kathy Kleinschmidt  
**Cc:** mail@biketexas.org  
**Subject:** bicycling in DFW comments

although the bicycle trail system is improving dramatically in DFW, there comes a point in bicycle commuting where you have to get on the road with cars to get where you are going. I commute by bicycle most days to downtown. bike lanes are acceptable but I believe they need physical barriers to cars, whether substantial rumble strips or flexible vertical pickets. An entire system of trails is best, but not immediately feasible. A shared road with bike lanes is acceptable, but only with physical detriments for cars drifting into bike lanes. it only takes one moment of carelessness to kill a cyclist from behind.

thank you.

Boyd Venable  
P.O. box 130951  
Dallas, TX 75313

## Kathy Kleinschmidt

---

**From:** Dave Vest <bigmanrunning@gmail.com>  
**Sent:** Thursday, July 03, 2014 8:20 AM  
**To:** Kathy Kleinschmidt  
**Cc:** Irving Bykes  
**Subject:** Bicycle Use In DFW Comments

Hello Ms. Kleinschmidt,

I received your e-mail address through one of my friends with BikeIrving. I was unable to attend the open house you all gave at Irving City Hall recently. Therefore, I will have to send my comments on how TxDOT can help with cycling in North Texas.

I realize that TxDOT is concerned primarily with Texas Highways. Therefore, I will try and comment and give suggestions in those areas.

One of the biggest things I have seen TxDOT do that negatively affects cycling in Texas is the ban on riders on Toll Roads. While I acknowledge that there are some increased safety risks on some highways, and I don't encourage my cycling friends to ride where it is not safe, I believe that banning cyclists is a bad idea.

On one of my trips out cycling, before the ban, I accidentally found myself turned onto SH161. While the increased speed of motor vehicle traffic was unsettling, my ride was not unsafe. I kept to the nice, wide shoulder that TxDOT constructed and carefully exited when I needed to. In addition, I have also had to use US287 through Midlothian for a similar reason. Again, though the speed of traffic as unsettling, I was able to ride safely.

I write this more for my friends in East Texas dealing with the new loop out there and the same ban. While many of us will not venture out onto our multi-lane highways, the smaller loops and highways of East Texas are perfect riding territory for cycling. In most cases, I have seen TxDOT build adequate shoulders for cyclists to utilize, so there is no logical reason for the ban.

I say this because as most cyclists on the roads, we pay as much taxes through our motor vehicles that we have as any other citizen of Texas. Therefore, since state law affords us equivalency on the roads with motor vehicles, we should have the same access as they do. We too have already paid for that access.

Second, in regards to Irving itself, I have one good suggestion. SH183, which is planned for renovation soon, effectively cuts my city in half regarding cycling. The underpass intersections at Macarthur, Story, and O'Connor especially have high traffic, confusing signalling, and little to no real traffic control. Many cyclists, especially those with less experience, will not attempt to cross these barriers. And, they can be considered barriers. In the planning, we urged TxDOT to utilize at least one underpass to place a bike path to facilitate crossing. TxDOT accepted it, but I would encourage TxDOT to continue to look at how everything is built at the underpass intersections with any eye on making it safe and useable for all experience levels of cyclists so that we can "un-divide" the city of Irving for all of us that use the roads.

Please remember that our future in Texas needs more non-fossil fuel trips. Though we are wide spread, many can and will use cycling as an alternative means. As our saying goes, "Cyclists fare best when treated as any other vehicle." It would be well if TxDOT adopted the same motto.

Thanks for listening.

Dave Vest

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--Bigmanrunning

<http://bigmanrunning.wordpress.com>

## Kathy Kleinschmidt

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**From:** Morgan Boatwright <morgan.boatwright@prodigy.net>  
**Sent:** Thursday, July 03, 2014 11:38 AM  
**To:** Kathy Kleinschmidt  
**Subject:** Bicycle Use In DFW Comments

Kathy,

Progressive cities are seeing the value of including alternatives to carbon based transportation and for the health benefits of its residents.

With our support of light rail we've taken the first step and a provision for riding a bike to connect to this system would put us in an enviable position.

A recent article in the Dallas Morning News had Dallas at 9<sup>th</sup> place in commuters who walk or ride a bike.

The number of people across the country who bike to work jumped nearly 61 percent from 2000 to 2012, but they still represent a tiny fraction of all commuters. And it's barely a blip in Dallas. However, it seems Dallas is actively trying to improve this. Leading edge cities such as Portland, OR have seen the value and have been attracting top notch talent as a result of these long-term improvements.

While I'm 66 and probably will not see the fruition of these steps to increasing bicycle infrastructure, I did benefit from previous generations who worked on national parks and green belts in various cities I've lived in. These improvements are an investment in the future.

Regards,

Morgan Boatwright

## Kathy Kleinschmidt

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**From:** humanbean99@ <gmail.com humanbean99@gmail.com>  
**Sent:** Saturday, July 05, 2014 8:47 PM  
**To:** Kathy Kleinschmidt  
**Subject:** Public Comment on Transportation Projects and Programs Affecting Bicycle Use

Dear Ms. Kleinschmidt,  
Thank you for your presentation on June 25th in Irving. Below is my comment for the public record.

\*\*\*\*\*

I am an Irving resident, and a life-long cyclist. Although I am a confident and competent cyclist, Texas highways prevent me from getting around my city safely and comfortably by bicycle.

Even though I live less than 2 miles from my child's school, SH183 bisects the route, making it too risky for me to ride there with my child. Consequently, I *must* drive SH183 4 times each weekday. In this way, part of SH183's congestion is created by the way the highway crosses the local roads. Making the highway-to-local road connections safe and comfortable for *cyclists of all ages and abilities* (not just the daring or desperate) would ease congestion on the highway itself.

The "wide outside lane" on service roads is an utterly insufficient Level of Service (LOS) for most cyclists. Protected bike lanes are essential on service roads so that people can safely and comfortably ride the service roads. Moreover, many people walking or riding the service roads do not own cars, so it is unfair to make the roads safe only for those who can afford cars. Additionally, cycle tracks and other high LOS cycling infrastructure can do double duty for people in wheelchairs and people pushing children in strollers.

All state roads--including toll roads--must remain open to all road users. I'm not a fan of riding highways, but I have done it because sometimes it is the only way to get to a destination.

Lastly, I urge all of you at TxDOT to get on a bike and ride around. Bicycling clears the mind and invigorates the body. And you may discover that the roads you think you know look quite different from the perspective of a bicycle.

Kind regards,  
Francesca Funk

## Kathy Kleinschmidt

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**From:** Ron Marusak <rmarusak@yahoo.com>  
**Sent:** Saturday, July 05, 2014 11:42 AM  
**To:** Kathy Kleinschmidt  
**Subject:** Comments - Transportation Projects and Programs Affecting Bicycle Use on July 5, 2014 in Irving TX

Public Hearing Comments  
Transportation Projects and Programs Affecting Bicycle Use  
Held June 25, 2014 at Irving City Hall, 825 W. Irving Blvd, Irving Texas 75060

For TxDOT

Thank you for holding the hearing. It's good to learn that TxDOT is doing something for cyclists in Texas.

Mostly, I hear very negative comments about TxDOT projects. One in particular, the upgrade of Northwest Highway between Buckner Blvd and West Lawther in Dallas did not go smoothly for cyclists and pedestrians, as we lost use of the very popular White Rock Creek Trail for a time. But it got handled, and eventually the bike path got built. There are some issues with the landscaping, and I am not familiar with the details, but the trees, as bad as they looked, did not die and are starting to sprout leaves.

