



Documentation of Public Hearing

Project Location

District Bicycle Program – Bicycle Use on the State Highway System
TxDOT Fort Worth District

Hearing Location

The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180

Hearing Date and Time

October 29, 2018 from 6:00 to 8:00 p.m.

Translation Services

Available upon request

Presenters

Susan Howard, TxDOT Public Involvement Specialist
Bonnie Sherman, AICP, TxDOT Statewide Bicycle/Pedestrian Coordinator
Kevin Kokes, AICP, NCTCOG Principal Transportation Planner

Elected Officials in Attendance

Jim Wilson, City of Benbrook, Councilmember, Place 5
John Davies, City of Westworth Village, Councilmember, Place 3
Dan Novak, City of Westworth Village, Councilmember, Place 5
Mike Coleman, City of Westworth Village, Mayor
Sterling Naron, City of Westworth Village, City Administrator
Mike Benton, City of North Richland Hills, Mayor Pro Tem and Councilmember, Place 5
Scott Turnage, City of North Richland Hills, Councilmember, Place 6
Robert Saucedo, P.E., City of Colleyville, City Engineer
Kyle Jensen, City of Fort Worth, Pedestrian and Bicycling Advisory Commission, District 4

Total Number of Attendees (approx.)

61

Total Number of Commenters

5



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A. Comment/response matrix

2018 TxDOT Fort Worth District
Bicycle Program Public Hearing
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Craig Rosshaven	10/29/2018	Verbal Comment	My name is Craig Rosshaven. I live in Fort Worth. I've been an active member of the Fort Worth Bicycling Association. I'm here with David Wagner and Steve Bales, who are also active members, and the three of us represent the FWBA in talking with TxDOT and the North Texas Council of Governments, and I just want to basically say it's been a positive experience. We met with Loyl Bussell and some of his staff at TxDOT Fort Worth last August in 2017 and talked about one of our primary concerns, which is rumble strips on the side of the road and felt like we were listened to and heard, and he made some changes and guidance to engineers working on projects, which we think is positive. One of the things we asked for that was more expensive is to put down buttons instead of milled rumble strips, where possible, on roads that cyclists use a lot if the shoulder is not wide enough to allow that. So one of the things that Fort Worth Bicycling Association does that's a little different than most cyclists around every weekend – and weather being too hot is not a reason to cancel a ride for us – is we ride a lot in Parker and Johnson County, primarily in other places, and we've supplied those routes to TxDOT and asked them to put in their database, and if they're gonna do an improvement on the road there, that they will take into consideration that these are roads that are actively used by cyclists. FM 5 in Aledo is a horror story of how things should not be done. It had no shoulder to begin with, and then they went and put milled rumble strips on the side of the road, in the middle of the road, so not only is there no place for us to ride on the shoulder, but the cars that are behind us are reluctant to go around us because of the rumble strip there, so there's a case study of how things should not be done. But anyway, I just wanted to say that working with the system has been a positive experience and I want to thank you for this hearing and keep up the good work. Thank you.	Comment noted.
2	Jim Wilson	10/29/2018	Verbal Comment	Yes. Jim Wilson, [REDACTED] I'm the Place 5 representative on the Benbrook City Council. I'd like to echo the compliments of the previous speaker I've been in the region for going on 18 years, and I'm sure that in the beginning of that time, I can't remember TxDOT and COG working together, bicycle meeting such as this, so thank you very much. It's the second that I've been to. I think it's tremendous to see the two working together and working for bicycle access. I also think that there are a lot of cities through our region, and certainly across the state, that its citizens are coming to and saying "We want these things." And your larger cities, Dallas, Fort Worth, and certainly North Richland Hills, and even some of the others, Westworth, does a great job regardless of what our size is. And Benbrook, I hope, are – have staff that understand and know what to do there, but a lot of our smaller cities do not have that kind of staff and that kind of experience, all right. So those connections between these cities are where TxDOT continues to fall in, and we need – and that's your role repeatedly, but to say you ask that city and they don't know so they say – they default to you. I would ask again that we continue to work more with our MPO, right. They are the local. They are the connection and let's work with them more to see these things happen so that we don't do what I saw on the list. I am thrilled to see the emphasis that we have to consider bicycle modalities. I'm disappointed to continuously see it's a tool in the toolbox. We throw no tool away. They all have a role, but a wide outside lane on a road that's great than 40 miles an hour is a failure. A wide outside lane on a road that's 40 miles an hour, greater than that is nothing more than an encouragement for the motor vehicle traffic to go faster, the bicyclists will not be there. You have ruined traffic coming and it doesn't help. A shoulder, thank you. A wide outside lane, save the money on the expensive concrete and widen the sidewalk and give us a shared-use trail. Thank you.	Comment noted.
			Written Comment	The I-820 frontage road on west side of Fort Worth from Chapin South to underpass of frontage road (just short of I-20) at Aledo Rd. Has significant line-of-sight and wide shoulder. This frontage road, both north- & south-bound is used by a great deal of bicyclists (commuting and recreational), the addition of "Bike Route" signs would increase all users' awareness and increase safety at a very minimal expense. [REDACTED]	Comment noted.
3	Dave Dudziak	10/29/2018	Verbal Comment	Good evening. Thank you for letting me have just a minute to say a few words. I'm somewhat going to agree with the last gentleman. I would like to see additional width of the roadway. You've got a beautiful project, lots of funding going on. You give me, as an avid cyclist, and extra foot or two on the side of the road and I'm very happy, just give me a little more space. I don't ride a lot of trails. I like the Cotton Belt all the time because it gets me out to where I need to be. But then I've got to get on the roads, and at that point, our cycling group, if we just had a little bit more space, we'd be very happy and feel much safer, and your statistics sort of prove that out. Sixty percent of the people would ride more if they had that separate little area a couple of extra feet, five feet may be too much to ask, but do you work closely enough with TxDOT when they fun their road projects to add those. We just—I live in Colleyville, and we put those windy little trails, I guess they're calling it, along the side of the road and it separates us very nicely—I guess or it will when it's finally completed, but I still need it on all the other roads. Just give me an extra foot or two. The other point I have is I don't know who created Chip Seal, we jokingly call it "Texas cobbles," but that is one of the worst surfaces you can have. We don't have a lot of absorption, other than our own arms and elbows, and whoever plans that at the TxDOT level—and they're still using it—it's very disappointing for all of us who enjoy a good bike ride out in the country or here in town. Most municipalities don't use it, so... But I do appreciate the trails, and once again, I can't say enough about the Cotton Belt. It's really got me more active, and some of my friends. It's in good shape. I'm hoping that they're able to make the repairs due to the railroad being built. I want to thank you very much for putting this all together this evening.	Comment noted.
4	Scott Smith	10/29/2018	Written Comment	There needs to be a connection from the north Fort Worth/Alliance area to the Trinity Trails in downtown Fort Worth. There is current infrastructure connecting Trinity Trails to south & east Fort Worth, but the north Fort Worth/Alliance area is one of the fastest growing areas of Fort Worth. There is no current safe routes to connect this area to downtown.	Comment noted.



B. Notices



Newspaper Notices

- Fort Worth Star-Telegram
- La Estrella
- The Keller Citizen
- Star-Telegram Northeast
- Hood County News
- Weatherford Democrat



Texas Department of Transportation
Fort Worth District Notice of Public Hearing
Department Policies Affecting Bicycle Use on the
State Highway System

In accordance with Title 43, Texas Administrative Code, §25.55, the Texas Department of Transportation (TxDOT) – Fort Worth District is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects and programs that might affect bicycle use. The public hearing will be held from 6:00 p.m. to 8:00 p.m. on Monday, Oct. 29, 2018, in the City of North Richland Hills at Grand Hall on 6000 Hawk Ave., North Richland Hills, TX 76180.

The public hearing will consist of a presentation from TxDOT and NCTCOG beginning at 7:00 p.m. with an open house before and after the presentations. Maps, roadway drawings, and photographs will be on display to discuss existing and planned bicycle accommodations on- and off-road within the Dallas/Fort Worth regional area.

The purpose of this public hearing is to provide information on bicycle plans, policies, programs, and upcoming projects for the TxDOT Fort Worth District and the NCTCOG and also to receive public comments. The public will have an opportunity to provide comments and make recommendations on transportation projects and programs as they relate to bicyclists.

Comments may be presented either at the hearing or in writing within 15 days after the public hearing (postmarked on or before Nov. 14, 2018). Written comments not submitted at the hearing should be mailed to: TxDOT Fort Worth District at 2501 S.W. Loop 820, Fort Worth, Texas 76133, ATTN: Phil Hays, P.E.

The public hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs or need an interpreter are encouraged to contact the TxDOT Fort Worth District Public Information Office at (817) 370-6744. Requests should be made at least five working days prior to the date of the public hearing. Every reasonable effort will be made to accommodate these needs.

Persons having general questions or concerns regarding the hearing or transportation projects and programs that might affect bicycle use may contact Phil Hays, P.E. at (817) 370-6591. To be added to the mailing list of interested bicyclists, bicycle organizations, or bicycle shops, please submit a request to Phil Hays, P.E., via phone at (817) 370-6591 or e-mail at Phillip.Hays@txdot.gov. All individuals and groups who request to be added to the mailing list will receive notice of public hearing activities related to environmental and public involvement for state projects that might affect bicycle use.

For more information: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/102918.html>

STATE OF TEXAS
COUNTY OF TARRANT

Before me, a Notary Public in and for said County and State, this day

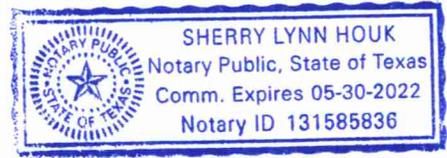
personally appeared Christine Lopez, Advertising Representative
for the Star-Telegram, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas and
distributed in other surrounding Counties; and who, after being duly sworn, did dispose and say that the
following clipping of an advertisement was published in the above named paper on the following dates:

Thu Sept 20, 2018

Signed [Signature]

Subscribed and sworn to before me, this the 20 day of October 2018

Notary Public Sherry Lynn Houk
Tarrant County, Texas



legals & public notices

erned by the following rules and procedures:

- A) Such appeal shall be set as an item on the regular City Council agenda.
- B) At the hearing of the appeal, the City Council may consider facts or evidence as the City Council determines is appropriate. The Director of Public Works shall present the facts and evidence relied upon by the Director of Public Works and the reasons for the ruling; the appellant shall then have an opportunity to present the facts and evidence relied upon by the appellant; the City Council shall then consider any facts or evidence from the public or other interested persons. The City Council may ask questions of the Director, the appellant, or any other interested persons as the City Council determines is appropriate. The City Council may limit the time for any presentation in its sole discretion, and may continue the hearing to a subsequent meeting at the Council's discretion. Upon the conclusion of the hearing, the City Council may render its decision or it may take the appeal under advisement and make or render its decision on the appeal within thirty (30) days of the hearing. Any appeal shall be determined by majority vote of the members of the City Council then present at a meeting of the Council. The City Council's decision shall be final.

Written documents or evidence which any party wishes to submit must be filed with the Director of Public Works and submitted to the City Council no less than three (3) business days prior to the appeal hearing. The Owner or User may submit a report describing the basis for the appeal prepared by a Texas licensed professional engineer qualified in civil engineering. The failure to submit such a report shall be considered in determining whether the applicant has met the burden of proof, and shall be sufficient grounds for denial of the appeal.

The burden of proof shall be on the appellant to demonstrate that the fee is not applicable or that the determination of the value of the fee was not calculated according to the applicable stormwater fee schedule or the methodologies established in this Article.

No appeal for the same or related issue on the same piece of property shall be allowed from a previous ruling on any appeal absent a material change of circumstances. If the appellant asserts such a change of circumstances and seeks re-hearing of an appeal, such appeal need not be considered unless the Applicant presents in writing evidence establishing such change of circumstances. Any such subsequent appeal shall be considered entirely on its merits and the peculiar and specific conditions related to the property on which the appeal is brought.

If the appeal is accompanied by a bond or other sufficient security satisfactory to the City Attorney in an amount equal to the original determination of the drainage (stormwater) utility fee due, any discontinued utility services may be reinstated while the appeal is pending. The City Council shall apply the standards and review criteria contained in this Section.

c. 13.07.012 Collection and lien procedures

Notice prior to filing lien. Before imposing a lien for delinquent Drainage Utility Charges, the City shall send notice to the record owner of the Benefitted Property stating the amount of the charges owed, and of the owner's right to any

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of Lien in the Deed Records of Tarrant County, Texas, the lien shall be valid against the property so assessed. The lien shall be privileged and subordinate only to tax liens, existing special assessment liens, and shall be paramount to all other liens. The lien shall continue until the assessment and all interest due and payable thereon has been paid.

(g) Assessment must be paid. No utility service, building permit or certificate of occupancy shall be allowed on any such property until the assessment is paid and such lien is released by the City.

(h) Release of lien. After the expenses incurred by the City, as set forth in the Notice of Lien have been fully paid with interest of ten percent (10%) per annum, the City Secretary shall execute a release of lien which shall be filed in the Deed Records of Tarrant County, Texas.

SECTION 3. That all provisions of the ordinances of the City of Blue Mound in conflict with the provisions of this Ordinance be, and the same are hereby, repealed, and all other provisions of the ordinances of the City of Blue Mound not in conflict with the provisions of this Ordinance shall remain in full force and effect.

SECTION 4. That should any sentence, paragraph, subdivision, clause, phrase or section of this Ordinance be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of this Ordinance as a whole, or any part or provision thereof other than the part so decided to be invalid, illegal or unconstitutional, and shall not affect the validity of the Code of Ordinances as a whole.

SECTION 5. That an offense committed before the effective date of this Ordinance is governed by prior law and the provisions of the Code of Ordinance, as amended, in effect when the offense was committed, and the former law is continued in effect for this purpose.

SECTION 6. That this Ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law and charter in such cases provide.

DULY PASSED by the City Council of the City of Blue Mound, Texas on this ___ day of November, 2018.

APPROVED: Alan Hooks, MAYOR

ATTEST:
Kathryn Nour, CITY SECRETARY
APPROVED AS TO FORM AND LEGALITY:

Ashley Dierker, CITY ATTORNEY

PUBLIC HEARING NOTICE
CITY OF SOUTHLAKE, TEXAS

Notice is hereby given to all interested persons that the City of Southlake, Texas, will consider the following items in the Council Chambers at Town Hall, 1400 Main Street, Southlake, Texas for:

The Planning & Zoning Commission on Thursday, November 8, 2018, at 6:30 p.m. will hold a public hearing and consider:

- ZA18-0043: Plat Revision for Stony Brook on property described as Tracts 5A, 5C1, 5B, 5A3, and 5A2, Jesse G. Allen Survey, Abstract No. 18, City of Southlake, Tarrant County, Texas and Lots 5B and 5A (5A and 5B being portions of Lot 5) Brock Addition, an addition to the City of Southlake, Tarrant County, Texas and located at 2607, 2621, 2631, 2641, and 2651 W. Southlake Blvd. and 400 and 410 Brock Dr., Southlake, Texas. Current Zoning: "R-PUD" Residential Planned Unit Development District, SPIN Neighborhood #11.

All interested persons are urged to

legals & public notices

emerging modes or technologies. Prior to building high-speed passenger service, Tier 2 [Project-level National Environmental Policy Act (NEPA)] evaluations are needed to analyze site-specific projects. To help expedite future Tier 2 project-level NEPA document(s), the purpose of this study is to evaluate technology options, identify potential station locations, and prepare a set of alternative recommendations for service from Fort Worth to Laredo.

Proposals must be received no later than 4:00 pm Central Standard Time, on Friday, November 16, 2018, to Kevin Feldt, Program Manager, North Central Texas Council of Governments, 616 Six Flags Drive, Arlington, Texas 76011. The Request for Proposals will be available at www.nctcog.org/rfp by the close of business on Friday, October 19, 2018.

NCTCOG encourages participation by disadvantaged business enterprises and does not discriminate on the basis of age, race, color, religion, sex, national origin, or disability.

TARRANT COUNTY HOSPITAL District dba JPS Health Network Purchasing Department is soliciting RFBS/RFPs for the following:

1. RFP #LH-0536 Audio/visual Conference Rooms Upgrades

Due Date: 11-16-18 2:00 pm CST

A Pre-Proposal Conference/Site Visit will be conducted at 2:00 pm CST on Oct 29, 2018 in the IT Conference Room 2nd Floor at 1400 S. Main Street, Fort Worth, TX 76104.

Bids/Proposals must be sealed and delivered by the due date and time specified. Late responses will not be accepted under any circumstances

TEXAS DEPARTMENT OF
TRANSPORTATION
Fort Worth District Notice
of Public Hearing
Department Policies Affecting
Bicycle Use on the
State Highway System

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The public hearing will be conducted

Star-Telegram MEDIA

Arlington Citizen-Journal | The Keller Citizen | La Estrella
Mansfield News-Mirror | Star-Telegram Northeast | Weatherford Star-Telegram
star-telegram.com | 808 Throckmorton St. | Ft Worth, Tx. 76102-6315 | 800.776.7827

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
689723	0003863547	Texas Department of Transportation Fort Worth C		\$1,719.11	1	96.00 Li

Attention:

CP&Y
13809 RESEARCH BLVD
STE 300
AUSTIN, TX 78750

THE STATE OF TEXAS

County of Tarrant

Before me, a Notary Public in and for said County and State, this day personally appeared CHRISTINE LOPEZ, Bid and Legal Coordinator for the **Star-Telegram**, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas; and who, after being duly sworn, did depose and say that the attached clipping of an advertisement was published in the above named paper on the listed dates:

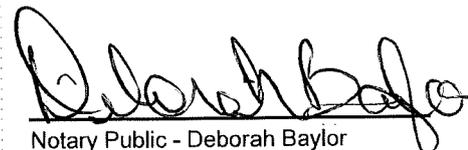
1 Insertion(s)

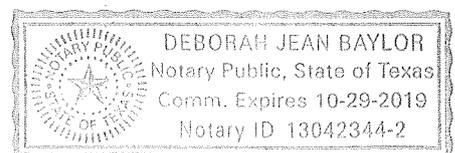
Published On:

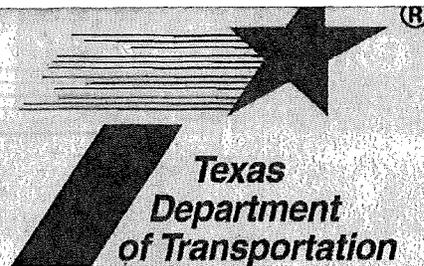
October 19, 2018


(Principal Clerk)

SUBSCRIBED AND SWORN TO
BEFORE ME, THIS 22nd day of
October in the year of 2018


Notary Public - Deborah Baylor





**Departamento de Transporte de Texas
Aviso de Audiencia Pública del Distrito de Fort Worth
Políticas del Departamento que afectan el uso de bicicletas
en el sistema de carreteras estatales**

De acuerdo con el Título 43, Código Administrativo de Texas, §25.55, el Departamento de Transporte de Texas (TxDOT) - Distrito de Fort Worth se está asociando con el Consejo de Gobiernos del Norte Central de Texas (NCTCOG) para ofrecer una audiencia pública sobre proyectos de transporte del distrito, programas y políticas que afectan el uso de bicicletas en el sistema de carreteras del estado. La audiencia pública se llevará a cabo en el Centro Cívico de la Ciudad de North Richland Hills, Grand Hall, 6000 Hawk Ave., North Richland Hills, Texas 76180 el lunes 29 de octubre de 2018, a partir de las 6:00 p.m. a 8:00 p.m.

La audiencia pública consistirá en una presentación de TxDOT y NCTCOG que comenzará a las 7:00 p.m. con una jornada de puertas abiertas antes y después de las presentaciones. Se mostrarán mapas, dibujos de caminos y fotografías para analizar el alojamiento de bicicletas existentes y planificadas dentro y fuera de la carretera dentro del área regional de Dallas / Fort Worth.

El objetivo de esta audiencia pública es proporcionar información sobre planes de bicicletas, políticas, programas y proyectos futuros para el Distrito de TxDOT Fort Worth y NCTCOG y también para recibir comentarios del público. El público tendrá la oportunidad de brindar comentarios y hacer recomendaciones sobre los proyectos y programas de transporte relacionados con los ciclistas.

Los comentarios se pueden presentar en la audiencia o por escrito dentro de los 15 días posteriores a la audiencia pública (con sello postal en o antes del 14 de noviembre de 2018). Los comentarios por escrito no presentados en la audiencia deben enviarse por correo a: TxDOT Fort Worth District a 2501 S.W. Loop 820, Fort Worth, Texas 76133, ATTN: Phil Hays, P.E.

La audiencia pública se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades especiales de comunicación o alojamiento o que necesitan un intérprete pueden contactar a la Oficina de Información Pública del Distrito de TxDOT en Fort Worth al (817) 370-6744. Las solicitudes deben hacerse al menos cinco días hábiles antes de la fecha de la audiencia pública. Se harán todos los esfuerzos razonables para satisfacer estas necesidades.

Las personas que tengan preguntas o inquietudes generales con respecto a los proyectos o programas de audición o transporte que puedan afectar el uso de la bicicleta pueden comunicarse con Phil Hays, P.E. en (817) 370-6591. Para ser agregado a la lista de correo de ciclistas interesados, organizaciones de bicicletas o tiendas de bicicletas, envíe una solicitud a Phil Hays, P.E., por teléfono al (817) 370-6591 o por correo electrónico a Phillip.Hays@txdot.gov. Todos los individuos y grupos que soliciten ser agregados a la lista de correo recibirán un aviso de las actividades de audiencias públicas relacionadas con la participación ambiental y pública para proyectos estatales que puedan afectar el uso de bicicletas.

Para más información: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/102918.html>

**STATE OF TEXAS
COUNTY OF TARRANT**

Before me, a Notary Public in and for said County and State, this day

personally appeared Christine Lyde, Advertising Representative for the Star-Telegram, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas and distributed in other surrounding Counties; and who, after being duly sworn, did dispose and say that the following clipping of an advertisement was published in the above named paper on the following dates:

Sept 29, 2018 in
LA Estrella

Signed Christine Lyde

Subscribed and sworn to before me, this the 26 day of October 2018

Notary Public Sherry Lynn Houk
Tarrant County, Texas

la planta to an unnamed tributary; thence to Buffalo Creek; thence to Henrietta Creek; thence to Denton Creek; thence to Grapevine Lake. La TCEQ recibo esta solicitud el August 30, 2018. La solicitud para el permiso esta la en Haslet Public Library, 100 Gammill Street, Haslet Texas. Este enlace a un mapa electronico de la ubicacion general del sitio o de la Instalacion es proporcionado como una cortesía y no es parte de la solicitud o del aviso. Para la ubicacion exacta, consulte la solicitud

<http://www.tceq.texas.gov/assets/public/hb610/index.html?lat=32.941388&lng=-97.323888&z=13&type=>

AVISO ADICIONAL. El Director Ejecutivo de la TCEQ ha determinado que la solicitud es administrativamente completa y conducira una revision técnica de la solicitud. Después de completar la revision técnica, el Director Ejecutivo puede preparar un borrador del permiso y emitir una Decision Preliminar sobre la solicitud. El aviso de la solicitud y la decision preliminar seran publicados y enviado a los que estan en la lista de correo de las personas a lo largo del condado que desean recibir los avisos y los que estan en la lista de correo que desean recibir avisos de esta solicitud. El aviso dara la fecha límite para someter comentarios publicos.

COMENTARIO PUBLICO / REUNION PUBLICA. Usted puede presentar comentarios publicos pedir una reunion publica sobre esta solicitud. El proposito de una reunion publica es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud. La TCEQ realiza una reunion publica si el Director Ejecutivo determina que hay un grado de interes publico suficiente en la solicitud o si un legislador local lo pide. Una reunion publica no es una audiencia administrativa de lo contencioso.

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO. Después del plazo para presentar comentarios publicos, el Director Ejecutivo a los comentarios apropiados y preparara una respuesta a todo los comentarios publicos esenciales, pertinentes, o significativos. A menos que la solicitud haya sido referida directamente a una audiencia administrativa de lo contencioso, la respuesta a los comentarios y la decision del Director Ejecutivo sobre la solicitud seran enviados por correo a todos los que presentaron un comentario publico y a las personas que estan en la lista para recibir avisos sobre esta solicitud. Si se reciben comentarios, el aviso también proveera instrucciones para pedir una reconsideracion de la decision del Director Ejecutivo y para pedir una audiencia administrativa de lo contencioso. Una audiencia administrativa de lo contencioso es un procedimiento legal similar a un procedimiento legal civil en un tribunal de distrito del estado.

PARA SOLICITAR UNA AUDIENCIA DE CASO IMPUGNADO, USTED DEBE INCLUIR EN SU SOLICITUD LOS SIGUIENTES DATOS: su nombre, direccion, numero de teléfono; el nombre del solicitante y numero del permiso; la ubicacion y distancia de su propiedad/actividad con respecto a la Instalacion; una descripción específica de la forma como usted sería afectado adversamente por el sitio de una manera no comun al publico en general; una lista de todas

presentado durante el periodo de comentarios. **LISTA DE CORREO.** Si somete comentarios publicos, un pedido para una audiencia administrativa de lo contencioso o una reconsideracion de la decision del Director Ejecutivo, la Oficina del Secretario Principal enviara por correo los avisos publicos en relacion con la solicitud. Además, puede pedir que la TCEQ ponga su nombre en una o mas de las listas de correo permanentes para recibir los avisos de el solicitante indicado por nombre y numero del permiso específico y/o (2) la lista de correo de todas las solicitudes en un condado específico. Si desea que se agregue su nombre en una de las listas designadas, envíe una solicitud por correo su pedido a la Oficina del Secretario Principal de la TCEQ.

CONTACTOS E INFORMACIÓN A LA AGENCIA. Todos los comentarios publicos y solicitudes deben ser presentadas electronicamente via <http://www14.tceq.texas.gov/epic/eComment/> o por escrito dirigidos a la Comisión de Texas de Calidad Ambiental, Oficina de la Secretaría (Office of Chief Clerk), MC-105, P.O. Box 13087, Austin, Texas 78711-3087. Tenga en cuenta que cualquier informacion personal que usted proporcione, incluyendo su nombre, numero de teléfono, direccion de correo electronico y direccion fisica pasaran a formar parte del registro publico de la Agencia. Para obtener mas informacion acerca de esta solicitud de permiso o el proceso de permisos, llame al programa de educacion publica de la TCEQ, gratis, al 1-800-687-4040. Si desea informacion en Espanol, puede llamar al 1-800-687-4040.

También se puede obtener informacion adicional del Sigma Pro Properties, LLC a la direccion indicada arriba o llamando a Mr. Robert Berman al 682-888-1239. Fecha de emision October 8, 2018

DEPARTAMENTO DE TRANSPORTE DE TEXAS
Aviso de Audiencia Publica del Distrito de Fort Worth
Políticas del Departamento que afectan el uso de bicicletas en el sistema de carreteras estatales. De acuerdo con el Título 43, Código Administrativo de Texas, §25.55, el Departamento de Transporte de Texas (TxDOT) - Distrito de Fort Worth se está asociando con el Consejo de Gobiernos del Norte Central de Texas (NCTCOG) para ofrecer una audiencia publica sobre proyectos de transporte del distrito, programas y políticas que afectan el uso de bicicletas en el sistema de carreteras del estado. La audiencia publica se llevara a cabo en el Centro Civico de la Ciudad de North Richland Hills, Grand Hall, 6000 Hawk Ave., North Richland Hills, Texas 76180 el lunes 29 de octubre de 2018, a partir de las 6:00 p.m. a 8:00 p.m.

La audiencia publica consistira en una presentacion de TxDOT y NCTCOG que comenzara a las 7:00 p.m. con una jornada de puertas abiertas antes y después de las presentaciones. Se mostraran mapas, dibujos de caminos y fotografías para analizar el alojamiento de bicicletas existentes y planificadas dentro y fuera de la carretera dentro del area regional de Dallas / Fort Worth.

El objetivo de esta audiencia publica es proporcionar informacion sobre planes de bicicletas, políticas, programas y

cietas o tiendas de bicicletas, envíe una solicitud a Phil Hays, P.E., por telefono al (817) 370-6591 o por correo electronico a Phillip.Hays@txdot.gov. Todos los individuos y grupos que soliciten ser agregados a la lista de correo recibirán un aviso de las actividades de audiencias publicas relacionadas con la participacion ambiental y publica para proyectos estatales que puedan afectar el uso de bicicletas.

Para mas informacion: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/102918.html>

REQUEST FOR PROPOSALS
Electronics Console
Cleaning Services
RFP # 2019-004

The North Central Texas Council of Governments (NCTCOG) SHARE Purchasing Cooperative seeks an experienced firm to provide electronic communications consoles cleaning services. Proposal instructions are available by emailing coberender@nctcog.org. The proposals are due no later than 2:00 pm local time October 31, 2018.

REQUEST FOR PROPOSALS

For Fort Worth/ Waco/ Temple/ Killeen/Austin/ San Antonio/ Laredo High Speed

Transportation Study
The North Central Texas Council of Governments (NCTCOG) is requesting consultant assistance for the Fort Worth/ Waco/ Temple/ Killeen/Austin/ San Antonio/ Laredo High Speed Transportation Study. In late 2017, the Federal Railroad Administration published the Record of Decision (ROD) and Tier 1 Texas-Oklahoma Passenger Rail Study (TOPRS) Final Environmental Impact Statement (EIS). While this document did evaluate conventional, high-speed, and high-speed passenger train alignments, the document focused on service and operations and broadly addressed corridor issues and alternatives. The document did not consider emerging modes or technologies. Prior to building high-speed passenger service, Tier 2 [Project-level National Environmental Policy Act (NEPA)] evaluations are needed to analyze site-specific projects. To help expedite future Tier 2 project-level NEPA document(s), the purpose of this study is to evaluate technology options, identify potential station locations, and prepare a set of alternative recommendations for service from Fort Worth to Laredo.

Proposals must be received no later than 4:00 pm Central Standard Time, on Friday, November 16, 2018, to Kevin Feldt, Program Manager, North Central Texas Council of Governments, 616 Six Flags Drive, Arlington, Texas 76011. The Request for Proposals will be available at www.nctcog.org/rfp by the close of business on Friday, October 19, 2018.

NCTCOG encourages participation by disadvantaged business enterprises and does not discriminate on the basis of age, race, color, religion, sex, national origin, or disability.

STAR-TELEGRAM
CLASSIFIEDS.
Hire, Sell
& Buy

STATE OF TEXAS
COUNTY OF TARRANT

Before me, a Notary Public in and for said County and State, this day

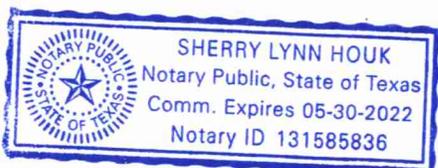
personally appeared Christine Lopez, Advertising Representative
for the Star-Telegram, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas and
distributed in other surrounding Counties; and who, after being duly sworn, did dispose and say that the
following clipping of an advertisement was published in the above named paper on the following dates:

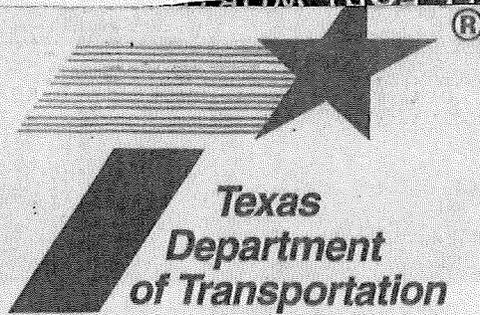
Fri Oct 19, 2018

Signed Christine Lopez

Subscribed and sworn to before me, this the 20 day of October 2018

Notary Public Sherry Lynn Houk
Tarrant County, Texas





**Texas Department of Transportation
Fort Worth District Notice of Public Hearing
Department Policies Affecting Bicycle Use on the
State Highway System**

In accordance with Title 43, Texas Administrative Code, §25.55, the Texas Department of Transportation (TxDOT) - Fort Worth District is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects and programs that might affect bicycle use. The public hearing will be held from 6:00 p.m. to 8:00 p.m. on Monday, Oct. 29, 2018, in the City of North Richland Hills at Grand Hall on 6000 Hawk Ave., North Richland Hills, TX 76180.

The public hearing will consist of a presentation from TxDOT and NCTCOG beginning at 7:00 p.m. with an open house before and after the presentations. Maps, roadway drawings, and photographs will be on display to discuss existing and planned bicycle accommodations on- and off-road within the Dallas/Fort Worth regional area.

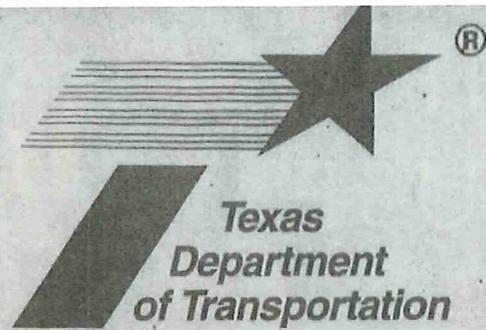
The purpose of this public hearing is to provide information on bicycle plans, policies, programs, and upcoming projects for the TxDOT Fort Worth District and the NCTCOG and also to receive public comments. The public will have an opportunity to provide comments and make recommendations on transportation projects and programs as they relate to bicyclists.

Comments may be presented either at the hearing or in writing within 15 days after the public hearing (postmarked on or before Nov. 14, 2018). Written comments not submitted at the hearing should be mailed to: TxDOT Fort Worth District at 2501 S.W. Loop 820, Fort Worth, Texas 76133, ATTN: Phil Hays, P.E.

The public hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs or need an interpreter are encouraged to contact the TxDOT Fort Worth District Public Information Office at (817) 370-6744. Requests should be made at least five working days prior to the date of the public hearing. Every reasonable effort will be made to accommodate these needs.

Persons having general questions or concerns regarding the hearing or transportation projects and programs that might affect bicycle use may contact Phil Hays, P.E. at (817) 370-6591. To be added to the mailing list of interested bicyclists, bicycle organizations, or bicycle shops, please submit a request to Phil Hays, P.E., via phone at (817) 370-6591 or e-mail at Phillip.Hays@txdot.gov. All individuals and groups who request to be added to the mailing list will receive notice of public hearing activities related to environmental and public involvement for state projects that might affect bicycle use.

For more information: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/102918.html>



Texas Department of Transportation
Fort Worth District Notice of Public Hearing
Department Policies Affecting Bicycle Use on the
State Highway System

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The purpose of this public hearing is to provide information on bicycle plans, policies, programs, and upcoming projects for the TxDOT Fort Worth District and the NCTCOG and also to receive public comments. The public will have an opportunity to provide comments and make recommendations on transportation projects and programs as they relate to bicyclists.

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For more information: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/102918.html>

STATE OF TEXAS
COUNTY OF TARRANT

Before me, a Notary Public in and for said County and State, this day

personally appeared Christine Lopez, Advertising Representative for the Star-Telegram, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas and distributed in other surrounding Counties; and who, after being duly sworn, did dispose and say that the following clipping of an advertisement was published in the above named paper on the following dates:

Wed Sept 26, 2018 in the Keller Citizen

Wed Sept 26, 2018 in the Northeast

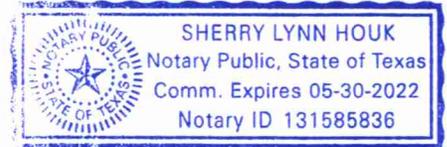
Signed _____

Lopez

Subscribed and sworn to before me, this the 26 day of October 2018

Notary Public _____

Sherry Lynn Houk
Tarrant County, Texas



PUBLISHER'S AFFIDAVIT

STATE OF TEXAS
COUNTY OF HOOD

Before me, the undersigned authority, on this day personally appeared, Jerry Tidwell, known to me, who on his oath deposes and says that he is publisher of the Hood County News, a newspaper published in said county of Hood; that a copy of the within and foregoing notice was published in the English language, on the dates specified below:

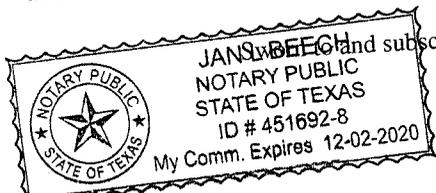
1st Time 9/26/18

2nd Time _____

3rd Time _____

4th Time _____

and a newspaper copy of which is hereto attached.



and subscribed before me this the 29th day of Sept. A.D. 2018

Jerry Tidwell

Jan Z Beech

Notary Public in and for Hood County, Texas

AUTOS

Featured Vehicle

Buying or selling that perfect set of wheels? Place your auto ad here. Reach over 200,000 potential buyers in print and online. 1 month - just \$45. Includes pictures. Call for details!

HOMES

Featured Home

List your home for sale by owner here with our classified agent and sell it quick! Unlimited lines, 200,00 potential buyers. 1 month - \$85. Call for details!



JOBS

Featured Job

Looking for the perfect employee? Place your employment ad here and let the classifieds do the work for you! Call for details!



SHOP

Tip of The Day

Got Junk? Spring Cleaning? Place your garage sale ad here! 3 days - \$30 and 2 days \$26. Call for details!



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Legals

PUBLIC NOTICE

Texas Department of Transportation Fort Worth District Notice of Public Hearing Department Policies Affecting Bicycle Use on the State Highway System In accordance with Title 43, Texas Administrative Code, §25.55, the Texas Department of Transportation (TxDOT) - Fort Worth District is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects and programs that might affect bicycle use. The public hearing will be held from 6:00 p.m. to 8:00 p.m. on Monday, Oct. 29, 2018, in the City of North Richland Hills at Grand Hall on 6000 Hawk Ave., North Richland Hills, TX 76180.

The public hearing will consist of a presentation from TxDOT and NCTCOG beginning at 7:00 p.m. with an open house before and after the presentations. Maps, roadway drawings, and photographs will be on display to discuss existing and planned bicycle accommodations on- and off-road within

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Legals

PUBLIC NOTICE

Texas Parks and Wildlife Department will accept proposals beginning Thursday, September 20, 2018 through Wednesday, October 31, 2018 at 5:00 P.M. for the implementation and operation of a water recreation based Park Convenience Store with Food Service and Equipment Rental at Lake Mineral Wells State Park. Persons interested in submitting a proposal may request an Information Sheet by calling Pat Berger at (512)389-8086, emailing LeasedConcessions@tpwd.texas.gov or writing Texas Parks and Wildlife Department, 4200 Smith School Road, Austin, Texas, 79744 Attn: Pat Berger

147 Legals

PUBLISHER'S NOTICE:

All real estate advertising in this newspaper is subject to the fair Housing Act which makes it illegal to advertise "any preference, limitation or discrimination based on race, color, religion, or an intention, to make any such preference, limitation or

HAS BUYING LIVESTOCK GOT YOU COWED?

200 Employment

200 Employment



BEST WAGES IN TOWN

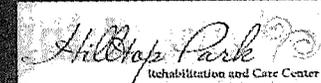
Best Wages in Town & Sign-on Bonus Available!

RN/ LVN/ CNA - 2-10pm & 10-6
Double weekends.
Email resumes to:
bsmith@ohc-ffc.com
1715 Martin Dr.,
Weatherford, TX 76086



FT Receptionist
FT Certified Activity Director.
Email resumes to:
pbaab@ohc-ffc.com
1219 Holland Lake Dr,
Weatherford, TX 76086

Sign-on Bonus Available!



We offer a competitive salary and benefits package.
EOE

Weatherford Democrat
512 Palo Pinto St.
Weatherford, Texas 76086
817-594-7447

PUBLISHER'S AFFIDAVIT

**STATE OF TEXAS
COUNTY OF PARKER**

Before me on this day personally appeared Art de la Torre the General Manager of the Weatherford Democrat, which is a newspaper of general circulation in the town of Weatherford, Texas and throughout Parker County, Texas.

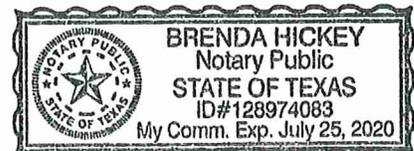
The said ad or notice was printed and published 1 time(s) in the Weatherford Democrat on the following date(s):

9/28/18 Cost \$ 295.50

Art de la Torre
Art de la Torre, General Manager

Subscribed and sworn to
Before me on this the
3rd day of
October, 2018

Brenda Hickey
Notary Public in and
for Parker County, Tex





Spanish/English Notices

- TxDOT Website
- English Notice
- Spanish Notice
- Meeting Location Map



Public Hearing - Department Policies Affecting Bicycle Use on the State Highway System - Ft. Worth District

Texas Department of Transportation > Inside TxDOT > Get Involved
> About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Where:	City of North Richland Hills Grand Hall 6000 Hawk Ave. North Richland Hills, TX 76180 (Map)
When:	Monday, Oct. 29, 2018 Open House - 6 p.m. Formal Presentation - 7 p.m.
Purpose:	TxDOT, Fort Worth District , is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects, programs, and policies affecting bicycle use on the state highway system. Displays illustrating existing bike facilities and upcoming projects on the state system within the Fort Worth District will be available for viewing during an open house starting at 6 p.m., with the formal presentation beginning at 7 p.m. Comments must be received on or before Thursday, Nov. 14, 2018, to be a part of the official public hearing record.
Special Accommodations:	TxDOT makes every reasonable effort to accommodate the needs of the public. The open house will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (817) 370-6744 at least five working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.
Downloads:	<ul style="list-style-type: none">● Notice - English● Notice - Spanish● Venue Map● Postcard Invite● 2016 Public Hearing Summary Report
	Presentations: <ul style="list-style-type: none">● North Texas Regional Bicycle Planning and Projects - NCTCOG Sustainable Development Program● TxDOT Statewide Bicycle and Pedestrian Program - TxDOT Public

[Transportation Programs/Austin](#)

- [TxDOT Fort Worth District Public Hearing - Bicycle Use on the State Highway System](#)

Exhibits/Boards

- [District Public Hearing Boards](#)
- [NCTCOG Public Hearing Boards](#)
- [Bikeway Types](#)

Contact:

TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

(817) 370-6591

[Email](#)

Posted Sept. 18, 2018

Get Involved

[About Public Hearings, Meetings and Notices](#) □

[Committees](#)

[Volunteer](#) □

[Archive](#) □

[Sunset Review](#)

Page Options ▼



Texas Department of Transportation

Fort Worth District Notice of Public Hearing

Department Policies Affecting Bicycle Use on the State Highway System

In accordance with Title 43, Texas Administrative Code, §25.55, the Texas Department of Transportation (TxDOT) – Fort Worth District is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects and programs that might affect bicycle use. The public hearing will be held from 6:00 p.m. to 8:00 p.m. on Monday, Oct. 29, 2018, in the City of North Richland Hills at Grand Hall on 6000 Hawk Ave., North Richland Hills, TX 76180.

The public hearing will consist of a presentation from TxDOT and NCTCOG beginning at 7:00 p.m. with an open house before and after the presentations. Maps, roadway drawings, and photographs will be on display to discuss existing and planned bicycle accommodations on- and off-road within the Dallas/Fort Worth regional area.

The purpose of this public hearing is to provide information on bicycle plans, policies, programs, and upcoming projects for the TxDOT Fort Worth District and the NCTCOG and also to receive public comments. The public will have an opportunity to provide comments and make recommendations on transportation projects and programs as they relate to bicyclists.

Comments may be presented either at the hearing or in writing within 15 days after the public hearing (postmarked on or before Nov. 14, 2018). Written comments not submitted at the hearing should be mailed to: TxDOT Fort Worth District at 2501 S.W. Loop 820, Fort Worth, Texas 76133, ATTN: Phil Hays, P.E.

The public hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs or need an interpreter are encouraged to contact the TxDOT Fort Worth District Public Information Office at (817) 370-6744. Requests should be made at least five working days prior to the date of the public hearing. Every reasonable effort will be made to accommodate these needs.

Persons having general questions or concerns regarding the hearing or transportation projects and programs that might affect bicycle use may contact Phil Hays, P.E. at (817) 370-6591. To be added to the mailing list of interested bicyclists, bicycle organizations, or bicycle shops, please submit a request to Phil Hays, P.E., via phone at (817) 370-6591 or e-mail at Phillip.Hays@txdot.gov. All individuals and groups who request to be added to the mailing list will receive notice of public hearing activities related to environmental and public involvement for state projects that might affect bicycle use.

For more information: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/102918.html>



Departamento de Transporte de Texas

Aviso de Audiencia Pública del Distrito de Fort Worth

Políticas del Departamento que afectan el uso de bicicletas en el sistema de carreteras estatales

De acuerdo con el Título 43, Código Administrativo de Texas, §25.55, el Departamento de Transporte de Texas (TxDOT) - Distrito de Fort Worth se está asociando con el Consejo de Gobiernos del Norte Central de Texas (NCTCOG) para ofrecer una audiencia pública sobre proyectos de transporte del distrito, programas y políticas que afectan el uso de bicicletas en el sistema de carreteras del estado. La audiencia pública se llevará a cabo en el Centro Cívico de la Ciudad de North Richland Hills, Grand Hall, 6000 Hawk Ave., North Richland Hills, Texas 76180 el lunes 29 de octubre de 2018, a partir de las 6:00 p.m. a 8:00 p.m.