The White Rock Lake area in Dallas could use the support of TxDOT on bicycle and pedestrian projects. One project, replacement of the Mockingbird Lane and Buckner overpass, is being planned. Pedestrian and bicycle access to the lake from the surrounding neighborhood is unnecessarily difficult in this area. Please be sure that it has extra wide sidewalks and crosswalks with signals, on both sides of Buckner Blvd and Mockingbird Lane. There is an existing sidewalk on the east side of Buckner Blvd that can accommodate a connection. The west side now has nothing, but I hope a sidewalk can be constructed in the future. The hope is that patrons—and their children—can walk to White Rock to go for a walk instead of having to drive and park a car. It is a very popular park, crowds and parking are a problem.

Since it is a park, and this area is environmentally sensitive, parking lots and high speed traffic is completely inappropriate. The boat clubs need car access, but it definitely not the place for “going for a drive” or large events.

Garland Road (Highway 78) is another headache, as the right-of-way for the multiuse path is very narrow. My idea was to close the lane adjacent to the lake, temporarily, to car traffic during peak cycling use and use that lane for overflow. When I mentioned this to the Dallas Park representative, he laughed and said, “TxDOT would never go for it.” So, please be open to suggestions such as this.

North Texas Regional Veloweb

The North Texas Regional Veloweb doesn't seem to be working.

At this point in time, the so-called low hanging fruit has been picked, and subsequent projects will require the less attractive and more expensive to develop right-of-ways. Trails are attractive places to ride and walk, but they are prohibitively expensive at a time when cities are reluctant to pay. We are left with a modest mileage, consisting of mostly unconnected short sections. Much of that mileage consist of loops good for recreation, but not for transportation, as they go nowhere and are in sometimes in the middle of nowhere. And that can be said for the straight short sections as well.

It is not surprising that more pieces get used more than others. Crowding has led to incidents of injury and fatalities between cyclists and pedestrians, bicyclists and bicyclists. Problems with cars remain where the trail users cross streets.

Inclusion of on-road facilities such as cycle tracks should be part of the solution. Many of our roads are overbuilt for the amount of traffic they handle. Bicyclists have the right to use the roads, of course, but motorists have not learned to share the road, and in the case of accidents, the cyclists always suffer the consequences. That is why protected bike lanes and cycle tracks are needed, and not just painted lanes.

## Sharrows

Shared bicycle lanes (Sharrows) deserve special note. These were designed for streets popular with cyclists, but with minimal and slow moving car traffic, and no room for separate facilities. But that's not how they were used in DFW. They were used on multilane roadways with room for separate bike lanes. Sharrows are not the solution when cities want to use traffic lanes for parking!

Remove sharrows from any inclusion in any listing of bicycling infrastructure.

## Support for Complete Streets

That said, a well reasoned Complete Streets policy is in order. One where cars do not dominate. What is sometimes labelled "complete streets" is nothing more than whitewashed, existing "Share the Road" policies in which cars still rule.

## White Rock as Hub for Connectivity

The use of White Rock Lake and White Rock Creek Trails as the central hub for regional connectivity is a mistake.

White Rock Lake Park suffers from overcrowding. It's reputation as the go-to place for cycling has resulted in large numbers of cycling users. The trail is also popular for walkers and runners and dog walkers and children, and there are numbers of incidents resulting in injury. There isn't room for separate bicycle and pedestrian trails. Plus, the park is being used for special events, usually charity running events such as the White Rock Marathon, and for special bicycling events, and for boating events. It is also in a heavy car traffic area.

The southernmost section of White Rock Creek Trail is still in bad shape, and cannot handle the traffic. It is too narrow, the pavement is breaking up, and it is prone to flooding, leaving a slick and dangerous residue of mud.

The maps of White Rock Lake Trail are misleading. Large sections of the eastern trail are obsolete, consisting of a neglected strip of asphalt, or are missing, and there are no plans to upgrade.

White Rock could be removed if the SoPAC (East Dallas Veloway) were developed. There is funding for some, but not all of it.

As for transportation, the trails, with the possible exception of the Santa Fe Trail (which goes toward Downtown Dallas, but not all the way,) do not go anywhere. That is, they do not connect people with places they want and need to be—with the exception of White Rock Lake! Thus, Despite names like the “Dallas to Plano Trail”, few cyclists use the trail system to go to Plano. Mostly, these trails serve to feed more bicycle riders into an already crowded White Rock Lake Park.

Much of these arguments could be applied to the Katy Trail in Dallas. That trail has a notoriously dangerous street crossing at Knox Street, and it gets much more pedestrian usage (and accompanying conflict with bicyclists) than White Rock Lake Trail.

NTCOG needs to make an effort to develop alternatives, especially East West Trails.

## Kathy Kleinschmidt

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**From:** J Robert Murdoch <bobmurdoch54@att.net>  
**Sent:** Saturday, July 05, 2014 5:03 PM  
**To:** Teri Kaplan; Kathy Kleinschmidt  
**Cc:** president@bikedfw.org  
**Subject:** Transportation Projects and Programs Affecting Bicycle Use comments

I want to thank you and TXDoT for this meeting and hope you have others across this state. I spoke the Teri about the use (abuse) of "chip seal" as a surfacing on state roads. As a motor vehicle owner it degrades ride quality in cars, degrades fuel mileage & increases tire wear. As a bicycle owner it degrades ride quality on bicycles, accelerates fatigue & increases bike frame, bike component & tire wear.

As a bicyclist if you want us to ride on the shoulders these also should not be "chip seal".

What can we do to stop the use of "chip seal"?

Yours,

Bob Murdoch  
9717 Lanshire Dr.  
Dallas, TX 7238

## Kathy Kleinschmidt

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**From:** Mark Solow <marksolow@gmail.com>  
**Sent:** Saturday, July 05, 2014 10:17 PM  
**To:** Kathy Kleinschmidt  
**Cc:** Teri Kaplan; Michelle Bryant Ragion; Steve Goff; Ruth Solow; Tan Parker  
**Subject:** FM 2499 Section 4 Bike Lane Construction

Kathy, This e-mail is a follow-up to my statement at the Public Hearing on June 25th, 2014 entitled "Transportation Projects and Programs Affecting Bicycle Use" so that there is a written record of my public comments. And, to follow-up with our conversation after the meeting when you promised to speak to the engineer in charge of the 2499 expansion. Have you had a chance to speak to him?

As you know Bob Pfarr, a professional bicycle instructor, was killed on Section 4 of FM 2499 in 2013 after being struck from behind by a car. This tragedy could have been avoided if section 4 had been constructed with a bike lane or a shoulder.

Because this section of (TxDOT) road is a funnel-point for cyclists seeking to cross the Lewisville Lake in either the north or south direction, bicycle riders can be seen regularly mixed with 45mph+ traffic. Combined with the fact that there are curbs, no shoulder and no other alternatives to ride on, it is inevitable that more deaths will happen on FM 2499 if no modifications are made.

I recommend a bike lane be included with the 4 to 6 lane expansion plans by paving additional feet of the center median so that there is room to stripe bike lanes on the right sides of outer lanes. A bike lane in the middle would make sense except for the bridges---which may only have room to use the existing outer edges. They are curb height and look like a MUP (multi-use paths) along the far right sides of the bridges.

Normally road cyclists will not ride on sidewalks or MUPs, even when legal because they fear hitting slower-moving pedestrians. Therefore, there would need to be special markings like green bike lanes painted on the bridges.

I hope that modifying original plans of Section 4 and 5 will be a top priority before construction begins in order to prevent future deaths.

Thanks.

Mark Solow  
Founder  
Pathfinders Fun Cycling  
[facebook.com/cyclehighlandvillage](https://www.facebook.com/cyclehighlandvillage)

**APPENDIX B**  
**COPY OF SURVEY RESULTS**



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
**Texas Department of Transportation - Dallas and Fort Worth Districts**  
 Wednesday, June 25, 2014



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

We need bike lanes sufficiently large to allow motorists to share, and in good condition - traffic seems to be the best guideline for level of required separation. We don't need much room - we're on bikes! :)

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- |   |  |
|---|--|
| <input type="checkbox"/> A = Safety                                       | <input type="checkbox"/> D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.) |
| <input checked="" type="checkbox"/> B = Bikeways are <u>NOT AVAILABLE</u> | <input type="checkbox"/> E = No showers or lockers at end destination                                |
| <input checked="" type="checkbox"/> C = Bikeways are <u>NOT CONNECTED</u> | <input checked="" type="checkbox"/> F = Limited or no bicycle parking at end destination             |
| <input type="checkbox"/> D = Existing bikeways are in poor condition      |  |
| OTHER (describe) _____  |  |

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- |  |  |
|--|--|
| <input type="checkbox"/> A = Website and video       | <input checked="" type="checkbox"/> E = Radio and media advertisements   |
| <input checked="" type="checkbox"/> B = Social media | <input checked="" type="checkbox"/> F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety) |
| <input type="checkbox"/> C = Brochures               | <input type="checkbox"/> G = School activities and special training courses / events   |
| <input type="checkbox"/> D = Billboards              |  |
| OTHER (describe) _____                               |  |

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> A = New or Less Experienced Adult Cyclists | <input type="checkbox"/> D = Cyclists of All Levels of Experience   |
| <input checked="" type="checkbox"/> B = Children                               | <input checked="" type="checkbox"/> E = Motorists                   |
| <input type="checkbox"/> C = Aging Population                                  | <input type="checkbox"/> F = Those with Limited English Proficiency |
| OTHER (describe) _____   |   |

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Shared paths and bike lanes are best. Bike lanes to connect areas and for commuting will go a long way toward improving environment and air quality while keeping those commuters safe!



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 Texas Department of Transportation - Dallas and Fort Worth Districts  
 Wednesday, June 25, 2014



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Cycle tracks, buffered bike lanes, and Su Paths work for all ages - and should get extra points in criteria for funding. Every construction project should include accommodation for non-motorized users.*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
  - B = Bikeways are NOT AVAILABLE
  - C = Bikeways are NOT CONNECTED
  - D = Existing bikeways are in poor condition
  - D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
  - E = No showers or lockers at end destination
  - F = Limited or no bicycle parking at end destination
- OTHER (describe) NTTA!

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- E = Radio and media advertisements
- F = Include <sup>more</sup> bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

OTHER (describe) *Bike Texas Education Fund has many years experience training teachers (P.Ed.) to conduct class room training and*

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency

*also family cyclists' experience.*

OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*These bikeway types are all important depending on opportunities and adjacent and nearby land uses.*

*available space and space that can be made available through road or lane diets.*



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
**Texas Department of Transportation - Dallas and Fort Worth Districts**  
 Wednesday, June 25, 2014



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*We need to improve the existing Laws for cyclists. They are too Vague w/ "in case of Injury" or "reasonable distance." These are not actually enforceable. We need an official 3' Law!*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- OTHER (describe) Multi-use = Dangerous
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- E = No showers or lockers at end destination
- F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- OTHER (describe) \_\_\_\_\_
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- OTHER (describe) \_\_\_\_\_
- D = Cyclists of All Levels of Experience
- E = Motorists #1
- F = Those with Limited English Proficiency #2

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Bike lanes w/o parking!*



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
**Texas Department of Transportation - Dallas and Fort Worth Districts**  
**Wednesday, June 25, 2014**



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

SEPERATED PATHS SHOULD TAKE PRIORITY.  
 BUILD SMART: NOT EVERY PATH NEEDS TO BE 12'-16' FOOT. 8' IS FINE IN MANY AREAS  
 NOT EVERY PATH NEEDS TO BE A TROPHY... FUNCTION OVER FORM = MORE TRAIL  
 LESS \$\$\$

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
  - B = Bikeways are NOT AVAILABLE
  - C = Bikeways are NOT CONNECTED
  - D = Existing bikeways are in poor condition
  - D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
  - E = No showers or lockers at end destination
  - F = Limited or no bicycle parking at end destination
- OTHER (describe) \_\_\_\_\_

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
  - B = Social media
  - C = Brochures
  - D = Billboards
  - E = Radio and media advertisements
  - F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
  - G = School activities and special training courses / events
- OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
  - B = Children
  - C = Aging Population
  - D = Cyclists of All Levels of Experience
  - E = Motorists
  - F = Those with Limited English Proficiency
- OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

DEDICATED BIKEWAYS THAT CONNECT TO EACHOTHER + PLACES WHERE PEOPLE LIVE/WORK.  
 BUILD SMART!!!  
 LEVERAGE OTHER PROJECTS/ENTITIES WORKING IN SAME ROW.  
 - FAILURE TO COORDINATE WITH SENIOR REPLACEMENT ALONG THE CANYON PROPOSED CORRIDOR IS A PERFECT EXAMPLE OF A MISSED OPPORTUNITY.



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
 Texas Department of Transportation - Dallas and Fort Worth Districts  
 Wednesday, June 25, 2014



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?

1. Connecting Existing trails in DFW  
 2. Put Bicycle Infrastructure on all state Hwy projects by providing easement for future addition of Bike Paths or Lanes

2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)

A = Safety

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

B = Bikeways are NOT AVAILABLE

E = No showers or lockers at end destination

C = Bikeways are NOT CONNECTED

F = Limited or no bicycle parking at end destination

D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)

A = Website and video

E = Radio and media advertisements

B = Social media

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

C = Brochures

G = School activities and special training courses / events

D = Billboards

OTHER (describe) \_\_\_\_\_

4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)

A = New or Less Experienced Adult Cyclists

D = Cyclists of All Levels of Experience

B = Children

E = Motorists

C = Aging Population

F = Those with Limited English Proficiency

OTHER (describe) change can only occur by teaching the young

5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?

I am a commuter so any way is good to me but cycle tracks and Multi Purpose are the only way to get all people on Bikes. &



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
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 Wednesday, June 25, 2014



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Providing protected bike lanes, so people of all ages and abilities can ride comfortably & safely*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- OTHER (describe) *We need protected bike lanes*
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- E = No showers or lockers at end destination
- F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- OTHER (describe) *Please tell motorists to CHANGE LANES TO PASS*
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- OTHER (describe) *Please re-instate the SRTS teacher training. It was great.*
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Cycle tracks. It helps people of all ages. Since 30% of in-town traffic is "school run" it would aid congestion-relief to have safe cycle tracks for kids to ride to/from school.*



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
**Texas Department of Transportation - Dallas and Fort Worth Districts**  
 Wednesday, June 25, 2014



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

Protected or painted bike lanes; Multi use trails with connections to downtowns and other areas of commerce.