La audiencia pública consistirá en una presentación de TxDOT y NCTCOG que comenzará a las 7:00 p.m. con una jornada de puertas abiertas antes y después de las presentaciones. Se mostrarán mapas, dibujos de caminos y fotografías para analizar el alojamiento de bicicletas existentes y planificadas dentro y fuera de la carretera dentro del área regional de Dallas / Fort Worth.

El objetivo de esta audiencia pública es proporcionar información sobre planes de bicicletas, políticas, programas y proyectos futuros para el Distrito de TxDOT Fort Worth y NCTCOG y también para recibir comentarios del público. El público tendrá la oportunidad de brindar comentarios y hacer recomendaciones sobre los proyectos y programas de transporte relacionados con los ciclistas.

Los comentarios se pueden presentar en la audiencia o por escrito dentro de los 15 días posteriores a la audiencia pública (con sello postal en o antes del 14 de noviembre de 2018). Los comentarios por escrito no presentados en la audiencia deben enviarse por correo a: TxDOT Fort Worth District a 2501 S.W. Loop 820, Fort Worth, Texas 76133, ATTN: Phil Hays, P.E.

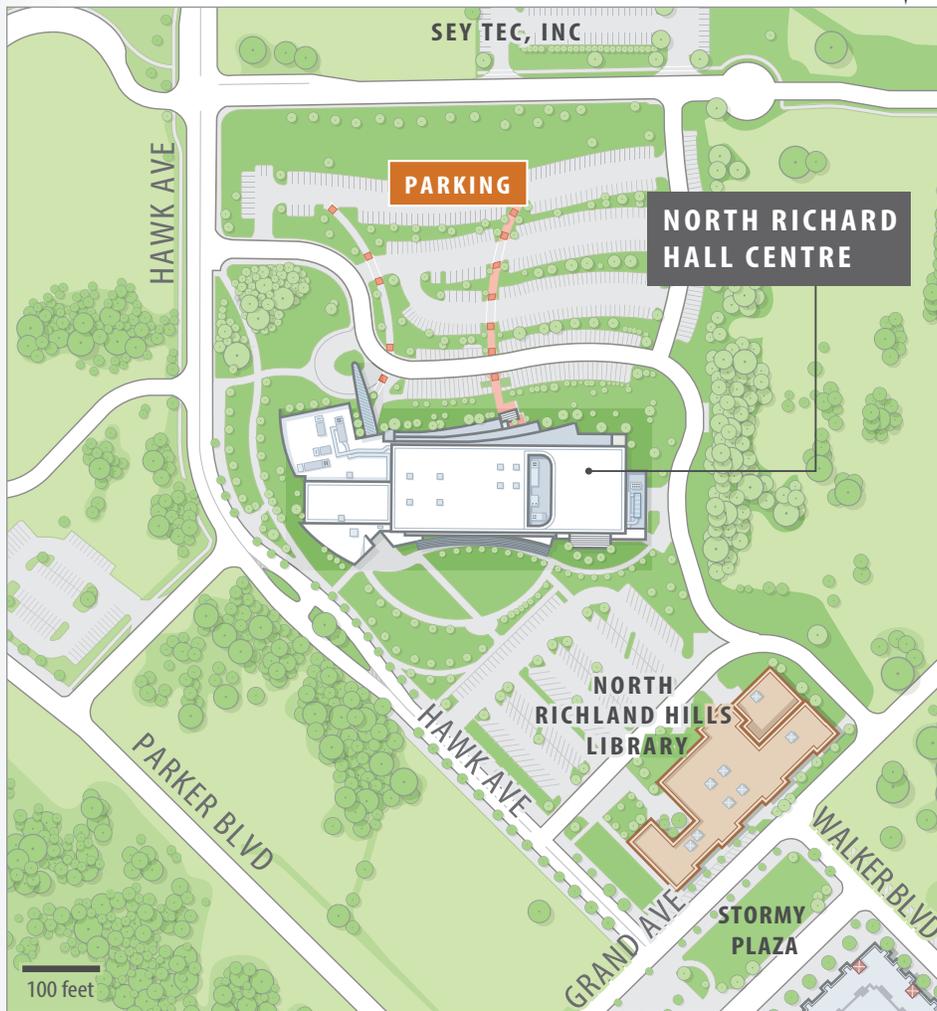
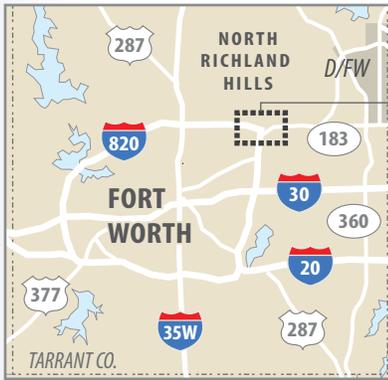
La audiencia pública se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades especiales de comunicación o alojamiento o que necesitan un intérprete pueden contactar a la Oficina de Información Pública del Distrito de TxDOT en Fort Worth al (817) 370-6744. Las solicitudes deben hacerse al menos cinco días hábiles antes de la fecha de la audiencia pública. Se harán todos los esfuerzos razonables para satisfacer estas necesidades.

Las personas que tengan preguntas o inquietudes generales con respecto a los proyectos o programas de audición o transporte que puedan afectar el uso de la bicicleta pueden comunicarse con Phil Hays, P.E. en (817) 370-6591. Para ser agregado a la lista de correo de ciclistas interesados, organizaciones de bicicletas o tiendas de bicicletas, envíe una solicitud a Phil Hays, P.E., por teléfono al (817) 370-6591 o por correo electrónico a Phillip.Hays@txdot.gov. Todos los individuos y grupos que soliciten ser agregados a la lista de correo recibirán un aviso de las actividades de audiencias públicas relacionadas con la participación ambiental y pública para proyectos estatales que puedan afectar el uso de bicicletas.

Para más información: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/102918.html>

FORT WORTH DISTRICT PUBLIC HEARING:

DEPARTMENT POLICIES AFFECTING BICYCLE USE ON THE STATE HIGHWAY SYSTEM



THE NORTH RICHARD HALL CENTRE

6000 HAWK AVENUE
NORTH RICHLAND HILLS, TX
(817) 427 – 6600

MONDAY, OCTOBER 29, 2018

OPEN HOUSE AT 6:00 PM
PRESENTATION BEGINS AT 7:00 PM





Postcard

YOU'RE INVITED!

The Texas Department of Transportation (TxDOT) – Dallas and Fort Worth Districts - are partnering with the North Central Texas Council of Governments (NCTCOG) to offer two public hearings on district transportation projects and programs that might affect bicycle use.

Dallas Public Hearing

Wednesday, Oct. 24, 2018

6 p.m. to 8 p.m.

Formal presentation at 7 p.m.
City of Richardson Civic Center
Grand Ballroom

411 W. Arapaho Road,
Richardson, Texas 75080

Ft. Worth Public Hearing

Monday, Oct. 29, 2018

6 p.m. to 8 p.m.

Formal presentation at 7 p.m.
City of North Richland Hills
Grand Hall

6000 Hawk Ave.
North Richland Hills, TX 76180

The purpose is to provide information on transportation projects that might affect bicycle use, plans, policies, and programs for the TxDOT Dallas and Ft. Worth Districts and NCTCOG and to receive public comments. Displays illustrating existing bike facilities and upcoming projects on the state system within the Districts will be available for viewing during an open house beginning at 6 p.m. with the formal presentation at 7 p.m.

Verbal and written comments are encouraged and may be presented for a period of 15 calendar days following the hearings.

For additional information or to be added to the Dallas mailing list, contact Shelley Pridgen, TxDOT Dallas District, (214) 320-6163 or Shelley.Pridgen@txdot.gov. To be added to the Ft. Worth mailing list, contact Phil Hays, PE., via phone at (817) 370-6591 or e-mail at Phillip.Hays@txdot.gov.



Shelley Pridgen - Environmental Specialist
Texas Department of Transportation
Dallas District - Advance Project
Development (APD)
4777 E. Highway 80
Mesquite, TX 75150-6643





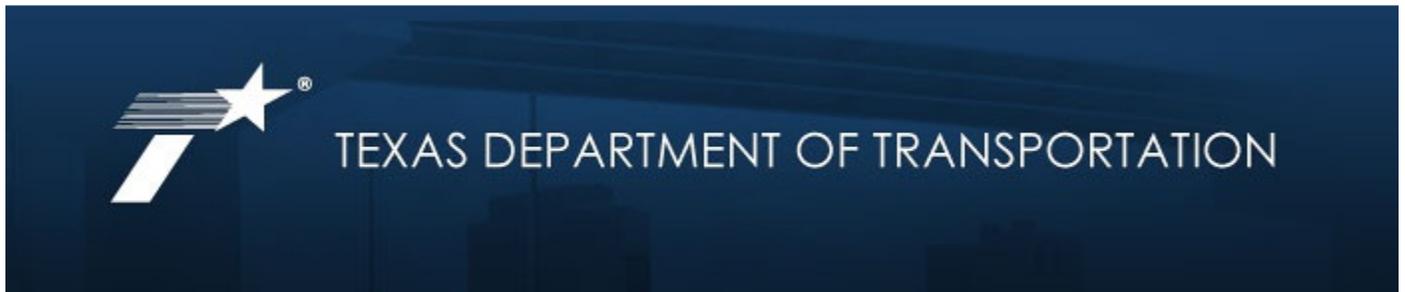
Email Notices

From: Susan Howard <Susan.Howard@txdot.gov>
Sent: Wednesday, October 03, 2018 10:42 AM
To: Sandra Williams; Shelley Pridgen; Kevin Kokes (KKokes@nctcog.org); Karla Weaver; Darren Dodson; Andy A. Atlas; Bonnie Sherman; Michelle Raglon; Phillip Hays
Subject: FW: Bicycle Hearings - Dallas and Fort Worth

Just fyi – this email blast went to nearly 800 emails on Tuesday morning.

From: TxDOT [mailto:txdot@service.govdelivery.com]
Sent: Tuesday, October 02, 2018 8:09 AM
To: Susan Howard
Subject: Bicycle Hearings - Dallas and Fort Worth

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



YOU'RE INVITED!

In accordance with Title 43, Texas Administrative Code, §25.55, the Texas Department of Transportation (TxDOT) – Dallas and Fort Worth Districts - are partnering with the North Central Texas Council of Governments (NCTCOG) to offer two public hearings on district transportation projects and programs that might affect bicycle use.

The purpose is to provide information on transportation projects that might affect bicycle use, plans, policies, and programs for the TxDOT Dallas and Fort Worth Districts and NCTCOG and to receive public comments. Displays illustrating existing bike facilities and upcoming projects on the state system within the Districts will be available for viewing during an open house beginning at 6 p.m. with the formal presentation at 7 p.m.

Dallas Public Hearing

Wednesday, Oct. 24, 2018

6 p.m. to 8 p.m.

Formal presentation at 7 p.m.

City of Richardson Civic Center Grand Ballroom

411 W. Arapaho Road,
Richardson, Texas 75080

Ft. Worth Public Hearing

Monday, Oct. 29, 2018

6 p.m. to 8 p.m.

Formal presentation at 7 p.m.

City of North Richland Hills Grand Hall

6000 Hawk Ave.

North Richland Hills, TX 76180

For additional information or to be added to the Dallas mailing list, contact Shelley Pridgen, TxDOT Dallas District, (214) 320-6163 or Shelley.Pridgen@txdot.gov. To be added to the Ft. Worth mailing list, contact Phil Hays, P.E., via phone at (817) 370-6591 or e-mail at Phillip.Hays@txdot.gov.

Please forward this information on to anyone who might be interested in attending. Thank You!

[Texas Department of Transportation](#)
125 East 11th Street • Austin, Texas, 78701
(800) 558-9368 • AskTxDOT@txdot.gov



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.....
A Texas Department of Transportation (TxDOT) message





Texas Department of Transportation

Published by Emily Parks [?] · October 23 at 3:06 PM · ⚙️



We want to hear your opinion! Take this survey about the Fort Worth Bike Project and let us know your thoughts! <https://www.txdot.gov/.../studies/fort-worth/ftworth-bike.html>



TXDOT.GOV

Fort Worth Bicycle Program

Bicycling is an inexpensive and efficient form of transportation. Riding a...

136

People Reached

0

Engagements

Boost Post



Like



Comment



Share

Hootlet



Write a comment...



From: Michelle Raglon <Michelle.Raglon@txdot.gov>
Sent: Wednesday, October 24, 2018 11:43 AM
To: Susan Howard; Sandra Williams; Darren Dodson; Shelley Pridgen; Kevin Kokes; Bethany Kurtz
Subject: RE: Bike Metroquest Surveys Already Done - Wow!

FYI, the link:

New TxDOT Survey Asks for Cyclists' Input

KXAS NBC 10/24/18 By Larry Collins -VIDEO-

<https://www.nbcdfw.com/news/local/North-Texas-TxDOT-Offices-to-Launch-Interactive-Survey-498393281.html>

New TxDOT Survey Asks for Cyclists' Input

KXAS NBC 10/24/18 By Larry Collins -VIDEO-

Cyclists in North Texas are being asked about issues they face on local roadways in a new interactive survey by the Texas Department of Transportation's Dallas and Fort Worth offices.

Leaders hope the survey leads to more efficient services and eventually better roadways.

Starting Wednesday, the interactive survey, Metroquest, will be used first with cyclists in North Texas.

"The bicycle community is an engaged community that will actively participate in the Metroquest online survey, it will be a first for TxDOT Dallas to use this interactive survey," TxDOT representative Michelle Raglon said. "TxDOT started with this community because of their interaction with new processes and out of the box expectations for TxDOT."

The survey allows for cyclists to log issues they face on North Texas roadways and suggest changes to TxDOT. They can mark issues on a map with detailed explanations of what needs to change.

The survey will launch and remain online for 15 days following two upcoming meetings.

TxDOT meeting schedule:

The Dallas District public hearing will be held on Wednesday Oct. 24 beginning with an informal open house from 6 p.m. to 7 p.m. at the city of Richardson Civic Center, Grand Ballroom, 411 West Arapaho Road in Richardson. The formal presentation starts at 7 p.m. Displays illustrating existing bike facilities and upcoming projects on the state system within the district will be available for viewing.

The Fort Worth District public hearing will be held on Monday Oct. 29 beginning with an informal open house from 6 p.m. to 7 p.m. at the city of North Richland Hills, Grand Hall, 6000 Hawk Ave. in North Richland Hills. The formal presentation starts at 7 p.m. Displays illustrating existing bike facilities and upcoming projects on the state system within the district will be available for viewing.

<https://www.nbcdfw.com/news/local/North-Texas-TxDOT-Offices-to-Launch-Interactive-Survey-498393281.html>

Michelle Raglon

Public Information Officer

PIO Team Lead

TxDOT Dallas District

214-320-4483

214-717-3347

www.txdot.gov

www.keepitmovingdallas.com

@TxDOTDallas

From: Michelle Raglon <Michelle.Raglon@txdot.gov>
Sent: Tuesday, October 16, 2018 4:09 PM
To: DAL-PIO
Subject: TxDOT and NCTCOG Host Public Hearing for Bicycle Projects in North Texas

You may also visit www.keepitmovingdallas.com to participate in a survey on this subject.

NEWS RELEASE



DALLAS DISTRICT

Michelle Raglon
(214) 320-4483

Michelle.Raglon@txdot.gov

FORT WORTH DISTRICT

Bethany Kurtz
(817) 370-6744

Bethany.Kurtz@txdot.gov

TxDOT and NCTCOG Host Public Hearing for Bicycle Projects in North Texas

Bicyclists can voice their opinions at two meetings

Oct. 16, 2018

MESQUITE –The Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT) are partnering with North Central Texas Council of Governments (NCTCOG) to conduct two public hearings on transportation projects and programs that might affect bicycle use. The purpose is to provide information on transportation projects that might affect bicycle use, plans, policies and programs for the TxDOT Dallas and Ft. Worth districts and NCTCOG and to receive public comments.

The Dallas District public hearing will be held on **Wednesday, October 24** beginning with an informal open house from 6-7 p.m. at the city of Richardson Civic Center, Grand Ballroom, 411 West Arapaho in Richardson. The formal presentation starts at 7 p.m. Displays illustrating existing bike facilities and upcoming projects on the state system within the district will be available for viewing.

The Ft. Worth District public hearing will be held on **Monday, October 29** beginning with an informal open house from 6-7 p.m. at the city of North Richland Hills, Grand Hall, 6000 Hawk Ave. in North Richland Hills. The formal presentation starts at 7 p.m. Displays illustrating existing bike facilities and upcoming projects on the state system within the district will be available for viewing.

The hearing will consist of a presentation from TxDOT and NCTCOG, and an open house format before and after the presentation. Maps and drawings will be on display to show the existing bike facilities and upcoming transportation projects on the state system and the Dallas/Fort Worth regional area.

The public will have an opportunity to make verbal and written comments and provide input on bicycle transportation projects and programs.

For media inquiries, contact TxDOT Dallas PIO Michelle Raglon at Michelle.Raglon@txdot.gov or (214) 320-4483 or TxDOT Fort Worth PIO Bethany Kurtz at Bethany.Kurtz@txdot.gov or (817) 370-6744.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at txdot.gov. "Like" us on [Facebook](https://www.facebook.com/TxDOTDallasPIO) and follow us on [Twitter/TxDOTDallasPIO](https://twitter.com/TxDOTDallasPIO).

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Michelle Raglon

Public Information Officer

PIO Team Lead

TxDOT Dallas District

214-320-4483

214-717-3347

www.txdot.gov

www.keepitmovingdallas.com

@TxDOTDallas

A Texas Department of Transportation (TxDOT) message



From: Shelley Pridgen <Shelley.Pridgen@txdot.gov>
Sent: Monday, October 22, 2018 2:00 PM
To: Sandra Williams; Susan Howard; Darren Dodson
Subject: FW: TxDOT Statewide Public Hearings, Meetings and Notices Update

FYI...

Just received this from the BPAC.

From: BPAC [mailto:B2@nctcog.org]
Sent: Monday, October 22, 2018 1:52 PM
Subject: FW: TxDOT Statewide Public Hearings, Meetings and Notices Update

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Just a reminder!

The Texas Department of Transportation and NCTCOG seek your input about bicycling in the region and what we can do to improve bicycle transportation across the Dallas-Fort Worth metropolitan area. Please forward this information to all interested individuals in your community and encourage them to complete the online survey at <https://dfwbike.metroquest.com/> Public hearings are schedule in **Richardson on October 24, 2018** and **North Richland Hills on October 29, 2018**.

From: BPAC
Sent: Monday, October 8, 2018 9:59 AM
Subject: FW: TxDOT Statewide Public Hearings, Meetings and Notices Update

Forwarded as a courtesy to NCTCOG's Bicycle and Pedestrian Advisory Committee, and other North Central Texas bicycle and pedestrian safety advocates.

More information can be found by clicking on the links.

Thank you,

Barbara Walsh
Sr. Administrative Assistant
NCTCOG
616 Six Flags Dr.
Arlington TX 76011
(817) 695-9245

From: TxDOT [mailto:txdot@service.govdelivery.com]
Sent: Wednesday, September 19, 2018 12:02 AM
To: Ryan, Julia <Julia.Ryan@fortworthtexas.gov>
Subject: TxDOT Statewide Public Hearings, Meetings and Notices Update



TEXAS DEPARTMENT OF TRANSPORTATION

[Public Hearing - Department Policies Affecting Bicycle Use on the State Highway System](#)

Location: North Richland Hills

Date: 10/29/18

Purpose: TxDOT, Fort Worth District, is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects, programs, and policies affecting bicycle use on the state highway system.

[Public hearing - Department Policies Affecting Bicycle Use on the State Highway System](#)

Location: Richardson

Date: 10/24/18

Purpose: TxDOT, Dallas District, is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects, programs, and policies affecting bicycle use on the state highway system.

Visit TxDOT.gov for a complete list of [upcoming hearings and meetings](#).

[Texas Department of Transportation](#)
125 East 11th Street • Austin, Texas, 78701
(800) 558-9368 • AskTxDOT@txdot.gov



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From: TexReg@sos.texas.gov
Sent: Wednesday, September 05, 2018 12:06 PM
To: Novi Campbell
Subject: TEXAS REGISTER ACKNOWLEDGMENT OF RECEIPT

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ACKNOWLEDGMENT OF RECEIPT

Please note that this email acknowledges receipt of your filing only.

If we find that the document or submission form does not conform to statutory filing requirements or our administrative rules, we may refuse to accept it for filing and publication.

If we refuse your filing, we will notify you.

TRD Number: 201803867
For Issue of: 09/21/2018

Submission Date: 2018-09-05 12:05 PM
Receipt Date: 2018-09-05 12:06 PM

Miscellaneous Document Submission

Agency Name: Texas Department of Transportation
Agency Code: 0101
Liaison: Novi Campbell
Title of Document: Fort Worth District Notice of Public Hearing - Department Policies Affecting Bicycle Use on the State Highway System

File Name: FWPHN0921.docx

Texas Department of Transportation

Fort Worth District Notice of Public Hearing

Department Policies Affecting Bicycle Use on the State Highway System

In accordance with Title 43, Texas Administrative Code, §25.55, the Texas Department of Transportation (TxDOT) – Fort Worth District is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a public hearing on district transportation projects and programs that might affect bicycle use. The public hearing will be held from 6:00 p.m. to 8:00 p.m. on Monday, Oct. 29, 2018, in the City of North Richland Hills at Grand Hall on 6000 Hawk Ave., North Richland Hills, TX 76180.

The public hearing will consist of a presentation from TxDOT and NCTCOG beginning at 7:00 p.m. with an open house before and after the presentations. Maps, roadway drawings, and photographs will be on display to discuss existing and planned bicycle accommodations on- and off-road within the Dallas/Fort Worth regional area.

The purpose of this public hearing is to provide information on bicycle plans, policies, programs, and upcoming projects for the TxDOT Fort Worth District and the NCTCOG and also to receive public comments. The public will have an opportunity to provide comments and make recommendations on transportation projects and programs as they relate to bicyclists.

Comments may be presented either at the hearing or in writing within 15 days after the public hearing (postmarked on or before Nov. 14, 2018). Written comments not submitted at the hearing should be mailed to: TxDOT Fort Worth District at 2501 S.W. Loop 820, Fort Worth, Texas 76133, ATTN: Phil Hays, P.E.

The public hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs or need an interpreter are encouraged to contact the TxDOT Fort Worth District Public Information Office at (817) 370-6744. Requests should be made at least five working days prior to the date of the public hearing. Every reasonable effort will be made to accommodate these needs.

Persons having general questions or concerns regarding the hearing or transportation projects and programs that might affect bicycle use may contact Phil Hays, P.E. at (817) 370-6591. To be added to the mailing list of interested bicyclists, bicycle organizations, or bicycle shops, please submit a request to Phil Hays, P.E., via phone at (817) 370-6591 or e-mail at Phillip.Hays@txdot.gov. All individuals and groups who request to be added to the mailing list will receive notice of public hearing activities related to environmental and public involvement for state projects that might affect bicycle use.



C. Sign-in sheets



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Bicycle Use on the State Highway System – Fort Worth District

The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180

Monday, October 29, 2018

NAME	PUBLIC OFFICE/REPRESENTING
Jim Wilson	PLACE 5, BEARBROOK City Council
Robert Succeeds	city of Colleyville
John Davies	City of Westworth Village, City Council Place 3
Dan Nouch	" " City Council Place 5
Mike Coleman	" " Mayor
Sterling Naron	" " City Administrator
Mike Benton	City of N.R.H., Mayor Pro Tem, Place 5
Scott Turnage	City of N.R.H., Council, Place 6
Kyle Jensen	City of Fort Worth PABAC, District 4



PUBLIC SIGN-IN SHEET

Bicycle Use on the State Highway System – Fort Worth District

The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180

Monday, October 29, 2018

NAME	ADDRESS
Kamryn Peak	[REDACTED]
Bevez J Miller	[REDACTED]
Brent Coleman	[REDACTED]
Clayton Comstock	[REDACTED]
WENDY LANE	[REDACTED]
Alex Garcia	[REDACTED]
Ray Silva-Reyes	[REDACTED]
Scott Hardeman	[REDACTED]
Dave Dudziak	[REDACTED]
Peggy Badlato	[REDACTED]
Steve Bales	[REDACTED]
Billy Manny	[REDACTED]
Robert Latenna	[REDACTED]
RANDY DAVIS	[REDACTED]
Terry Musar	[REDACTED]
Cathy Teinert	[REDACTED]
Brian Norton	[REDACTED]
Jeremy Williams	[REDACTED]
Clayton Fulton	[REDACTED]
Craig Roskover	[REDACTED]
David Byczek	[REDACTED]
David Wagner	[REDACTED]
ERIC COBBACK	CITY OF ARLINGTON PARKS DEPT
JAMIE SAWY	[REDACTED]



PUBLIC SIGN-IN SHEET

Bicycle Use on the State Highway System – Fort Worth District

The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180

Monday, October 29, 2018

NAME	ADDRESS
Dale Mauer	[REDACTED]
Scott Smith	[REDACTED]
JOE GRIMES	[REDACTED]
MILLIE HAYES	[REDACTED]
Mike & Tom McKenna	[REDACTED]
Gary Clinkingbeard	[REDACTED]
Claire Muller	[REDACTED]
Paul REACH	[REDACTED]
Sam Delmotte	[REDACTED]
Steve Goff	[REDACTED]
Randy Skinner	[REDACTED]
ELISABET WESTBYE	[REDACTED]



EMAIL SIGN-UP SHEET

Bicycle Use on the State Highway System – Fort Worth District

The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180

Monday, October 29, 2018

NAME	EMAIL
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
WENDY LAINE	[REDACTED]
Ray Silva-Reyes	[REDACTED]
Sean Harbman	[REDACTED]
Steve BALES	[REDACTED]
Billy Manning	[REDACTED]
Robert LaSenna	[REDACTED]
RANDY DAVIS	[REDACTED]
Cathy Teinert	[REDACTED]
Brian Norton	[REDACTED]
Clayton Fulton	[REDACTED]
Craig Roslover	[REDACTED]
David Byczek	[REDACTED]



EMAIL SIGN-UP SHEET

Bicycle Use on the State Highway System – Fort Worth District

The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180

Monday, October 29, 2018

NAME	EMAIL
Scott Smith	[REDACTED]
Dabe Manger	[REDACTED]
Mike McKenna	[REDACTED]
Clarence Miller	[REDACTED]
[REDACTED]	[REDACTED]
Randy Skinner	[REDACTED]



VERBAL COMMENT REGISTRATION FORM*

Public Hearing

**BICYCLE USE ON THE STATE HIGHWAY SYSTEM
FORT WORTH DISTRICT
MONDAY, OCTOBER 29, 2018**

THE GRAND HALL AT NRH CENTRE
6000 HAWK AVE., NORTH RICHLAND HILLS, TEXAS 76180
Open House: 6:00 p.m. – 7:00 p.m.
Presentation: 7:00 p.m.

PLEASE PRINT CLEARLY:

Name: Craig Rosshaven (Rosshaven)

Address: [REDACTED]

City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Yes I wish to make a statement during tonight's *Opportunity for Public Comment* session of this Hearing.

(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

Please Check All Applicable Items Below

- I am an interested citizen.
- I am a public official: _____
Agency and Title
- I am an elected official: _____
Office and Title
- I am a media representative: _____
Media Source

* Please **return** this form to the **registration table**. Do not place in comment box.



VERBAL COMMENT REGISTRATION FORM*

Public Hearing

BICYCLE USE ON THE STATE HIGHWAY SYSTEM
FORT WORTH DISTRICT
MONDAY, OCTOBER 29, 2018

THE GRAND HALL AT NRH CENTRE
6000 HAWK AVE., NORTH RICHLAND HILLS, TEXAS 76180
Open House: 6:00 p.m. – 7:00 p.m.
Presentation: 7:00 p.m.

PLEASE PRINT CLEARLY:

Name: Jim Wilson

Address: [REDACTED]

City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Yes I wish to make a statement during tonight's *Opportunity for Public Comment* session of this Hearing.

(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

Please Check All Applicable Items Below

- I am an interested citizen.
- I am a public official: PLACE 5, BC
Agency and Title
- I am an elected official: PLACE 5, BENBROOK CITY COUNCIL
Office and Title
- I am a media representative: _____
Media Source

* Please **return** this form to the **registration table**. Do not place in comment box.



VERBAL COMMENT REGISTRATION FORM*

Public Hearing

**BICYCLE USE ON THE STATE HIGHWAY SYSTEM
FORT WORTH DISTRICT
MONDAY, OCTOBER 29, 2018**

THE GRAND HALL AT NRH CENTRE
6000 HAWK AVE., NORTH RICHLAND HILLS, TEXAS 76180
Open House: 6:00 p.m. – 7:00 p.m.
Presentation: 7:00 p.m.

PLEASE PRINT CLEARLY:

Name: Dave Dolzidak

Address: [REDACTED]

City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

I wish to make a statement during tonight's *Opportunity for Public Comment* session of this Hearing.

(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

Please Check All Applicable Items Below

- I am an interested citizen.
- I am a public official: _____
Agency and Title
- I am an elected official: _____
Office and Title
- I am a media representative: _____
Media Source

* Please **return** this form to the **registration table**. Do not place in comment box.



D. Transcript

1

1 BICYCLE USE ON THE STATE HIGHWAY SYSTEM
 2 TEXAS DEPARTMENT OF TRANSPORTATION
 3 FORT WORTH DISTRICT
 4
 5
 6
 7
 8 PUBLIC HEARING
 9
 10
 11
 12
 13 Held at the
 14 City of North Richland Hills Centre
 15 Grand Hall
 16 6000 Hawk Avenue
 17 North Richland Hills, Texas 76180
 18 Monday, October 29, 2018
 19 6:00 p.m. - 8:07 p.m.
 20
 21
 22
 23
 24 Reported by:
 25 Karen L. D. Schoeve, CSR, RDR, CRR, RSA

3

1 Can I have TxDOT Fort Worth District
 2 staff please stand.
 3 (Members stood.)
 4 North Central Texas Council of
 5 Government staff.
 6 (Members stood.)
 7 And our consultant staff.
 8 (Members stood.)
 9 All these folks have name badges in
 10 case you have questions.
 11 I would also like to recognize the
 12 public officials who are here this evening, if they
 13 would please stand.
 14 Jim Wilson, Benbrook City Council.
 15 John Davies, City of Westworth Village
 16 City Council.
 17 Dan Novak, City of Westworth Village
 18 City Council.
 19 Mike Coleman, Mayor, City of Westworth
 20 Village.
 21 Sterling Naron, City Administrator,
 22 City of Westworth Village.
 23 Mike Benton, Mayor Pro Tem, North
 24 Richland Hills.
 25 And Scott Turnage, City Council North

2

1 PROCEEDINGS
 2 MS. HOWARD: All right. Good evening
 3 ladies and gentlemen. It is now 7 p.m., so if
 4 you'll please be seated, we will begin tonight's
 5 public hearing.
 6 I'm Susan Howard, the Public
 7 Involvement Specialist with the Transportation
 8 Planning and Programming Division of the Texas
 9 Department of Transportation. We appreciate your
 10 interest and welcome each of you here tonight.
 11 Later this evening, at the conclusion
 12 of the presentations, you will have the opportunity
 13 to provide public comments as part of this public
 14 hearing.
 15 TxDOT and the North Central Texas
 16 Council of Government (or NCTCOG) want to express
 17 our sincere appreciation to the City of North
 18 Richland Hills Centre for the use of this facility
 19 and assistance in preparing for tonight's hearing.
 20 We have an official program that we
 21 will go through tonight, and I want to start by
 22 introducing the people who have official
 23 responsibilities during tonight's hearing. When we
 24 adjourn, please feel free to visit with the staff
 25 about the program.

4

1 Richland Hills.
 2 Thank you so much for being here with
 3 us tonight.
 4 I would like to explain how TxDOT will
 5 conduct this public hearing. Following my initial
 6 comments, Miss Bonnie Sherman, Statewide Bicycle &
 7 Pedestrian Coordinator for TxDOT, will give a brief
 8 presentation on TxDOT'S State Bicycle Program
 9 activities.
 10 Mr. Kevin Kokes, Principal
 11 Transportation Planner for NCTCOG will then follow
 12 with a presentation about regional bicycle programs
 13 and projects.
 14 Following Mr. Kokes, I will provide an
 15 overview of the TxDOT Fort Worth District bicycle
 16 activities, so we'll go state, regional, district.
 17 At the conclusion of our formal
 18 presentation, we will take a 20 minute recess to
 19 allow you the opportunity to view the displays and
 20 talk with representatives from TxDOT and NCTCOG.
 21 Following the recess, we will
 22 reconvene the hearing. Those persons who registered
 23 to make a statement will be asked to come forward
 24 one at a time to make their statement.
 25 As part of the public hearing process,

1 you will be required to state your name and address
2 for the record before speaking. TxDOT is interested
3 in knowing what you like and what you don't like
4 about how the Fort Worth District considers
5 bicyclists a part of transportation.

6 Following the registered speakers,
7 anyone else who did not register will be given the
8 opportunity to comment, time permitting.

9 So the purpose of this public hearing
10 tonight is to provide information on transportation
11 projects that might affect bicycle use, plans,
12 policies, and programs for the TxDOT Fort Worth
13 District and NCTCOG, and to receive public comment,
14 as well as provide a general overview of the
15 guidelines that TxDOT Fort Worth District follows
16 when identifying the need for bicycle facilities
17 along a state highway.

18 This public hearing is being held in
19 compliance with both federal and state laws. For
20 the official record, a transcript of this hearing
21 will be made. For this reason, we ask that all
22 comments be made from the floor microphone. Because
23 of the guidelines for public hearings and the public
24 comment period, we are constrained and responding to
25 comments and questions during this prescribed

1 comment period. We appreciate your understanding
2 this.

3 Following the hearing, the Department
4 will proceed with the preparation of the final
5 public hearing summary report, and your statements
6 and comments will be addressed in this documentation
7 and will be given full consideration in moving
8 forward in developing, planning, and programming of
9 our bicycle projects.

10 At this time Miss Bonnie Sherman will
11 now discuss the state bicycle program. Thank you.

12 MS. SHERMAN: Good evening. I'm
13 Bonnie Sherman. I'm the State Bicycle and
14 Pedestrian Coordinator, and I appreciate y'all
15 taking your time this evening to come out and
16 provide your input on the way bicycle accommodations
17 are developed at TxDOT.

18 I'm gonna give you a little overview
19 of some of the programs that we administer at the
20 state level.

21 The Bicycle and Pedestrian Program at
22 TxDOT is headquartered in the Public Transportation
23 Division in Austin. We administer the Bicycle
24 Advisory Committee. That is a statewide body and
25 I'll tell you a little bit more about that.

1 We administer some funding for bicycle
2 and pedestrian infrastructure and we also are
3 involved in planning, research, and educational
4 materials.

5 Our Bicycle Advisory Committee is a
6 group of 11 citizens that are volunteers. They
7 volunteer their time to travel to Austin on a
8 quarterly basis and provide the bicyclist
9 perspective and advise TxDOT on all of these
10 programs and projects that affect the bicycle use.
11 They are also involved in a number of initiatives
12 that help TxDOT develop our programs and policies.
13 These are the current members (Slide 4).

14 We have one member from the DFW area
15 right now, Karla Weaver. She works at North Central
16 Texas Council of Government. The Strategic
17 Direction Report for TxDOT's Bicycle Program was
18 developed in coordination with our Bicycle Advisory
19 Committee in 2015 and it identified seven focus
20 areas where we tried to direct our efforts.

21 The first is expanding the bikeway
22 network;

23 Building safer and better bicycle and
24 pedestrian accommodations;

25 Providing training for engineers,

1 planners and construction staff;

2 Educating the public on safe driving,
3 walking and bicycling;

4 Encouraging people to walk and
5 bicycle;

6 Developing statewide management
7 systems for bicycle and pedestrian information;

8 And funding more bicycle and
9 pedestrian projects.

10 The efforts that we take on statewide
11 we try to pull from these focus areas to guide what
12 we do.

13 As I mentioned, we administer some
14 federal funding. The primary source for bicycle and
15 pedestrian construction at TxDOT is the
16 Transportation Alternatives or TA program. My group
17 administers funds for communities of 200,000 in
18 population or less.

19 Additionally, North Central Texas
20 Council of Government (NCTCOG) administers TA funds
21 for their planning area. TxDOT will hold a Call for
22 Project in 2019. We hold them in odd years, and we
23 will hold a Call for Projects in 2019, and our
24 district staff will get the word out to the local
25 community, so look for opportunities in the next few

1 months.

2 We have several bicycle and pedestrian
3 coordinators here from our districts, Shelley
4 Pridgen is with the Dallas district, and we have
5 Phillip Hayes here. He's the Bicycle Coordinator at
6 TxDOT's Fort Worth District.

7 For this Call for Projects in 2019 we
8 actually will be administering a number of different
9 funds. We have some Transportation Alternatives
10 funding for communities of 5,000 or less, and we
11 also have some remaining Safe Routes to School funds
12 that can be used anywhere across the state, as long
13 as it's within two miles of a school, K through 8.

14 We also plan to create a conditional
15 project list for anticipated future funding for
16 communities of 200,000 or less, so we have a little
17 bit of everything in this next Call for Projects.

18 We are also involved in various
19 research projects. Recent research established the
20 foundation for a bike/ped counts program across the
21 state. We are leveraging existing counts by cities
22 and MPO's, which NCTCOG is a Metropolitan Planning
23 Organization, and we're collecting all of this data
24 in a statewide repository and have developed
25 standards for formatting and allowing reporting.

1 To fill in the gaps where bicycling
2 and pedestrian counts are lacking, TxDOT has the
3 acquired crowd source data from Strava. Many of you
4 are cyclists and are familiar with Strava, which is
5 a social media application that bicyclists and
6 runners use to track their workout.

7 We have this data available for
8 planning uses and our contract allows us to share
9 the anonymized data with local governments within
10 the state. I know that several of you represent
11 local governments, and feel free to contact me for
12 information about subcontracting for the data.

13 In July we recently wrapped up a
14 two-year study in collaboration with our Bicycle
15 Advisory Committee, the Texas Bicycle Tourism Trails
16 Study. This study identified an example network
17 that was based on qualitative and quantitative
18 criteria, and it's a long range vision for a tourism
19 network that would be developed incrementally over
20 20 to 30 years, collaboratively, with local
21 stakeholders throughout the state.

22 Zooming into the NCTCOG area, the
23 bicycle tourism trail routes overlap with several
24 regional trails: The Fort Worth to Dallas Regional
25 Trails, Dallas to McKinney Regional Trails, Cotton

1 Belt Trail Corridor, and the Denton to Dallas
2 Regional Trail.

3 We have a handout in the back that
4 gives you an overview of the studies and the
5 important accomplishments for establishing the
6 methodology to form the tourism network and
7 identifying recommended all-ages-and-abilities
8 design.

9 This was a 30,000-foot look at the
10 State and so we did a regional stakeholder outreach.
11 Any actual development of routes would go through a
12 local analysis, based on local state evaluator input
13 and evaluation of local conditions.

14 At the state level, 42 percent of the
15 identified routes met the minimum standards for the
16 all-ages-and-abilities designed recommendation.

17 This map shows:

18 The yellow areas here are existing
19 shoulders that are 8 foot or wider.

20 The green lines you can see clustered
21 up in the North Central Texas region are shared use
22 paths that are either existing or proposed in
23 existing regional plans.

24 And then the blue lines are to be
25 determined. They're gaps in the system that would

1 have to be developed based on the local evaluation.

2 The example network is intended to
3 access many of the states unique landscapes and
4 popular destinations, and we anticipate rolling the
5 information into the State's Texas Transportation
6 Plan 2050, our next long range transportation plan.

7 We also have posted it on our website
8 and will be uploading the map to our Statewide
9 Planning Map to help our engineers across the state
10 look for opportunities to possibly incorporate
11 elements of this in existing roadway projects.

12 And local governments interested in
13 developing sections can also apply for TA funds.
14 These would be eligible activities.

15 So where can you find all of this
16 great information? If you go to www.txdot.gov,
17 TXDOT, and scroll to the very bottom of our home
18 page, you'll see a gray banner with a bunch of icons
19 for modes of travel. And if you click on the
20 bicycle link, you can reach the TxDOT Bicycle
21 Program website, and we have information on the
22 funding opportunities.

23 The next Call for Projects will be
24 posted there, probably in about February, so you can
25 look at -- look for that there.

1 The Bicycle Advisory Committee link
2 will take you to the Bicycle Tourism Trails Study.
3 And we also have a link for Bikeway
4 Maps. So if your city has a Bikeway Map and you
5 want it posted on our website, please get in touch.

6 This is my contact information, and at
7 this point I will turn it over to Kevin Kokes with
8 the North Central Texas Council of Governments.

9 Thank you.

10 MR. KOKES: Good evening. I'm gonna
11 provide a brief overview tonight about a couple
12 interesting items.

13 First, I will provide just a brief
14 overview. Bonnie again mentioned that as the North
15 Central Texas Council of Governments we serve as the
16 Metropolitan Planning Organization for our region.
17 So we do transportation planning for the Dallas/Fort
18 Worth region, and we're one of 25 MPO's across the
19 state. These are essentially required for large
20 metropolitan areas for transportation planning
21 purposes.

22 This shows a snap of where we are
23 located and the various MPO's around the state. Our
24 MPA or our Metropolitan Planning Area consists of,
25 actually, portions of three TxDOT districts.

1 Tonight we're focused primarily on the
2 Fort Worth District, which is labeled on this map as
3 the Western Subregion, it's those counties
4 identified in pink on the map. And several of the
5 maps that you'll see in the back of the room show
6 both our western and eastern portions of the
7 metropolitan area, which includes the Dallas
8 District and Hunt County out of the Paris TxDOT
9 District.

10 This map identifies the geography of
11 our region and the 200-plus cities that we actually
12 have in our metropolitan planning area. 13 of those
13 cities are larger than 100,000 in population, so
14 we're a very diverse region. We have very urban
15 parts of our region, but we have very rural
16 unincorporated parts of our region which is part of
17 our Metropolitan Planning Area, as well as the Fort
18 Worth District.

19 The TxDOT Fort Worth District manages
20 both urban and rural types of roadway and
21 bicycle/pedestrian projects, and we're a rapidly
22 growing region, if that wasn't already obvious, a
23 little population of more than 7 million people. We
24 are planning for 4 million additional people to be
25 in our region by 2045.

1 So part of our challenge at the
2 Metropolitan Planning Organization is how we can
3 accommodate the transportation needs for 11 million-
4 plus people here in the next couple decades, and
5 that goes beyond just building roadways. That's all
6 other types of transportation including bicycle,
7 pedestrian, and transit.

8 Some of the plans that are adopted, as
9 you'll see in the back of the room as well, is
10 adopted as part of our Metropolitan Transportation
11 Plan. This being the Regional Veloweb is the
12 network of prioritized regional trail corridors
13 throughout our 12 county metropolitan area.

14 And this map identifies the various
15 phasing of this network of existing -- funded or
16 planned. It's close to 1900 miles of these regional
17 trails, and these are essentially intended to serve
18 as a bicycle highway network system for our region,
19 connecting major destinations through the cities to
20 the various counties within our region.

21 This is supported by another layer of
22 the network, which we've included in the plan as
23 "Community Paths," and primarily, these are located
24 in the suburban parts of our region where suburban
25 communities are growing, and they are incorporating

1 these local paths as a part of the development areas
2 within their network that connects to the regional
3 system.

4 And then also supporting this network
5 is the On-Street Bicycle Infrastructure Network,
6 which is being planned predominantly in the core or
7 existing developed parts of our metropolitan area,
8 such as Central Fort Worth and Central Dallas.
9 These primarily consisted of bicycle facilities such
10 as bike lanes on the street.

11 And then this map identifies all those
12 layers on the network together. It's a lot of lines
13 on this map, but it essentially represents 7300
14 miles of various types of trails and on-street
15 bicycle facilities and their various stages of
16 development, the green being existing, and the gold
17 being planned. Much of this network is still in the
18 planned phase, but intended to be developed by -- or
19 constructed by the year 2045.

20 So one of the things that we do also
21 at the Counsel of Government is coordinate safety
22 and education, particularly as it relates to
23 pedestrian and bicycle accommodations and the Look
24 Out Texans campaign. And this web address that you
25 see on the slide is part of that effort for

1 educating the public about safe bicycling and
 2 walking within our region.
 3 And it also includes tips for
 4 motorists of how to interact with bicyclists and
 5 pedestrians on the roadway, so we encourage you to
 6 you to check out this website and find more
 7 information about safety tips for safe bicycling and
 8 walking within our region.