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- OTHER (describe) \_\_\_\_\_
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- E = No showers or lockers at end destination
- F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- OTHER (describe) \_\_\_\_\_
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- OTHER (describe) \_\_\_\_\_
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

~~Like the impact~~ I don't necessarily prefer shared use paths or bike lanes. I use both. The important issue with either is ~~safe~~ separation from motorists and access to other lanes/paths or bike-friendly streets.



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
**Texas Department of Transportation - Dallas and Fort Worth Districts**  
**Wednesday, June 25, 2014**



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Change driver behavior with stricter traffic law enforcement.  
 Motorists are getting away with murder out there.*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

B = Bikeways are NOT AVAILABLE

E = No showers or lockers at end destination

C = Bikeways are NOT CONNECTED

D = Existing bikeways are in poor condition

F = Limited or no bicycle parking at end destination

OTHER (describe) dangerous drivers and lax traffic law enforcement

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

E = Radio and media advertisements

B = Social media

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

C = Brochures

D = Billboards

G = School activities and special training courses / events

OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

D = Cyclists of All Levels of Experience

B = Children

E = Motorists

C = Aging Population

F = Those with Limited English Proficiency

OTHER (describe) law enforcement

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Shared lane markings, "bicycle may use full lane" signs, cycle tracks, bike lanes*



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
**Texas Department of Transportation - Dallas and Fort Worth Districts**  
**Wednesday, June 25, 2014**



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

~~connect~~ adequate parking at trail entrances/exits.

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- E = No showers or lockers at end destination
- F = Limited or no bicycle parking at end destination
- OTHER (describe) \_\_\_\_\_

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events
- OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency
- OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Bike lanes. Motorists don't share well...



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*- Complete the North Haven trail -  
 Most trails are in the north south direction. It will be good to have an east west connection in north Dallas.*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- |  |  |
|--|--|
| <input checked="" type="radio"/> A = Safety                            | <input checked="" type="radio"/> D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.) |
| B = Bikeways are <u>NOT AVAILABLE</u>                                  | E = No showers or lockers at end destination   |
| <input checked="" type="radio"/> C = Bikeways are <u>NOT CONNECTED</u> | F = Limited or no bicycle parking at end destination   |
| D = Existing bikeways are in poor condition                            |  |
| OTHER (describe) _____   |  |

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- |   |   |
|---|---|
| A = Website and video                             | E = Radio and media advertisements  |
| <input checked="" type="radio"/> B = Social media | <input checked="" type="radio"/> F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety) |
| C = Brochures                                     | <input checked="" type="radio"/> G = School activities and special training courses / events  |
| D = Billboards                                    |   |
| OTHER (describe) _____                            |   |

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- |   |   |
|---|---|
| A = New or Less Experienced Adult Cyclists    | <input checked="" type="radio"/> D = Cyclists of All Levels of Experience |
| <input checked="" type="radio"/> B = Children | <input checked="" type="radio"/> E = Motorists                            |
| C = Aging Population                          | F = Those with Limited English Proficiency                                |
| OTHER (describe) _____                        |   |

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Prioritize Shared use paths because providing the connectivity is more important*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Signage and education of public of cyclists right to use trails + roads.*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

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- OTHER (describe) \_\_\_\_\_

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

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- OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

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  - B = Children
  - C = Aging Population
  - D = Cyclists of All Levels of Experience
  - E = Motorists
  - F = Those with Limited English Proficiency
- OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Signage for roads and establishment of bike routes.*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Connecting bikeways especially around major barriers (freeways, bridges, railroads, etc.)*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

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  - C = Bikeways are *NOT CONNECTED*
  - D = Existing bikeways are in poor condition
  - D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
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- OTHER (describe) \_\_\_\_\_

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- OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

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  - B = Children
  - C = Aging Population
  - D = Cyclists of All Levels of Experience
  - E = Motorists
  - F = Those with Limited English Proficiency
- OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Crossing barriers.*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

The expanding freeway system creates large barriers to safe, effective cycling as transportation. Freeways need more access to cross without interacting with the freeway/tollway system. Think about the North Dallas Tollway and roads like Beverly, Bordeaux Park & meadows that cross but do not interact with the tolling.

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

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  - D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
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- OTHER (describe) \_\_\_\_\_

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

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  - D = Billboards
  - E = Radio and media advertisements
  - F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
  - G = School activities and special training courses / events
- OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
  - B = Children
  - C = Aging Population
  - D = Cyclists of All Levels of Experience
  - E = Motorists
  - F = Those with Limited English Proficiency
- OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Cycle tracks will create a safer-feeling riding environment where less experienced cyclists are more likely to ride.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

1) Plans on connecting cities together for easier commuting  
 2) Public Education including Cyclists, following road rules.  
 3) Buffer zone on busy streets that have bike lanes,

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

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  - F = Limited or no bicycle parking at end destination
  - D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- OTHER (describe) \_\_\_\_\_

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

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  - B = Social media
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  - D = Billboards
  - E = Radio and media advertisements
  - F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
  - G = School activities and special training courses / events
- OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
  - B = Children
  - C = Aging Population
  - D = Cyclists of All Levels of Experience
  - E = Motorists
  - F = Those with Limited English Proficiency
- OTHER (describe) All of the Above

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Bike lanes should be a major priority. Too many cyclists have been killed by motorists due to non-existent bike lanes.  
 Tougher laws on people to injure cyclists.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

1. Safe trails. Regular patrols through areas and trails.  
 2. Trails that allow families to bike together  
 3. Safety between bicycles paths and motor vehicles

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

B = Bikeways are NOT AVAILABLE

C = Bikeways are NOT CONNECTED

D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

E = No showers or lockers at end destination

F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

B = Social media

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D = Billboards

OTHER (describe) \_\_\_\_\_

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**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

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C = Aging Population

OTHER (describe) \_\_\_\_\_

D = Cyclists of All Levels of Experience

E = Motorists

F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

paths that allow people to bike safely in traffic and allow families to get together & cycle and spend time safely in a fun manner.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

Commuter bikeway + connecting existing path especially between cities.

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

B = Bikeways are NOT AVAILABLE

C = Bikeways are NOT CONNECTED

D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

E = No showers or lockers at end destination

F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

B = Social media

C = Brochures

D = Billboards

OTHER (describe) \_\_\_\_\_

E = Radio and media advertisements

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

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**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

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OTHER (describe) \_\_\_\_\_

D = Cyclists of All Levels of Experience

E = Motorists

F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Bike lanes in downtown areas with limited ROW in order to provide full length access for commuters + shared use paths across major barriers, in greenspace, in abandoned railways, + along the veloweb



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

◦ MAKING BIKE FOR TRANSPORTATION COMMON, SAFE & DIRECT.  
 ◦ GET RID OF "CHIP-SEAL"!!!! BAD FOR CYCLIST & FOR CAR GAS MILEAGE  
  
 ◦ BIKE LANES HAVE TO BE KEPT CLEAN!!  
 ◦ SHOULDER ARE BAD NOT CLEANED & CRUMBLE STRIPS

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- |  |  |
|--|--|
| <input checked="" type="radio"/> A = Safety              | <input checked="" type="radio"/> D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.) |
| B = Bikeways are <u>NOT AVAILABLE</u>                    | E = No showers or lockers at end destination   |
| C = Bikeways are <u>NOT CONNECTED</u>                    | F = Limited or no bicycle parking at end destination   |
| D = Existing bikeways are in poor condition              |  |
| OTHER (describe) <u>ON STREET ROUTES NOT WELL MARKED</u> |  |

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- |  |   |
|--|---|
| <input checked="" type="radio"/> A = Website and video | E = Radio and media advertisements  |
| B = Social media                                       | <input checked="" type="radio"/> F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety) |
| C = Brochures  |   |
| D = Billboards   | <input checked="" type="radio"/> G = School activities and special training courses / events  |
| OTHER (describe) _____                                 |   |

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- |   |  |
|---|--|
| 3 <input checked="" type="radio"/> A = New or Less Experienced Adult Cyclists | D = Cyclists of All Levels of Experience         |
| 1 <input checked="" type="radio"/> B = Children                               | 2 <input checked="" type="radio"/> E = Motorists |
| C = Aging Population  | F = Those with Limited English Proficiency       |
| OTHER (describe) _____  |  |

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

1) ON STREET ROUTES - SIGNAGE (SIGNED SHARED ROADWAY) THAT IS ALL ROADS  
 2)

SHARE USE PATH NOT GENERAL GOOD FOR TRANSPORTATION



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

- Convenient, protected crossings of highways & water ways  
 - A well connected network that does not include White Rock (as it is too crowded)  
 - Less emphasis on shared use paths - more bike ways & ~~protected~~ buffered bike lanes, Sharrow on roads with little traffic & speeds < 25 mph

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- |   |   |
|---|---|
| <input type="checkbox"/> A = Safety                                       | <input checked="" type="checkbox"/> D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.) |
| <input checked="" type="checkbox"/> B = Bikeways are <u>NOT AVAILABLE</u> | <input type="checkbox"/> E = No showers or lockers at end destination   |
| <input checked="" type="checkbox"/> C = Bikeways are <u>NOT CONNECTED</u> | <input type="checkbox"/> F = Limited or no bicycle parking at end destination                                   |
| <input type="checkbox"/> D = Existing bikeways are in poor condition      |   |
| OTHER (describe) _____  |   |

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> A = Website and video               | <input type="checkbox"/> E = Radio and media advertisements   |
| <input checked="" type="checkbox"/> B = Social media                    | <input type="checkbox"/> F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety) |
| <input type="checkbox"/> C = Brochures                                  | <input type="checkbox"/> G = School activities and special training courses / events  |
| <input type="checkbox"/> D = Billboards                                 |   |
| OTHER (describe) <u>Build a connected system that is perceived safe</u> |   |

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> A = New or Less Experienced Adult Cyclists | <input type="checkbox"/> D = Cyclists of All Levels of Experience              |
| <input type="checkbox"/> B = Children  | <input checked="" type="checkbox"/> E = Motorists                              |
| <input type="checkbox"/> C = Aging Population                                  | <input checked="" type="checkbox"/> F = Those with Limited English Proficiency |
| OTHER (describe) _____   |  |

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Cycle Tracks and buffered bike lanes. The shared use paths are too expensive & take too long to complete and the ~~are~~ available right of ways are poorly located and it's impossible to connect them up w/out going ~~at~~ on street & ~~riding~~ getting ~~to~~ a shared use path requires riding on road anyway.





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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Increased connectivity + decreased barriers for future bikeway expansion.*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

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**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

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**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Multi-modal facilities should be utilized where existing ROW allows*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

1. Access to existing roadways through widening, marking shared lanes  
 2. Safety with out limiting or reducing access  
 3. Educating all road users and enforcing all applicable laws for ~~both~~ motorists, cyclists, + peds.

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

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**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

1. Bike lanes ~~to~~ shared lanes on existing transportation infrastructure (~~road~~ roadways + highways)  
 This addresses the issue of access and starts to address safety + education from standpoint of cyclists + moto., its coexist on same roadway to the benefit of both.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

REGIONAL CONNECTIONS

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

B = Bikeways are NOT AVAILABLE

E = No showers or lockers at end destination

C = Bikeways are NOT CONNECTED

F = Limited or no bicycle parking at end destination

D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

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G = School activities and special training courses / events

OTHER (describe) \_\_\_\_\_

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

D = Cyclists of All Levels of Experience

B = Children

E = Motorists

C = Aging Population

F = Those with Limited English Proficiency

OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

SHARED USE PATHS PROVIDE MORE  
 DIVERSE USER GROUPS, MOBILITY  
 CHOICE NON-MOTORIZED



**Survey for Consideration in Future Bicycle Planning and Education Activities**  
**Texas Department of Transportation - Dallas and Fort Worth Districts**  
**Wednesday, June 25, 2014**



The Texas Department of Transportation and the North Central Texas Council of Governments is seeking your feedback about cycling in the region and future education and outreach activities for area residents.

**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

Work with city/county/NCTCOG to help with their bike/ped projects that cross TxDOT R.O.W.  
 Right now, TxDOT can be a barrier to these projects.

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

B = Bikeways are NOT AVAILABLE

C = Bikeways are NOT CONNECTED

D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

E = No showers or lockers at end destination

F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

B = Social media

C = Brochures

D = Billboards

OTHER (describe) \_\_\_\_\_

E = Radio and media advertisements

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

B = Children

C = Aging Population

OTHER (describe) \_\_\_\_\_

D = Cyclists of All Levels of Experience

E = Motorists

F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

cycle tracks. The majority of the folks do not cycle at all. Cycle tracks allow bicycles to be used for transportation and address non-rider safety concerns.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

- Connectivity of trails, shared use paths  
 - More bike lanes, especially protected bike lanes  
 - Removing inner-city highway will vastly improve DFW  
 - Please remove IH-345 in Dallas and reject new highways like the proposed Trinity River Road.

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- |  |   |
|--|---|
| <input checked="" type="radio"/> A = Safety                            | D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.) |
| <input checked="" type="radio"/> B = Bikeways are <u>NOT AVAILABLE</u> | E = No showers or lockers at end destination                                |
| <input checked="" type="radio"/> C = Bikeways are <u>NOT CONNECTED</u> | F = Limited or no bicycle parking at end destination                        |
| D = Existing bikeways are in poor condition                            |   |
| OTHER (describe) _____   |   |

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- |   |  |
|---|--|
| A = Website and video                             | <input checked="" type="radio"/> B = Radio and media advertisements  |
| <input checked="" type="radio"/> B = Social media | F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety) |
| C = Brochures                                     | G = School activities and special training courses / events  |
| <input checked="" type="radio"/> D = Billboards   |  |
| OTHER (describe) _____                            |  |

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- |   |   |
|---|---|
| A = New or Less Experienced Adult Cyclists            | D = Cyclists of All Levels of Experience                                    |
| B = Children  | <input checked="" type="radio"/> E = Motorists                              |
| <input checked="" type="radio"/> C = Aging Population | <input checked="" type="radio"/> F = Those with Limited English Proficiency |
| OTHER (describe) _____                                |   |

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Protected bike lanes should be a priority for all roads, especially within cities.  
 People will use them if they feel safe.

- Bike lanes/access to transit should be increased
- More signage



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

FM 2499 = Section 4!

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

B = Bikeways are NOT AVAILABLE

E = No showers or lockers at end destination

C = Bikeways are NOT CONNECTED

F = Limited or no bicycle parking at end destination

D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

E = Radio and media advertisements

B = Social media

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

C = Brochures

G = School activities and special training courses / events

D = Billboards

OTHER (describe) Signs, Sharrow's (in Spanish too!)