9 So now I'm gonna highlight an
 10 interesting opinion survey which was conducted by
 11 the Council of Governments. It was completed last
 12 year, but it was focused on bicycling within our
 13 region and it was a statistically valid opinion
 14 survey, random sample survey, that was conducted in
 15 our 12 county metropolitan area.

16 It included questions focused on the
 17 frequency of bicycling, access to bicycle
 18 facilities, perceived barriers to bicycling in our
 19 region; also, the level of comfort, the various
 20 types of bicycle facilities, and then helmet use by
 21 bicyclists.

22 This map, again, of our 12 county
 23 metropolitan area identifies the urban counties in
 24 our region. Those being the five darker blue
 25 counties you see in the middle of the map, and the

1 lighter blue counties are those that are more rural
 2 in our region.

3 And the results of the survey that I'm
 4 gonna present tonight are primarily a total of all
 5 an aggregate of these 12 counties. But if you are
 6 interested, the final report is online and you can
 7 see how the various responses are broken down,
 8 whether you're an urban county versus rural county,
 9 and see the differences between the two.

10 So I mentioned this was a
 11 statistically valid survey. It was a random sample
 12 survey conducted by telephone with a 95 percent
 13 confidence interval. It was conducted in both
 14 English and Spanish and had a little over 1900
 15 participants that answered the survey, and it was
 16 conducted for adults over the age of 18.

17 Of the 1900-plus interviews in this
 18 survey, about a third, 36 percent, had bicycled in
 19 the last year, so keep that in mind when you see
 20 these results. It'll indicate whether the question
 21 was answered by everyone in the survey or if it was
 22 a question specifically to those who had bicycled in
 23 the past year.

24 But when we are planning for bicycle
 25 accommodations throughout our metropolitan area,

1 it's important for us to keep in mind that we're
 2 planning for everyone, no matter what your age.
 3 No matter what your ability for
 4 bicycling within our communities, and no matter what
 5 your trip purpose. Whether you're bicycling to
 6 school and you're a child or if you're using a
 7 bicycle to commute to work or get to transit or
 8 making errands or any other short trips throughout
 9 the day, it's important to have a safe bicycle
 10 facility that any of the users can use for that
 11 trip.

12 And then, of course, recreation is a
 13 great side benefit when we build these bicycle
 14 facilities for transportation purposes.

15 So when conducting the survey, we were
 16 able, using methodology that was developed by the
 17 Portland Department of Transportation and has since
 18 been replicated in many areas around the country,
 19 the survey respondents were classified into four
 20 different types of bicyclists based on their skill
 21 level and comfort in bicycling.

22 And at the very top you see the dark
 23 green being the "Strong & Fearless" type of
 24 bicyclists that represent about 2 percent of our
 25 population. So we are -- that's the type of bicycle

1 rider, that essentially, they're comfortable riding
 2 a bicycle in any types of conditions, in roadways
 3 and traffic, and they do, essentially, not need a
 4 dedicated bicycle facility to feel like it's
 5 acceptable for the bicycle on the road.

6 The next category down that you see in
 7 gold is the "Enthusied & Confident" bicyclists. They
 8 are not as comfortable sharing the roadway with
 9 traffic, but will do so but prefer to have a
 10 dedicated bicycle facility, if possible.

11 The next category under that is the
 12 blue, identified as "Interested But Concerned," and
 13 these bicyclists like riding a bicycle, but they're
 14 not likely to do so unless you provide them a
 15 dedicated safe bicycle facility, being a trail or
 16 some type of on-street facility that is separated
 17 entirely from traffic, so a striped bike lane or
 18 something that's even more separated from traffic on
 19 that roadway.

20 And that's essentially across the
 21 board between the Enthusied & Confident and the
 22 Interested But Concerned bicyclists. This
 23 represents at least 50 percent of our population, so
 24 this is the type of bicyclist, if we really want to
 25 see large numbers of people using a bicycle for

1 commuting purposes and transportation purposes, that
2 we need to accommodate their needs and desires to
3 feel safe.

4 And what's interesting, when you look
5 at these results -- and keep in mind, the 12 county
6 region, which was identified in the red on the left
7 of this slide, we are very, very similar to the city
8 of Austin which is just the city survey.

9 Our survey included all the rural
10 areas as well, and places where there are fewer
11 bicycle accommodations, so we were really pleasantly
12 surprised to see our results for our 12 county
13 region is very comparable to a city such as Austin,
14 which has an extensive bicycle network within in
15 their community.

16 And then, of course, it does vary, as
17 I mentioned, based on the context of where you're
18 located and what type of bicycle facilities you
19 have. Within our 12 counties, there's some
20 variation between those categories of bicyclists.

21 Tarrant County, shown on the far right
22 side of the graphic, has very similar numbers to the
23 region as a whole.

24 Note in the middle, Dallas County has
25 a greater percentage of all the counties, Interested

1 But Concerned bicyclists really feel that they need
2 a dedicated bicycle facility.

3 So Frequency of Bicyclists -- of those
4 that took the survey, this is a response of all
5 respondents.

6 36 percent had bicycled in the last
7 year, but then you can look at the bottom of the
8 slide of those that did bicycle, it was pretty
9 consistent throughout the year. Bicycling in the
10 spring, summer, and fall months was rather
11 consistent throughout the year and it did drop-off a
12 little bit towards the end of the year when the
13 months were colder in terms of the bicycle frequency
14 by the respondents.

15 But what was interesting is when asked
16 if you would like to bicycle more, 55 percent of all
17 respondents said, yes, they would like to do so. So
18 there was a fair number of people who had not
19 bicycled in the last year that, essentially being
20 motorists, said they would like to bicycle more than
21 they do today, so that was encouraging to see that.

22 When asked, "What was an obstacle for
23 why you do not bicycle more often," the largest
24 number indicated the weather's just too hot. You
25 know, that's a factor that we have no control over.

1 But the next four responses down in
2 terms of largest percentages of why they do not
3 bicycle as much are things that we have under our
4 control, such as local communities and local
5 governments, and that is related to the provision of
6 bicycle facilities such as the lack of secure
7 bicycle parking was the next highest percentage
8 response from people that took the survey.

9 Also, bicycle lanes and trails are not
10 connected or the lack of those facilities. And then
11 also, the lack of an end-of-the-trip facility such
12 as a shower or a place to freshen up when you get to
13 your location. Again, these are responses of all
14 respondents, whether they had ridden a bicycle in
15 the last year or not, so proximity of bicycle
16 facilities, whether it's a trail or bike lanes, does
17 have a significant influence on whether people have
18 bicycled in the last year.

19 And we did an analysis of those that
20 responded, yes, they had bicycled in the past year,
21 how close did they live to an existing facility.
22 Those who lived more than a half-mile away from a
23 bicycle facility, such as a path or a bike lane, of
24 the respondents, 34 percent had bicycled in the last
25 year. But of those that lived closer, 45 percent

1 had bicycled in the last year. So there really is a
2 correlation between if there's something existing
3 nearby people are more likely to ride a bicycle.

4 When asked: Do you think there are
5 too many, about right, or too few of these types of
6 bicycle facilities in your community? By very large
7 numbers of people across the board responded there
8 are too few. They said, by 75 percent, there's too
9 few bicycle parking opportunities, too few dedicated
10 on-street bike lanes, bicycle-friendly streets, and
11 off-street bicycle paths and trails. Everything
12 was 60 percent or higher in all of these types of
13 bicycle facilities.

14 So, again, with a very strong response
15 from the public of all respondents, whether they had
16 bicycled or not in the past year, said we have too
17 few of these accommodations in our communities.

18 And then how important is it to
19 provide -- if at all, to provide these various types
20 of bicycle facilities within your community?

21 Again, by very high numbers people
22 said it was important to buy safety devices, such as
23 traffic signals, just to make it safe to cross the
24 roadway, whether you're on a bicycle or crossing
25 from a path across the road;

1 Providing bike lanes that are
2 separated from traffic so you're not having to share
3 a lane with traffic;

4 Providing bike trails that are
5 separated from the roadway traffic;

6 And then also, lowering traffic speed.

7 In very strong numbers of people
8 showing indicating in the survey that these are
9 essential or very important.

10 And then finally, when asked about
11 helmet level of comfort and helmet use, we asked a
12 series of questions of all respondents. Again, this
13 is not just bicyclists, but everyone who took the
14 survey, how comfortable would you feel on various
15 types of bicycle facilities?

16 The first question was related to a
17 path or a trail that's entirely separated from the
18 street. 85 percent said, yes, they would feel
19 comfortable using that type of facility, either very
20 comfortable or somewhat comfortable.

21 But then asked: How comfortable would
22 you feel on a major street with 2 or 3 traffic lanes
23 in each direction, so it's either a 4-lane or 6-lane
24 street, and that has 35 to 40 miles per hour speed
25 and no bike lane?

1 9 percent of the people said they'd
2 feel comfortable in that environment, riding a bike,
3 So you're essentially sharing a lane with traffic.

4 Then when asked if on the same street
5 we added that striped bike lane, the number jumped
6 up to 60 percent by having a simple painted stripe
7 on the street that separated the bicycle zone from
8 the vehicle zone on that street. You see a dramatic
9 change in peoples responses in their level of
10 comfort of riding a bike.

11 Then when asked what if that street
12 with that bike lane had a physical barrier that
13 separated that bike lane from the traffic such as a
14 raised curb?

15 It jumped up to 78 percent, so now
16 we're in the territory very similar to having an
17 off-street path where people said, "If you provided
18 this type of accommodation, we feel safe and we want
19 to use that type of bicycle facility," so this is a
20 very strong direction from the public.

21 Again, this was all respondents, when
22 they had bicycled or not, but telling us what type
23 of bicycle facilities they feel is most appropriate
24 for them to feel comfortable and want to go out and
25 ride a bicycle.

1 And then when riding a -- or frequency
2 of wearing a helmet, the results were a little bit
3 more mixed. Maybe not as good as we had hoped, but
4 generally more than 50 percent of the people
5 indicated they hadn't been riding it. When they
6 bicycled they wore a bicycle helmet at least some of
7 the time. And that's an area we hope to improve in
8 the future, but at least we're seeing that more than
9 50 percent of the bicyclists are wearing a helmet at
10 least some of the time.

11 And, of course, these results and the
12 detailed reports are available on our website. If
13 you go to NCTCOG.org/bike survey, you can find the
14 more extensive reports and data available from that
15 survey in that location.

16 And then real quickly, I just realized
17 we have the Dallas County version of our slides
18 tonight, so there's -- I'm gonna flip past a couple
19 of these real quick. I'm gonna focus on Dallas
20 County.

21 THE AUDIENCE: Dallas!

22 MR. KOKES: But, as you will note, we
23 have several boards in the back of the room that we
24 can talk in more detail. There's one in
25 particular -- actually, a couple that cross both

1 Tarrant and Dallas Counties and then part of Collin
2 I will be highlighting tonight, and that's the
3 Cotton Belt Corridor that's shown as orange on this
4 map.

5 And then the Fort Worth to Dallas
6 corridor that runs between Fort Worth and downtown
7 Dallas, that's the blue line on this map.

8 The Cotton Belt Corridor has been in
9 our Metropolitan Transportation Plan for more than
10 20 years, and many of you are probably familiar with
11 the part that is currently developed in Tarrant
12 County through several of the Mid-Cities.

13 Recently, the Regional Transportation
14 Counsel has approved funding for the extension of
15 that corridor from Grapevine to Plano, and so part
16 of that funding includes engineering design of the
17 trail extension that would be built by the Dallas
18 Area Rapid Transit as a part of the Cotton Belt
19 Commuter Rail Corridor from DFW Airport to Plano.

20 And then several sections of that
21 trail have also received funding for construction,
22 and those are identified on this map of the green
23 being existing portions of that trail, and this map
24 is actually in the back of the room if you'd like to
25 take a closer look.

1 The purple portions of the trail
 2 alignment have been funded for construction, and
 3 then the red are still -- the red portions still
 4 need funding for construction.
 5 Overall, this alignment from Handley
 6 Ederville Road in Fort Worth through the Mid-Cities
 7 in Tarrant County construction to Plano would be 45
 8 miles once completed, so this is pretty significant.
 9 And then within Fort Worth, this would
 10 connect into the Dallas to Fort Worth Regional Trail
 11 Corridor, which also has been in our regional plan
 12 for more than 20 years.
 13 Five years ago the mayors of five
 14 cities from Fort Worth, Arlington, Grand Prairie,
 15 Irving, and Dallas all met at our offices in
 16 Arlington and they committed. They said, "We want
 17 our five cities to work together, find funding, and
 18 make this happen."
 19 In the last five years, funding was
 20 identified for more than 18 miles of that trail
 21 corridor. At that time in November 2013, a little
 22 over 24 miles still needed funding.
 23 And then earlier this month the
 24 Regional Transportation Counsel approved funding for
 25 an additional three miles of that corridor so that

1 there will be continuous alignment that will be
 2 completed by 2023. So mark that on your calendars,
 3 that continuous alignment will be completed to
 4 connecting downtown Fort Worth at Panther Islands to
 5 downtown Dallas, and that's represented by this map.
 6 The area circled in red is the area
 7 that was recently funded, that 3-mile stretch that's
 8 in far eastern Fort Worth and connects into Grand
 9 Prairie.
 10 Again, this is color-coded in green
 11 being existing, the purple being provided through a
 12 variety of funding sources, and then there's a
 13 couple of short sections remaining separate from
 14 this 53-mile corridor that need funding for the
 15 future.
 16 One other corridor some of you may be
 17 familiar with -- unfortunately, I do not have the
 18 slides, but it's in Fort Worth, in the western
 19 portion of Tarrant County is the Bomber Spur Trail
 20 Corridor. That would connect from southern Fort
 21 Worth, fairly close to Benbrook, and then further
 22 north up to Interstate 183 and Interstate 30
 23 interchange with a future extension north of
 24 Interstate 30 to connect to the Trinity Trail
 25 systems near Westbrook Village.

1 That particular project we anticipate
 2 will start preliminary engineering next year, which
 3 we hope will identify the alignment and design cost
 4 and construction cost for that approximately 3-mile
 5 trail corridor from the Trinity Trails in Fort Worth
 6 to near the interchange of 30 and 183. And if
 7 anybody's interested, I can point that out on the
 8 map after we break here with the presentations.
 9 With that, this is our contact
 10 information for those of us at the Council of
 11 Governments who work in this program and work
 12 extensively with TxDOT.
 13 I do want to give kudos again to the
 14 TxDOT staff for coordinating this meeting. And what
 15 I failed to mention in my presentation is that TxDOT
 16 is involved with nearly all of these projects that
 17 we highlighted. Since they do involve federal
 18 transportation funds, TxDOT is often the agency that
 19 is coordinating directly with the local governments
 20 and local cities to design and construct these
 21 corridors and make certain that they happen.
 22 So TxDOT has been a great partner in
 23 helping our local cities make our regional network
 24 happen, and if you have any questions please contact
 25 us after meeting or feel free to contact us by phone

1 or e-mail at any time.
 2 With that, I will turn it over to
 3 Susan.
 4 MS. HOWARD: All right. Well, briefly
 5 I would like to discuss a couple of projects in the
 6 Fort Worth District. The first project is in the
 7 City of Crowley. The Crowley Project will provide
 8 streetscaping in the downtown area and will enhance
 9 safety by providing protected bike lanes. Americans
 10 with Disabilities Act compliant sidewalks are also
 11 included.
 12 This slide shows the limits of the
 13 project from FM 731 (or Crowley Road) to Beverly
 14 street. Also shown on proposed typical sections,
 15 estimated cost, and anticipated construction start
 16 date and duration of about a year.
 17 The second project is the City of
 18 Westworth Village. The Westworth Village project
 19 will include a 10-foot wide shared use path, as well
 20 as a 5-foot wide sidewalk. This will greatly
 21 enhance safety to those traveling to and from the
 22 Naval Air Station.
 23 This slide shows the original layout
 24 of that project with a proposed alternate layout.
 25 This slide shows a zoomed in, more

1 detailed image of the alternate layout, along with
2 existing and proposed roadway typical sections.

3 This slide shows more detail typical
4 section of the shared use path and sidewalk along
5 with the estimated project cost and anticipated
6 construction start date and duration.

7 So as we're planning and designing
8 bicycle facilities connectivity is, of course, an
9 extremely important aspect of the planning,
10 development, and construction of effective bicycle
11 routes. The District works with the NCTCOG and
12 local entities, such as cities and counties, to
13 identify bicycle and pedestrian projects that
14 improve safety and connectivity between current and
15 planned regional transportation networks.

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

25 The National Association of City

1 Transportation Officials (or NACTO) Urban Bikeway
2 Design Guide builds upon flexibilities provided in
3 the AASHTO guidelines to provide additional
4 recommendations to help communities plan and design
5 safe and convenient accommodations for pedestrians
6 and bicyclists. FHWA supports the use of these
7 resources to further develop non-motorized
8 transportation network, particularly in urban areas.

9 The boards on display here in the back
10 this evening detail the regulations of bicycle
11 operation found in the Texas Transportation Codes,
12 as well as the AASHTO and NACTO design guidelines
13 and standards for bike accommodations.

14 As far as policy, TxDOT has specific
15 guidelines that were put in place in a March 2011
16 memo entitled "Guidelines Emphasizing Bicycle and
17 Pedestrian Accommodations." This memo outlines
18 guidelines for bike and pedestrian accommodations to
19 be taken into consideration during our
20 transportation project planning.

21 As stated in the memo, for
22 construction projects within existing right-of-way
23 and where the scope of work is limited to the
24 existing typical section, TxDOT will remove barriers
25 to accommodate pedestrians and restripe the roadway

1 to provide a 14-foot outside lane, where
2 practicable.

3 For those projects within existing
4 right-of-way that involved payment widening, the
5 project plans will provide a 14-foot outside lane or
6 a 5-foot wide designated bike lane, along with ADA
7 compliant sidewalks and curb ramps.

8 For full reconstruction or new
9 projects where new right-of-way is required, the
10 project plan should provide the desired roadway,
11 bicycle, and sidewalk improvement shown in the TxDOT
12 Roadway Design Manual and the AASHTO Bicycle Guide.

13 This includes a 5-foot wide or greater
14 designated bike lane or a shared use path. A
15 14-foot wide outside lane may be appropriate in some
16 cases. Pedestrian accommodation should be designed
17 to meet Texas Accessibility Standard and ADA
18 requirements and a 6-foot wide median for pedestrian
19 refuge should be provided where a raised median is
20 proposed.

21 To learn more about these related
22 legislation and regulations, you can visit TxDOT's
23 Bike and Pedestrian Accomodation Toolkit website.
24 This website provides lots of tools to address
25 bicycle and pedestrian accommodations, as required

1 by the U.S. Department of Transportation and TxDOT
2 policy. The website location is in your handout
3 provided to you today or you can easily type in
4 "Environmental Compliance Toolkit" in Google and
5 click on Bicycle and Pedestrian Accommodation.
6 TxDOT bicycle accommodation information can also be
7 found at the link at the bottom of this slide.

8 So as far as funding, various funding
9 sources that have been briefly mentioned tonight are
10 available to TxDOT and the NCTCOG for bicycle and
11 pedestrian improvement, including the Transportation
12 Alternatives Program, TAP; Transportation
13 Alternative Set-Aside Program, together referred to
14 as TA, and Safe Routes to School.

15 The Transportation Alternatives
16 Program is a federally funded program authorized as
17 part of Moving Ahead for Progress in the 21 Century
18 Act, also known as MAP-21. While TxDOT can choose
19 to fund bicycle and pedestrian projects through a
20 number of programs, within the Fort Worth District,
21 bicycle and pedestrian improvements are mostly
22 funded through the TAP program.

23 This map shows projects within the
24 NCTCOG Metropolitan Planning Area that have been
25 funded in 2014 through the Transportation

1 Alternatives Program.
 2 The Transportation Alternatives
 3 Set-Aside Program, authorized in 2016 under the
 4 Fixing America's Surface Transportation Act or FAST
 5 Act. This map shows projects within the NCTCOG
 6 Metropolitan Planning Area that have been funded
 7 in 2017 through the Transportation Alternatives
 8 Set-Aside Program. A full list of these funded
 9 projects in the region can be seen on the boards at
 10 the back here tonight.

11 Last, but not least, is a list of the
 12 contact personnel within the Fort Worth District.
 13 We've mentioned Phil Hayes, who's responsibilities
 14 include ensuring successful planning, development,
 15 and construction of these bicycle and pedestrian
 16 facilities.

17 Before we take a brief recess, we want
 18 to thank those of you who have had an opportunity to
 19 attend the open house and view our boards and take
 20 the survey in the back.

21 As you arrived you were given the
 22 opportunity to register your attendance for the
 23 hearing. The registration forms are the 8-1/2"
 24 by 11" yellow sheets on the front sign-in table,
 25 which provide your opportunity to express your

1 interest in that these projects and indicate whether
 2 you would like to make a verbal statement during
 3 tonight's comments portion of the hearing. In the
 4 event you did not register and would like to do so,
 5 please do so during the recess.

6 I also have to remind you that we will
 7 not answer your questions while you have the floor
 8 during the "Opportunity For Public Comment" due to
 9 the guidelines we have to follow for public
 10 hearings. This procedure is also necessary so
 11 everyone is given an opportunity to speak. We would
 12 be happy to answer any questions during the recess
 13 or after the hearing.

14 All substantive comments and questions
 15 will be fully considered and responded to in the
 16 project record which will be made available for
 17 public review and copying at the Fort Worth District
 18 office located at 2501 Southwest Loop 820, Fort
 19 Worth, Texas 76133.

20 For the benefit of anybody that may
 21 have arrived late, I would like to ask the members
 22 of just the TxDOT district office and local
 23 government staff to stand.

24 (Complied.)

25 MS. HOWARD: TxDOT district staff, COG

1 staff, consultant staff, these are the folks that
 2 can answer your questions during our recess. Also
 3 we had previously scheduled a 20-minute recess, but
 4 we have been requested to make that a 10-minute
 5 recess unless we have any objections from the floor.

6 (No response.)

7 MS. HOWARD: Okay. At this time we
 8 will take a 10-minute recess and reconvene at 7:57.
 9 Thank you.

10 (A recess was taken from 7:47 p.m. to
 11 7:57 p.m..)

12 MS. HOWARD: If you would take a seat,
 13 please. We have made our presentation on the latest
 14 available information on bicycle and pedestrian
 15 projects in the district, and it's now time for us
 16 to listen to your comments. Again, please remember
 17 we are not able to answer your questions during the
 18 comment period.

19 Some of you may not wish to make a
 20 statement from microphone. In that event, your
 21 written statements will be equally accepted tonight
 22 and for the 15 calendar days following this hearing.
 23 For are those of you who wish to submit a written
 24 comment tonight, comments may also be mailed to the
 25 Texas Department of Transportation, Attention Bill

1 Hayes, 2501 Southwest Loop 820, Fort Worth, Texas
 2 76133.

3 All of your statements, comments, and
 4 questions will be given careful consideration during
 5 the preparation of the Public Hearing Summary
 6 Report. Furthermore, all information in regard to
 7 this public hearing will be made available for
 8 public inspection and copying at the Fort Worth
 9 District Office and will also be posted at the TxDOT
 10 website under TxDOT Hearings and Meetings. The
 11 final deadline for acceptance of statements or
 12 comments is by a postmark date of Wednesday
 13 November 14th, 2018.

14 We have three people who would like to
 15 make a comment. Please limit your speaking time to
 16 three minutes and for the official transcript,
 17 please state your name and address as you take the
 18 floor before proceeding with your statements.

19 We will begin with Craig Rosshaven
 20 followed by Jim Wilson, followed by Dave Dudziak.

21 Mr. Rosshaven?

22
 23 *****

PUBLIC COMMENTS

1 PUBLIC COMMENTS
 2 *****
 3 MR. ROSSHAVEN: Rosshaven.
 4 MS. HOWARD: Rosshaven, sorry.
 5 MR. ROSSHAVEN: I tried to spell it
 6 phonetically for you.
 7 MS. HOWARD: Thank you.
 8 MR. ROSSHAVEN: My name Craig
 9 Rosshaven. I live in Fort Worth. I've been an
 10 active member of the Fort Worth Bicycling
 11 Association. I'm here with David Wagner and Steve
 12 Bales, who are also active members, and the three of
 13 us represent the FWBA in talking with TxDOT and the
 14 North Texas Counsel of Governments, and I just want
 15 to basically say it's been a positive experience.
 16 We met with Loyl Bussell and some of
 17 his staff at TxDOT Fort Worth last August in 2017
 18 and talked about one of our primary concerns, which
 19 is rumble strips on the side of the road and felt
 20 like we were listened to and heard, and he made some
 21 changes and guidance to engineers working on
 22 projects, which we think is positive.
 23 One of the things we asked for that
 24 was more expensive is to put down buttons instead of
 25

1 milled rumble strips, where possible, on roads that
 2 cyclists use a lot if the shoulder is not wide
 3 enough to allow that.
 4 So one of the things that Fort Worth
 5 Bicycling Association does that's a little different
 6 than most cyclists around every weekend --
 7 and weather being too hot is not a reason to cancel
 8 a ride for us -- is we ride a lot in Parker and
 9 Johnson County, primarily in other places, and we've
 10 supplied those routes to TxDOT and asked them to put
 11 in their database, and if they're gonna do an
 12 improvement on the road there, that they will take
 13 into consideration that these are roads that are
 14 actively used by cyclists.
 15 FM 5 in Aledo is a horror story of how
 16 things should not be done. It had no shoulder to
 17 begin with, and then they went and put milled rumble
 18 strips on the side of the road, in the middle of the
 19 road, so not only is there no place for us to ride
 20 on the shoulder, but the cars that are behind us are
 21 reluctant to go around us because of the rumble
 22 strip there, so there's a case study of how things
 23 should not be done.
 24 But anyway, I just wanted to say that
 25 working with the system has been a positive

1 experience and I want to thank you for this hearing
 2 and keep up the good work. Thank you.
 3 MS. HOWARD: Thank you so much
 4 Mr. Rosshaven.
 5 Jim Wilson?
 6 MR. WILSON: Yes. Jim Wilson, [REDACTED]
 7 [REDACTED]. I'm the Place 5 representative on the
 8 Benbrook City Council. I'd like to echo the
 9 compliments of the previous speaker.
 10 I've been in the region for going
 11 on 18 years, and I'm sure that in the beginning of
 12 that time, I can't remember TxDOT and COG working
 13 together, bicycle meeting such as this, so thank you
 14 very much. It's the second that I've been to. I
 15 think it's tremendous to see the two working
 16 together and working for bicycle access.
 17 I also think that there are a lot of
 18 cities through our region, and certainly across the
 19 state, that its citizens are coming to and saying
 20 "We want these things." And your larger cities,
 21 Dallas, Fort Worth, and certainly North Richland
 22 Hills, and even some of the others, Westworth, does
 23 a great job regardless of what our size is.
 24 And Benbrook, I hope, are -- have
 25 staff that understand and know what to do there, but

1 a lot of our smaller cities do not have that kind of
 2 staff and that kind of experience, all right. So
 3 those connections between these cities are where
 4 TxDOT continues to fall in, and we need -- and
 5 that's your role repeatedly, but to say you ask that
 6 city and they don't know so they say -- they default
 7 to you.
 8 I would ask again that we continue to
 9 work more with our MPO, right. They are the local.
 10 They are the connection, and let's work with them
 11 more to see these things happen so that we don't do
 12 what I saw on the list. I am thrilled to see the
 13 emphasis that we have to consider bicycle
 14 modalities.
 15 I'm disappointed to continuously see
 16 it's a tool in the toolbox. We throw no tool away.
 17 They all have a role, but a wide outside lane on a
 18 road that greater than 40 miles an hour is a
 19 failure. A wide outside lane on a road that's 40
 20 miles an hour, greater than that is nothing more
 21 than an encouragement for the motor vehicle traffic
 22 to go faster, the bicyclists will not be there. You
 23 have ruined traffic coming and it doesn't help.
 24 A shoulder, thank you. A wide outside
 25 lane, save the money on the expensive concrete and

1 widen the sidewalk and give us a shared-use trail.
 2 Thank you.
 3 MS. HOWARD: Thank you very much.
 4 Dave Dudziak?
 5 MR. DUDZIAK: Good enough for me.
 6 Good evening. Thank you for letting me have just a
 7 minute to say a few words.
 8 I'm somewhat going to agree with the
 9 last gentleman. I would like to see additional
 10 width of the roadway. You've got a beautiful
 11 project, lots of funding going on. You give me, as
 12 an avid cyclist, an extra foot or two on the side of
 13 the road and I'm very happy, just give me a little
 14 bit more space.
 15 I don't ride a lot of trails. I like
 16 the Cotton Belt all the time because it gets me out
 17 to where I need to be. But then I've got to get on
 18 the roads, and at that point, our cycling group, if
 19 we just had a little bit more space, we'd be very
 20 happy and feel much safer, and your statistics sort
 21 of prove that out.
 22 60 percent of the people would ride
 23 more if they had that separate little area a couple
 24 of extra feet, 5 feet may be too much to ask, but do
 25 you work closely enough with TxDOT when they fund

1 their road projects to add those.
 2 We just -- I live in Colleyville, and
 3 we put those windy little trail, I guess they're
 4 calling it, along the side of the road and it
 5 separates us very nicely -- I guess or it will when
 6 it's finally completed, but I still need it on all
 7 the other roads. Just give me an extra foot or two.
 8 The other point I have is I don't know
 9 who created Chip Seal, we jokingly call it "Texas
 10 cobbles," but that is one of the worst surfaces you
 11 can have. We don't have a lot of absorption, other
 12 than our own arms and elbows, and whoever plans that
 13 at the TxDOT level -- and they're still using it --
 14 it's very disappointing for all of us who enjoy a
 15 good bike ride out in the country or here in town.
 16 Most municipalities don't use it, so . . .
 17 But I do appreciate the trails, and
 18 once again, I can't say enough about the Cotton
 19 Belt. It's really got me more active, and some of
 20 my friends. It's in good shape. I'm hoping that
 21 they're able to make the repairs due to the railroad
 22 being built. I want to thank you very much for
 23 putting this all together this evening.
 24 MS. HOWARD: Thank you very much.
 25 Is there anybody else who did not

1 register to speak that would like to do so?
 2 Well, ladies and gentlemen we
 3 sincerely appreciate your attendance in the Fort
 4 Worth District Bicycle Program. All of your
 5 questions and comments and concerns will be addressed
 6 subsequent to tonight's public hearing. Thank you
 7 so much for being here. Please share with friends
 8 and neighbors about our online survey which will be
 9 open until November 14th, and this hearing is now
 10 adjourned.
 11 Thank you. Good night.
 12
 13 (Meeting adjourned, 8:07 p.m.)
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1 STATE OF TEXAS)
 2)
 3 COUNTY OF DENTON)
 4
 5 REPORTER'S CERTIFICATE
 6
 7 I, Karen L. D. Schoeve, Registered Diplomate
 8 Reporter, Certified Realtime Reporter, and Realtime
 9 Systems Administrator, residing in the State of
 10 Texas, do hereby certify that the foregoing
 11 proceedings were reported by me and that the
 12 foregoing transcript constitutes a full, true, and
 13 correct transcription of my stenographic notes, to
 14 the best of my ability.
 15 I further certify that I am neither attorney
 16 nor counsel for, related to, nor employed by any of
 17 the parties to the action in which these proceedings
 18 were taken. Further, I am not a relative nor
 19 employee of any attorney of record in this cause,
 20 nor do I have a financial interest in this action.
 21 Subscribed and sworn to on this the 19th day
 22 of November, 2018.
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E. Comments received



Public Hearing Comment Form

Bicycle Use on the State Highway System

The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180
Monday, October 29, 2018

The Texas Department of Transportation is seeking your comments on today's hearing. All written comments are welcome. **All written comments must be postmarked on or before Wednesday, November 14, 2018.**

Please Print

THE I-820 FRONTAGE RD ON WEST SIDE OF FORT WORTH FROM CHAPIN SOUTH TO UNDERPASS OF FRONTAGE RD. (JUST SHORT OF I-20) AT ALEDO RD. HAS SIGNIFICANT LINE-OF-SIGHT AND WIDE SHOULDER. THIS FRONTAGE RD., BOTH NORTH- & SOUTH-BOUND IS USED BY A GREAT DEAL OF BICYCLISTS (COMMUTING AND RECREATIONAL), THE ADDITION OF "BIKE ROUTE" SIGNS WOULD INCREASE ALL USERS AWARENESS AND INCREASE SAFETY AT A VERY MINIMAL EXPENSE.

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ADDRESS: [REDACTED]

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The Texas Department of Transportation is seeking your comments on today's hearing. All written comments are welcome. **All written comments must be postmarked on or before Wednesday, November 14, 2018.**

Please Print

There needs to be a connection from the north Fort Worth / Alliance area to the Trinity Trails in downtown Fort Worth. There is current infrastructure connecting Trinity Trails to south + east Fort Worth, but the north Fort Worth / Alliance area is one of the fastest growing areas of Fort Worth.

There is no current ~~safe~~ safe routes to connect this area to downtown.

(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: *Scott Smith*

ADDRESS: [REDACTED]

CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



F. Figures

- Public Hearing Handouts
- Public Hearing Presentations
 - TxDOT Fort Worth District Presentation
 - TxDOT Statewide Bicycle and Pedestrian Program
 - North Texas Regional Bicycle Planning and Projects
- Boards
- Photographs from 2018 Public Hearing



Handouts

- Agenda
- Comment Form
- Survey Handout
- Presentation Handouts
 - TxDOT Fort Worth District
 - TxDOT Statewide Bicycle and Pedestrian Program
 - North Texas Regional Bicycle Planning and Projects
- English Verbal Comment Registration Form
- Spanish Verbal Comment Registration Form
- 2017 Transportation Alternatives Set-Aside Program Funded and Approved Projects Map
- 2017 Transportation Alternatives Set-Aside Program Projects in the Dallas - Fort Worth Metropolitan Area List
- 2014 Transportation Alternatives Program - Funded and Approved Projects Map
- 2014 Transportation Alternatives Program Projects in the Dallas - Fort Worth Metropolitan Area List
- Public Hearing Meeting Room Layout



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

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

PUBLIC HEARING AGENDA

**The Grand Hall at NRH Centre
6000 Hawk Ave., North Richland Hills, Texas 76180**

Monday, October 29, 2018

Open House (6:00 p.m. – 7:00 p.m.)

Questions and Answers

Presentation (Begins at 7:00 p.m.)

Susan Howard

Welcome and Introduction

TxDOT Public Involvement Specialist

State Bicycle Program

Bonnie Sherman, ACIP, CNU-A
TxDOT Statewide Bicycle/Pedestrian Coordinator

Regional Bicycle Programs and Projects

Kevin Kokes, AICP
NCTCOG Principal Transportation Planner

District Bicycle Program

Susan Howard
TxDOT Public Involvement Specialist

**RECESS
(20 minutes)**

Opportunity for Public Comment

Susan Howard
TxDOT Public Involvement Specialist

Please limit your speaking time so that everyone who wishes to speak may have an opportunity to do so.

The Texas Department of Transportation is seeking your comments on bicycle programs and projects. Both verbal and written comments are welcome. If you would like to speak during the "Opportunity for Public Comment" portion of the hearing, indicate your desire to do so on a registration form.

Written comments may be submitted this evening or sent to the following address: TxDOT Fort Worth District/TP&D, Attn: Phillip Hays, 2501 S.W. Loop 820, Fort Worth, Texas 76133. **All written comments must be postmarked on or before Wednesday, November 14, 2018** to be included in the official public hearing record. Please note that you will not receive a direct response to verbal or written comments. All verbal and written statements will be addressed in and made part of the Final Public Hearing Summary. To take online survey by **Wednesday, November 14, 2018**, visit txdot.gov and search "Fort Worth Bike Hearing."



Public Hearing Comment Form

Bicycle Use on the State Highway System

The Grand Hall at NRH Centre
 6000 Hawk Ave., North Richland Hills, Texas 76180
 Monday, October 29, 2018

The Texas Department of Transportation is seeking your comments on today's hearing. All written comments are welcome. **All written comments must be postmarked on or before Wednesday, November 14, 2018.**

Please Print

(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: _____

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Stamp
Here

**TXDOT FORT WORTH DISTRICT / TP&D
ATTN: PHIL HAYS
2501 S.W. LOOP 820
FORT WORTH, TEXAS 76133**

RE: BICYCLE

SHARE YOUR THOUGHTS

We appreciate your time and input!

Please participate in our online interactive survey about bicycle programs and projects in the Fort Worth District.

Visit txdot.gov and search “Fort Worth Bike Hearing” for a link to the survey. The survey will be available until Wednesday, November 14, 2018.

Or, scan the QR code below:



 TEXAS DEPARTMENT OF TRANSPORTATION



DISTRICT BICYCLE PROGRAM

TxDOT Fort Worth District Public Hearing
Bicycle Use on the State Highway System



October 29, 2018

Purpose of the Public Hearing

The purpose of the public hearing is to provide information on the bicycle plans, policies, and programs for the TxDOT Fort Worth District and NCTCOG, and to receive public comment.



October 29, 2018

Public Hearing Agenda

- 1** • Introduction
– Susan Howard
TxDOT Public Involvement Specialist
- 2** • State Bicycle Program
– Bonnie Sherman, AICP, CNU-A
TxDOT Statewide Bicycle/Pedestrian Coordinator
- 3** • Regional Bicycle Programs and Projects
– Kevin Kokes, AICP
NCTCOG Principal Transportation Planner
- 4** • District Bicycle Program
– Susan Howard
- 5** • 20-minute Recess
- 6** • Opportunity for Public Comment
– Susan Howard

October 29, 2018

TAC/FHWA Requirements

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

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

October 29, 2018

Main Street Paving and Streetscape Improvements



Main Street Paving & Streetscape Improvements (From FM 731 (Crowley Road) to Beverly Street)



Proposed Roadway Improvements:

- ~0.54-mile (3,000 LF) concrete roadway with curb and gutter
- Curb inlets and an underground drainage system
- Roundabouts at Beverly Street and Roberts Street
- On-street parking improvements

Proposed Streetscape Improvements:

- Protected 6-foot bike lanes
- 7- to 11-foot ADA compliant sidewalks
- Pedestrian light posts and landscape planting
- Street furniture – benches, trash receptacles, bike racks, tree grates
- Enhanced paving pattern on sidewalks and pedestrian crosswalks

October 29, 2018

Westworth Village Citywide Trails

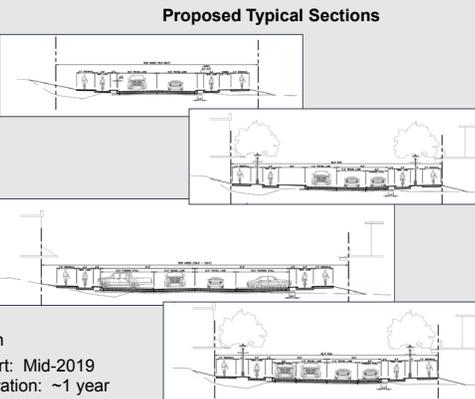
■ Proposed Improvements Overview

- 3,340 LF of 10 ft wide shared use path
- 2,670 LF of 5 ft wide sidewalk
- 2 new pedestrian signals
- 2 existing signal modifications



October 29, 2018

Project Limits & Typical Sections



Estimated Cost: \$ 7.2 Million
 Anticipated Construction Start: Mid-2019
 Anticipated Construction Duration: ~1 year

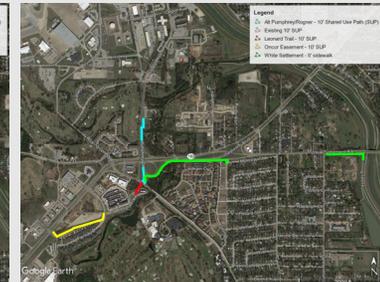
October 29, 2018

Westworth Village Citywide Trails

Original Layout



Proposed Alternate Layout



October 29, 2018

Alternate Layout Detail

Westworth Village
The Hidden Jewel of the Metroplex

October 29, 2018

Planning and Designing Bicycle Facilities

- **Connectivity**
 - Mobility 2045 by the Regional Transportation Council
 - Adopted by City Council, Regional MPO, local commission, and/or Texas Transportation Commission
 - Generally identifies preferred bicycle route(s), potential deficiencies, and future planned bicycle facilities
- **Standards and Guidelines**
 - TxDOT Roadway Design Manual (Rev. 2014)
 - AASHTO
 - Guide for the Development of Bicycle Facilities (2012)
 - TxMUTCD (2011)
 - Pavement Markings and Signage

October 29, 2018

Typical Sections, Cost and Schedule

Shared Use Path Typical

Sidewalk Typical

Estimated Cost: \$1,600,000
 Anticipated Construction Start: June 2019
 Anticipated Construction Duration: 6 months

Westworth Village
The Hidden Jewel of the Metroplex

October 29, 2018

TxDOT's Policy

Guidelines Emphasizing Bicycle & Pedestrian Accommodations

- Construction projects within existing right of way and where scope of work is limited to existing typical section:
 - Remove barriers to better accommodate bicyclist and pedestrians
 - As part of resurfacing, restripe a roadway project to provide a 14-foot-wide outside lane, where practicable
- Construction projects within existing right of way and where scope of work involves pavement widening:
 - Provide 14-foot-wide outside lane or 5-foot-wide designated bicycle lane
 - Provide ADA compliant sidewalks and curb ramps

October 29, 2018

TxDOT's Policy - continued

Full Reconstruction / New Projects

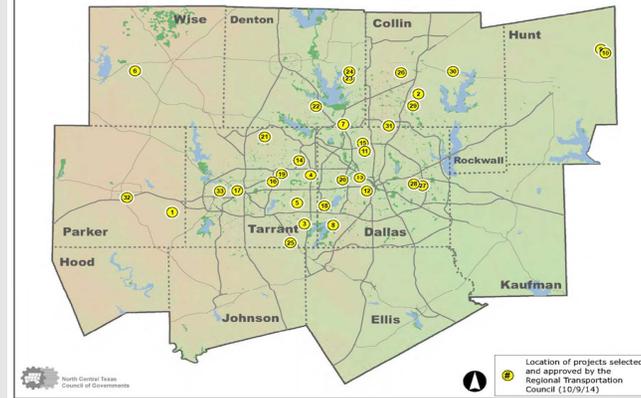
- New right of way acquired
- Bikeway facilities should be designed to meet the desired geometric values shown in the Roadway Design Manual and AASHTO Bike Guide
- Pedestrian accommodations should be designed to meet TAS / ADAAG requirements
- Provide a 6-foot wide median for pedestrian refuge (PROWAG), wherever possible



October 29, 2018

Bicycle and Pedestrian Projects Awarded TAP Funding

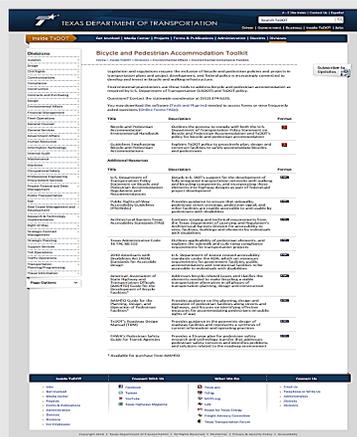
2014 Transportation Alternatives Program - Funded and Approved



Location of projects selected and approved by the Regional Transportation Council (10/9/14)

October 29, 2018

Bicycle and Pedestrian Accommodation Toolkit



You can access TxDOT's Bicycle and Pedestrian Accommodation Toolkit at: <http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/bicycle-pedestrian.html>

OR

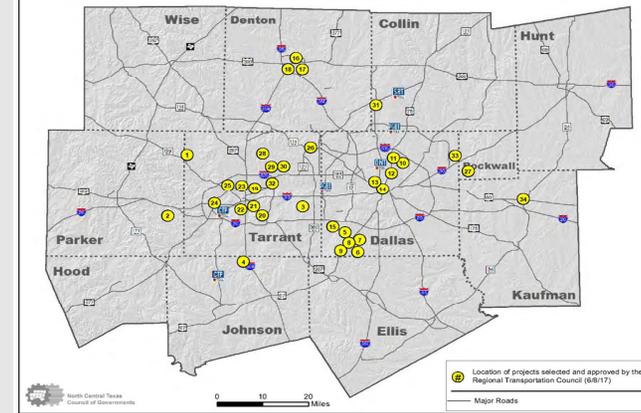
Type in "Environmental Compliance Toolkit" in Google and click on "Bicycle and Pedestrian Accommodation"

TxDOT bicycle accommodation information can also be found at the following website: <https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html>

October 29, 2018

Bicycle and Pedestrian Projects Awarded TASA Funding

2017 Transportation Alternatives Set-Aside Program Funded and Approved Projects



Location of projects selected and approved by the Regional Transportation Council (8/8/17)

October 29, 2018

TxDOT – Fort Worth District Staff

- **Phillip R. Hays, P.E., Transportation Engineer, Project Delivery Section**
 - TxDOT Fort Worth District Bicycle and Pedestrian Coordinator
 - Transportation Enhancement Program Coordinator
 - Transportation Alternatives Program Coordinator
 - Bicycle & Pedestrian Advisory Committee Member (NCTCOG)
 - Other
 - Phillip.Hays@txdot.gov



October 29, 2018



Recess

Recess
20 Minutes

October 29, 2018



Public Comments

20 minute recess
Comment period following recess

October 29, 2018



Public Hearing Comment Period

Public Hearing Comment Period

Please understand that we are not able to respond to your comments at this time.