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

D = Cyclists of All Levels of Experience

B = Children

E = Motorists

C = Aging Population

F = Those with Limited English Proficiency

OTHER (describe) \_\_\_\_\_

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

FM 2499 Section 4 (Highland Village) is the unsafe "bottleneck" for cyclists in Denton County traveling north & south. Section 4 is scheduled to be widened now! Need a bike lane because "road bikers" won't ride a sidewalk or shared path.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- |  |  |
|--|--|
| <b>A</b> = Safety                                  | <b>D</b> = Major barriers (highways/freeways, bridges, waterways, railroads, etc.) |
| <b>B</b> = Bikeways are <u>NOT AVAILABLE</u>       | <b>E</b> = No showers or lockers at end destination                                |
| <b>C</b> = Bikeways are <u>NOT CONNECTED</u>       | <b>F</b> = Limited or no bicycle parking at end destination                        |
| <b>D</b> = Existing bikeways are in poor condition |  |
| <b>OTHER (describe)</b> _____                      |  |

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- |                               |   |
|-------------------------------|---|
| <b>A</b> = Website and video  | <b>E</b> = Radio and media advertisements   |
| <b>B</b> = Social media       | <b>F</b> = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety) |
| <b>C</b> = Brochures          | <b>G</b> = School activities and special training courses / events  |
| <b>D</b> = Billboards         |   |
| <b>OTHER (describe)</b> _____ |   |

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- |   |   |
|---|---|
| <b>A</b> = New or Less Experienced Adult Cyclists | <b>D</b> = Cyclists of All Levels of Experience   |
| <b>B</b> = Children                               | <b>E</b> = Motorists                              |
| <b>C</b> = Aging Population                       | <b>F</b> = Those with Limited English Proficiency |
| <b>OTHER (describe)</b> _____                     |   |

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**



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1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?

3. or 30%  
Safety  
education

4. Selection of existing road ways that are low speed / low traffic to designate as bike routes through the city that connect to schools, shopping and entertainment areas.

2. Advertising these routes to the public through bill boards, public service announcements, etc.

2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- E = No showers or lockers at end destination
- F = Limited or no bicycle parking at end destination

OTHER (describe) Drivers exceeding the speed limit & not knowing how to share the road.

3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

OTHER (describe) Corporate special training courses & incentives

4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency

OTHER (describe) \_\_\_\_\_

5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?

Bike ways that connect neighborhoods enable cyclists to find safe low traffic neighborhood roads to travel across the city. This will encourage more cyclists of all ages to feel safer.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*early education for kids; traffic school for kids  
 connectivity at the local level*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- OTHER (describe) \_\_\_\_\_
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
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**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
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- D = Billboards
- OTHER (describe) \_\_\_\_\_
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- OTHER (describe) \_\_\_\_\_
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*cycle tracks; create barrier to automotive traffic and define area for ~~type~~ bicycle traffic*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Educating the motorists, bikers and others regarding the rules of the road.*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

**A = Safety**

**B = Bikeways are NOT AVAILABLE**

**C = Bikeways are NOT CONNECTED**

**D = Existing bikeways are in poor condition**

**OTHER (describe)** \_\_\_\_\_

**D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)**

**E = No showers or lockers at end destination**

**F = Limited or no bicycle parking at end destination**

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

**A = Website and video**

**B = Social media**

**C = Brochures**

**D = Billboards**

**OTHER (describe)** *Television*

**E = Radio and media advertisements**

**F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)**

**G = School activities and special training courses / events**

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

**A = New or Less Experienced Adult Cyclists**

**B = Children**

**C = Aging Population**

**OTHER (describe)** \_\_\_\_\_

**D = Cyclists of All Levels of Experience**

**E = Motorists**

**F = Those with Limited English Proficiency**

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Cycle tracks seem the safest for bikers, pedestrians and motorists by keeping them all separated.*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

FOCUS NEEDS TO BE ON MAKE NEW AND EXISTING VEHICULAR ARTERIALS SAFER FOR BICYCLES. IN MOST AREAS YOU CAN'T GO ANYWHERE WITHOUT HAVING TO TAKE VEHICULAR ARTERIALS AND MOST OF THESE ARTERIALS WERE NOT DESIGNED WITH BICYCLE SAFETY IN MIND. IF THE ARTERIALS WERE SAFER A LOT MORE PEOPLE WOULD RIDE BICYCLES

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- OTHER (describe) \_\_\_\_\_
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
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- F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- OTHER (describe) \_\_\_\_\_
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- OTHER (describe) \_\_\_\_\_
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

RESTRIPING BIKE LANES ON TO EXISTING STREETS (HIGH SPEED VEHICULAR ARTERIALS). IN MOST AREAS YOU CAN'T GO ANYWHERE WITHOUT GETTING ON VEHICULAR ARTERIALS AND MANY OF THESE ARE DANGEROUS FOR BICYCLES.



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*Education of motorists + joggers using shared paths  
 Increasing shoulders!*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- OTHER (describe) \_\_\_\_\_
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- E = No showers or lockers at end destination
- F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
- C = Brochures
- D = Billboards
- OTHER (describe) \_\_\_\_\_
- E = Radio and media advertisements
- F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)
- G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- A = New or Less Experienced Adult Cyclists
- B = Children
- C = Aging Population
- OTHER (describe) *rural areas*
- D = Cyclists of All Levels of Experience
- E = Motorists
- F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*cycle tracks are great but probably expensive.  
 the best visual is the 2' striped divider along the shoulders.  
 most "cyclists" are comfortable riding on shoulders if they have enough space*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

Building ~~the~~ Welcoming Paths & bike lanes.  
 "If you build it they will come"

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

B = Bikeways are NOT AVAILABLE

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OTHER (describe) \_\_\_\_\_

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

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F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

B = Social media

C = Brochures

D = Billboards

OTHER (describe)

E = Radio and media advertisements

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

G = School activities and special training courses / events

MAKE it more than An After Thought or Property Value ~~Area~~ multiplier when designing infrastructure & Development zoning

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

B = Children

C = Aging Population

OTHER (describe) \_\_\_\_\_

D = Cyclists of All Levels of Experience

E = Motorists

F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

Bike / shared use paths / trails  
 &  
 Bike lanes on roads going where cyclists or commuters actually want to go



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

- providing on-site bicycle facilities separated from motor traffic  
 - promoting bicycle education through state ad campaign  
 - promoting bicycling as a transportation option for all

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

A = Safety

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D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)

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**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

A = Website and video

B = Social media

C = Brochures

D = Billboards

OTHER (describe) \_\_\_\_\_

E = Radio and media advertisements

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

G = School activities and special training courses / events

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

A = New or Less Experienced Adult Cyclists

B = Children

C = Aging Population

OTHER (describe) \_\_\_\_\_

D = Cyclists of All Levels of Experience

E = Motorists

F = Those with Limited English Proficiency

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

cycle tracks - build facilities to adhere to the 8/80 rule



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*education  
connections*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- |  |   |
|--|---|
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| <input checked="" type="radio"/> B = Bikeways are <u>NOT AVAILABLE</u> | E = No showers or lockers at end destination                                |
| <input checked="" type="radio"/> C = Bikeways are <u>NOT CONNECTED</u> | F = Limited or no bicycle parking at end destination                        |
| D = Existing bikeways are in poor condition                            |   |
| OTHER (describe) _____   |   |

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- |   |   |
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| C = Brochures                                     | G = School activities and special training courses / events   |
| D = Billboards                                    |   |
| OTHER (describe) _____                            |   |

**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

- |   |   |
|---|---|
| A = New or Less Experienced Adult Cyclists    | <input checked="" type="radio"/> D = Cyclists of All Levels of Experience |
| <input checked="" type="radio"/> B = Children | <input checked="" type="radio"/> E = Motorists                            |
| C = Aging Population                          | F = Those with Limited English Proficiency                                |
| OTHER (describe) _____                        |   |