All comments will be fully considered and addressed in the public hearing summary report.

October 29, 2018



Public Comments

Mailing Address
TxDOT – Fort Worth District / TP&D
Attn: Phil Hays
2501 S.W. Loop 820
Fort Worth, Texas 76133

–Written Comments must be post-marked by
Wednesday, November 14, 2018

–<http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html> under **“Inside TxDOT Hearings and Meetings Schedule”**.

October 29, 2018 

Public Comments

Thank you for your interest and input!

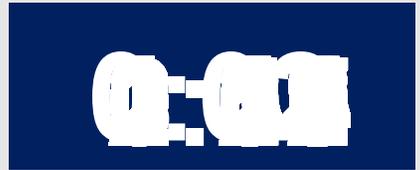


Texas Department of Transportation

October 29, 2018 

Public Comments

So that everyone may speak, please limit your comments to three (3) minutes



October 29, 2018 

TxDOT Statewide Bicycle and Pedestrian Program

 TEXAS DEPARTMENT OF TRANSPORTATION



TXDOT STATEWIDE BICYCLE AND PEDESTRIAN PROGRAM

TXDOT-PTN Bicycle and Pedestrian Program Overview

- Bicycle Advisory Committee**
 - Strategic Direction Report
- Funding**
 - FHWA Transportation Alternatives
 - Safe Routes to Schools - infrastructure
- Planning**
 - TxDOT's Bicycle Tourism Trails Study
 - Inventory of bikeways on state-maintained ROW
- Research**
 - Bicycle/pedestrian count program
 - Crowd-sourced bicycle/pedestrian counts
 - Economic Impact of Bicycling in Texas
- Education**
 - Bicycle Safety Guide
 - Handle-bar hanger

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 

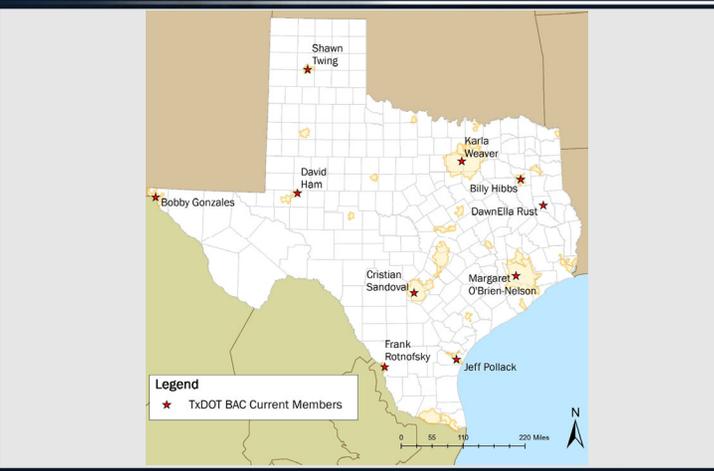
TXDOT Bicycle Advisory Committee

- 11-person, voluntary panel
- 3-year staggered terms (new term begins Fall 2018)
- Selected by Texas Transportation Commission
- Geographically and professionally diverse
- Responsibilities:
 - Represents bicyclists' perspectives
 - Advises TxDOT on policies affecting bicycle use
 - Participates in bicycling initiatives:
 - Strategic Direction Report
 - BikeStripe
 - Bicycle Tourism Trails Study

Applications due each June.

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 

TXDOT Bicycle Advisory Committee Membership



Legend
★ TXDOT BAC Current Members

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 

TxDOT Statewide Bicycle and Pedestrian Program

2015 Strategic Direction Report for TxDOT Bicycle Program

Focus Areas



Expand the bikeway network



Build safer and better bicycle and pedestrian accommodations



Provide training for engineers, planners and construction staff



Educate the public on safe driving, bicycling and walking



Encourage people to walk and bicycle



Develop statewide management systems for bicycle and pedestrian information



Fund more bicycle and pedestrian projects

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/strategic.html>

TxDOT Statewide Bicycle and Pedestrian Program
TxDOT DAL/FTW District - Public Hearing

Summary of TxDOT Transportation Alternatives (TA) Funding

TxDOT-Administered TA Funding

Federal Funds Available (2013 - 2020)

- **\$52M Nonurban** - Population areas of 5,000 or less
- **\$52M Small Urban** - Population areas of 5,001 to 200,000
- Past Calls for Projects in **2015 and 2017**
- **\$93M** awarded to 91 projects

Call for Projects coming in 2019!

Call for Projects Typical Schedule:

- **Spring:** Program Call Opens
 - Program guide, nomination form, and website
 - Informational workshops statewide
- **Summer:** Project Evaluation
 - Technical Standards, Benefit Criteria, Project Budget
- **Fall:** Commission Action to Select Projects

<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

TxDOT Statewide Bicycle and Pedestrian Program
TxDOT DAL/FTW District - Public Hearing

TxDOT-PTN 2019 Call-for-Projects

Program	Location	Population Size	Local Match	Eligible Activities	Funding
SRTS Infrastructure	<2 miles from schools (K-8)	Any	0%	Planning, Design, & Construction	~\$8.7M
Transportation Alternatives (TA) Program	Nonurban/rural areas	<5,000	20%	Construction*	~\$10.6M

Conditional project approval for anticipated future TA funding for communities of 200,000 or less!



TxDOT Statewide Bicycle and Pedestrian Program
TxDOT DAL/FTW District - Public Hearing

B/P Count Monitoring Research: Scope of Work

- Recommend bicycle/pedestrian count equipment and installation practices
- Provide statewide seasonal adjustment factors for short-term (7-day) counts
- Provide equations to extrapolate Strava data
- Establish a consolidated statewide bicycle/pedestrian count database
- Standardize statewide data collection attributes



Support safer bicyclist and pedestrian facilities with more accurate counts!

TxDOT Statewide Bicycle and Pedestrian Program
TxDOT DAL/FTW District - Public Hearing

TxDOT Statewide Bicycle and Pedestrian Program

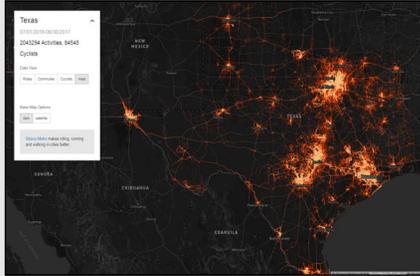
Strava Data

Overview:

- TxDOT-PTN acquired 4 years of statewide Strava data
- Crowd-sourced data collected by bicyclists and runners using smartphone app

Strava Data Access/Usage:

- Coordination w/ TxDOT-PTN's bike/ped counting research project
- Local partners have free access through sub-license agreement with Strava

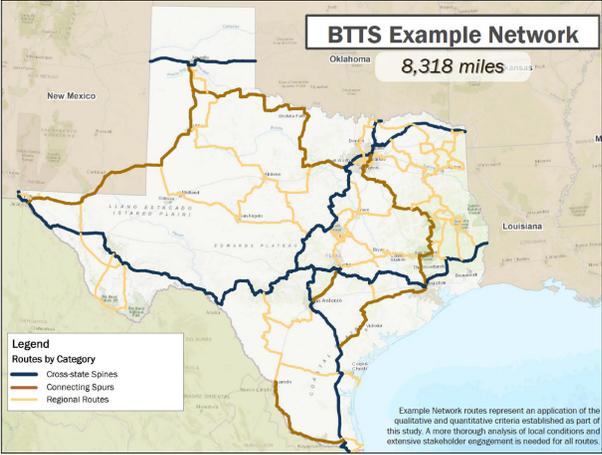


TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 9

Texas Bicycle Tourism Trail Study

BTTs Example Network

8,318 miles

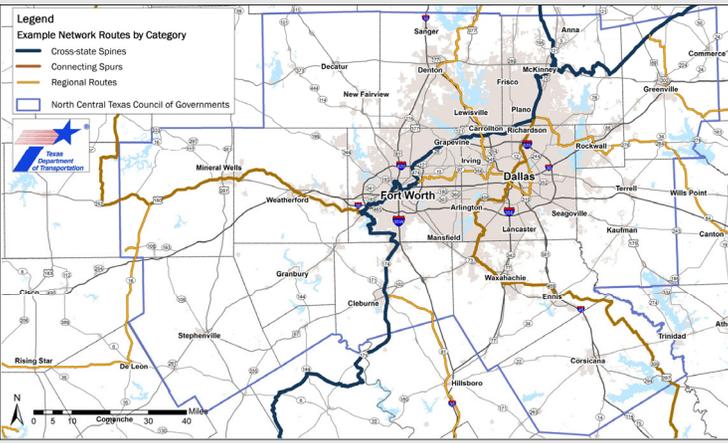


Legend
Routes by Category
 - Cross-state Spines
 - Connecting Spurs
 - Regional Routes

Example Network routes represent an application of the qualitative and quantitative criteria established as part of this study. A more thorough analysis of local conditions and extensive stakeholder engagement is needed for all routes.

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 10

Texas Bicycle Tourism Trails Example Network - NCTCOG



Legend
Example Network Routes by Category
 - Cross-state Spines
 - Connecting Spurs
 - Regional Routes
 - North Central Texas Council of Governments

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 11

Texas Bicycle Tourism Trails Study

TEXAS BICYCLE TOURISM TRAILS STUDY

Accomplishments:

- Established a methodology to form a bicycle tourism network
- Recommended bikeway designs for all-ages-and-abilities network
- Estimated construction and maintenance costs (continuously under development)
- Created excitement about bicycle tourism and long-distance bicycle infrastructure
- Initiated dialogue about bicycle tourism within TxDOT and between state agencies



TEXAS BICYCLE TOURISM TRAILS STUDY

A network of bicycle tourism trails across Texas would highlight the natural, historic, and exceptional landscapes across the many unique regions of the state. These tourism trails would attract bicyclists from around the nation and the world, showcase communities across the state, and boost economic development.

The Texas Bicycle Tourism Trails Study investigated the development of a statewide bicycle tourism trail network and was undertaken in response to the 2005 Texas Bicycle Tourism Trails Act (Texas Transportation Code § 201.902).

Study Goals: The study was developed under the guidance of TxDOT's Bicycle Advisory Committee (BAC) with the following goals:

- Identify tourism trail routes: Where do bicycle tourists want to go?
- Identify benefits of bicycle tourism trails (How would these communities benefit?)
- Foster the development of safer bicycle tourism trails: What types of bikeways are recommended as tourism trails?
- Engage stakeholders: Making the study a reality.

TEXAS BICYCLE TOURISM TRAILS STUDY URL:
<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/tourism-study.html>

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 12

TxDOT Statewide Bicycle and Pedestrian Program

Regional Stakeholder Engagement

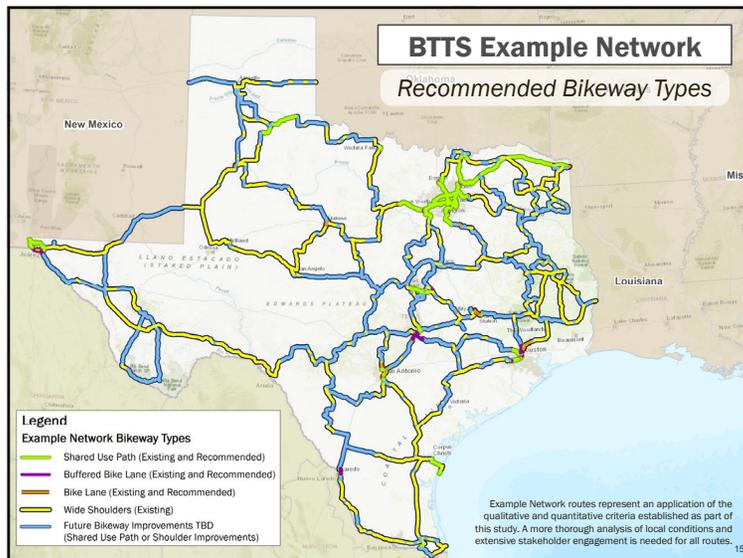
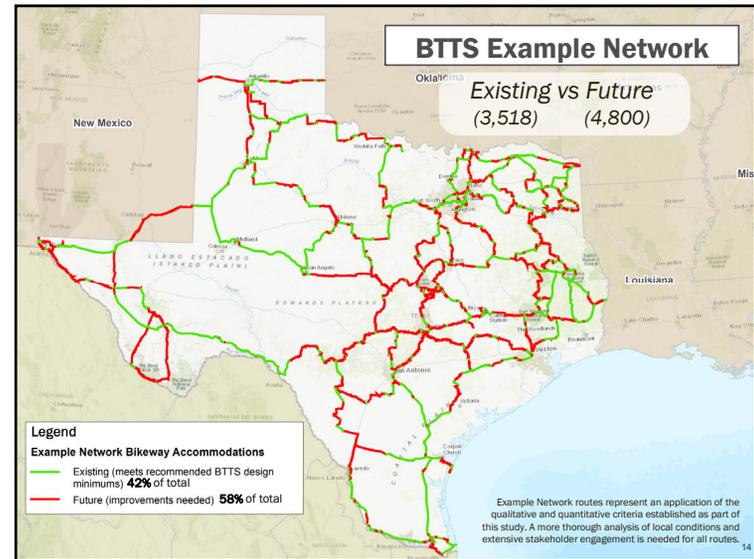
- BTTs is a preliminary, statewide investigation into the development of a bicycle tourism trail network in Texas.
- Regional stakeholders were engaged through an online input tracking tool (wikimap) to gain a better understanding of local-level bikeway infrastructure and planning efforts.



Eventual development of the BTTs would require:

- thorough engagement of local jurisdictions (cities, towns, counties, etc.) across Texas.
- additional analysis of local conditions, planned infrastructure improvements, and extensive stakeholder engagement.

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 13



BTTs Example Network Geographic Analysis

Economic Development and Tourism-related characteristics	Within 10 miles of BTTs Example Network	
	Number	Percent
National Parks/Forests/Historic Sites	18	69%
State Parks/Forests/Historic Sites	110	68%
Historical Markers	6,705	62%
Texas Main Street Communities	65	75%
Small Towns (under 5,000 ppl)	540	62%
Medium Cities (5,000 to 200,000 ppl)	243	75%
Large Urban Areas (over 200,000 ppl)	13	100%

- The BTTs Example Network crosses directly through **254 small towns (under 5,000 people)** across Texas.

Slides intended for discussion purposes only.

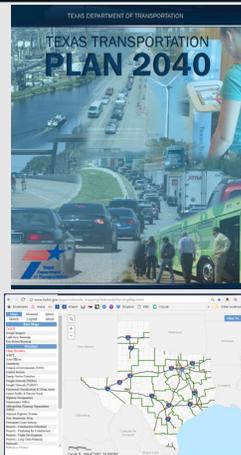
TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 16

TxDOT Statewide Bicycle and Pedestrian Program

Bicycle tourism next steps

Next Steps:

- Incorporate aspects of Bicycle Tourism Trails Study into TxDOT's Texas Transportation Plan 2050.
- Include BTTS Example Route Network on TxDOT's Statewide Planning Map.
- Establish pilot project selection process
- Identify funding opportunities



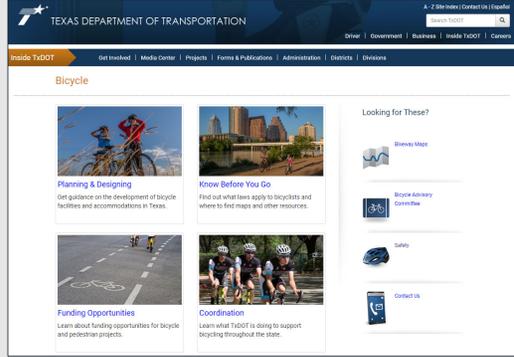
Slides intended for discussion purposes only

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 17

TxDOT-PTN Bicycle Program Website

<https://www.txdot.gov>

Modes of Travel: 



<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html>

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 18

Thank you!

Bonnie Sherman, AICP, CNU-A
 TxDOT – Public Transportation Division
 Statewide Bicycle and Pedestrian Coordinator
Bonnie.Sherman@txdot.gov
 512-486-5972

Teri Kaplan
 TxDOT – Public Transportation Division
 Statewide Bicycle and Pedestrian Coordinator
Teri.Kaplan@txdot.gov
 512-486-5973

TxDOT Statewide Bicycle and Pedestrian Program TxDOT DAL/FTW District - Public Hearing 19

North Texas Regional Bicycle Planning and Projects

North Texas Regional Bicycle Planning and Projects

NCTCOG Sustainable Development Program
Kevin Kokes, AICP




North Central Texas Council of Governments

TxDOT Fort Worth District Bicycle Public Hearing

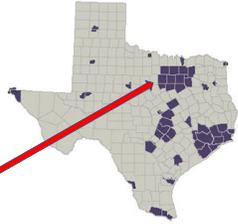
October 29, 2018

Texas Metropolitan Planning Organizations

Metropolitan areas with populations greater than 50,000

25 in Texas
420 in the US

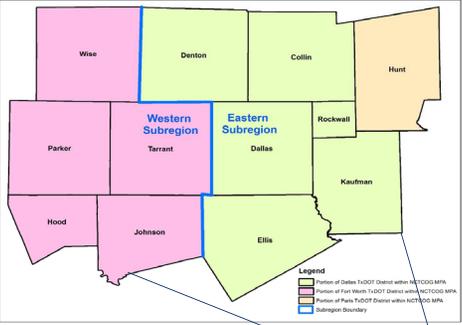
- Abilene
- Amarillo
- Austin
- Beaumont-Port Arthur
- Brownsville
- Bryan-College Station
- Corpus Christi
- **Dallas-Fort Worth**
- El Paso
- Harlingen-San Benito
- Hidalgo County
- Houston-Galveston
- Killeen-Temple
- Laredo
- Longview
- Lubbock
- Permian Basin
- San Angelo
- San Antonio-Bexar County
- Sherman-Denison
- Texarkana
- Tyler
- Victoria
- Waco
- Wichita Falls




North Central Texas Council of Governments

North Central Texas Council of Governments

Metropolitan Planning Organization for the Dallas-Fort Worth Region



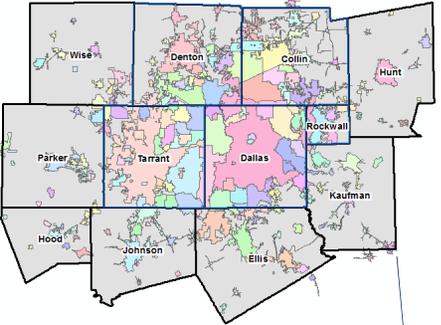
Portions of Three TxDOT Districts

Dallas District
Fort Worth District
Paris District


North Central Texas Council of Governments

North Central Texas Council of Governments

Metropolitan Planning Organization for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)

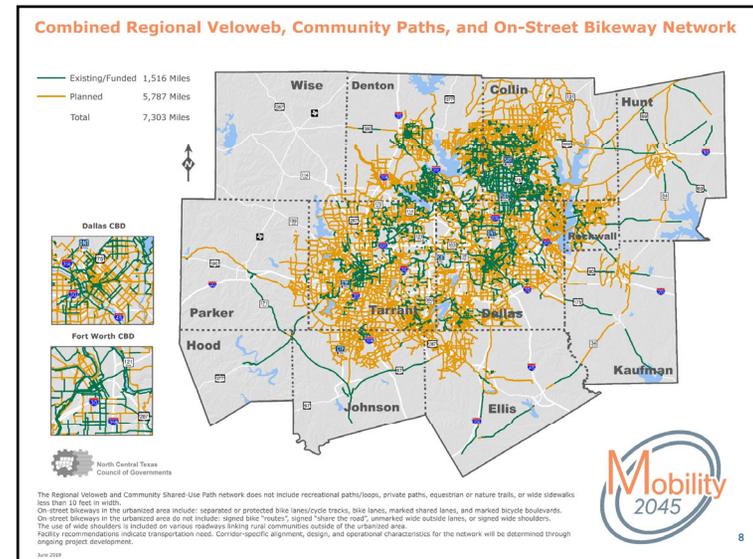
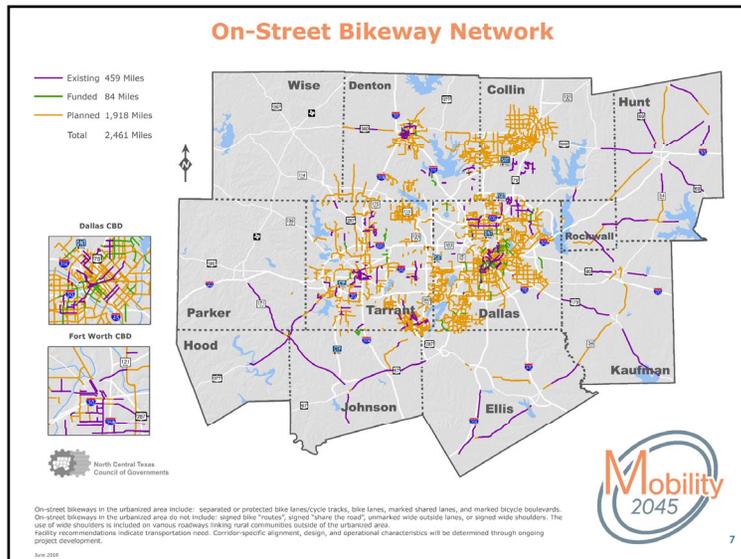
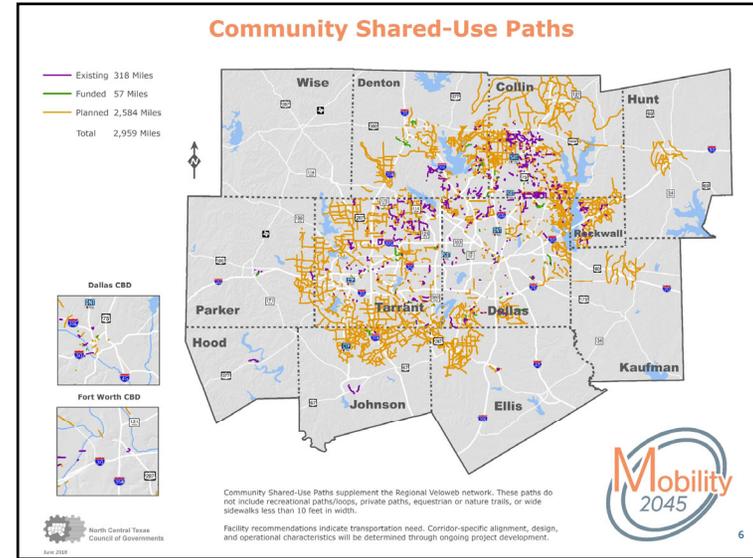
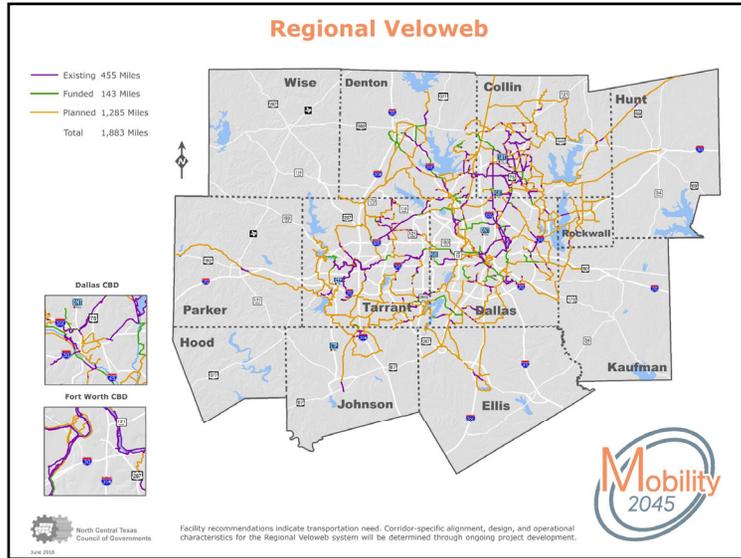
209 cities
13 cities larger than 100,000 pop.

MPA Population

2017 Estimate = 7.2 million
2045 Forecast = 11.2 million


North Central Texas Council of Governments

North Texas Regional Bicycle Planning and Projects



LookOutTexans.org

Bicyclists Pedestrians Motorists











North Central Texas Council of Governments

2017 NCTCOG Regional Bicycle Opinion Survey

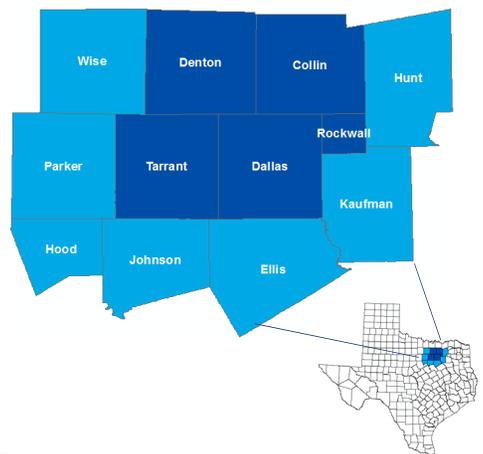
Survey Questions
Capture the General
Public's View on Bicycling:

- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use



North Central
Texas Council of
Governments

12-County
Regional Bicycle
Opinion Survey Area



Urban Counties:

Collin, Dallas, Denton, Rockwall and Tarrant

Rural Counties:

Ellis, Hood, Hunt, Johnson, Kaufman, Parker, and Wise



North Central Texas Council of Governments



Bicycle Opinion Survey Background

- Statistically Valid Survey Conducted by Telephone During the Month of May, 2017
- 95% Confidence Interval
- Conducted in English and Spanish
- Survey Area:
12-County MPA Region (also includes county-level results)
- A Total of 1,909 Interviews Conducted with Respondents Over the Age of 18
- 693 (36%) Reported They Had Bicycled in the Last 12 Months and 1,216 Reported They Had Not

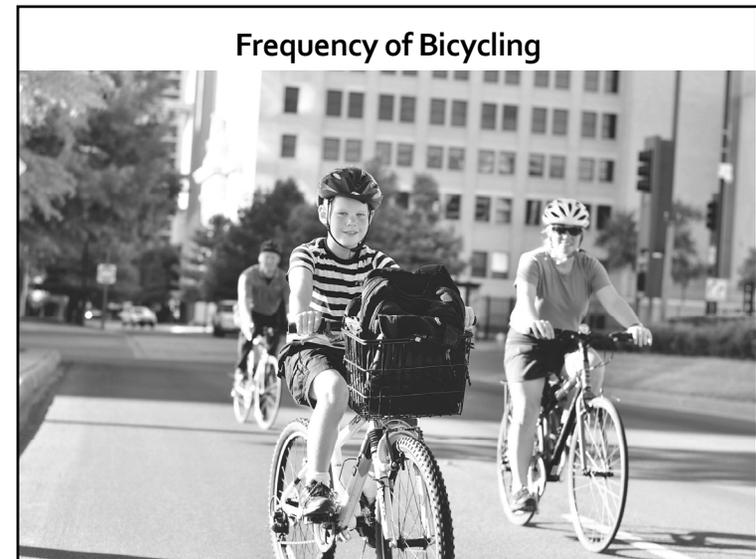
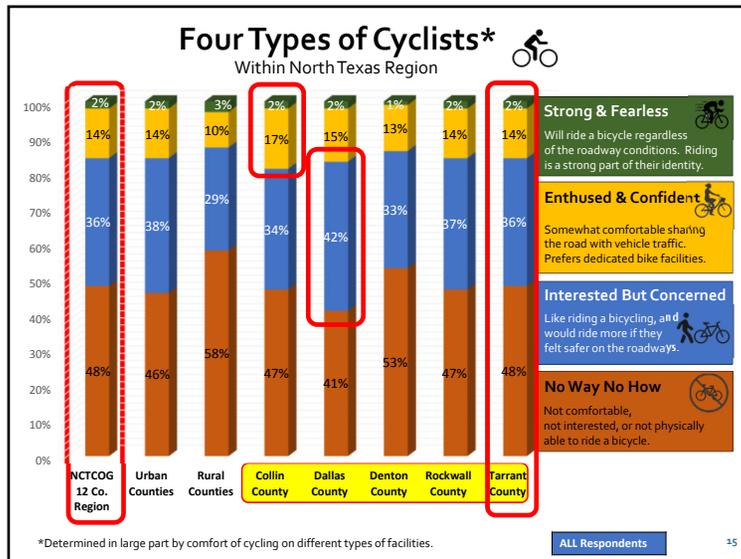
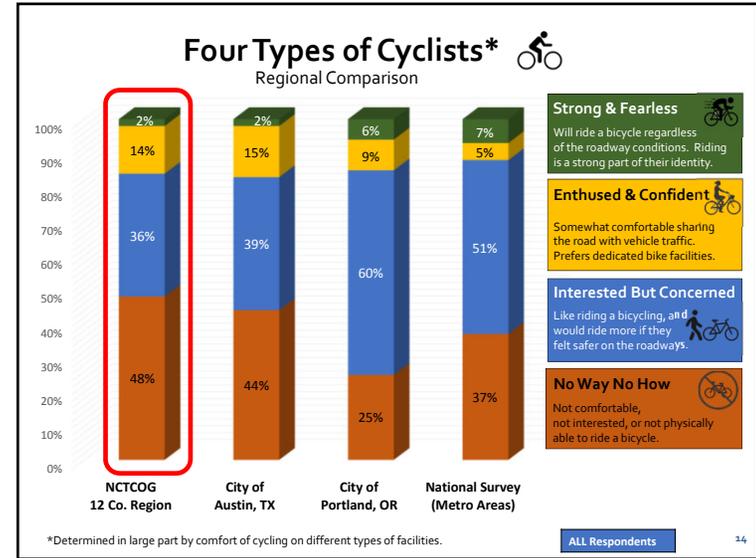


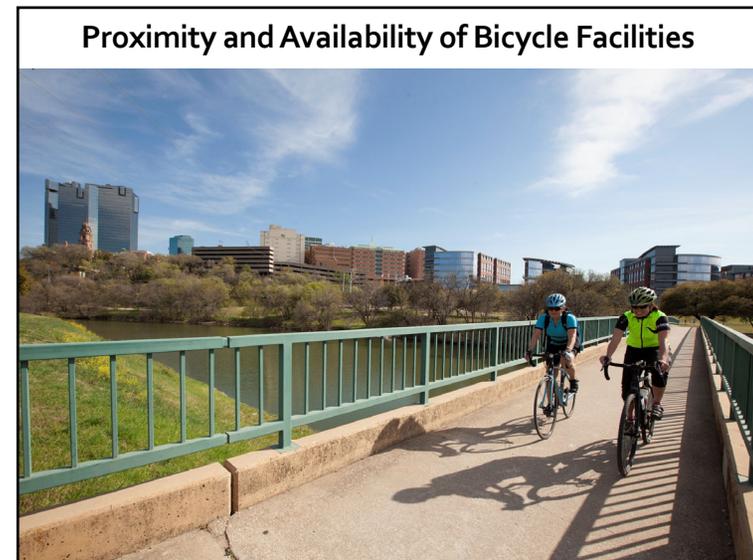
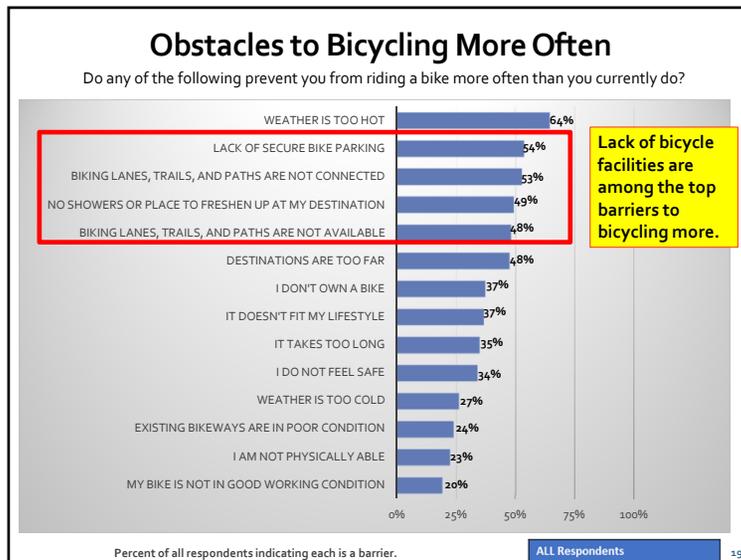
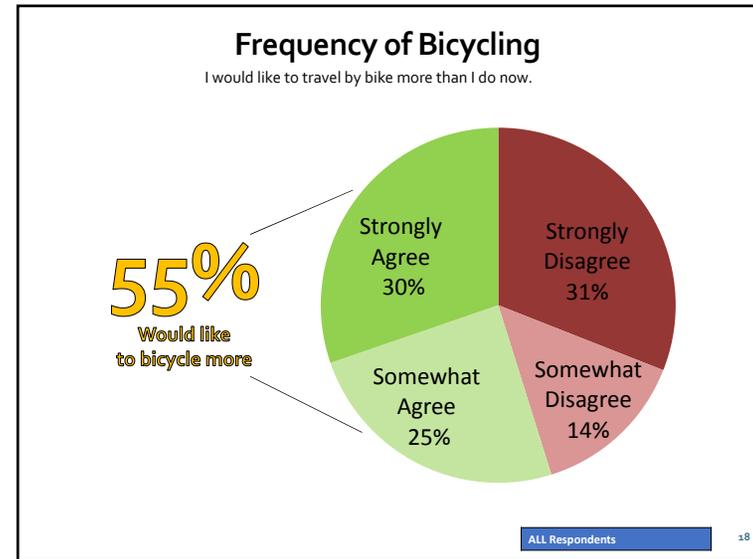
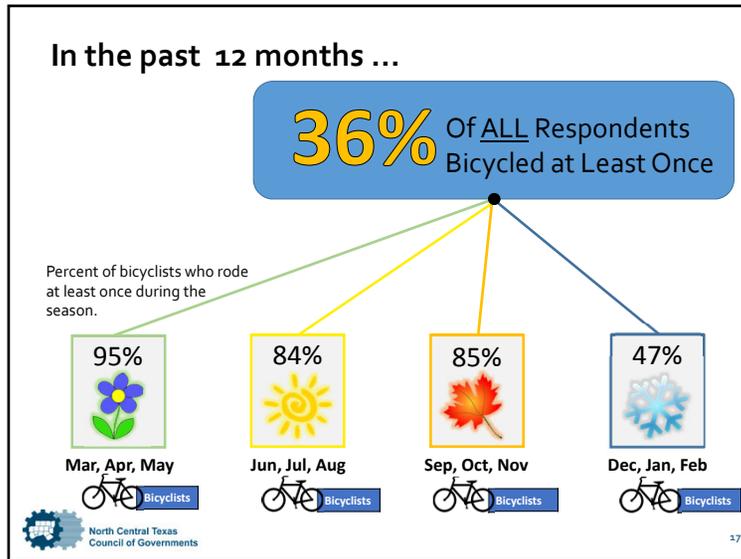
North Central Texas Council of Governments

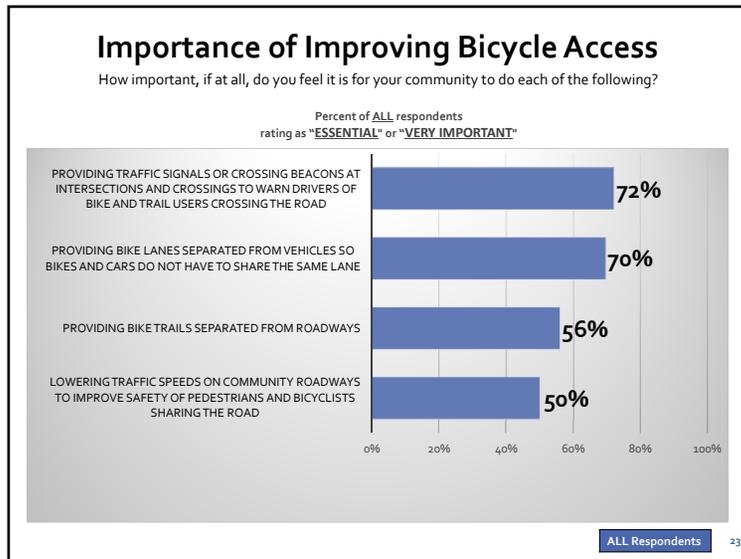
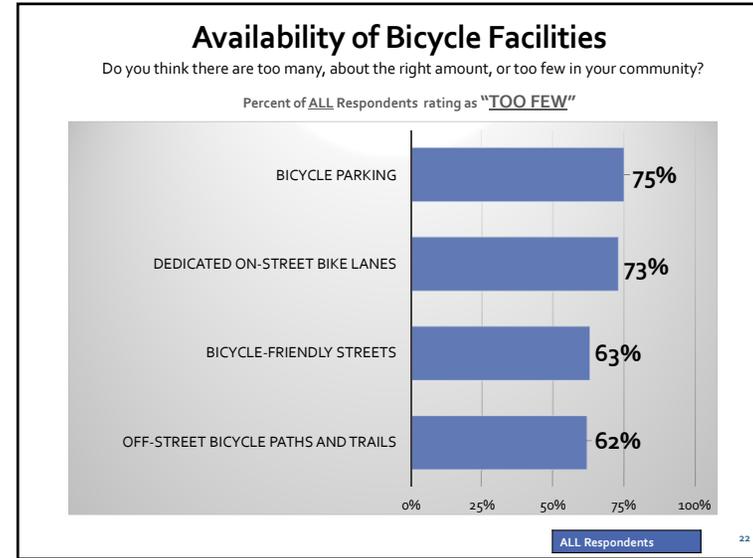
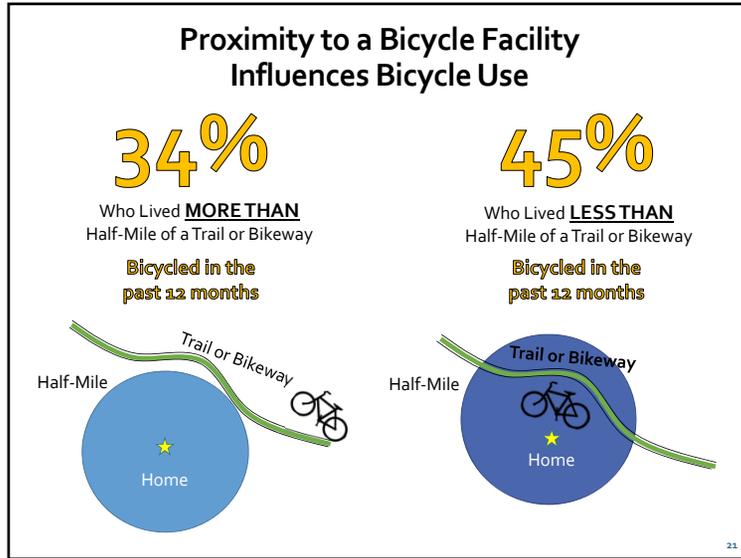
Planning / Designing for All Ages & Abilities (Ages 8 to 80)

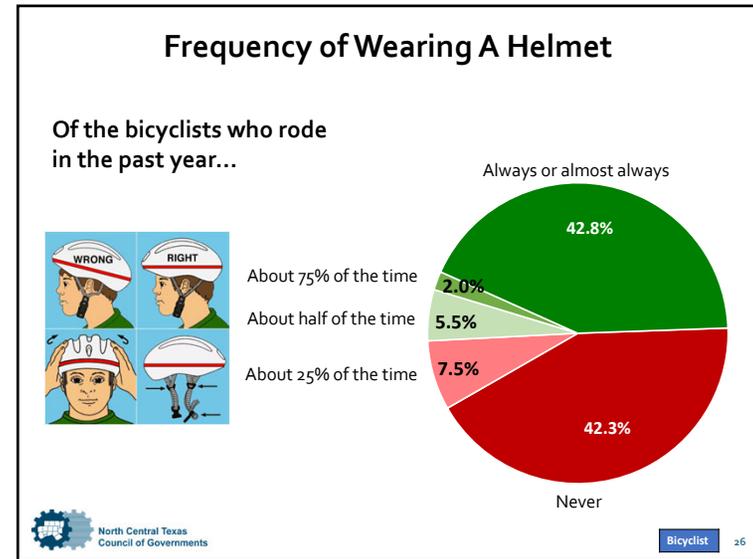
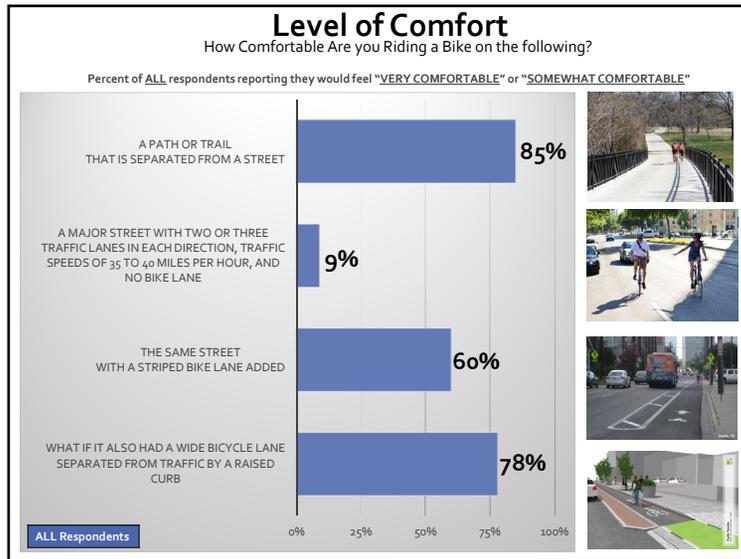
- Short Trips** (Ages 8 to 80)
- Commuter to Work**
- Commuter to School**
- Errands**
- Recreation**

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2017 NCTCOG Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website: nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics

North Central Texas Council of Governments

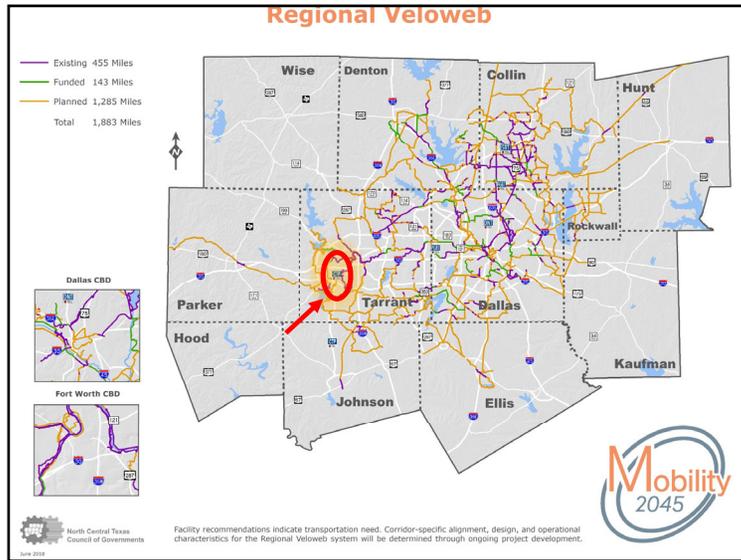
IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS

October, 2018

TxDOT Bicycle Public Hearing

North Central Texas Council of Governments

North Texas Regional Bicycle Planning and Projects



Bomber Spur Regional Veloweb Trail

30

Regional trail corridor in western Fort Worth to cross major highways and connect:

- ▣ Trinity Trails
- ▣ Neighborhoods
- ▣ Ridgmar Mall
- ▣ Z-Boaz Park
- ▣ Lockheed Martin

Approx. 21 mile (trail loop)

Bomber Spur Regional Veloweb Trail

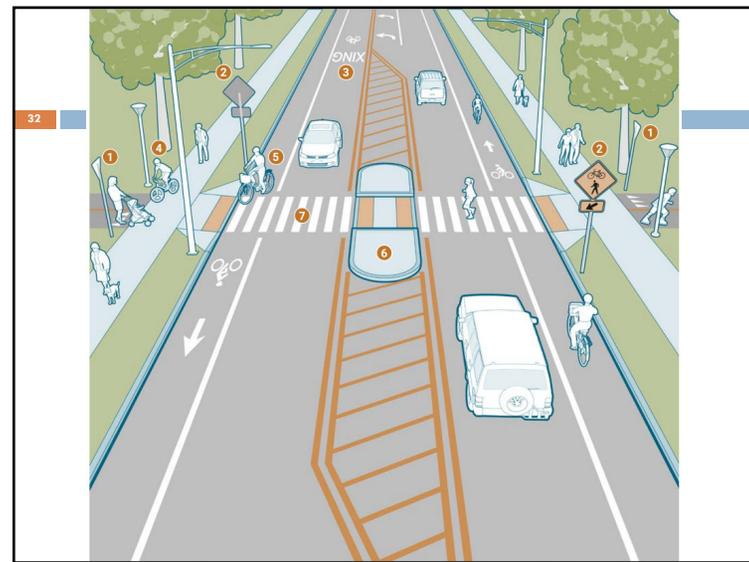
31

3.1 miles
Along former rail corridor

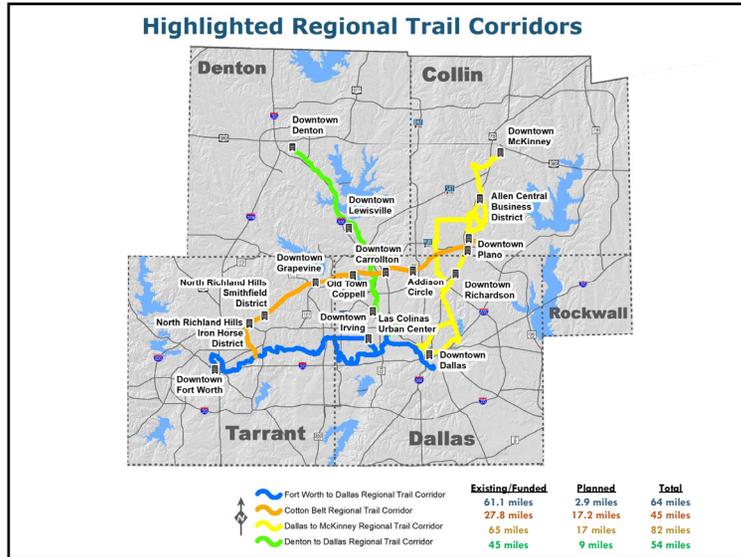
Preliminary Engineering to Begin:
Mid-2019

Project Deliverables:

- 15% Design Schematic
- Recommended Major Roadway Crossings and Safety Countermeasures
- Opinions of Probable Costs



North Texas Regional Bicycle Planning and Projects

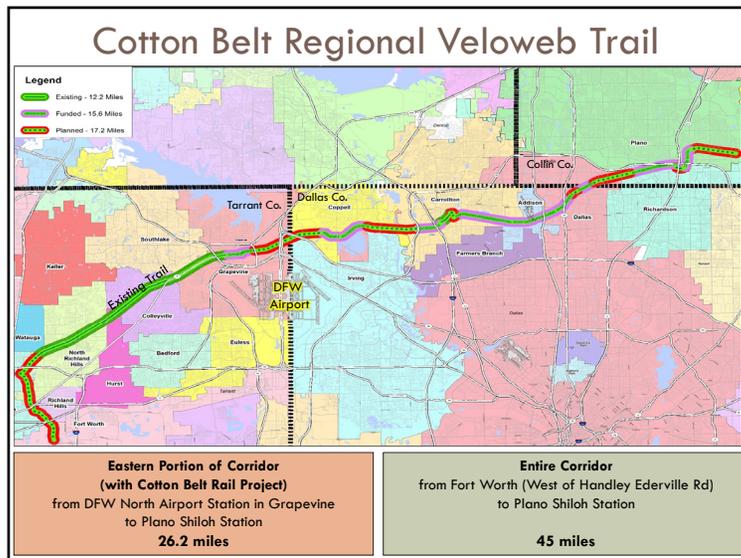


Background

Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

34

- December 1996** Regional Veloweb alignment included in Mobility 2020
- 2017 - 2018** NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct "critical" trail sections
- Oct 2018** Regional Transportation Council approved funding:
 - design (26-mile corridor) and
 - construction (8.5 miles of "critical" trail sections)
- Early 2019** DART design/build contractor begins design and construction phases



Background

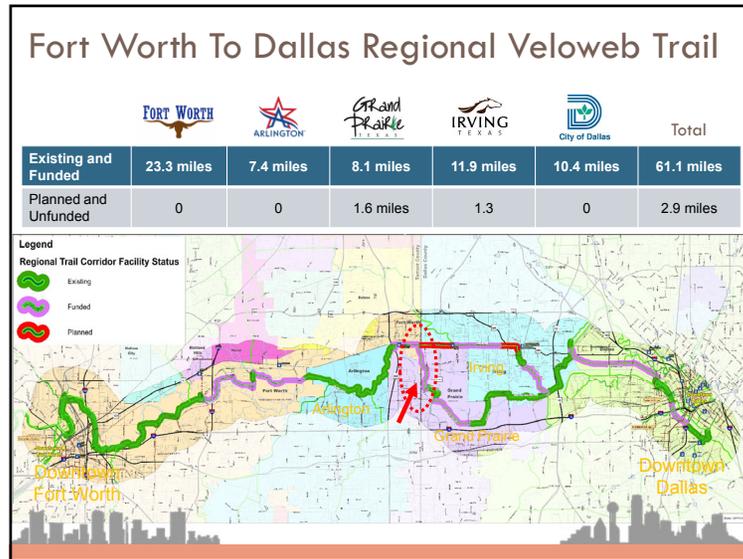
Fort Worth to Dallas Regional Veloweb Trail

36

- December 1996** Regional Veloweb alignment included in Mobility 2020
- November 2013** Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
- 2014 to 2018** 18.5 miles of trail with funding commitments (variety of sources)
- Oct 2018** RTC approved funding for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities

Mayors from Denton, Collin, Arlington, Tarrant, and Fort Worth counties, including Grand Prairie, and East Van Duyn, bring, and recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

North Texas Regional Bicycle Planning and Projects



North Central Texas Council of Governments





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VERBAL COMMENT REGISTRATION FORM*

Public Hearing



**BICYCLE USE ON THE STATE HIGHWAY SYSTEM
FORT WORTH DISTRICT
MONDAY, OCTOBER 29, 2018**

THE GRAND HALL AT NRH CENTRE
6000 HAWK AVE., NORTH RICHLAND HILLS, TEXAS 76180
Open House: 6:00 p.m. – 7:00 p.m.
Presentation: 7:00 p.m.

PLEASE PRINT CLEARLY:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

I wish to make a statement during tonight's *Opportunity for Public Comment*
Yes session of this Hearing.

(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

Please Check All Applicable Items Below

- I am an interested citizen.
- I am a public official: _____
Agency and Title
- I am an elected official: _____
Office and Title
- I am a media representative: _____
Media Source

* Please **return** this form to the **registration table**. Do not place in comment box.



Formulario de Registro para Comentario Audiencia Pública

**EL USO DE BICICLETAS EN EL SISTEMA DE CARRETERAS ESTATALES
LUNES, OCTUBRE 29, 2018**

**NRH Centre – Grand Hall
6000 Hawk Ave., North Richland Hills, Texas 76180
Casa Abierta: 6:00 p.m. – 7:00 p.m.
Presentación: 7:00 p.m.**

Por favor imprima claramente:

Nombre: _____

Dirección: _____

Ciudad: _____ Estado: _____ Código Postal: _____

- Deseo hacer una declaración durante la sesión de comentario verbal público de esta audiencia

(De acuerdo con el Código de Transporte de Texas, §201.811(a)(5)): marque cada casilla(s) que se aplicó a usted:

- Yo soy empleado de TxDOT
 Yo hago negocios con TxDOT
 Yo me beneficiaría monetariamente por éste proyecto u otro(s) asuntos sobre los que estoy dando mi comentario.

Por Favor Marcar Todos los Elementos Aplicables

- Estoy interesado en el proyecto.
 Soy un funcionario público: _____
Agencia y Título
 Soy un funcionario electo: _____
Oficina y Título
 Represento a un medio de comunicación: _____
Fuente de los medios de comunicación

* Por favor **devuelva** este formulario a la **mesa de registro**. No lo coloque en el cuadro de comentarios.

2017 Transportation Alternatives Set-Aside Program Projects in the Dallas - Fort Worth Metropolitan Area

Funded and Approved by the Regional Transportation Council (06/08/17)

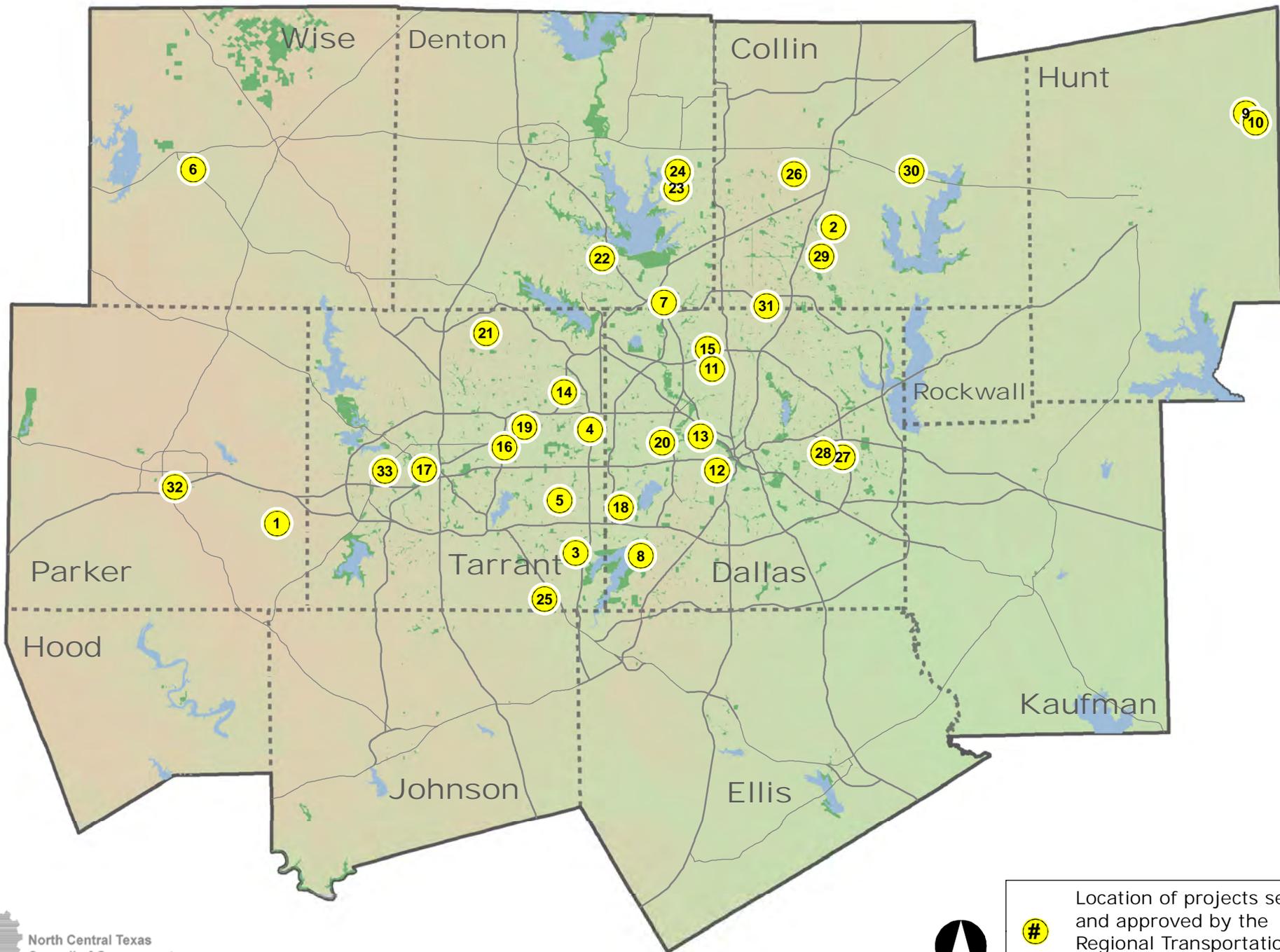
#	Nominating Entity	Project Name	Project Category	Project Description	Federal Funding Award	Local Match	Project Total
1	Azle Independent School District	Walnut Creek Elementary Pedestrian Walkway	Safe Routes to School	Safe routes to school pedestrian improvements near Walnut Creek Elementary School.	\$ 301,116	\$ 75,279	\$ 376,395
2	City of Aledo	Old Annetta Road - Safe Route to School	Safe Routes to School	Safe routes to school pedestrian improvements near Vandergriff Elementary and Aledo Middle School.	\$ 833,880	\$ 208,470	\$ 1,042,350
3	City of Arlington	Julia Burgen Linear Park Trail System	Active Transportation	Shared-use path from the existing path east of S. Mary St. to S. Pecan St.	\$ 542,568	\$ 542,568	\$ 1,085,136
4	City of Burleson	Irene Street & Gardens to Johnson Safe Routes Project	Safe Routes to School	Shared-use paths, bikeways, and safe routes to school pedestrian improvements near Kerr Middle School and J.W. Norwood Elementary School.	\$ 1,721,019	\$ 430,255	\$ 2,151,274
5	City of Cedar Hill	Group 1 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Life School.	\$ 757,518	\$ 189,379	\$ 946,897
6	City of Cedar Hill	Group 2 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Collegiate Prep Elementary School and Village Tech Academy.	\$ 594,745	\$ 148,686	\$ 743,431
7	City of Cedar Hill	Group 3 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Waterford Oaks Elementary School.	\$ 77,616	\$ 19,404	\$ 97,020
8	City of Cedar Hill	Group 4 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Highlands Elementary School.	\$ 129,981	\$ 32,495	\$ 162,476
9	City of Cedar Hill	South Clark Rd. Trail Veloweb Connection	Active Transportation	Shared-use path and pedestrian improvements from the existing Red Oak Creek Trail to E. Belt Line Rd.	\$ 1,053,151	\$ 451,350	\$ 1,504,501
10	City of Dallas	Lake Highlands Trail Northern Extension	Safe Routes to School	Shared-use path, bikeway, and pedestrian improvements from the Lake Highlands DART station to the intersection of the existing Lake Highlands Trail and White Rock Trail roadway.	\$ 1,597,200	\$ 399,300	\$ 1,996,500
11	City of Dallas	Lake Highlands Trail Phase 2A, 2B	Active Transportation	Shared-use path from existing Lake Highlands Trail at White Rock Trl. roadway to existing White Rock Creek Trail near Walnut Hill Ln.	\$ 4,079,294	\$ 1,359,856	\$ 5,439,150
12	City of Dallas	Ridgewood Trail Lighting	Active Transportation	Safety lighting along existing Ridgewood Trail from Ellsworth Ave. to Skillman St.	\$ 687,280	\$ 171,820	\$ 859,100
13	City of Dallas	Trinity Strand Trail Phase 2	Active Transportation	Shared-use path from existing Trinity Strand Trail at the intersection of Market Center Blvd. and Turtle Creek Blvd. to Inwood / Love Field DART Station.	\$ 5,000,000	\$ 2,074,496	\$ 7,074,496
14	City of Dallas	Union Bikeway Connector	Active Transportation	On-street bikeway from Houston St. to N. Harwood St. at Woodall Rodgers Fwy.	\$ 610,150	\$ 152,537	\$ 762,687
15	Dallas County	FM 1382 Sidepath	Active Transportation	Shared-use path from intersection of FM1382 and Camp Wisdom Rd. to Mansfield Rd.	\$ 1,628,951	\$ 407,238	\$ 2,036,189
16	City of Denton	Ginnings Elementary School Sidewalk Project	Safe Routes to School	Safe routes to school pedestrian improvements near Ginnings Elementary School.	\$ 525,142	\$ 131,285	\$ 656,427
17	City of Denton	Lee Elementary School Sidewalk Project	Safe Routes to School	Safe routes to school pedestrian improvements near Lee Elementary School.	\$ 237,169	\$ 59,292	\$ 296,461
18	City of Denton	Sycamore - Welch Active Transportation Connection	Active Transportation	Bike lanes on Welch St. from W. Hickory St. to Eagle Dr. and shared-use path along S. Sycamore St. from Welch St. to Railroad Ave.	\$ 762,508	\$ 190,627	\$ 953,135
19	City of Fort Worth	Bonnie Brae Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near Bonnie Brae Elementary School.	\$ 310,677	\$ 159,271	\$ 469,948
20	City of Fort Worth	CC Moss Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near C.C. Moss Elementary School.	\$ 310,736	\$ 324,150	\$ 634,886
21	City of Fort Worth	D. McRae Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near D. McRae Elementary School.	\$ 383,734	\$ 301,131	\$ 684,865

2017 Transportation Alternatives Set-Aside Program Projects in the Dallas - Fort Worth Metropolitan Area, continued

Funded and Approved by the Regional Transportation Council (06/08/17)

#	Nominating Entity	Project Name	Project Category	Project Description	Federal Funding Award	Local Match	Project Total
22	City of Fort Worth	Daggett Elementary/ Montessori School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near Daggett Elementary and Montessori Schools.	\$ 428,775	\$ 324,566	\$ 753,341
23	City of Fort Worth	Diamond Hill Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near Diamond Hill Elementary School.	\$ 676,906	\$ 311,260	\$ 988,166
24	City of Fort Worth	ML Phillips Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near M.L. Philips Elementary School.	\$ 551,405	\$ 190,851	\$ 742,256
25	City of Fort Worth	WJ Turner Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near W.J. Turner Elementary School.	\$ 541,572	\$ 189,368	\$ 730,940
26	City of Grapevine	Dallas Road TOD Corridor / Cotton Belt Trail Extension	Active Transportation	Shared-use path from the existing Cotton Belt Trail at William D. Tate Ave. to the existing Links Trail at SH 26. Pedestrian and safety improvements along W. Dallas Rd. from William D. Tate Ave. to Dooley St.	\$ 5,000,000	\$ 2,246,135	\$ 7,246,135
27	City of Heath	SRTS Trail Project - Smirl & Hubbard	Safe Routes to School	Shared-use path along Hubbard Dr. from existing path at FM 740 to existing path west of Dunford Drive.	\$ 380,228	\$ 126,742	\$ 506,970
28	City of Keller	Whitley Road Safe Routes to School	Safe Routes to School	Shared-use path and safe routes to school pedestrian improvements along Whitley Rd. from Edenderry Dr. to existing path near Rapp Rd. at Willis Ln near Willis Lane Elementary School.	\$ 775,039	\$ 193,760	\$ 968,799
29	City of North Richland Hills	NRH Active Transportation Project for Trail / On-Road	Active Transportation	Bicycle and pedestrian safety improvements to various shared-use paths. Installation of shared-lane markings on various streets.	\$ 617,294	\$ 154,324	\$ 771,618
30	City of North Richland Hills	Smithfield Middle School	Safe Routes to School	Safe routes to school pedestrian improvements near Smithfield Middle School.	\$ 211,137	\$ 52,784	\$ 263,921
31	City of Plano	Legacy Drive / Dallas Parkway Pedestrian / Bicycle Crossing	Active Transportation	Bicycle and pedestrian improvements on Legacy Drive bridge at the Dallas North Tollway.	\$ 355,784	\$ 88,946	\$ 444,730
32	City of Richland Hills	Richland Hills TRE Connection	Active Transportation	Shared-use path and pedestrian improvements from the intersection of Glenview Dr. and Ruth Rd. to intersection of SH 121 and Handley Ederville Rd.	\$ 1,677,121	\$ 419,280	\$ 2,096,401
33	City of Rowlett	Miller Rd. and Chiesa Rd. Sidewalk	Safe Routes to School	Safe routes to school pedestrian improvements near Hefurth Elementary School.	\$ 349,348	\$ 87,337	\$ 436,685
34	City of Terrell	Dr. Bruce Wood ES Connection Extensions	Safe Routes to School	Safe routes to school pedestrian improvements near Dr. Bruce Wood Elementary and John F. Kennedy Elementary School.	\$ 534,380	\$ 229,020	\$ 763,400
TOTAL					\$ 34,243,424	\$ 12,443,262	\$ 46,686,686

2014 Transportation Alternatives Program - Funded and Approved



Location of projects selected and approved by the Regional Transportation Council (10/9/14)

2014 Transportation Alternatives Program Projects in the Dallas - Fort Worth Metropolitan Area

Funded and Approved by the Regional Transportation Council (10/9/14)

	Nominating Entity	Project Name	Project Category	Project Description	Funding Award	Local Match / TDCs ¹	Project Total
1	City of Aledo	Pedestrian Improvements along FM 5 to McAnally Intermediate School	Safety and Access to Schools	Approximately 0.4 mile of sidewalk along the west side of FM 5 from Autumnwood Drive to McAnally Intermediate School at Village Parkway.	\$ 325,000	TDCs	\$ 325,000
2	City of Allen	Pedestrian Improvements to Olsen and Beverly Elementary Schools	Safety and Access to Schools	Sidewalk improvements to complete gaps and provide improved access to Olsen and Beverly Elementary Schools.	\$ 141,680	\$ 35,420	\$ 177,100
3	City of Arlington	Lynn Creek Linear Park Trail Extension	Active Transportation	Approximately 1.7 miles of shared-use path from Lynn Creek Trail on the west to Winter Pass Trail on the east.	\$ 1,002,877	\$ 1,002,877	\$ 2,005,754
4	City of Arlington	River Legacy Park Trail Extension	Active Transportation	Approximately 0.5 mile of shared-use path extension of River Legacy Trail east to SH 360.	\$ 574,999	\$ 574,999	\$ 1,149,998
5	City of Arlington	South Cooper Street Safe School Crossing	Safety and Access to Schools	Traffic signal and crosswalks at the intersection of South Cooper Street and Snooty Fox Drive/Cooper Square Circle.	\$ 448,500	TDCs	\$ 448,500
6	City of Bridgeport	Pedestrian Improvements along 17th Street to Bridgeport Elementary School	Safety and Access to Schools	Sidewalks along 17th Street from East Cates Street to Elementary Drive and the Bridgeport Elementary School.	\$ 200,000	\$ 50,000	\$ 250,000
7	City of Carrollton	Dudley Branch Trail	Active Transportation	Approximately 2.1 miles of shared-use path from North Carrollton/Frankford DART Station to West Rosemeade Parkway.	\$ 3,000,000	\$ 1,000,003	\$ 4,000,003
8	City of Cedar Hill	FM 1382 Hike and Bike Trail (Phase 2)	Active Transportation	Approximately 2 miles of shared-use path along FM 1382 from Cedar Hill State Park entrance north to Joe Pool Lake Overlook entrance.	\$ 2,999,966	\$ 999,989	\$ 3,999,955
9	City of Commerce	Live Oak Street (TxDOT Bus. 224) Sidewalk Improvements	Safety and Access to Schools	Sidewalks along the south side of Live Oak Street (SH 224) from SH 24 to Pecan Street.	\$ 500,000	\$ 125,000	\$ 625,000
10	City of Commerce	Maple Street / Park Street Sidewalk Improvements	Safety and Access to Schools	Approximately 0.3 mile of sidewalk along portions of Maple Street from Monroe Street to Park Street.	\$ 495,052	\$ 123,763	\$ 618,815
11	Dallas County	Northaven Trail - Phases 2B and 2C	Active Transportation	Approximately 4 miles of shared-use path from Midway Road to Denton Drive.	\$ 2,519,928	\$ 1,479,958	\$ 3,999,886
12	City of Dallas	Rosemont Safe Routes to School Pilot	Safety and Access to Schools	Preliminary engineering for various safe street pedestrian and bikeway improvements including traffic calming measures in the Rosemont neighborhood generally bounded by Kessler Parkway on the north, Cedar Hill Avenue on the east, West 12th Street on the south, and Mary Cliff Road on the west.	\$ 80,000	\$ 20,000	\$ 100,000
13	City of Dallas	Trinity Skyline Trail Extension	Active Transportation	Approximately 4.7 miles of shared-use path along the Trinity River from Sylvan Avenue west to the Campion Trail in Irving on the north side of SH 356.	\$ 2,989,994	\$ 2,759,994	\$ 5,749,988
14	City of Euless	Trails of Euless - Western Extension	Active Transportation	Approximately 0.8 mile of shared-use path from SH 157 to Heritage Avenue.	\$ 912,000	\$ 354,667	\$ 1,266,667
15	City of Farmers Branch	Brookhaven College Campus - Intercity Connections	Active Transportation	Pedestrian bridge and sidewalk along Marsh Lane and approximately 0.25 mile of on-street bikeway improvements on Rosser Road from IH 635 to Valley View Lane, including signal improvements at the Rosser Road/Valley View Lane intersection.	\$ 510,750	\$ 170,250	\$ 681,000
16	City of Fort Worth	Trinity Trails East Fort Worth Extension	Active Transportation	Approximately 3.1 miles of shared-use path from Handley Ederville Road to River Trails Park and Trinity Boulevard.	\$ 2,347,940	\$ 586,985	\$ 2,934,925
17	City of Fort Worth	White Settlement Road	Urban Thoroughfares / Boulevards	Approximately 0.5 mile of sidewalk and bike lanes along a boulevard/bridge from near Adolph Street to Calvert Street.	\$ 3,000,000	\$ 26,269,460	\$ 29,269,460
18	City of Grand Prairie	Citywide Safe Routes to Schools Improvements	Safety and Access to Schools	Sidewalk improvements in various locations in proximity to Lorenzo de Zavala Environmental Science Academy, Jackson Middle School, South Grand Prairie 9th Grade Center, Johnson DAEP, Safe Side City (Child Safety Instruction "Town"), South Grand Prairie High School, Florence Hill Elementary, Moseley Elementary, and Truman Middle Schools.	\$ 575,773	TDCs	\$ 575,773

¹ Transportation Development Credits (TDCs) are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the project will be 100% federally funded.

2014 Transportation Alternatives Program Projects in the Dallas - Fort Worth Metropolitan Area, continued

Funded and Approved by the Regional Transportation Council (10/9/14)

	Nominating Entity	Project Name	Project Category	Project Description	Funding Award	Local Match / TDCs ¹	Project Total
19	City of Hurst	Pedestrian and Safety Improvements around Harrison Lane Elementary and Hurst Junior High Schools	Safety and Access to Schools	Sidewalk improvements along various roadways in proximity to Harrison Lane Elementary School and Hurst Junior High School (Cheryl Avenue, Keith Drive, Sheri Lane, Buena Vista Drive, East Pecan Street, Souder Drive and Hurstview Drive).	\$ 489,515	\$ 214,163	\$ 703,678
20	City of Irving	Delaware Creek Trail Connector	Active Transportation	Approximately 2.25 miles of shared-use path extension from the existing Delaware Creek Trail near the intersection of Senter Road/Senter Valley Road to the Campion Trail in Mountain Creek Preserve.	\$ 1,900,000	\$ 475,000	\$ 2,375,000
21	City of Keller	Trail Improvements along Mount Gilead Road	Safety and Access to Schools	Approximately 0.6 mile of shared-use path along the north side of Mount Gilead Road from Bourland Road to Woodborough Lane.	\$ 481,059	\$ 120,265	\$ 601,324
22	City of Lewisville	Garden Ridge Trail	Active Transportation	Approximately 4.2 miles of shared-use paths, sidewalk, and on-street bike lanes from the North Garden Ridge Boulevard interchange at IH 35E southward to North Valley Parkway and West Main Street.	\$ 1,518,355	\$ 506,118	\$ 2,024,473
23	Town of Little Elm	Brent Elementary School Trail Connection	Safety and Access to Schools	Approximately 0.5 mile of sidewalk from Witt Road westward around Brent Elementary School to the future Lakefront Trail.	\$ 195,000	\$ 83,571	\$ 278,571
24	Town of Little Elm	Harts Branch Trail	Active Transportation	Approximately 1.51 miles of shared-use path from East Eldorado Parkway to Walker Lane.	\$ 1,720,000	\$ 738,235	\$ 2,458,235
25	City of Mansfield	Mansfield Trail Connection to City Spine Trail	Active Transportation	Approximately 0.43 miles of shared-use path along both sides of FM 157/Business 287 from West Oak Street to Town Park.	\$ 947,111	\$ 315,704	\$ 1,262,815
26	City of McKinney	School Pedestrian Safety Enhancement	Safety and Access to Schools	Sidewalk improvements in various locations in proximity to Burks Elementary, Caldwell Elementary, Eddins Elementary, Glen Oaks Elementary, Johnson Elementary, McNeil Elementary, Cockrill Middle, Comstock Elementary, Ogle Elementary, Scott Elementary, Sonntag Elementary, and Scoggins Middle Schools.	\$ 490,699	TDCs	\$ 490,699
27	City of Mesquite	Military Parkway Trail	Active Transportation	Approximately 1.57 miles of shared-use path along Military Parkway from Sam Houston Road to Rodeo Center Boulevard.	\$ 1,950,351	\$ 487,588	\$ 2,437,939
28	City of Mesquite	Skyline Trail	Active Transportation	Shared-use path along South Town East Boulevard from Military Parkway to Skyline Boulevard.	\$ 400,000	\$ 100,000	\$ 500,000
29	City of Plano	Cottonwood Creek Trail Extension	Active Transportation	Approximately 1.9 miles of shared-use path extension along Cottonwood Creek from the north side of Chaparral Road to Oak Point Park near East Parker Road.	\$ 1,692,407	\$ 423,102	\$ 2,115,509
30	City of Princeton	Safe Routes to Schools	Safety and Access to Schools	Approximately 0.7 mile of sidewalk along the north side of College Avenue from Community Park to North Second Street, along the north side of McKinney Avenue from North Fourth Street to North Sixth Street, and along the west side of North Sixth Street (FM 1377) to East Willow Lane.	\$ 440,000	\$ 110,000	\$ 550,000
31	City of Richardson	University Trail Phase II	Active Transportation	Approximately 1 mile of shared-use path along the east side of Waterview Parkway from Drive A to Synergy Park Drive, and portions of the south side of Synergy Park Drive from Waterview Parkway to North Floyd Road.	\$ 588,378	\$ 252,162	\$ 840,540
32	City of Weatherford	Town Creek Trail Phase II	Active Transportation	Approximately 1.04 miles of shared-use path extension from Holland Lake Park and Holland Lake Drive westward to the intersection of Texas Drive/Washington Drive.	\$ 1,157,887	\$ 289,472	\$ 1,447,359
33	City of Westworth Village	City Trail Improvements	Active Transportation	Approximately 1.9 miles of shared-use path extension of the West Fork Trinity River Trail along Pumphrey Drive south to the intersection of SH 183/Tinker Drive and along Roaring Springs Road to Carb Drive; and sidewalk improvements along White Settlement Road west of Holloway Street, and from Burton Hill Road east to the West Fork, West Trinity River Trail.	\$ 1,680,000	\$ 420,000	\$ 2,100,000
TOTAL					\$ 38,275,221	\$ 40,088,745	\$ 78,363,966

¹ Transportation Development Credits (TDCs) are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the project will be 100% federally funded.

PUBLIC HEARING MEETING ROOM LAYOUT

DEPARTMENT POLICIES AFFECTING BICYCLE USE

NORTH RICHLAND HILLS CENTER – GRAND HALL



SOURCE: City of North Richland Hills





Presentations

- TxDOT Fort Worth District
- TxDOT Statewide Bicycle and Pedestrian Program
- North Texas Regional Bicycle Planning and Projects



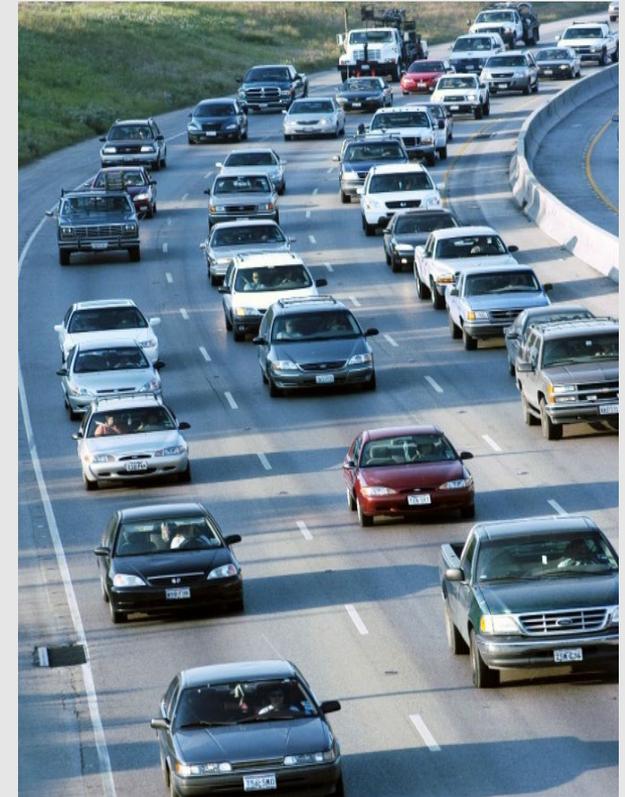
TEXAS DEPARTMENT OF TRANSPORTATION



DISTRICT BICYCLE PROGRAM

TxDOT Fort Worth District Public Hearing

Bicycle Use on the State Highway System



October 29, 2018

Public Hearing Agenda

1

- **Introduction**

- Susan Howard
TxDOT Public Involvement Specialist

2

- **State Bicycle Program**

- Bonnie Sherman, AICP, CNU-A
TxDOT Statewide Bicycle/Pedestrian Coordinator

3

- **Regional Bicycle Programs and Projects**

- Kevin Kokes, AICP
NCTCOG Principal Transportation Planner

4

- **District Bicycle Program**

- Susan Howard

5

- **20-minute Recess**

6

- **Opportunity for Public Comment**

- Susan Howard

Purpose of the Public Hearing

The purpose of the public hearing is to provide information on the bicycle plans, policies, and programs for the TxDOT Fort Worth District and NCTCOG, and to receive public comment.



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

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

Main Street Paving and Streetscape Improvements



Main Street Paving & Streetscape Improvements

(From FM 731 (Crowley Road) to Beverly Street)



Proposed Roadway Improvements:

- ~0.54-mile (3,000 LF) concrete roadway with curb and gutter
- Curb inlets and an underground drainage system
- Roundabouts at Beverly Street and Roberts Street
- On-street parking improvements

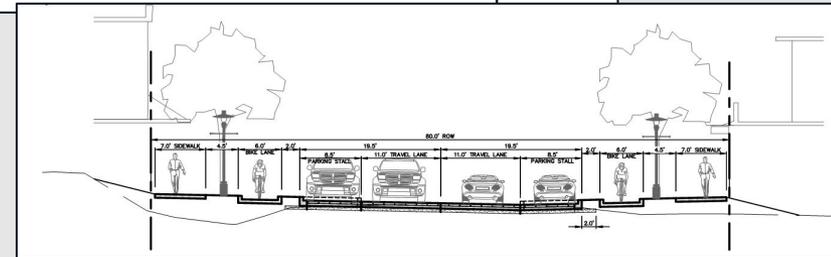
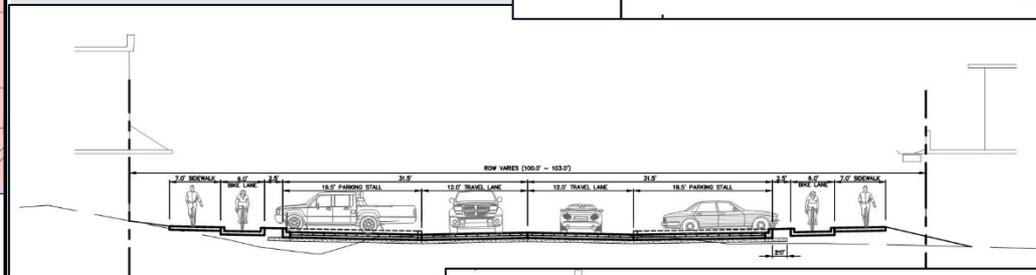
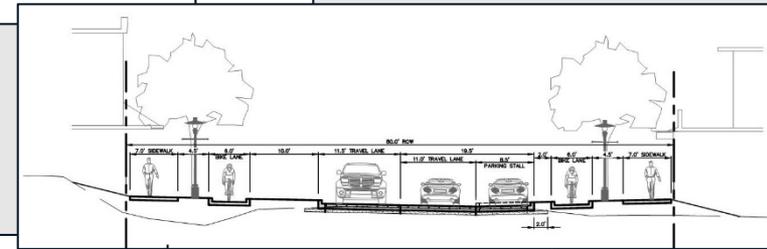
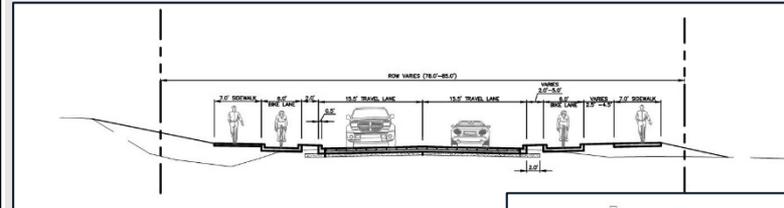
Proposed Streetscape Improvements:

- Protected 6-foot bike lanes
- 7- to 11-foot ADA compliant sidewalks
- Pedestrian light posts and landscape planting
- Street furniture – benches, trash receptacles, bike racks, tree grates
- Enhanced paving pattern on sidewalks and pedestrian crosswalks

Project Limits & Typical Sections



Proposed Typical Sections



Estimated Cost: \$ 7.2 Million

Anticipated Construction Start: Mid-2019

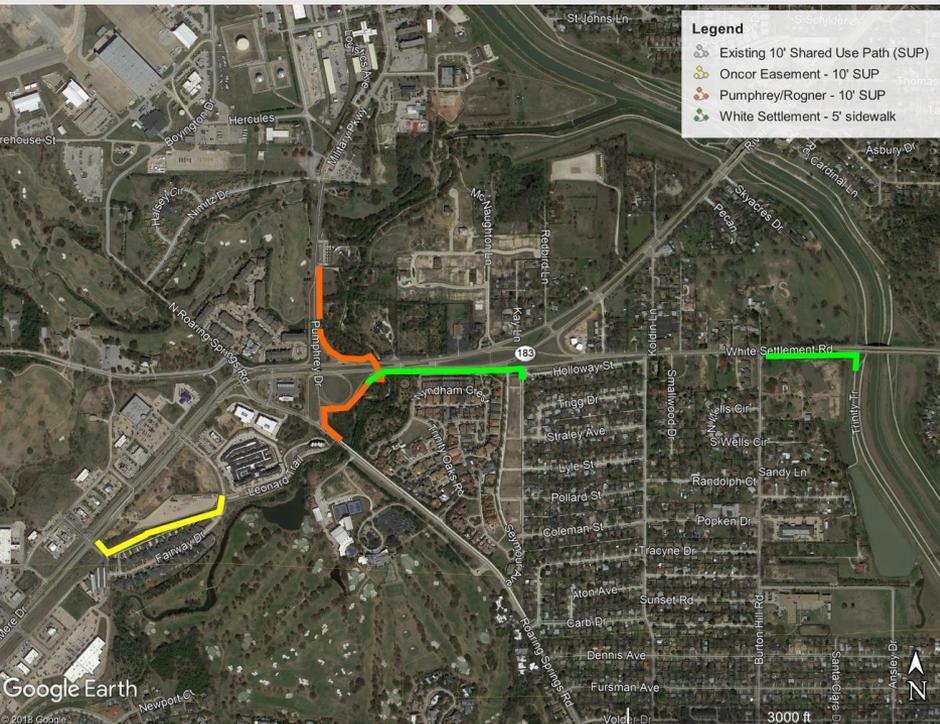
Anticipated Construction Duration: ~1 year

Westworth Village Citywide Trails

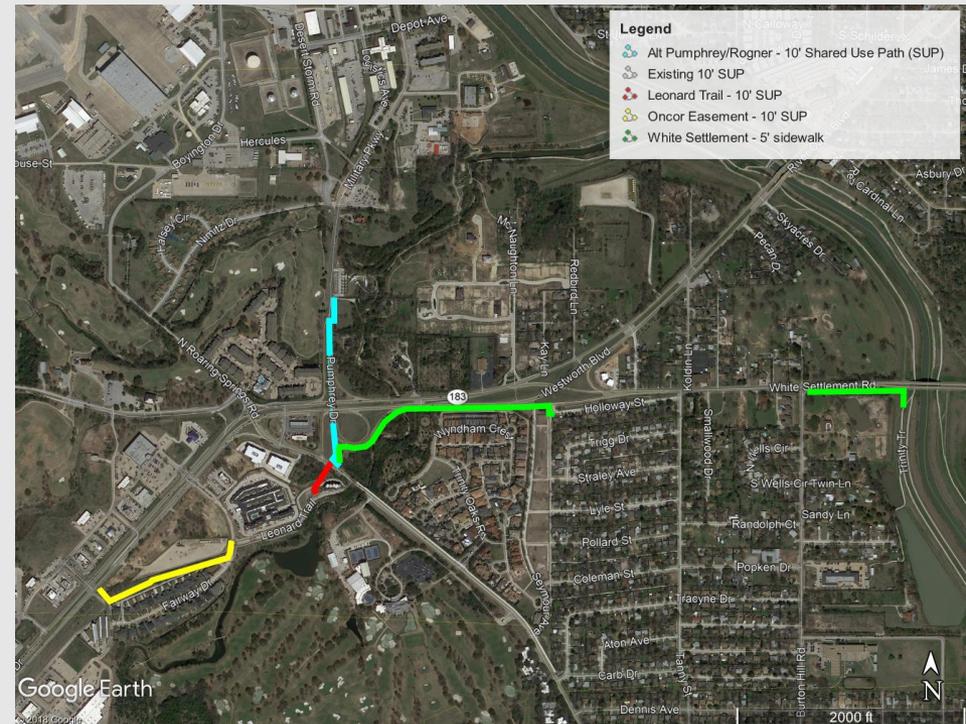
- Proposed Improvements Overview
 - 3,340 LF of 10 ft wide shared use path
 - 2,670 LF of 5 ft wide sidewalk
 - 2 new pedestrian signals
 - 2 existing signal modifications

Westworth Village Citywide Trails

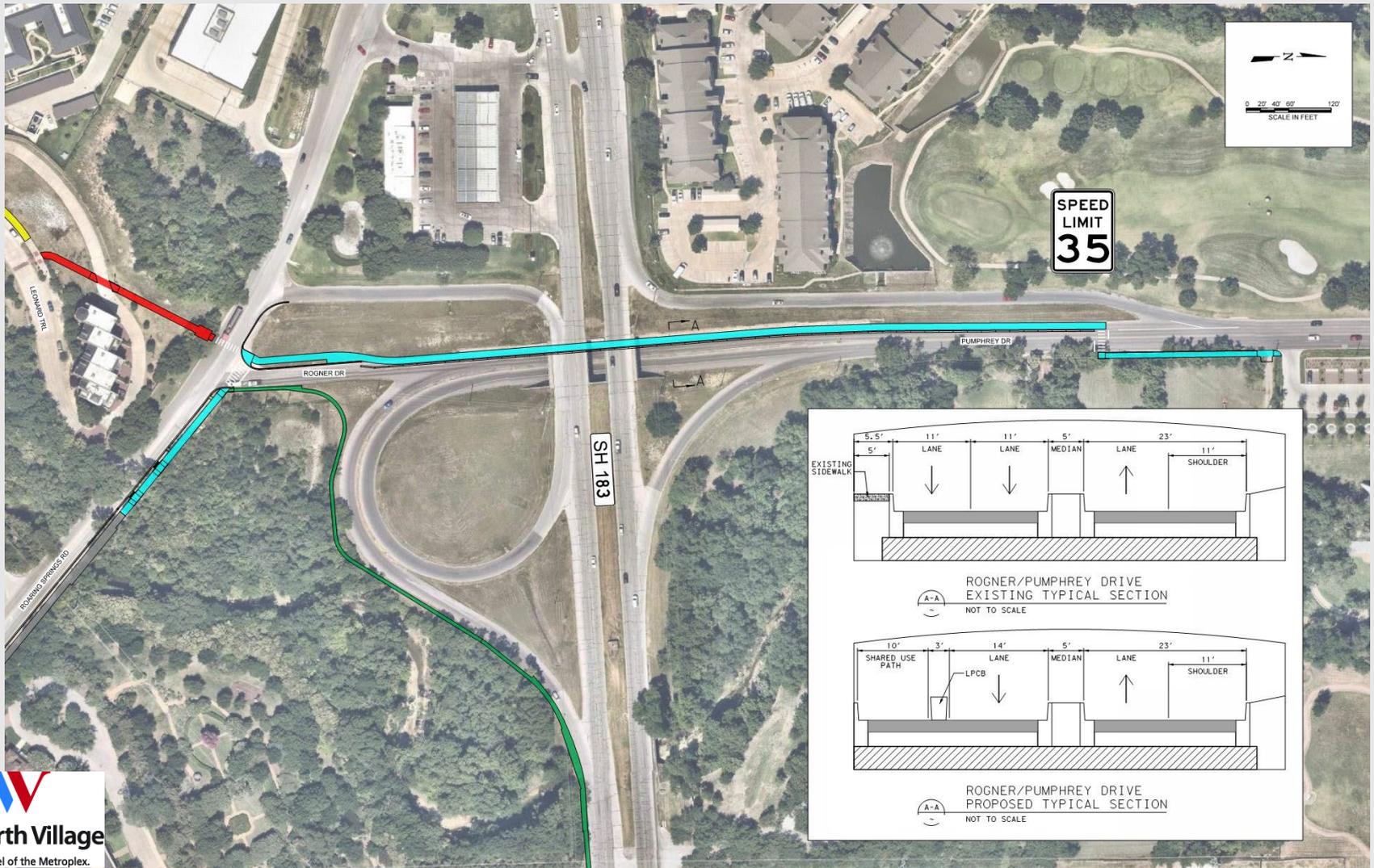
Original Layout



Proposed Alternate Layout

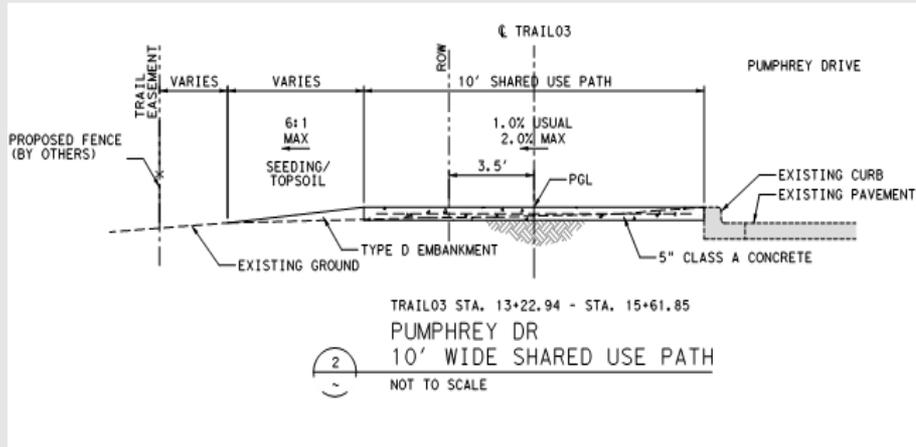


Alternate Layout Detail

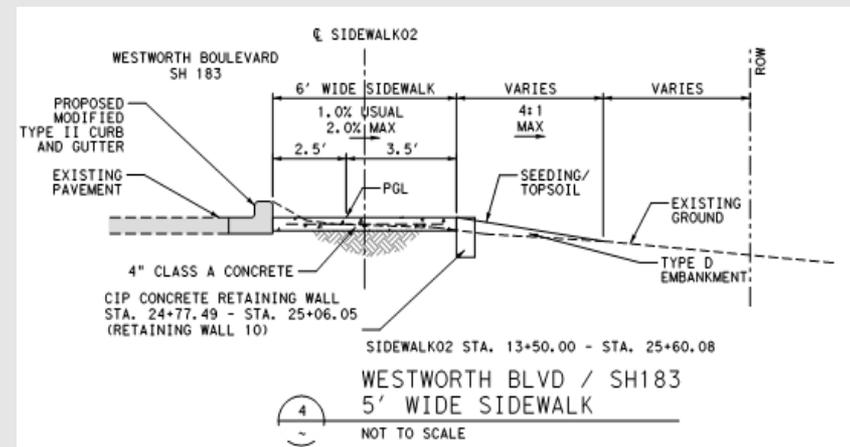


Typical Sections, Cost and Schedule

Shared Use Path Typical



Sidewalk Typical



Estimated Cost: \$1,600,000
Anticipated Construction Start: June 2019
Anticipated Construction Duration: 6 months

Planning and Designing Bicycle Facilities

■ Connectivity

- Mobility 2045 by the Regional Transportation Council
 - Adopted by City Council, Regional MPO, local commission, and/or Texas Transportation Commission
 - Generally identifies preferred bicycle route(s), potential deficiencies, and future planned bicycle facilities

■ Standards and Guidelines

- TxDOT Roadway Design Manual (Rev. 2014)
- AASHTO
 - Guide for the Development of Bicycle Facilities (2012)
- TxMUTCD (2011)
 - Pavement Markings and Signage



Guidelines Emphasizing Bicycle & Pedestrian Accommodations

- Construction projects within existing right of way and where scope of work is limited to existing typical section:
 - Remove barriers to better accommodate bicyclist and pedestrians
 - As part of resurfacing, restripe a roadway project to provide a 14-foot-wide outside lane, where practicable
- Construction projects within existing right of way and where scope of work involves pavement widening:
 - Provide 14-foot-wide outside lane or 5-foot-wide designated bicycle lane
 - Provide ADA compliant sidewalks and curb ramps



▪ Full Reconstruction / New Projects

- New right of way acquired
- Bikeway facilities should be designed to meet the desired geometric values shown in the Roadway Design Manual and AASHTO Bike Guide
- Pedestrian accommodations should be designed to meet TAS / ADAAG requirements
- Provide a 6-foot wide median for pedestrian refuge (PROWAG), wherever possible



Bicycle and Pedestrian Accommodation Toolkit

The screenshot shows the Texas Department of Transportation (TxDOT) website. The main navigation bar includes "Inside TxDOT", "Get Involved", "Media Center", "Projects", "Forms & Publications", "Administration", "Districts", and "Divisions". The left sidebar lists various divisions such as Aviation, Bridge, Civil Rights, Communications, Construction, Contracts and Purchasing, Design, Environmental Affairs, Financial Management, Fuel Operations, General Services, Government Affairs, Human Resources, Information Technology, Internal Audit, Maintenance, Maritime, Occupational Safety, Professional Engineering, Procurement Services, Project Retention and Debt Management, Public Transportation, Real Estate Management and Development, Research & Technology, Strategic Contract Management, Strategic Planning, Support Services, Toll Operations, Traffic Operations, Transportation Planning/Programming, and Travel Information. The main content area is titled "Bicycle and Pedestrian Accommodation Toolkit" and includes introductory text, a "Subscribe to Updates" button, and two tables of resources. The first table lists the "Bicycle and Pedestrian Accommodation Environmental Handbook" and "Guidelines for Planning Bicycle and Pedestrian Accommodations". The second table, "Additional Resources", lists various documents including U.S. DOT's support for development, Public Right-of-Way Accessibility Guidelines (PROWAG), Architectural Barriers Texas Accessibility Standards (TAS), Texas Administrative Code 16 TAC 68.102, 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design, AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities, TxDOT's Roadway Design Manual (TDM), and FHWA's Pedestrian Safety Guide for Transit Agencies. The footer contains contact information and social media links.