**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*SUPs  
cycle tracks  
protected bike lanes + protected intersections*



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**1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?**

*we need to see at least more bike lanes, signs, etc. inviting bicylists to use the roads. The more cyclists, the more visibility. People need encouragement to ride now and not wait on infrastructure.*

**2. What are the TOP THREE challenges or barriers to cycling in the region? (Circle up to 3)**

- A = Safety
- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Existing bikeways are in poor condition
- OTHER (describe) It's not cool to ride a bike, literally & figuratively.
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.)
- E = No showers or lockers at end destination
- F = Limited or no bicycle parking at end destination

**3. What are the most effective ways to influence bicycle safety and education? (Circle up to 3)**

- A = Website and video
- B = Social media
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- OTHER (describe) \_\_\_\_\_
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**4. To whom should bicycle safety and education outreach activities be targeted? (Circle top 3)**

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**5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?**

*Signage & striping with haste because it is important to increase bike traffic in numbers. The more people we get on the road the safer everyone will be.*



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1. What should be the priorities regarding bikeway accommodations and bicycle safety in the Dallas / Fort Worth (DFW) region?

*Seamless accommodation!  
 Increase focus on Bikeway Maintenance - esp. Bike Lanes*

2. What are the **TOP THREE** challenges or barriers to cycling in the region? **(Circle up to 3)**

A = Safety

B = Bikeways are NOT AVAILABLE

C = Bikeways are NOT CONNECTED

D = Existing bikeways are in poor condition

OTHER (describe) \_\_\_\_\_

D = Major barriers (highways/freeways, bridges, waterways, railroads, etc.) *esp. Toll Roads*

E = No showers or lockers at end destination

F = Limited or no bicycle parking at end destination

3. What are the most effective ways to influence bicycle safety and education? **(Circle up to 3)**

A = Website and video

B = Social media

C = Brochures

D = Billboards

OTHER (describe) \_\_\_\_\_

E = Radio and media advertisements

F = Include bikeway information in driver education classes (coordinate with Texas Dept. of Public Safety)

G = School activities and special training courses / events

4. To whom should bicycle safety and education outreach activities be targeted? **(Circle top 3)**

A = New or Less Experienced Adult Cyclists

B = Children

C = Aging Population

OTHER (describe) \_\_\_\_\_

D = Cyclists of All Levels of Experience

E = Motorists

F = Those with Limited English Proficiency

5. Considering limited funding resources, what type(s) of bikeways (shared use paths, bike lanes, cycle tracks, etc.) should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important?

*Those that connect to trails and Rail Transit.*

# Survey for Consideration in Future Bicycle Planning and Education Activities

## 1. What should the priorities be regarding bikeway accommodations and bicycle safety in the DFW region?

TxDOT should prioritize the implementation of projects containing bicycle lanes and cycletracks in the DFW area. Major thoroughfares and highways should provide safe on-street or off-street (shared use) options that allow transportation cyclists to use these corridors. Often highways create barriers through our communities and require cyclists to take more cumbersome routes to get to destinations. TxDOT should focus on recommending good bicycle facilities in local projects (such as bike lanes and cycletracks), making sure bicycle facilities (including shared use paths) are included as part of its ROW along major highways and thoroughfares, and promoting a clear message about bicycling safety through its advertising and outreach in the area. Outreach should focus on motorist education through billboards, driver's education, and law enforcement and cyclist education through outreach events and safe cycling trainings.

## 2. What are the the TOP THREE challenges or barriers to cycling in the region? (Choose up to 3)

- B = Bikeways are NOT AVAILABLE
- C = Bikeways are NOT CONNECTED
- D = Major barriers (highways/freeways, bridges, waterways, railroads, etc)

## 3. What are the most effective ways to influence bicycle safety and education? (Choose up to 3)

- E = Radio and media advertisements
- F = Include bikeway information in driver education classes
- G = School activities and special training courses / events

## 4. To whom should bicycle safety and education courses be targeted? (Choose top 3)

- D = Cyclists of all levels of experience
- E = Motorists
- Other = Law Enforcement (often do not understand law related to cyclists, use of the roadway, and safety)

## 5. Considering limited funding resources, what type(s) of bikeways should be prioritized for construction in the DFW region? Why do you feel these bikeway improvements are most important.

Bicycle lanes and cycletracks are the most important infrastructure in the DFW area. The area is already doing a good job connecting shared use paths for better regional connectivity. Now the priority should focus on local connectivity. How do I get to work? How do I get to school? How do I go shopping? In urban areas like DFW that are short on space (think downtown Dallas), the best option is to use bike lanes or cycle tracks. Cycletracks in urban environments help enrich urban areas and provide a safe route that studies have shown (see NITC-RR-583) produce an increase in utilization of the roadway by cyclists by 21% - 171% while increasing safety. Mass transit combined with bicycling provides a very low-cost alternative to our clogged and underfunded highway system at much less cost to the taxpayer.

**APPENDIX C**  
**COPY OF ATTENDANCE SHEETS**



**Elected Officials & City/County Staff SIGN IN SHEET**  
**Bicycle Public Hearing**  
**Wednesday June 25, 2014**

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Oscar WAMS	City of Irving - City Council	joscaw@denizon.net





# TxDOT & NCTCOG SIGN IN SHEET

Bicycle Public Hearing  
 Wednesday June 25, 2014

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# PUBLIC SIGN IN SHEET

Bicycle Public Hearing  
Wednesday June 25, 2014

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Bicycle Public Hearing  
Wednesday June 25, 2014

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Uma Scott	8550 Sweetwood Dr. DALLAS	unafrett@gmail.com	✓