You can access TxDOT's Bicycle and Pedestrian Accommodation Toolkit at:

<http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/bicycle-pedestrian.html>

OR

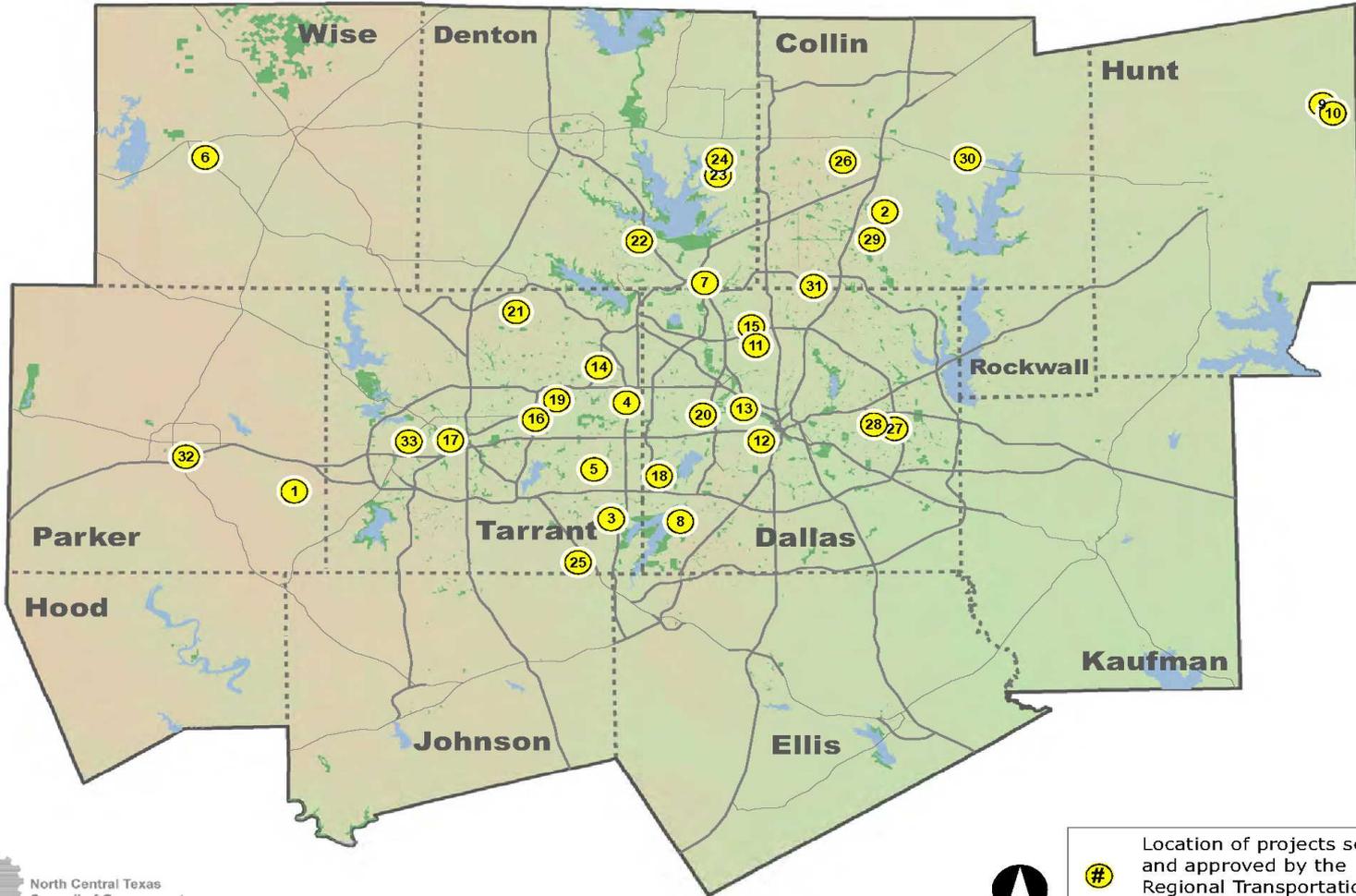
Type in “*Environmental Compliance Toolkit*” in Google and click on “*Bicycle and Pedestrian Accommodation*”

TxDOT bicycle accommodation information can also be found at the following website:

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html>

Bicycle and Pedestrian Projects Awarded TAP Funding

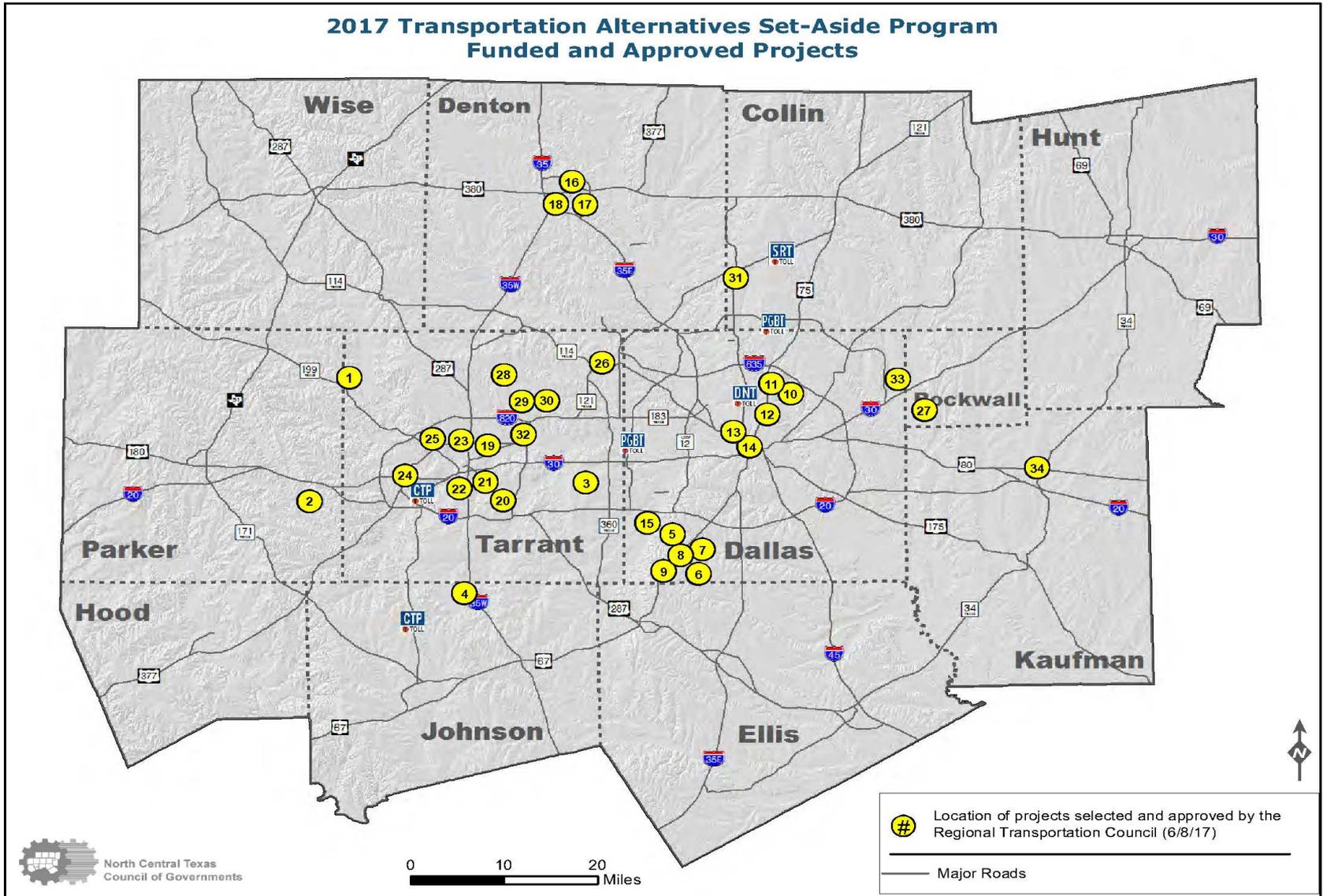
2014 Transportation Alternatives Program - Funded and Approved



Location of projects selected and approved by the Regional Transportation Council (10/9/14)

Bicycle and Pedestrian Projects Awarded TASA Funding

2017 Transportation Alternatives Set-Aside Program Funded and Approved Projects



TxDOT – Fort Worth District Staff

- **Phillip R. Hays, P.E., Transportation Engineer, Project Delivery Section**
 - TxDOT Fort Worth District Bicycle and Pedestrian Coordinator
 - Transportation Enhancement Program Coordinator
 - Transportation Alternatives Program Coordinator
 - Bicycle & Pedestrian Advisory Committee Member (NCTCOG)
 - Other
 - Phillip.Hays@txdot.gov



20 minute recess

Comment period following recess

Recess
20 Minutes

Public Hearing Comment Period

Please understand that we are not able to respond to your comments at this time.

All comments will be fully considered and addressed in the public hearing summary report.

Mailing Address

TxDOT – Fort Worth District / TP&D

Attn: Phil Hays

2501 S.W. Loop 820

Fort Worth, Texas 76133

–Written Comments must be post-marked by

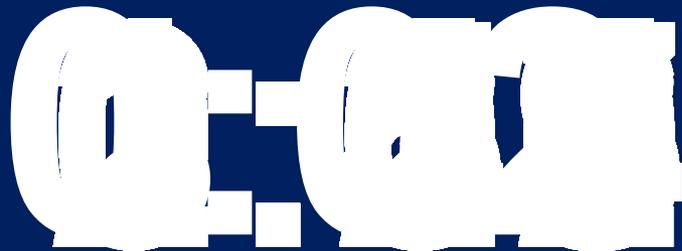
[Wednesday, November 14, 2018](#)

–[http://www.txdot.gov/inside-txdot/get-](http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html)

[involved/about/hearings-meetings.html](http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html) under “**Inside**

TxDOT Hearings and Meetings Schedule”.

**So that everyone may speak, please limit
your comments to three (3) minutes**



Thank you for your interest and input!



Texas Department of Transportation



TXDOT STATEWIDE BICYCLE AND PEDESTRIAN PROGRAM

TxDOT-PTN Bicycle and Pedestrian Program Overview

Bicycle Advisory Committee

- Strategic Direction Report

Funding

- FHWA Transportation Alternatives
- Safe Routes to Schools - infrastructure

Planning

- TxDOT's Bicycle Tourism Trails Study
- Inventory of bikeways on state-maintained ROW

Research

- Bicycle/pedestrian count program
- Crowd-sourced bicycle/pedestrian counts
- Economic Impact of Bicycling in Texas

Education

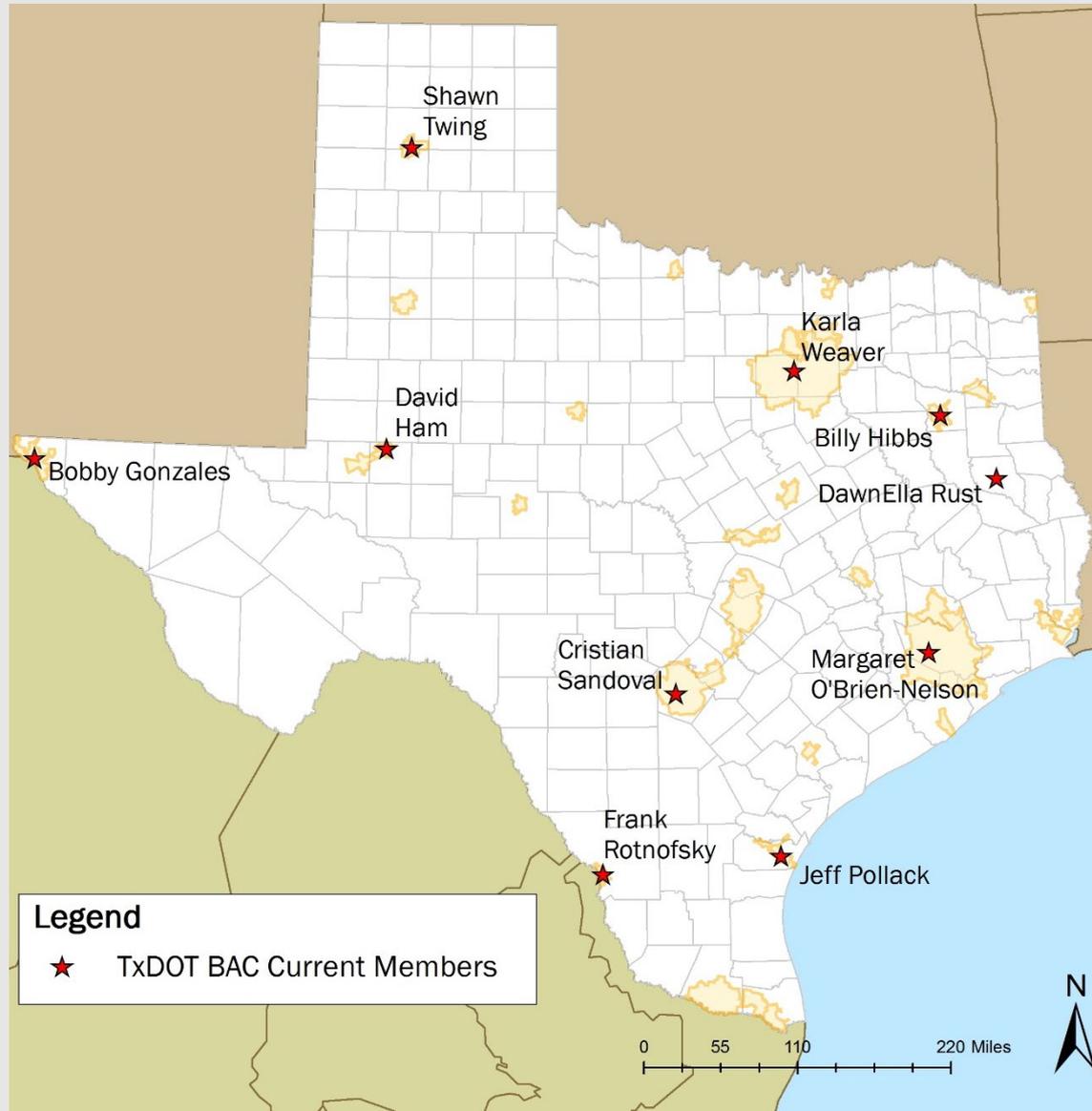
- Bicycle Safety Guide
- Handle-bar hanger

TxDOT Bicycle Advisory Committee

- 11-person, voluntary panel
- 3-year staggered terms (new term begins Fall 2018)
- Selected by Texas Transportation Commission
- Geographically and professionally diverse
- Responsibilities:
 - Represents bicyclists' perspectives
 - Advises TxDOT on policies affecting bicycle use
 - Participates in bicycling initiatives:
 - Strategic Direction Report
 - BikeStripe
 - Bicycle Tourism Trails Study

**Applications due
each June.**

TxDOT Bicycle Advisory Committee Membership



2015 Strategic Direction Report for TxDOT Bicycle Program

Focus Areas



Expand the bikeway network



Build safer and better bicycle and pedestrian accommodations



Provide training for engineers, planners and construction staff



Educate the public on safe driving, bicycling and walking



Encourage people to walk and bicycle



Develop statewide management systems for bicycle and pedestrian information



Fund more bicycle and pedestrian projects

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/strategic.html>

Summary of TxDOT Transportation Alternatives (TA) Funding

TxDOT-Administered TA Funding

Federal Funds Available (2013 - 2020)

- **\$52M Nonurban** - Population areas of 5,000 or less
- **\$52M Small Urban** - Population areas of 5,001 to 200,000
- Past Calls for Projects in **2015 and 2017**
- **\$93M** awarded to 91 projects

Call for Projects Typical Schedule:

- **Spring:** Program Call Opens
 - Program guide, nomination form, and website
 - Informational workshops statewide
- **Summer:** Project Evaluation
 - Technical Standards, Benefit Criteria, Project Budget
- **Fall:** Commission Action to Select Projects

**Call for Projects
coming in 2019!**

<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

TxDOT-PTN 2019 Call-for-Projects

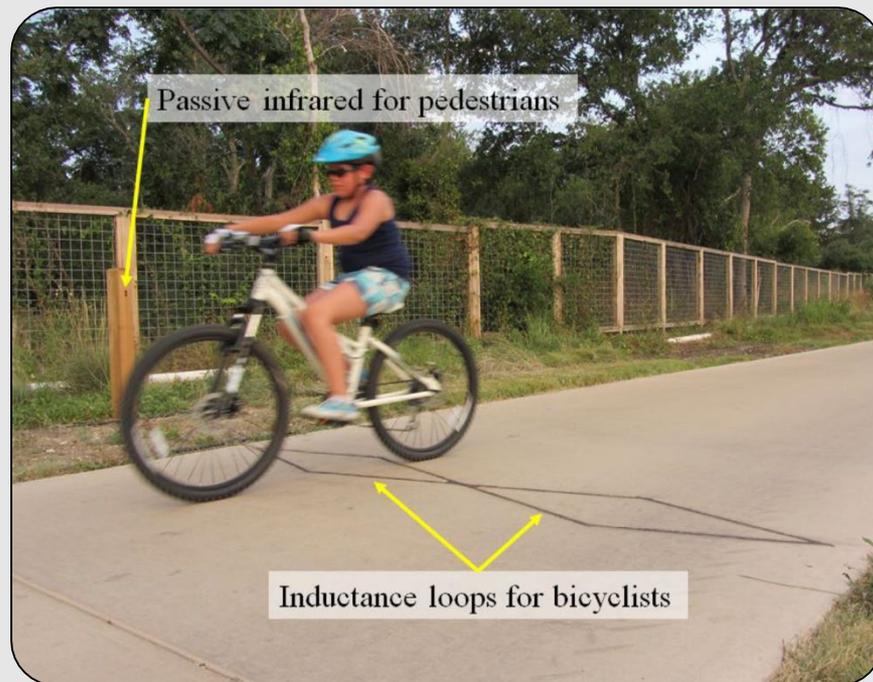
Program	Location	Population Size	Local Match	Eligible Activities	Funding
SRTS Infrastructure	<2 miles from schools (K-8)	Any	0%	Planning, Design, & Construction	~\$8.7M
Transportation Alternatives (TA) Program	Nonurban/rural areas	<5,000	20%	Construction*	~\$10.6M

Conditional project approval for anticipated future TA funding for communities of 200,000 or less!



B/P Count Monitoring Research: Scope of Work

- Recommend bicycle/pedestrian count equipment and installation practices
- Provide statewide seasonal adjustment factors for short-term (7-day) counts
- Provide equations to extrapolate Strava data
- Establish a consolidated statewide bicycle/pedestrian count database
- Standardize statewide data collection attributes



Support safer bicyclist and pedestrian facilities with more accurate counts!

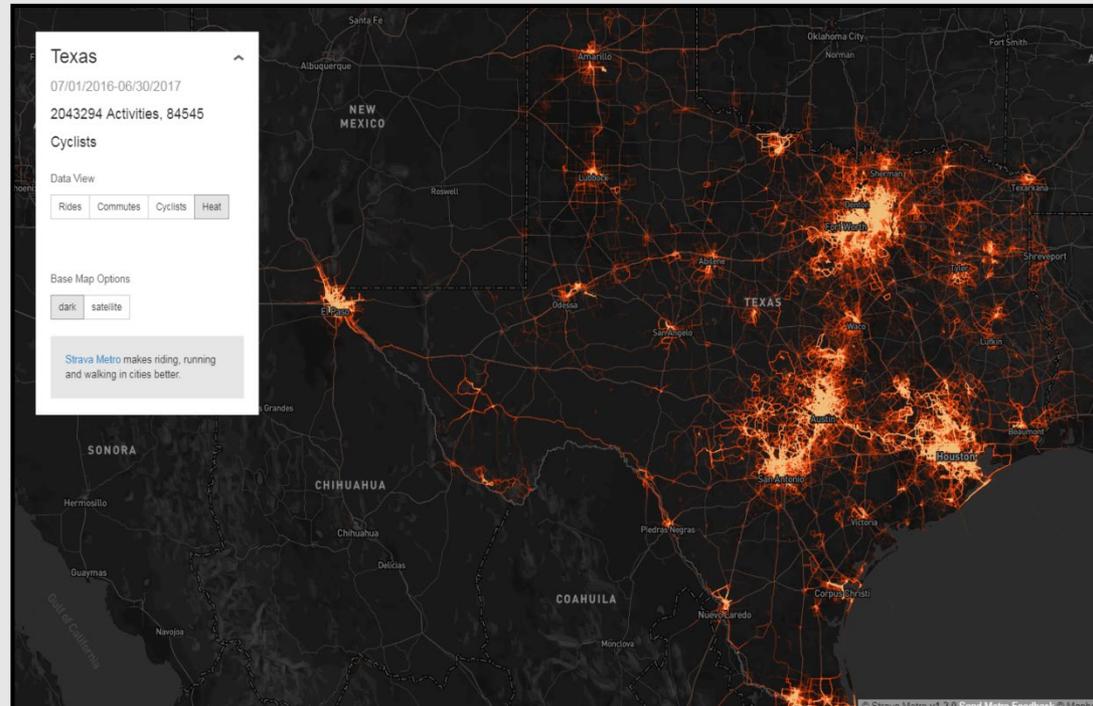
Strava Data

Overview:

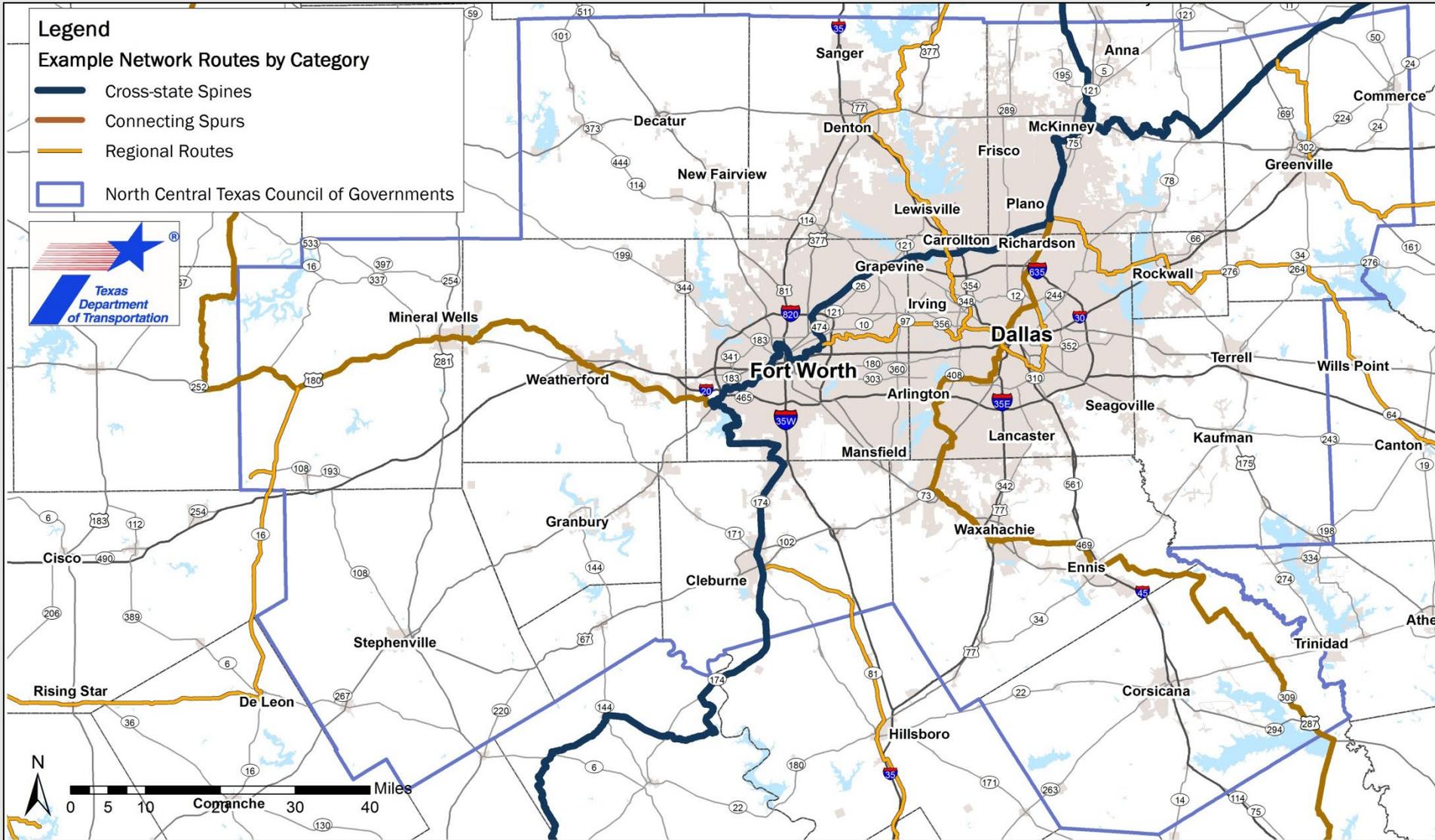
- TxDOT-PTN acquired 4 years of statewide Strava data
- Crowd-sourced data collected by bicyclists and runners using smartphone app

Strava Data Access/Usage:

- Coordination w/ TxDOT-PTN's bike/ped counting research project
- Local partners have free access through sublicense agreement with Strava



Texas Bicycle Tourism Trails Example Network - NCTCOG



Texas Bicycle Tourism Trails Study

TEXAS BICYCLE TOURISM TRAILS STUDY



A network of bicycle tourism trails across Texas would highlight the natural, historic, and exceptional landscapes across the many unique regions of the state. These tourism trails would attract bicyclists from around the nation and the world, showcase communities across the state, and boost economic development.

The Texas Bicycle Tourism Trails Study investigated the development of a statewide bicycle tourism trail network and was undertaken in response to the 2005 Texas Bicycle Tourism Trails Act (Texas Transportation Code § 201.9025).

Study Goals - The study was developed under the guidance of TxDOT's Bicycle Advisory Committee (BAC) with the following goals:

- **Identify tourism trail routes** - Where do bicycle tourists want to go?
- **Identify benefits of bicycle tourism trails** - How would Texas communities benefit?
- **Foster the development of safer bicycle tourism trails** - What types of bikeways are recommended as tourism trails?
- **Engage stakeholders** - Making the study a reality.



Photos (clockwise from top left): Buffered bike lane, Austin, TX, Coppola Photography; Shared Use Path, Austin, TX, Coppola Photography; Wildflowers along Texas 71, Llano, Texas, SH 375 Transmountain Rd, El Paso, TX; Pennybacker Bridge, Loop 300, Austin, TX

Texas Bicycle Tourism Trails Planning Process



TEXAS BICYCLE TOURISM TRAILS STUDY SUMMARY

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/tourism-study.html>

Accomplishments:

- ✓ Established a methodology to form a bicycle tourism network
- ✓ Recommended bikeway designs for all-ages-and-abilities network
- ✓ Estimated construction and maintenance costs (continuously under development)
- ✓ Created excitement about bicycle tourism and long-distance bicycle infrastructure
- ✓ Initiated dialogue about bicycle tourism within TxDOT and between state agencies

Regional Stakeholder Engagement

- BTTTS is a preliminary, statewide investigation into the development of a bicycle tourism trail network in Texas.
- Regional stakeholders were engaged through an online input tracking tool (wikimap) to gain a better understanding of local-level bikeway infrastructure and planning efforts.



Eventual development of the BTTTS would require:

- thorough engagement of local jurisdictions (cities, towns, counties, etc.) across Texas.
- additional analysis of local conditions, planned infrastructure improvements, and extensive stakeholder engagement.

BTTs Example Network

Existing vs Future
(3,518) (4,800)

Legend

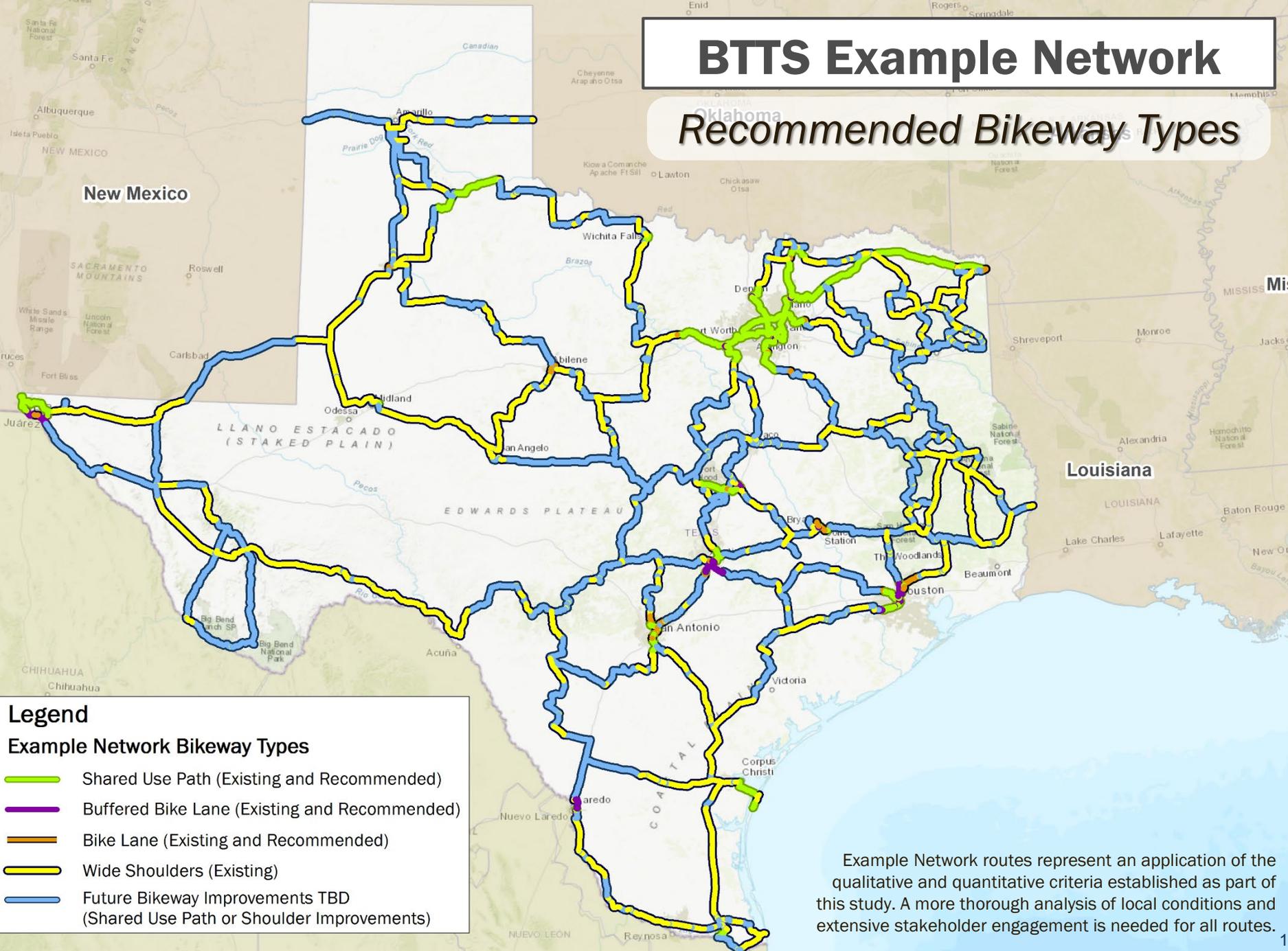
Example Network Bikeway Accommodations

- Existing (meets recommended BTTs design minimums) **42%** of total
- Future (improvements needed) **58%** of total

Example Network routes represent an application of the qualitative and quantitative criteria established as part of this study. A more thorough analysis of local conditions and extensive stakeholder engagement is needed for all routes.

BTTs Example Network

Recommended Bikeway Types



Example Network routes represent an application of the qualitative and quantitative criteria established as part of this study. A more thorough analysis of local conditions and extensive stakeholder engagement is needed for all routes.

BTTTS Example Network Geographic Analysis

Economic Development and Tourism-related characteristics	Within 10 miles of BTTTS Example Network	
	Number	Percent
National Parks/Forests/Historic Sites	18	69%
State Parks/Forests/Historic Sites	110	68%
Historical Markers	6,705	62%
Texas Main Street Communities	65	75%
Small Towns (under 5,000 ppl)	540	62%
Medium Cities (5,000 to 200,000 ppl)	243	75%
Large Urban Areas (over 200,000 ppl)	13	100%

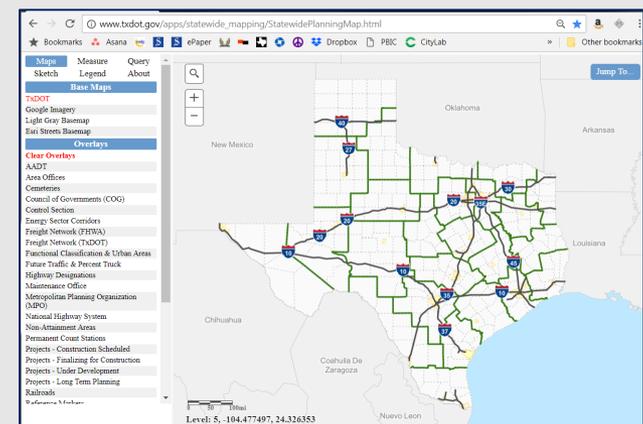
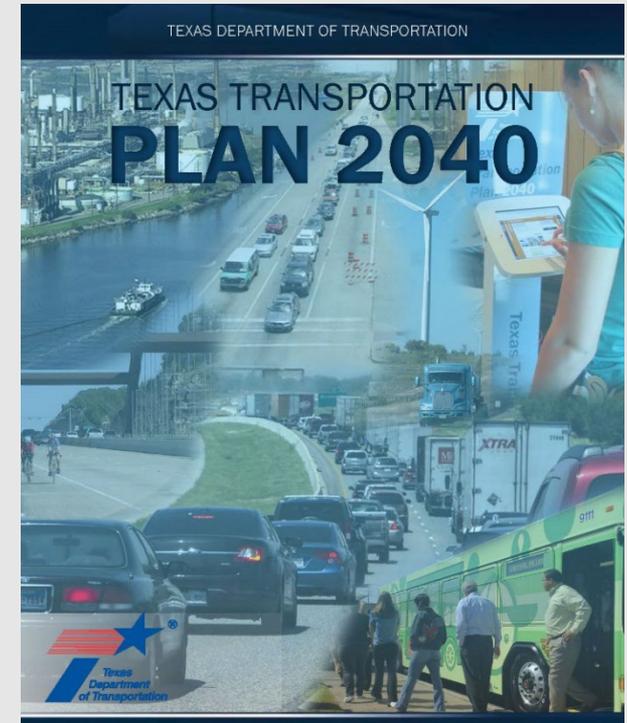
- The BTTTS Example Network crosses directly through **254 small towns** (*under 5,000 people*) across Texas.

Slides intended for discussion purposes only

Bicycle tourism next steps

Next Steps:

- Incorporate aspects of Bicycle Tourism Trails Study into TxDOT's Texas Transportation Plan 2050.
- Include BTTS Example Route Network on TxDOT's Statewide Planning Map.
- Establish pilot project selection process
- Identify funding opportunities



Slides intended for discussion purposes only

TxDOT-PTN Bicycle Program Website

<https://www.txdot.gov>

Modes of Travel:



TEXAS DEPARTMENT OF TRANSPORTATION

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Bicycle

Planning & Designing

Get guidance on the development of bicycle facilities and accommodations in Texas.

Know Before You Go

Find out what laws apply to bicyclists and where to find maps and other resources.

Funding Opportunities

Learn about funding opportunities for bicycle and pedestrian projects.

Coordination

Learn what TxDOT is doing to support bicycling throughout the state.

Looking for These?

- Bikeway Maps
- Bicycle Advisory Committee
- Safety
- Contact Us

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html>

Thank you!