# PUBLIC SIGN IN SHEET

Bicycle Public Hearing  
 Wednesday June 25, 2014

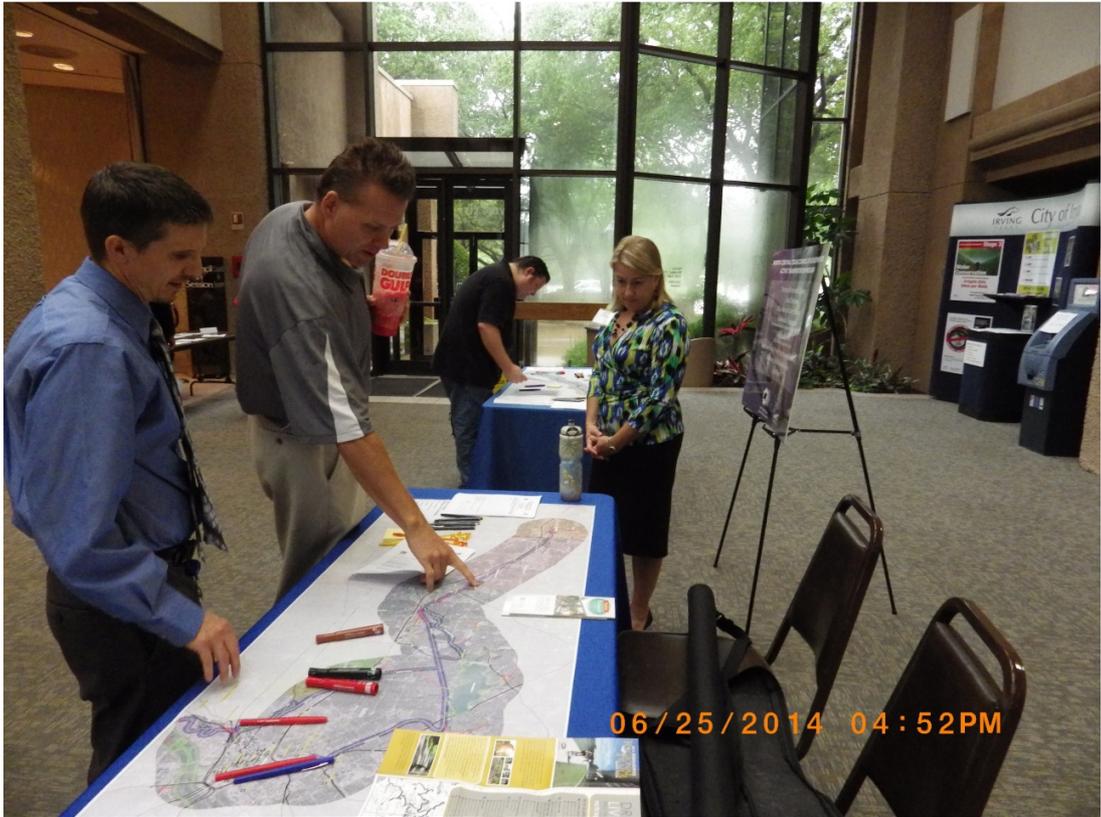
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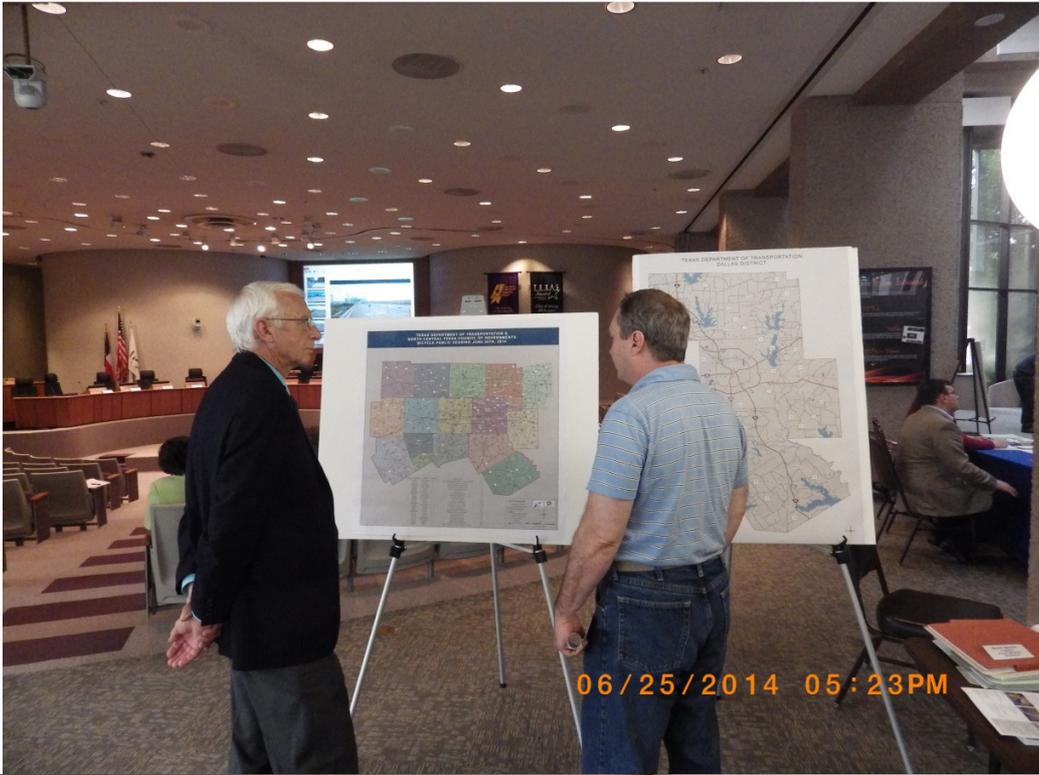
**APPENDIX D  
PUBLIC MEETING PHOTOS**





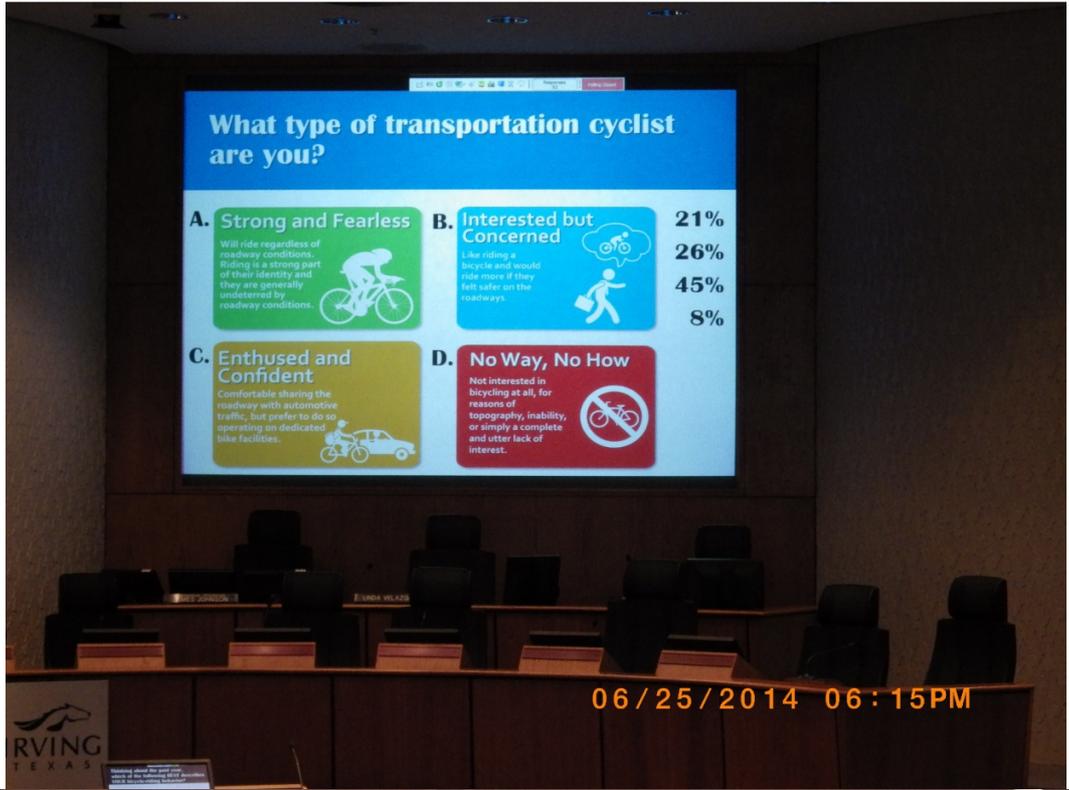












How comfortable would you feel cycling on the two-way "Cycle Track" shown?

8

- A. Very Comfortable
- B. Somewhat Comfortable
- C. Somewhat Uncomfortable
- D. Very Uncomfortable



Cycle Track

TXDOT & NCTCOG Public Hearing June 2014

06/25/2014 06:37PM

TRANSPORTATION  
PROJECTS AND PROGRAMS  
AFFECTING BICYCLE USE

PUBLIC HEARING

KARLA WEAVER, AICP  
JUNE 25, 2014



North Central Texas  
Council of Governments



IRVING  
TEXAS

06/25/2014 06:57PM