Bonnie Sherman, AICP, CNU-A

TxDOT – Public Transportation Division
Statewide Bicycle and Pedestrian Coordinator
Bonnie.Sherman@txdot.gov
512-486-5972

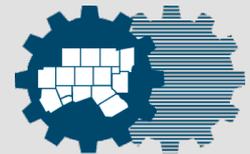
Teri Kaplan

TxDOT – Public Transportation Division
Statewide Bicycle and Pedestrian Coordinator
Teri.Kaplan@txdot.gov
512-486-5973

North Texas Regional Bicycle Planning and Projects

NCTCOG
Sustainable Development Program

Kevin Kokes, AICP



North Central Texas
Council of Governments

TxDOT Fort Worth District Bicycle Public Hearing



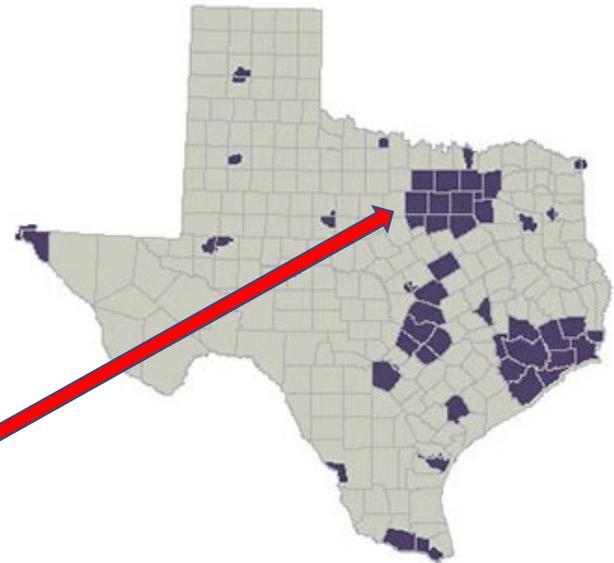
October 29, 2018

Texas Metropolitan Planning Organizations

Metropolitan areas
with populations
greater than 50,000

25 in Texas
420 in the US

- Abilene
- Amarillo
- Austin
- Beaumont-Port Arthur
- Brownsville
- Bryan-College Station
- Corpus Christi
- **Dallas-Fort Worth**
- El Paso
- Harlingen-San Benito
- Hidalgo County
- Houston-Galveston
- Killeen-Temple
- Laredo
- Longview
- Lubbock
- Permian Basin

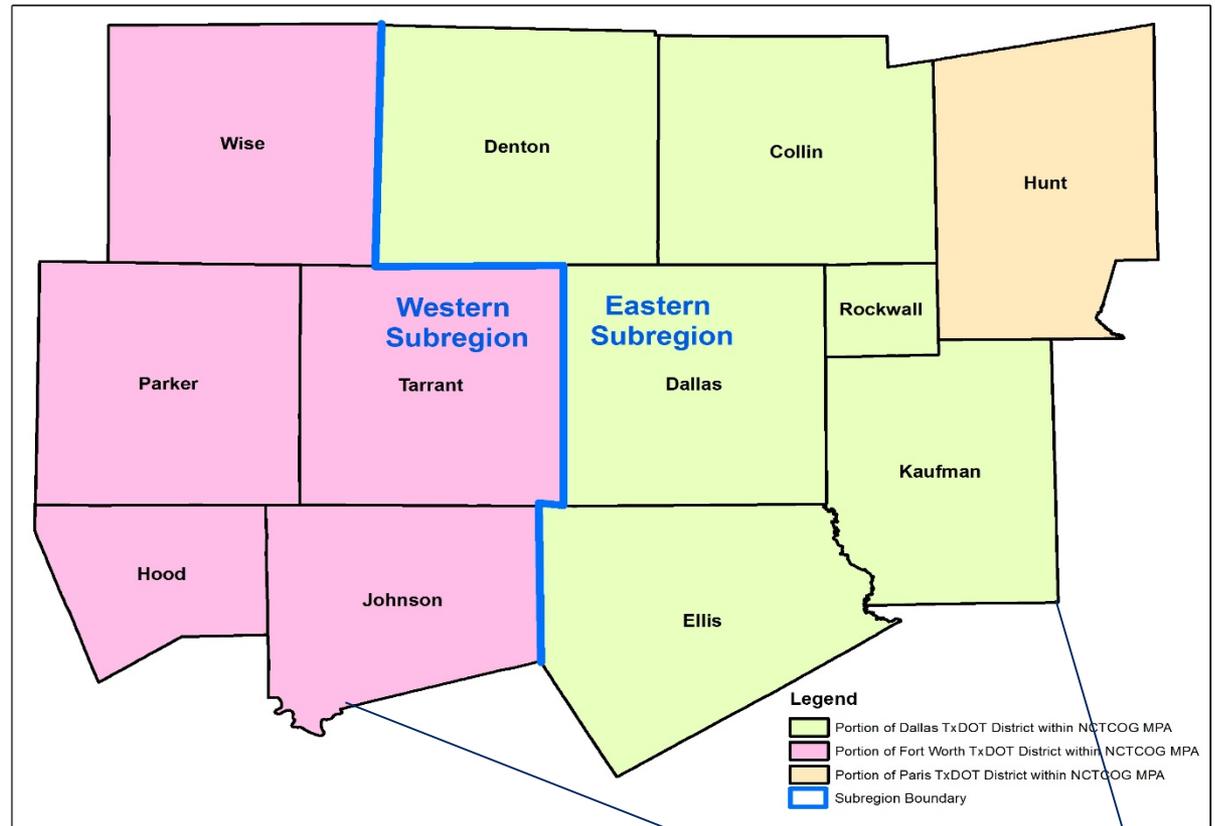


- San Angelo
- San Antonio-Bexar County
- Sherman-Denison
- Texarkana
- Tyler
- Victoria
- Waco
- Wichita Falls



North Central Texas Council of Governments

Metropolitan Planning Organization for the Dallas-Fort Worth Region

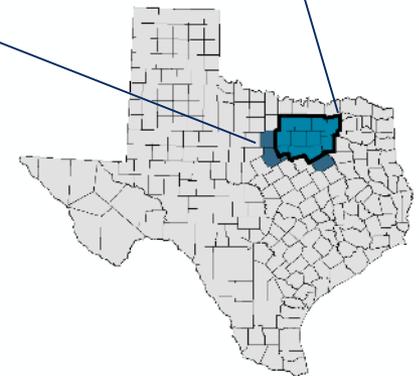


Portions of Three TxDOT Districts

Dallas District

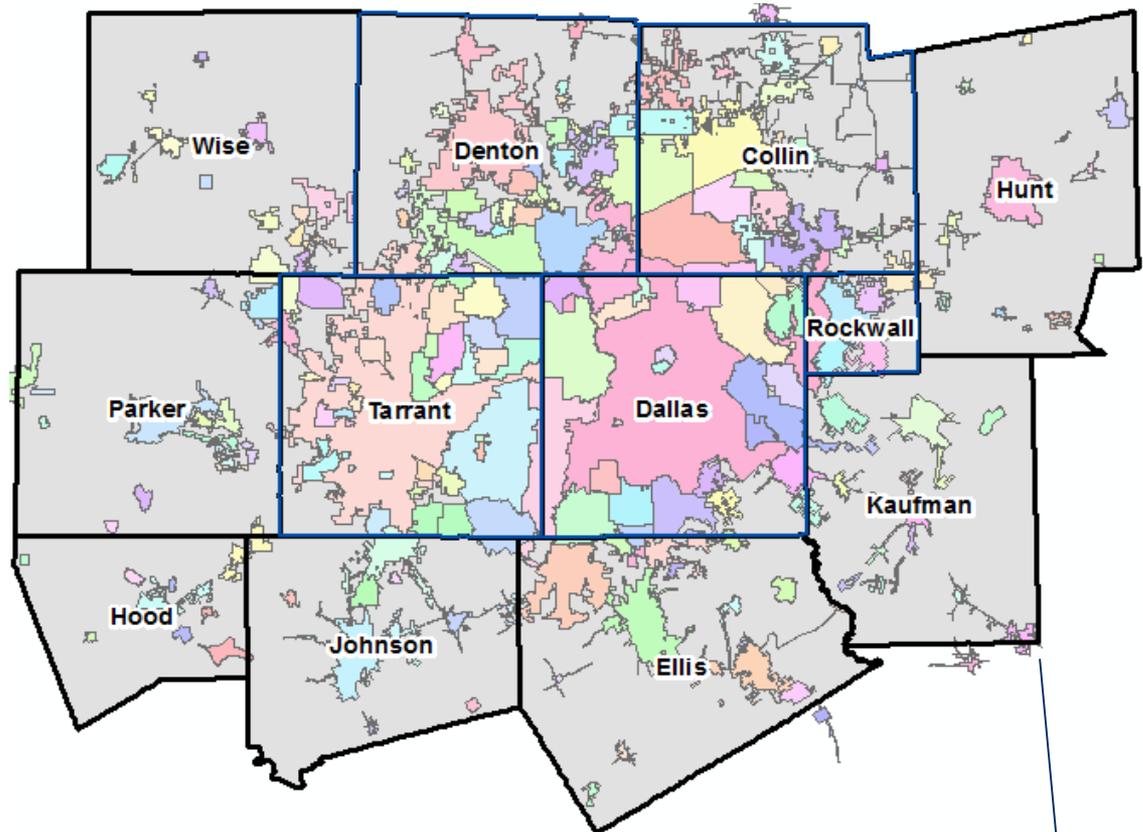
Fort Worth District

Paris District



North Central Texas Council of Governments

Metropolitan Planning Organization for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)

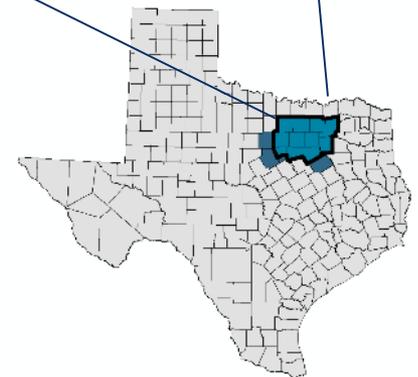
209 cities

13 cities larger than 100,000 pop.

MPA Population

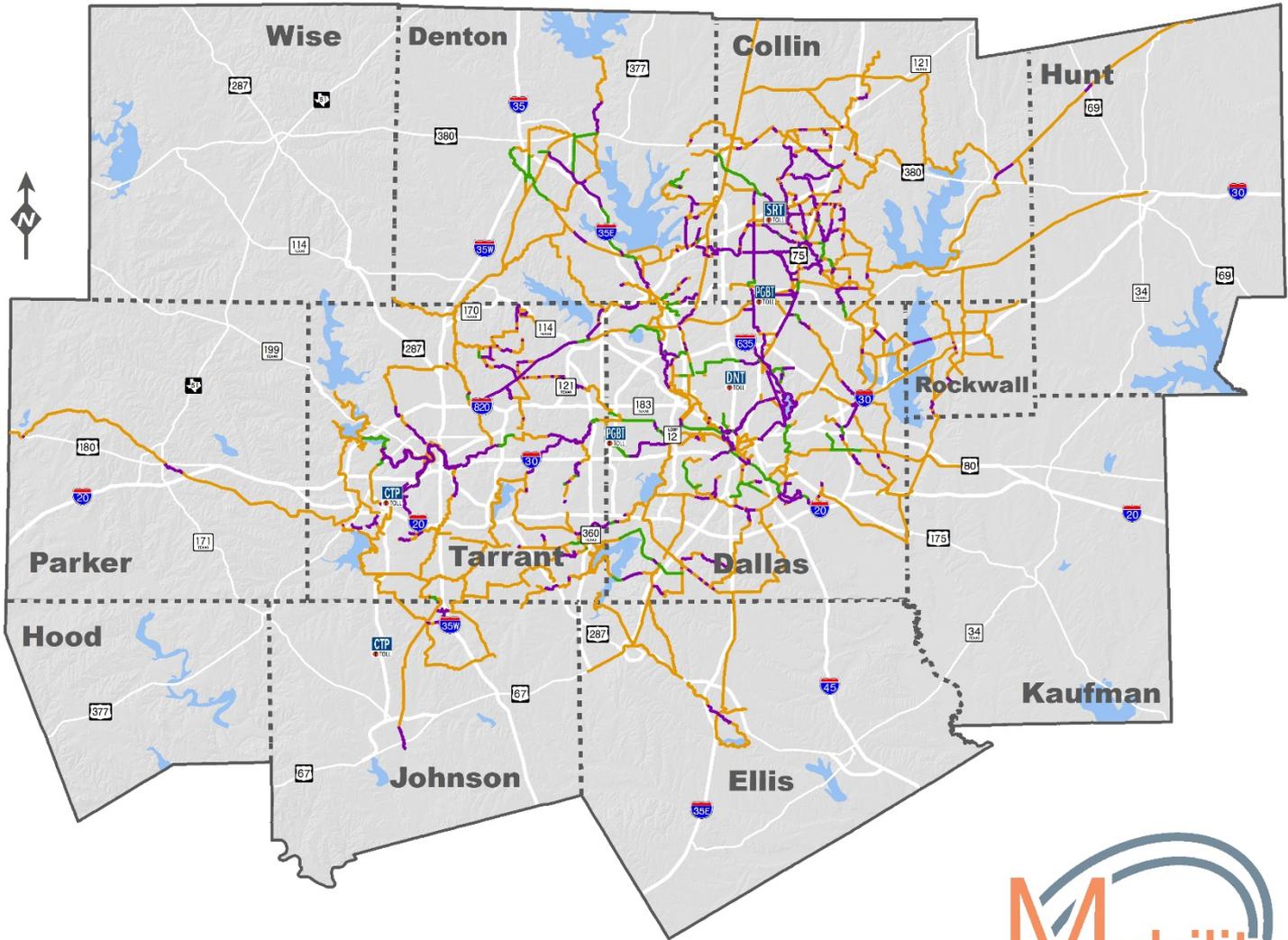
2017 Estimate = 7.2 million

2045 Forecast = **11.2 million**



Regional Veloweb

- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Dallas CBD



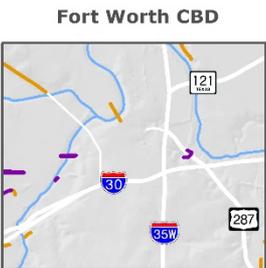
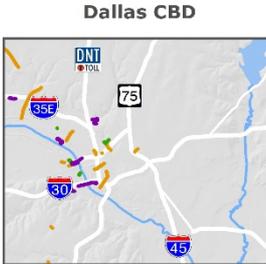
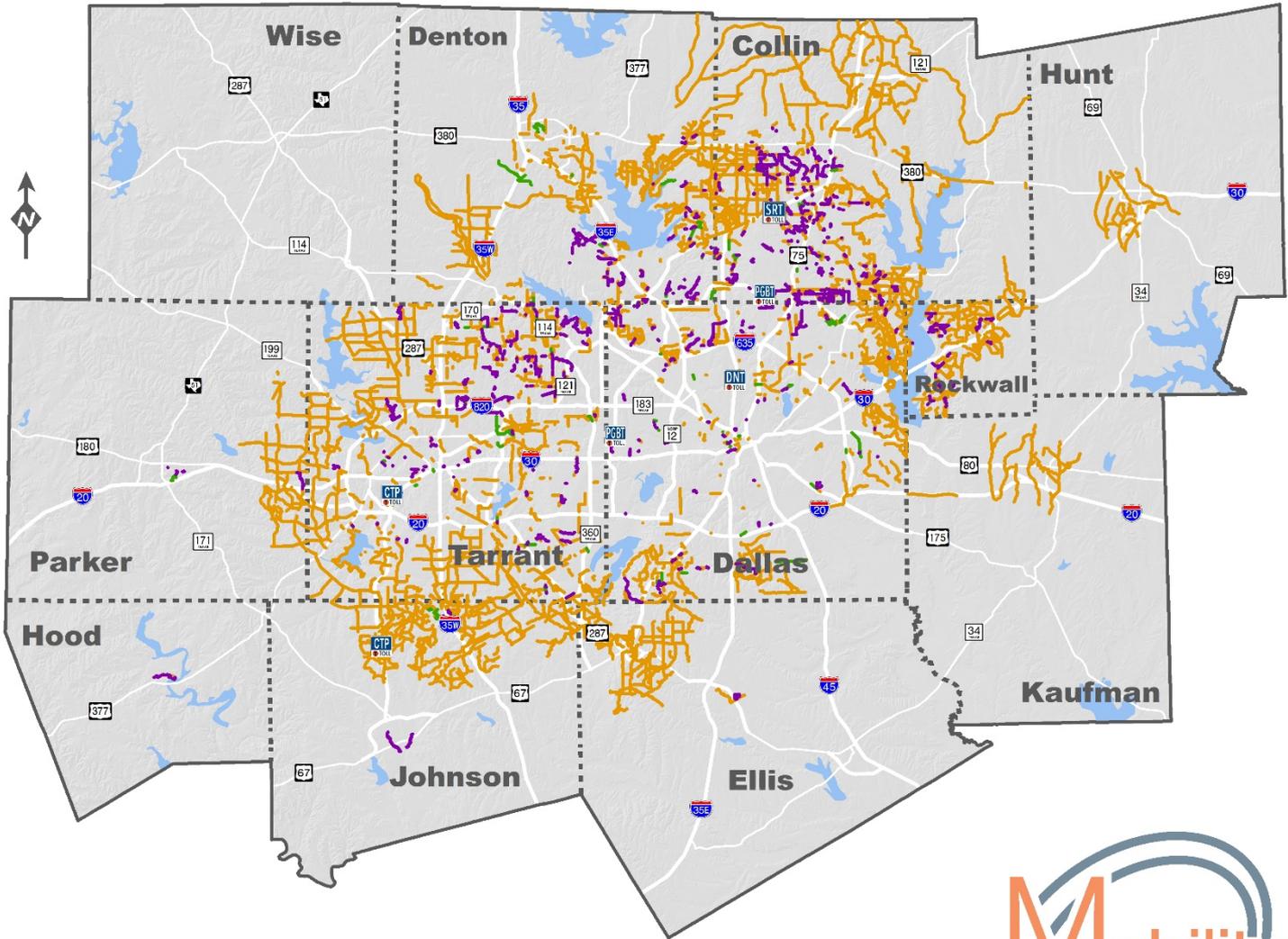
Fort Worth CBD



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Community Shared-Use Paths

- Existing 318 Miles
- Funded 57 Miles
- Planned 2,584 Miles
- Total 2,959 Miles



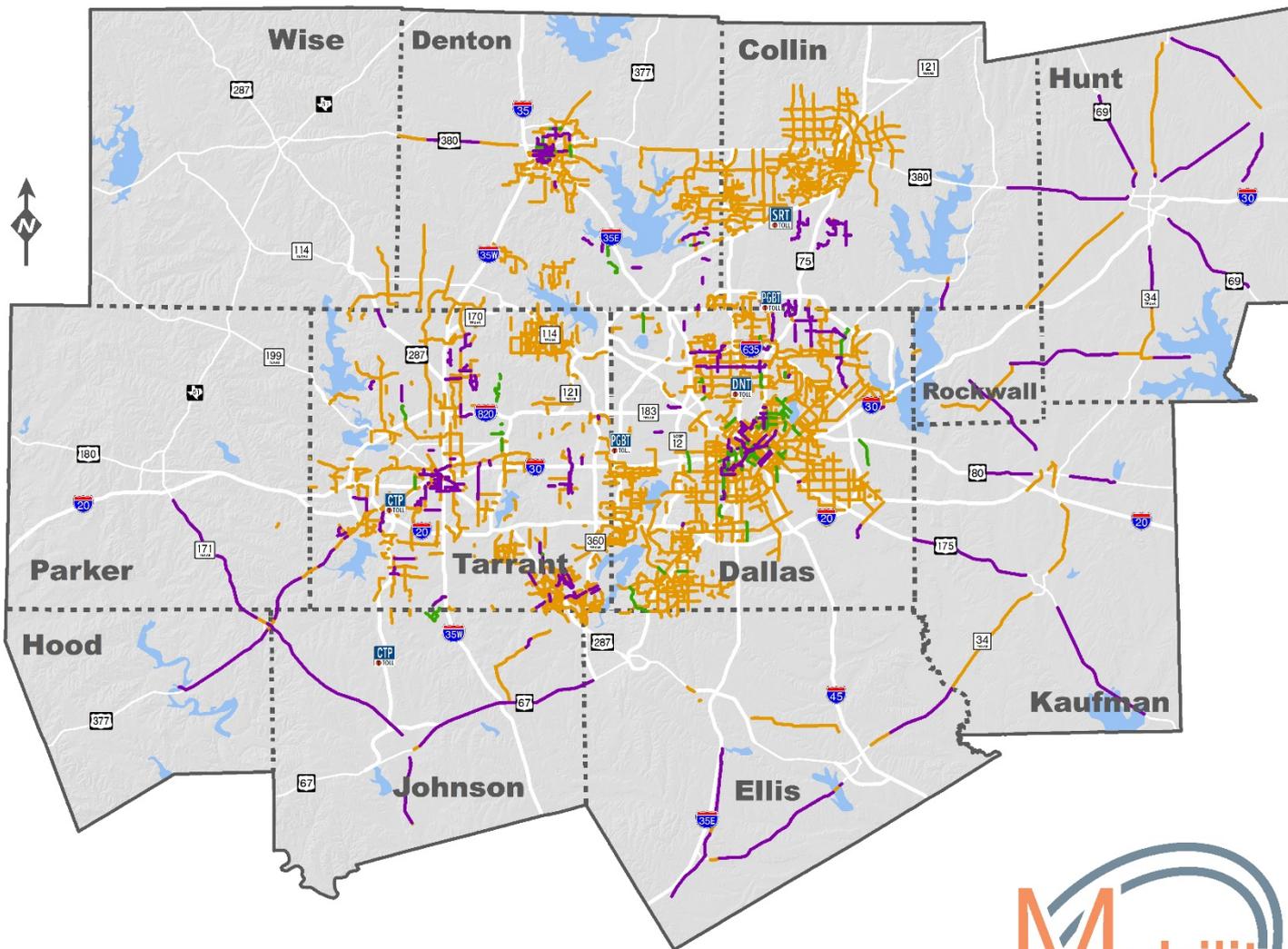
Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



On-Street Bikeway Network

- Existing 459 Miles
- Funded 84 Miles
- Planned 1,918 Miles
- Total 2,461 Miles

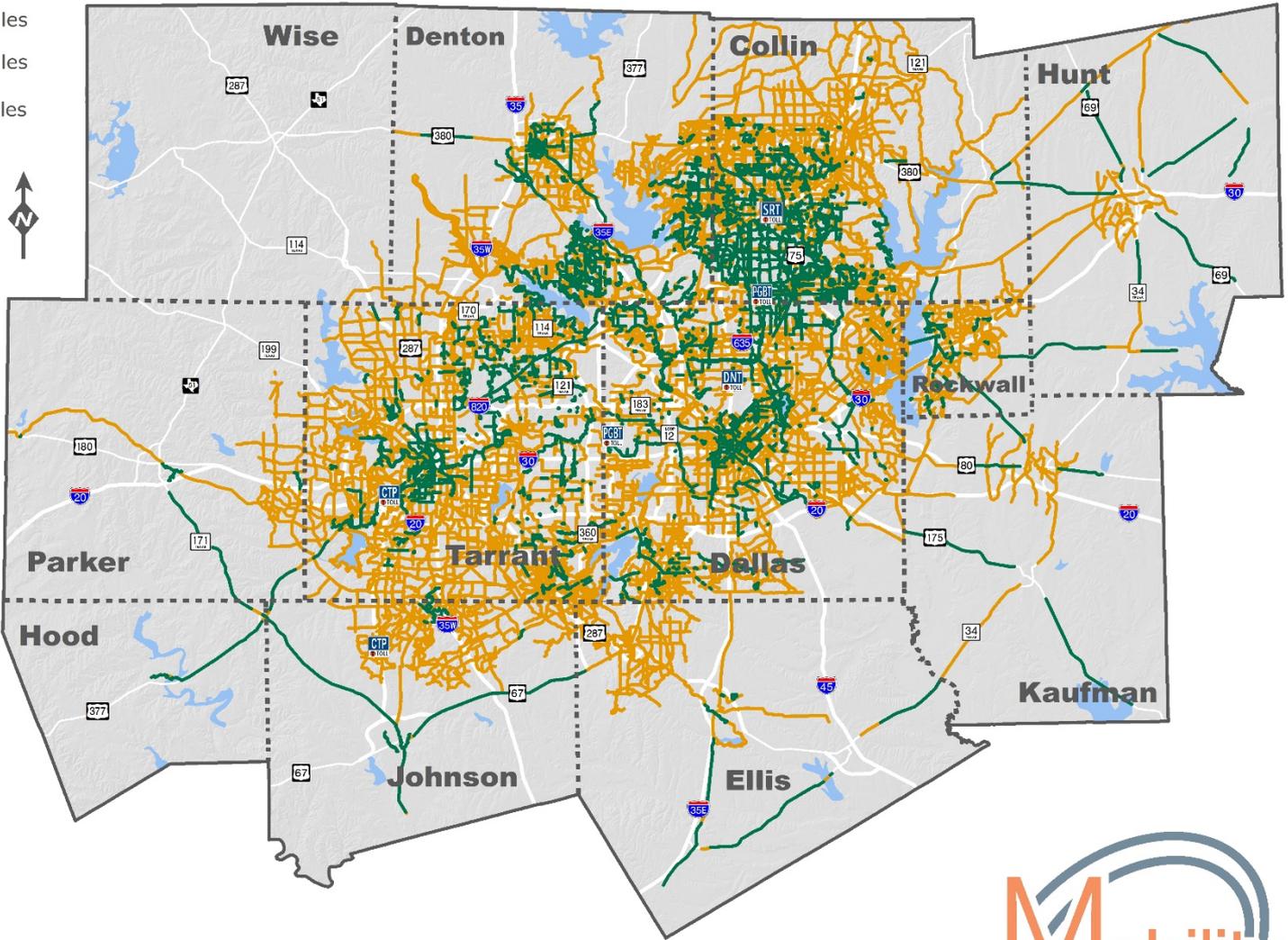


On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

	Existing/Funded	1,516 Miles
	Planned	5,787 Miles
	Total	7,303 Miles



The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards.

On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders.

The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.



2017 NCTCOG Regional Bicycle Opinion Survey

Survey Questions
Capture the General
Public's View on Bicycling:

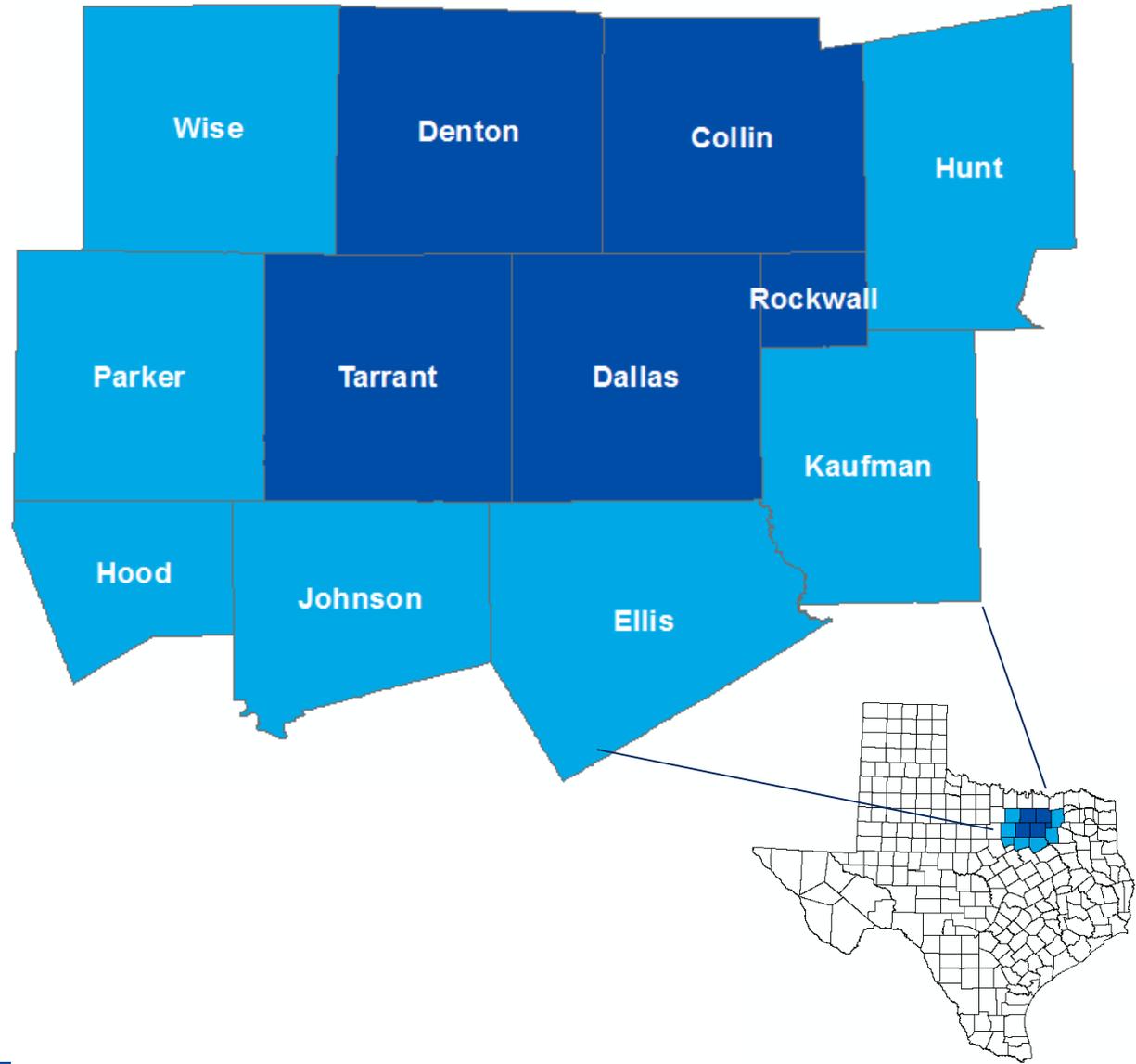


- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use



North Central Texas Council of Governments

12-County Regional Bicycle Opinion Survey Area



- Urban Counties:** Collin, Dallas, Denton, Rockwall and Tarrant
- Rural Counties:** Ellis, Hood, Hunt, Johnson, Kaufman, Parker, and Wise

Bicycle Opinion Survey Background

- Statistically Valid Survey Conducted by Telephone During the Month of May, 2017
- 95% Confidence Interval
- Conducted in English and Spanish
- Survey Area:
12-County MPA Region (also includes county-level results)
- A Total of 1,909 Interviews Conducted with Respondents Over the Age of 18
- 693 (36%) Reported They Had Bicycled in the Last 12 Months and 1,216 Reported They Had Not

Planning / Designing for All Ages & Abilities

Short Trips

(Ages 8 to 80)



Commute to Work



Errands

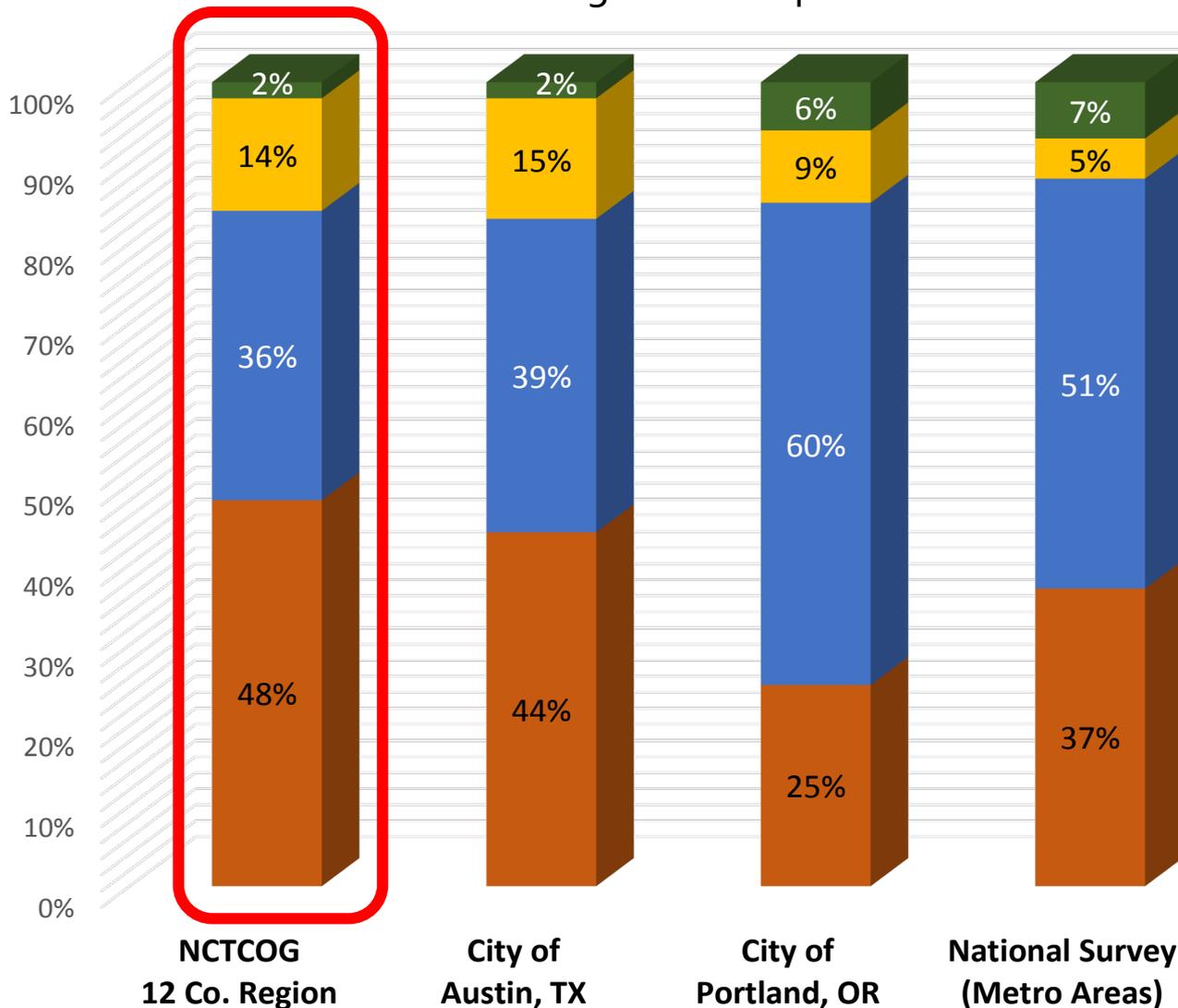
Commute to School



Recreation

Four Types of Cyclists*

Regional Comparison



Strong & Fearless



Will ride a bicycle regardless of the roadway conditions. Riding is a strong part of their identity.

Enthusied & Confident



Somewhat comfortable sharing the road with vehicle traffic. Prefers dedicated bike facilities.

Interested But Concerned



Like riding a bicycling, and would ride more if they felt safer on the roadways.

No Way No How

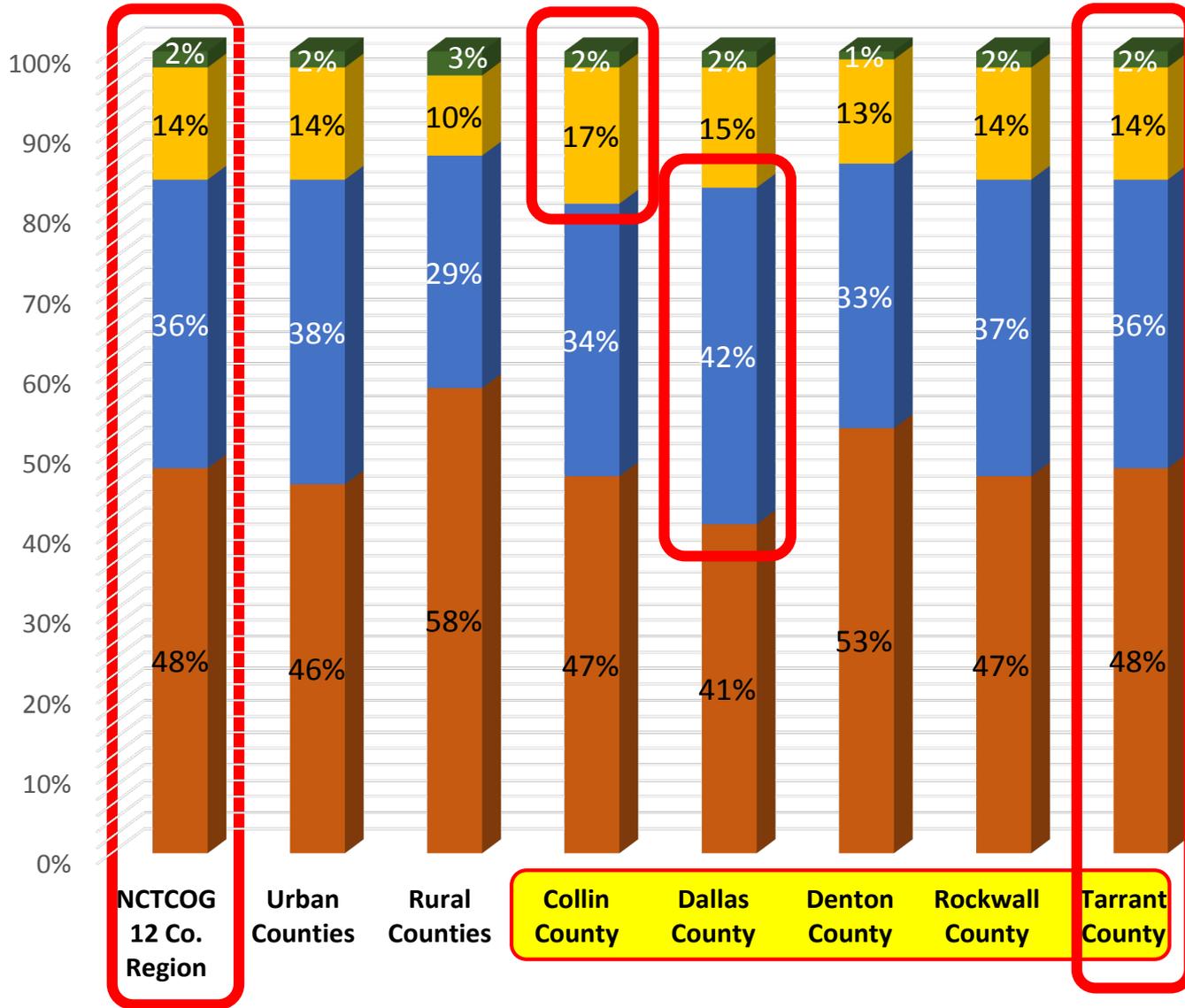


Not comfortable, not interested, or not physically able to ride a bicycle.

*Determined in large part by comfort of cycling on different types of facilities.

Four Types of Cyclists*

Within North Texas Region



Strong & Fearless
 Will ride a bicycle regardless of the roadway conditions. Riding is a strong part of their identity.



Enthused & Confident
 Somewhat comfortable sharing the road with vehicle traffic. Prefers dedicated bike facilities.



Interested But Concerned
 Like riding a bicycling, and would ride more if they felt safer on the roadways.



No Way No How
 Not comfortable, not interested, or not physically able to ride a bicycle.



Collin County, Dallas County, Denton County, Rockwall County, Tarrant County

*Determined in large part by comfort of cycling on different types of facilities.

Frequency of Bicycling



In the past 12 months ...

36% Of ALL Respondents
Bicycled at Least Once

Percent of bicyclists who rode
at least once during the
season.

95%



Mar, Apr, May



Bicyclists

84%



Jun, Jul, Aug



Bicyclists

85%



Sep, Oct, Nov



Bicyclists

47%



Dec, Jan, Feb

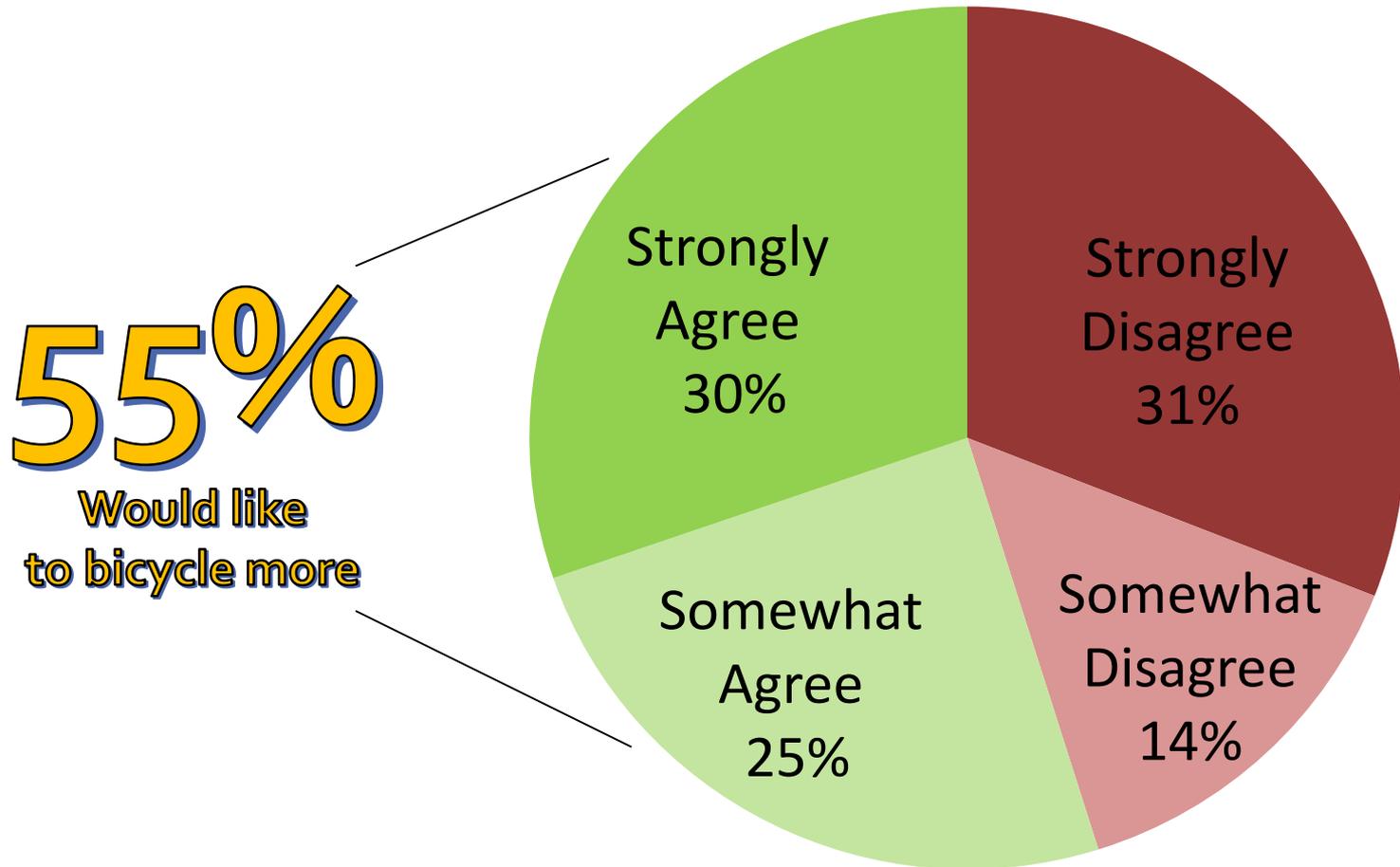


Bicyclists



Frequency of Bicycling

I would like to travel by bike more than I do now.



55%

Would like
to bicycle more

Obstacles to Bicycling More Often

Do any of the following prevent you from riding a bike more often than you currently do?



Lack of bicycle facilities are among the top barriers to bicycling more.

Percent of all respondents indicating each is a barrier.

ALL Respondents

Proximity and Availability of Bicycle Facilities

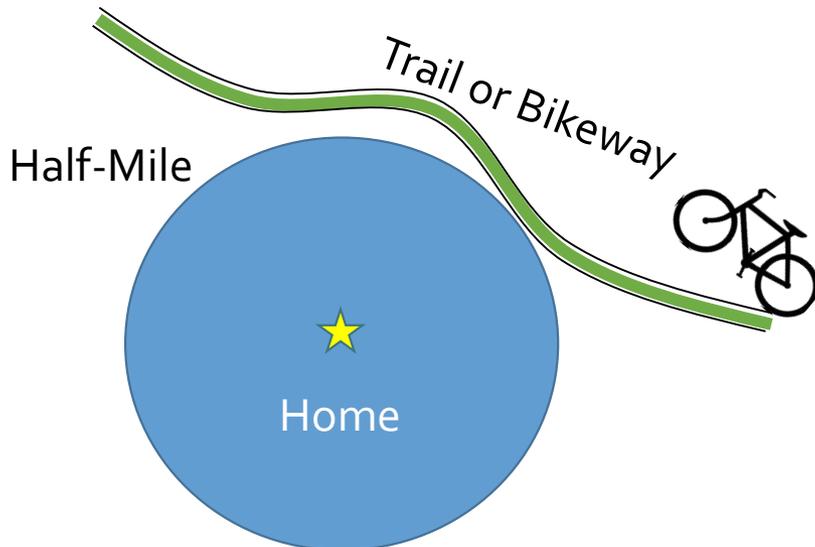


Proximity to a Bicycle Facility Influences Bicycle Use

34%

Who Lived **MORE THAN**
Half-Mile of a Trail or Bikeway

**Bicycled in the
past 12 months**



45%

Who Lived **LESS THAN**
Half-Mile of a Trail or Bikeway

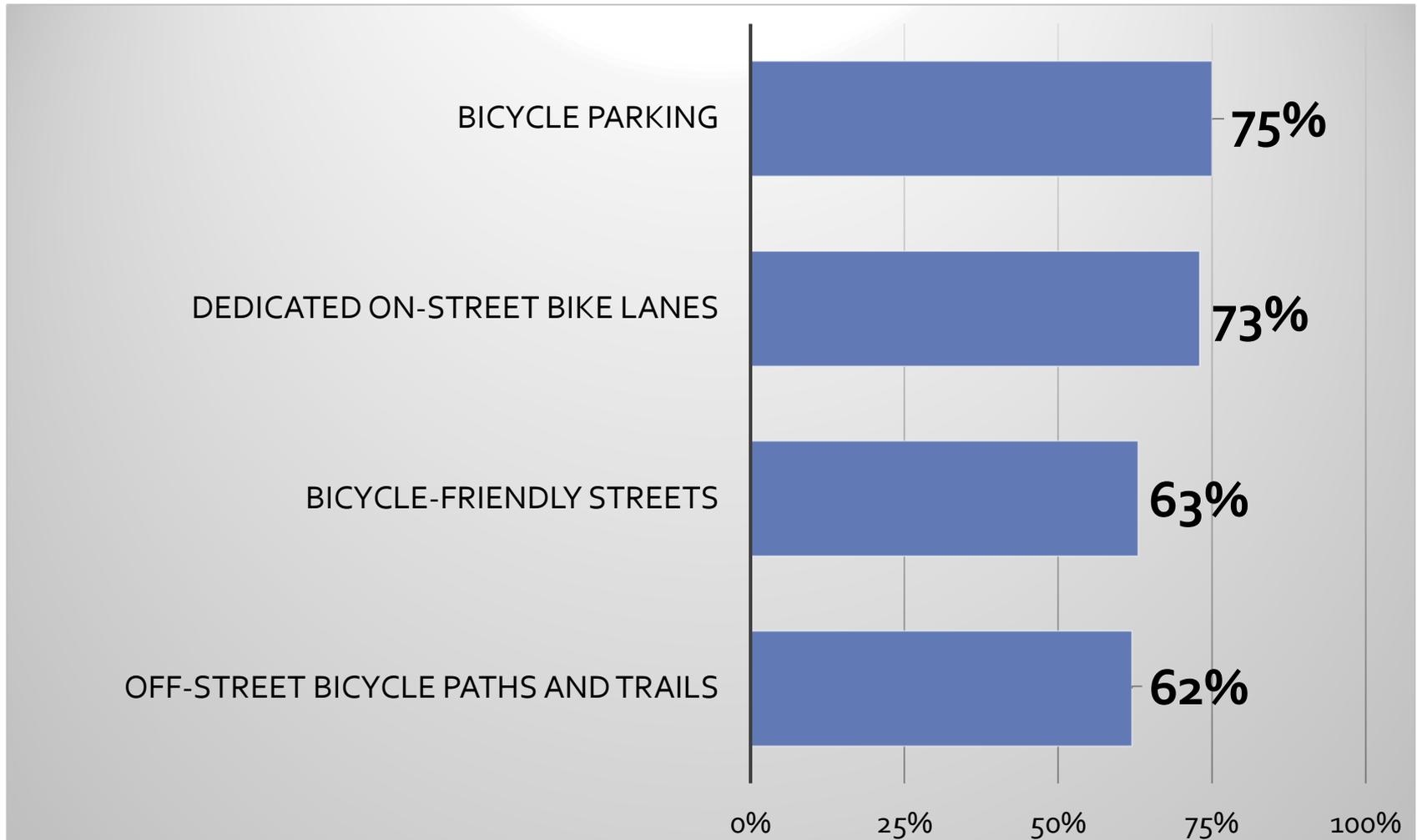
**Bicycled in the
past 12 months**



Availability of Bicycle Facilities

Do you think there are too many, about the right amount, or too few in your community?

Percent of ALL Respondents rating as "TOO FEW"

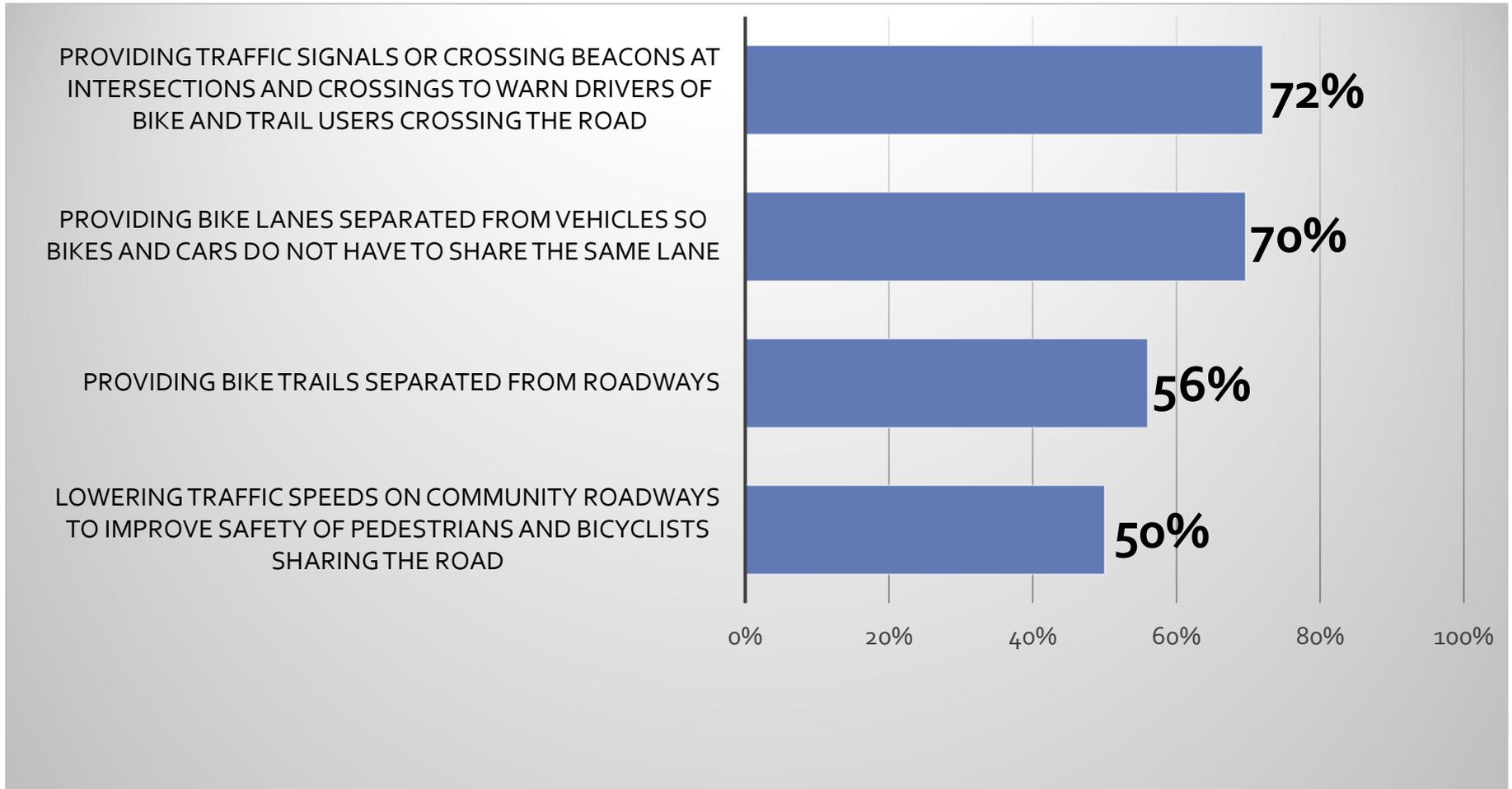


ALL Respondents

Importance of Improving Bicycle Access

How important, if at all, do you feel it is for your community to do each of the following?

Percent of ALL respondents
rating as "ESSENTIAL" or "VERY IMPORTANT"



Level of Comfort and Helmet Use



Level of Comfort

How Comfortable Are you Riding a Bike on the following?

Percent of ALL respondents reporting they would feel "VERY COMFORTABLE" or "SOMEWHAT COMFORTABLE"

A PATH OR TRAIL
THAT IS SEPARATED FROM A STREET

85%

A MAJOR STREET WITH TWO OR THREE
TRAFFIC LANES IN EACH DIRECTION, TRAFFIC
SPEEDS OF 35 TO 40 MILES PER HOUR, AND
NO BIKE LANE

9%

THE SAME STREET
WITH A STRIPED BIKE LANE ADDED

60%

WHAT IF IT ALSO HAD A WIDE BICYCLE LANE
SEPARATED FROM TRAFFIC BY A RAISED
CURB

78%

ALL Respondents

0% 25% 50% 75% 100%



Frequency of Wearing A Helmet

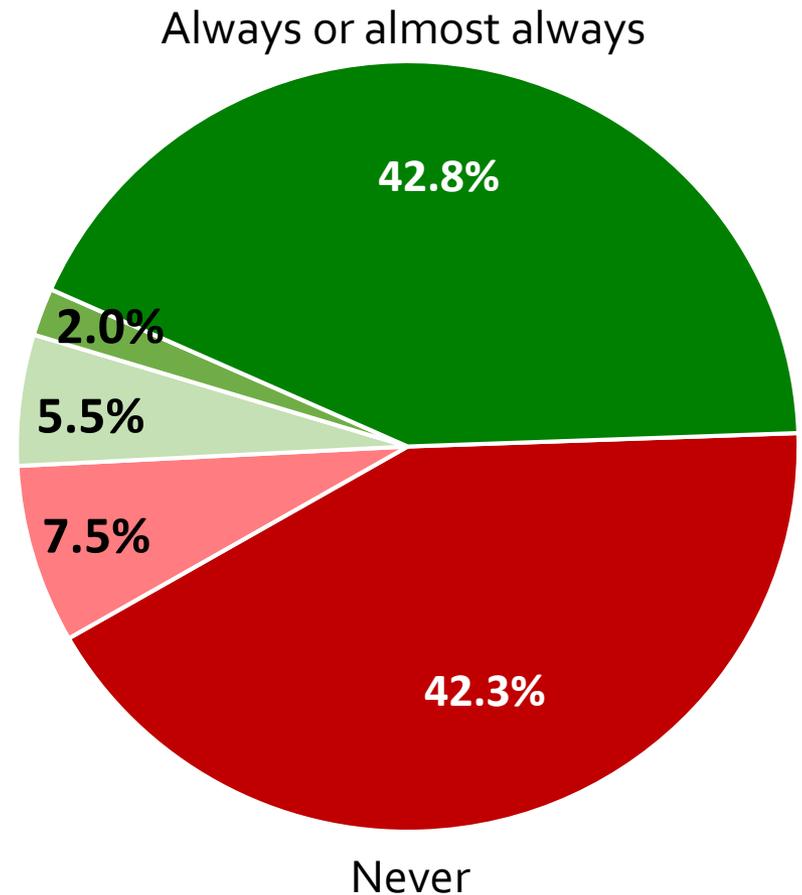
Of the bicyclists who rode in the past year...



About 75% of the time

About half of the time

About 25% of the time



2017 NCTCOG Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website:



nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics



IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS



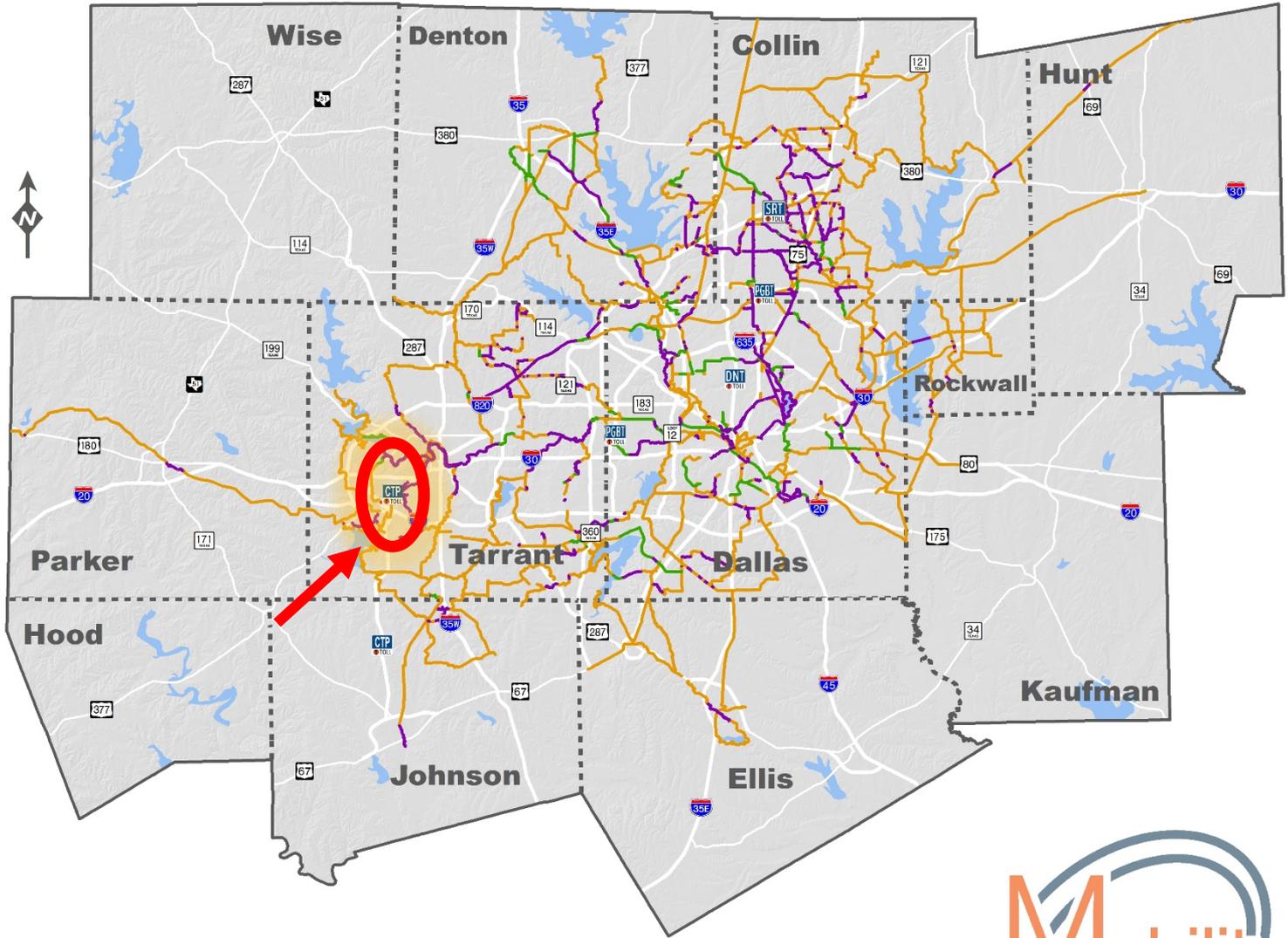
October, 2018

TxDOT Bicycle Public Hearing



Regional Veloweb

- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Bomber Spur Regional Veloweb Trail

30

Regional trail corridor
in western Fort Worth
to cross major
highways and connect:

- ▣ Trinity Trails
- ▣ Neighborhoods
- ▣ Ridgmar Mall
- ▣ Z-Boaz Park
- ▣ Lockheed Martin

Approx. 21 mile (trail loop)



Bomber Spur Regional Veloweb Trail

31

3.1 miles

Along former
rail corridor

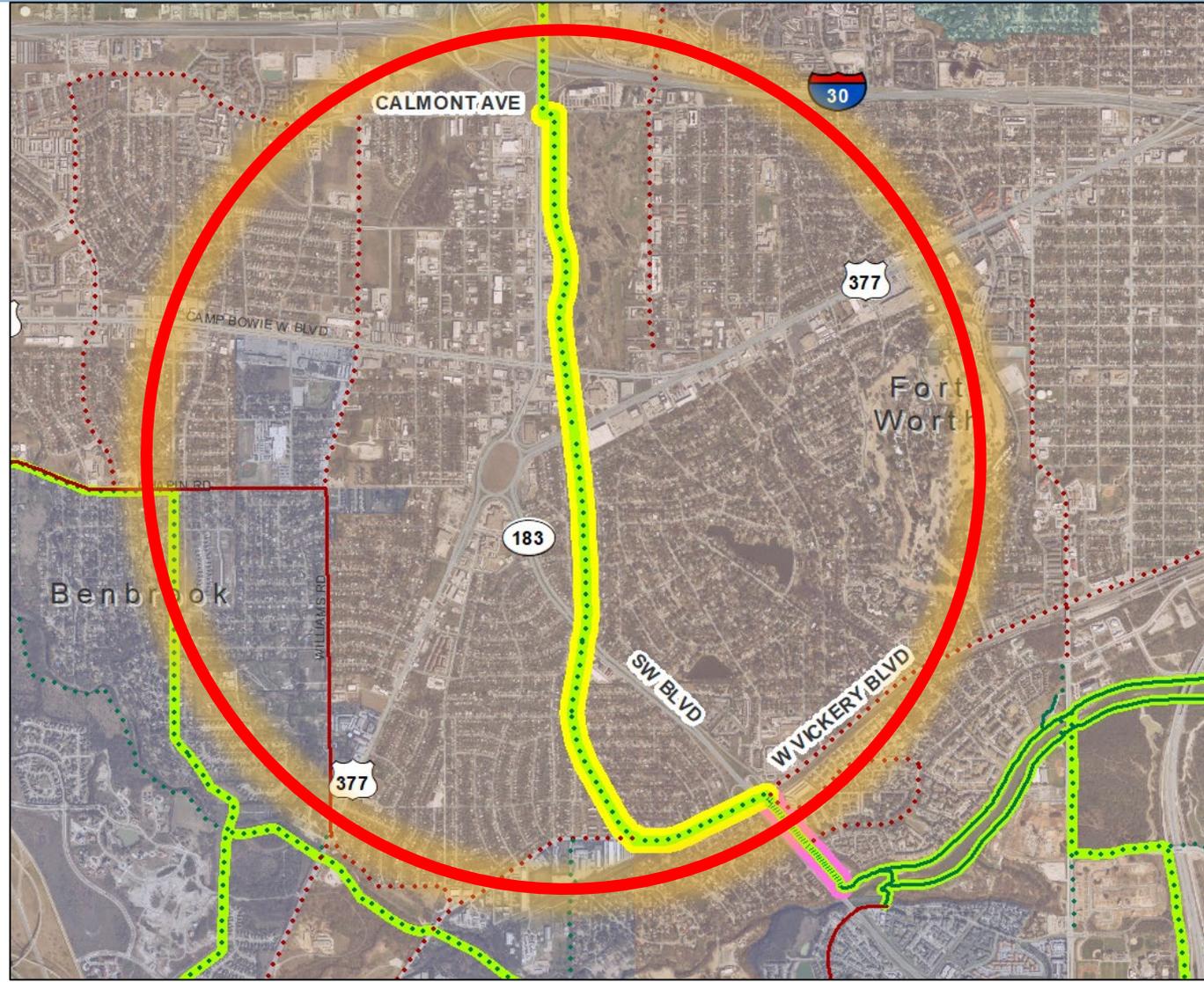
**Preliminary
Engineering to Begin:**
Mid-2019

Project Deliverables:

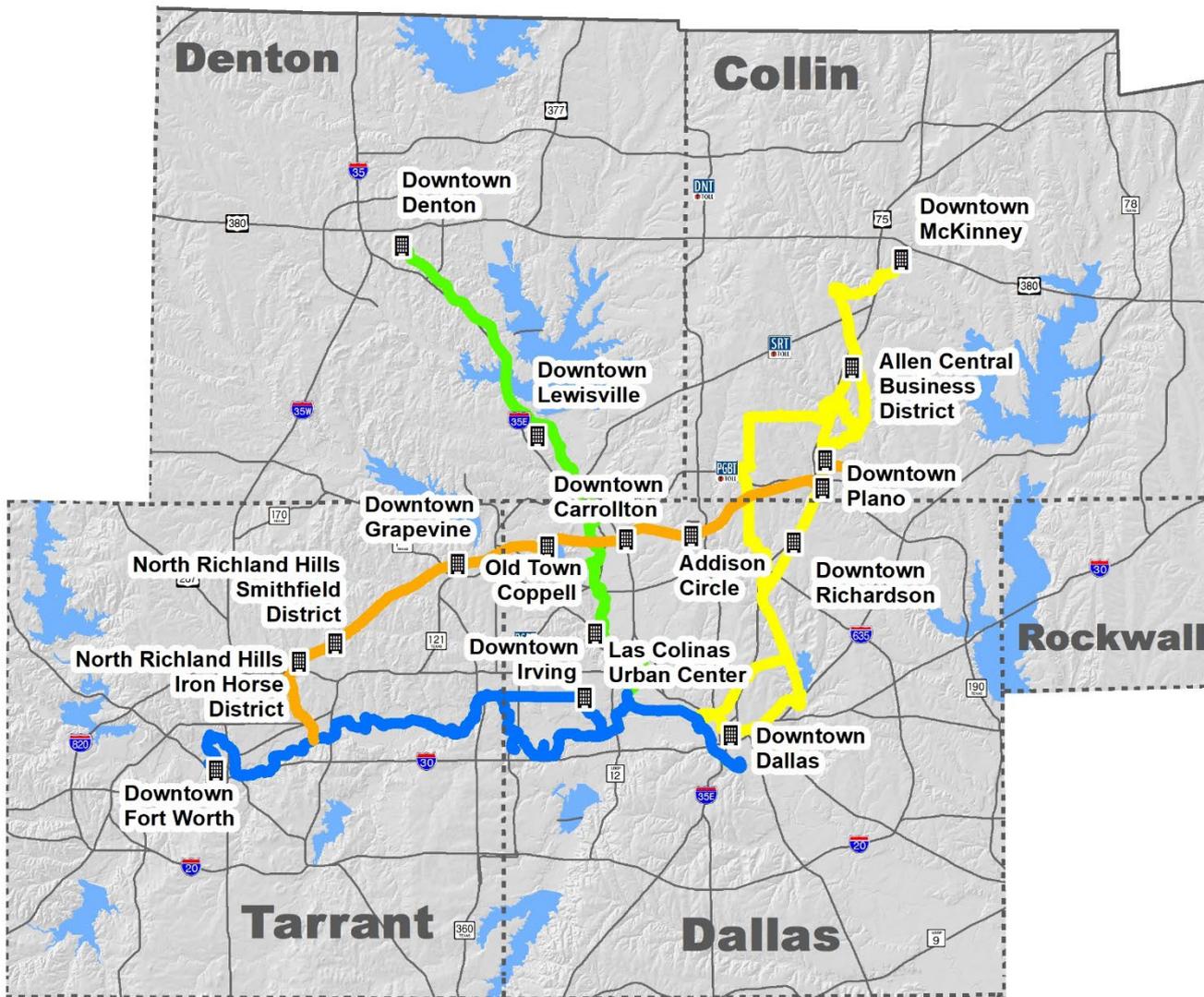
15% Design Schematic

Recommended Major
Roadway Crossings and
Safety Countermeasures

Opinions of Probable
Costs



Highlighted Regional Trail Corridors



-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  Dallas to McKinney Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor

Existing/Funded

61.1 miles

27.8 miles

65 miles

45 miles

Planned

2.9 miles

17.2 miles

17 miles

9 miles

Total

64 miles

45 miles

82 miles

54 miles

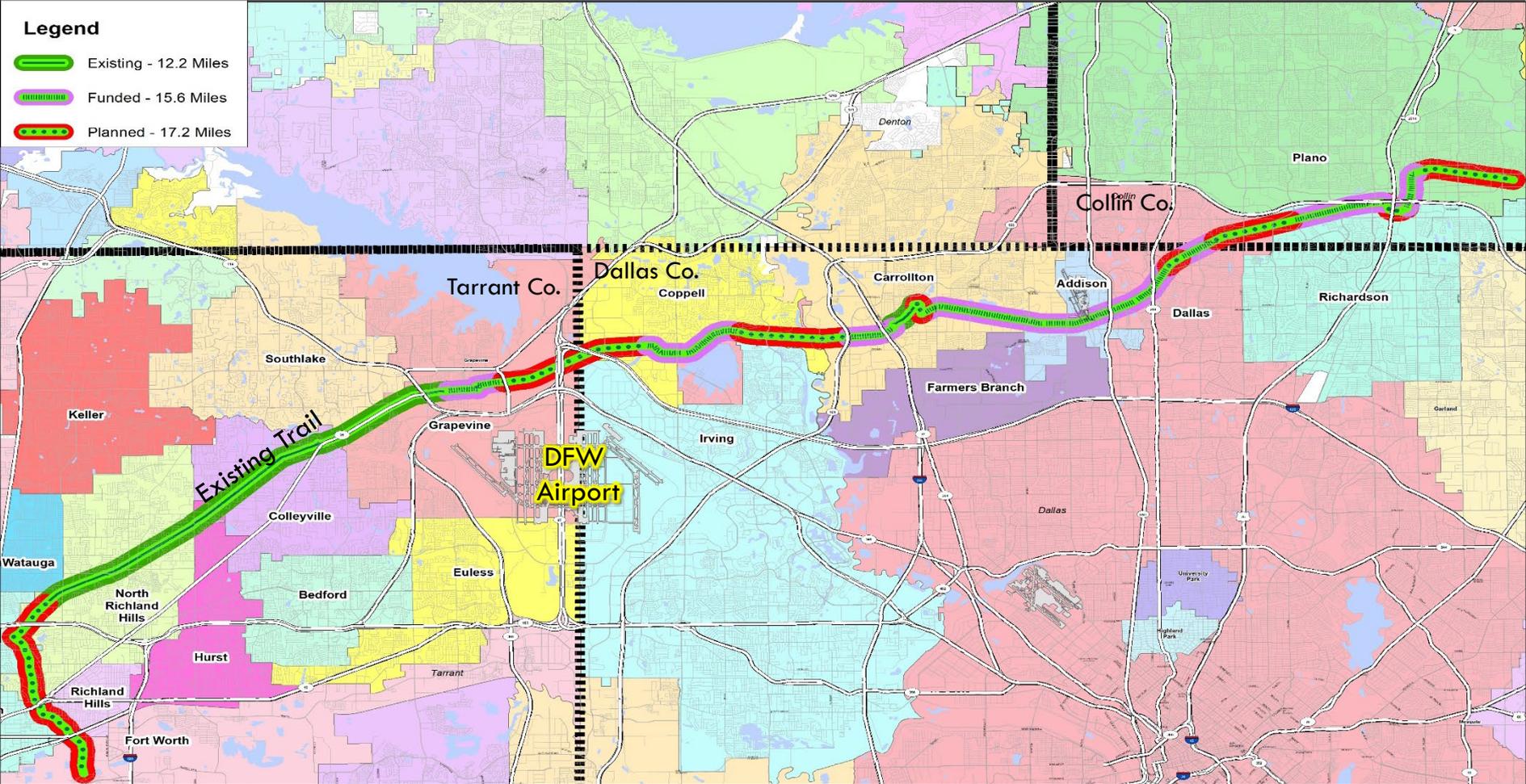
Background

Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

34

- December 1996** Regional Veloweb alignment included in Mobility 2020
- 2017 - 2018** NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct “critical” trail sections
- Oct 2018** Regional Transportation Council approved funding:
- design (26-mile corridor) and
 - construction (8.5 miles of “critical” trail sections)
- Early 2019** DART design/build contractor begins design and construction phases

Cotton Belt Regional Veloweb Trail



**Eastern Portion of Corridor
(with Cotton Belt Rail Project)**
from DFW North Airport Station in Grapevine
to Plano Shiloh Station
26.2 miles

Entire Corridor
from Fort Worth (West of Handley Ederville Rd)
to Plano Shiloh Station
45 miles

Background

Fort Worth to Dallas Regional Veloweb Trail

36

- December 1996** Regional Veloweb alignment included in Mobility 2020
- November 2013** Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
- 2014 to 2018** 18.5 miles of trail with funding commitments (variety of sources)
- Oct 2018** RTC approved funding for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities



Mayors (from left) Mike Rawlings, Dallas; Robert Cluck, Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie; and Beth Van Duyne, Irving, met recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

Fort Worth To Dallas Regional Veloweb Trail



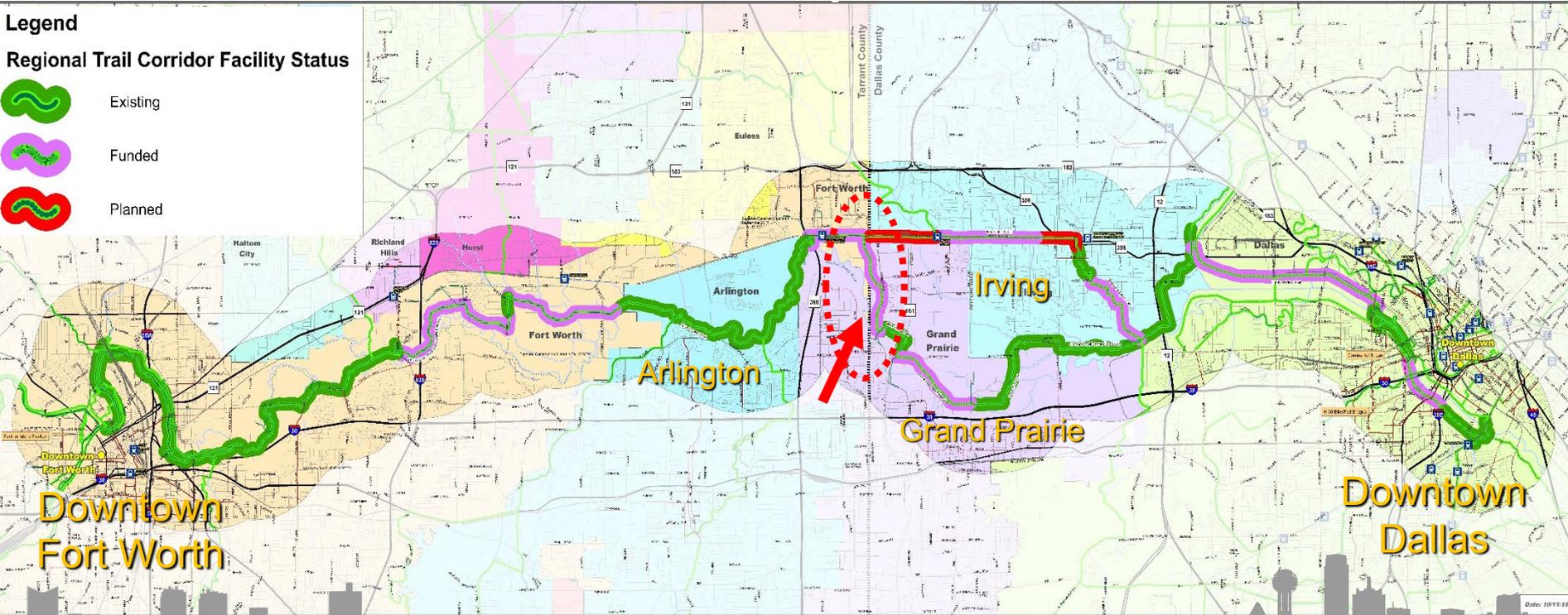
Total

Existing and Funded	23.3 miles	7.4 miles	8.1 miles	11.9 miles	10.4 miles	61.1 miles
Planned and Unfunded	0	0	1.6 miles	1.3	0	2.9 miles

Legend

Regional Trail Corridor Facility Status

-  Existing
-  Funded
-  Planned



North Central Texas Council of Governments



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North Central Texas
Council of Governments





Boards



TEXAS DEPARTMENT OF TRANSPORTATION



WELCOME

BICYCLE USE ON THE STATE HIGHWAY SYSTEM

TxDOT Fort Worth District Public Hearing

October 29, 2018 6 – 8 p.m.

City of North Richland Hills Centre, 6000 Hawk Ave., North Richland Hills, Texas



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



TEXAS DEPARTMENT OF TRANSPORTATION

ONLINE SURVEY

**PLEASE PARTICIPATE IN OUR
ONLINE SURVEY**

IT WILL TAKE 5-7 MINUTES TO COMPLETE

THANK YOU!

Purpose of the Public Hearing

The purpose of the public hearing is to provide information on the bicycle plans, policies, and programs for the TxDOT Fort Worth District and NCTCOG, and to receive public comment.



Planning and Designing Bicycle Facilities

■ Connectivity

- Mobility 2045 by the Regional Transportation Council
 - Adopted by City Council, Regional MPO, local commission, and/or Texas Transportation Commission
 - Generally identifies preferred bicycle route(s), potential deficiencies, and future planned bicycle facilities

■ Standards and Guidelines

- TxDOT Roadway Design Manual (Rev. 2014)
- AASHTO
 - Guide for the Development of Bicycle Facilities (2012)
- TxMUTCD (2011)
 - Pavement Markings and Signage



Texas Transportation Code, Title 7, Subtitle C

SUBCHAPTER B. REGULATION OF OPERATION

Sec. 551.101. RIGHTS AND DUTIES.

- (a) A person operating a bicycle has the rights and duties applicable to a driver operating a vehicle under this subtitle, unless:
- (1) a provision of this chapter alters a right or duty; or
 - (2) a right or duty applicable to a driver operating a vehicle cannot by its nature apply to a person operating a bicycle.
- (b) A parent of a child or a guardian of a ward may not knowingly permit the child or ward to violate this subtitle.

Sec. 551.103. OPERATION ON ROADWAY.

- (a) Except as provided by Subsection (b), a person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:
- (1) the person is passing another vehicle moving in the same direction;
 - (2) the person is preparing to turn left at an intersection or onto a private road or driveway;
 - (3) a condition on or of the roadway, including a fixed or moving object, parked or moving vehicle, pedestrian, animal, or surface hazard prevents the person from safely riding next to the right curb or edge of the roadway; or
 - (4) the person is operating a bicycle in an outside lane that is:
 - (A) less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane; or
 - (B) too narrow for a bicycle and a motor vehicle to safely travel side by side.

AASHTO Bicycle Guide (2012)

■ Consider bicycle accommodations in the planning phase

– Off-Street Bicycle Accommodations

- Shared use path (10 foot minimum, 12 foot preferred)
 - Multimodal facility shared by bicyclists and pedestrians
 - Often referred to as **sidepath** when adjacent to roadway

– On-Street Bicycle Accommodations

- Shared lane/ Wide outside lane
 - 14 foot minimum width
 - Travel lane intended to be shared by cars and bikes
- Paved Shoulders
 - 4 foot minimum without curb or adjacent vertical obstructions
 - 5 foot minimum where curb or adjacent vertical obstructions exist
 - Shoulders may include bike lane striping at intersections
- Bike lanes
 - 5 foot minimum with curb and gutter (4 foot minimum without curb and gutter)
 - May include striped buffer
 - Exclusive use by bicyclist
 - Sidewalk use by pedestrian



NACTO Urban Bikeway Design Guide

▪ Separated Bike Lane

- Exclusive bicycle facility separated by motor vehicle traffic by a vertical element
 - One-way protected bike lanes
 - *May be adjacent to sidewalk*
 - Raised separated bike lanes
 - *Consider operational issues at intersections and driveways*
 - Two-way separated bike lanes
 - *Consider operational issues at intersections and driveways*



▪ Buffered Bike Lanes

- Provide separation from adjacent travel lane and/or parking lane



Guidelines Emphasizing Bicycle & Pedestrian Accommodations

- Construction projects within existing right of way and where scope of work is limited to existing typical cross section:
 - Remove barriers to better accommodate bicyclist and pedestrians
 - As part of resurfacing, restripe a roadway project to provide a 14-foot-wide outside lane wherever practical
- Construction projects within existing right of way and where scope of work involves pavement widening:
 - Provide 14-foot-wide outside lane or 5-foot-wide designated bicycle lane
 - Provide ADA compliant sidewalks and curb ramps
- Full Reconstruction / New Projects:
 - New right of way acquired
 - Bikeway facilities should be designed to meet the desired geometric values shown in the Roadway Design Manual and AASHTO Bike Guide.
 - Pedestrian accommodations should be designed to meet TAS / ADAAG requirements.
 - Provide a 6-foot wide median for pedestrian refuge (PROWAG), wherever practical.



Bicycle and Pedestrian Accommodation Toolkit

The screenshot shows the Texas Department of Transportation website. The main heading is "Bicycle and Pedestrian Accommodation Toolkit". Below the heading, there is a paragraph of introductory text and a "Subscribe to Updates" button. The central part of the page features two tables of resources. The first table lists documents like "Bicycle and Pedestrian Accommodation Handbook" and "Guidelines Emphasizing Bicycle and Pedestrian Accommodations". The second table, titled "Additional Resources", lists documents such as "U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations" and "Texas Administrative Code 16 TAC 68.102". A footer section contains navigation links for "Inside TxDOT", "Connect With Us" (including Facebook, Twitter, YouTube, and Texas Highways Magazine), "What We Do" (including Texas.gov, MyTDS.org, I-69, Roads for Texas Energy, Freight Advisory Committee, and Texas Transportation Forum), and "Contact Us" (including Email Us, Telephone or Write Us, Administration, Districts, and Divisions).

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Transportation Planning/Programing

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Page Options

Bicycle and Pedestrian Accommodation Toolkit

Home > Inside TxDOT > Divisions > Environmental Affairs > Environmental Compliance Toolkits

legislation and regulations require the inclusion of bicycle and pedestrian policies and projects in transportation plans and project developments, and federal policy is increasingly committed to develop and invest in bicycle and walking infrastructure.

Environmental practitioners use these tools to address bicycle and pedestrian accommodation as required by U.S. Department of Transportation (USDOT) and TxDOT policy.

Questions? Contact the statewide coordinator at (512) 374-5255.

You may download the software (Tools and Plug-ins) needed to access forms or view frequently asked questions (Online Forms FAQs).

Title	Description	Format
Bicycle and Pedestrian Accommodation Handbook	Outlines the process to comply with both the U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation and TxDOT's policy for bicycle and pedestrian accommodation.	PDF
Guidelines Emphasizing Bicycle and Pedestrian Accommodations	Explains TxDOT policy to proactively plan, design and construct facilities to safely accommodate bicycles and pedestrians.	PDF

Additional Resources

Title	Description	Format
U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations	Details U.S. DOT's support for the development of fully integrated transportation networks with walking and bicycling components, and incorporate these elements into highway designs as part of federal-aid project development.	PDF
Public Rights-of-Way Accessibility Guidelines (PROWAG)	Provides guidance to ensure that sidewalks, pedestrian street crossings, pedestrian signal, and other facilities are readily accessible to and usable by pedestrians with disabilities.	PDF
Architectural Barriers Texas Accessibility Standards (TAS)	Contains scoping and technical requirements from the Texas Department of Licensing and Regulation's Architectural Barriers Division for accessibility to sites, facilities, buildings and elements by individuals with disabilities.	PDF
Texas Administrative Code 16 TAC 68.102	Outlines applicability of pedestrian elements, and explains the sidewalk and curb ramp compliance requirements for transportation projects.	PDF
2010 Americans with Disabilities Act (ADA) Standards for Accessible Design	U.S. Department of Justice revised accessibility standards under the ADA, which set minimum requirements for government facilities, public accommodations, and commercial facilities (also accessible to individuals with disabilities).	PDF
American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities	Addresses bicycle-related issues and clarifies the elements needed to make bicycling a viable transportation alternative in all phases of transportation planning, design and construction.	PDF
AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities	Provides guidance on the planning, design and operation of pedestrian facilities along streets and highways, and focuses on identifying effective measures for accommodating pedestrians on public rights of way.	PDF
TxDOT's Roadway Design Manual (TDM)	Provides guidance on the geometric design of roadway facilities and represents a synthesis of current information and operating practices.	PDF
FHWA's Pedestrian Safety Guide for Transit Agencies	Provides a 35-year plan for pedestrian safety research and technology transfer that addresses pedestrian safety concerns and identifies problems and solutions related to the roadway environment.	PDF

* Available for purchase from AASHTO

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135 East 11th Street • Austin, Texas 78701

You can access TxDOT's Bicycle and Pedestrian Accommodation Toolkit at:
<http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/bicycle-pedestrian.html>

OR

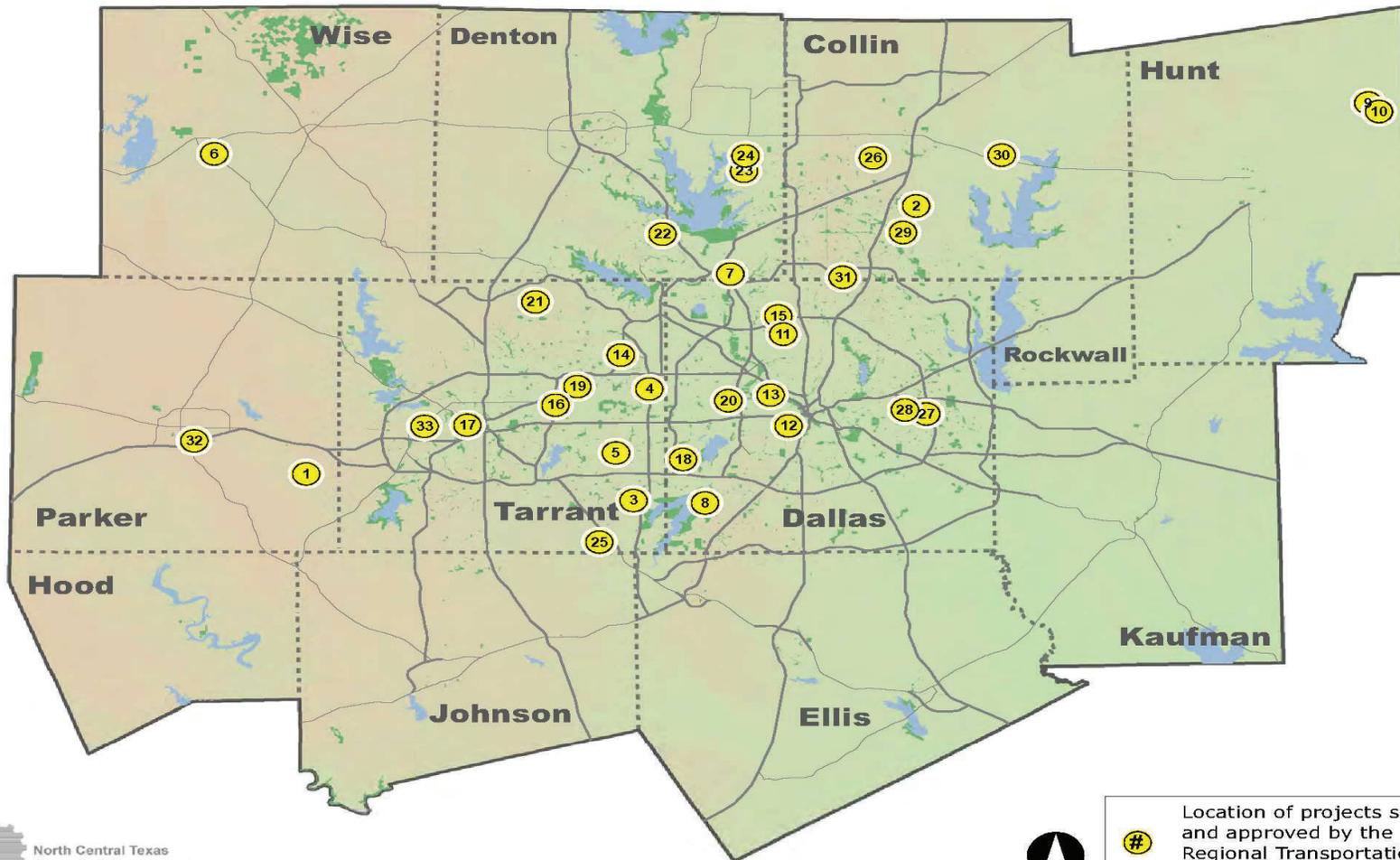
Type in "*Environmental Compliance Toolkit*" in Google and click on "*Bicycle and Pedestrian Accommodation*"

TxDOT bicycle accommodation information can also be found at the following website:

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html>

Bicycle and Pedestrian Projects Awarded TAP Funding

2014 Transportation Alternatives Program - Funded and Approved





Main Street Paving & Streetscape Improvements

(From FM 731 (Crowley Road) to Beverly Street)



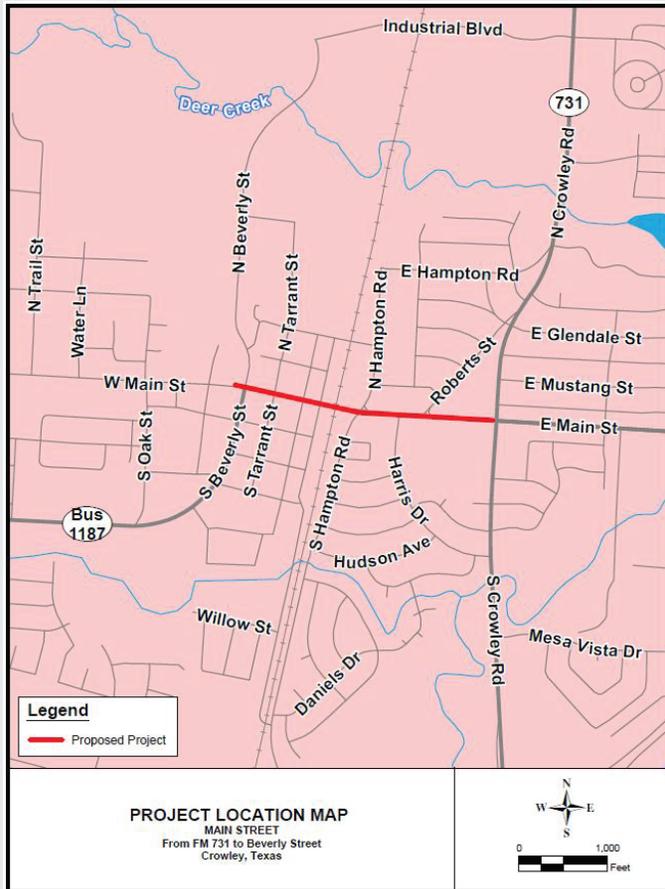
Proposed Roadway Improvements:

- ~0.54-mile (3,000 LF) concrete roadway with curb and gutter
- Curb inlets and an underground drainage system
- Roundabouts at Beverly Street and Roberts Street
- On-street parking improvements

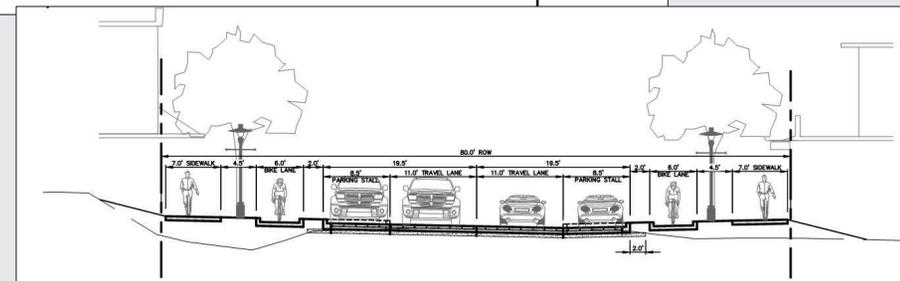
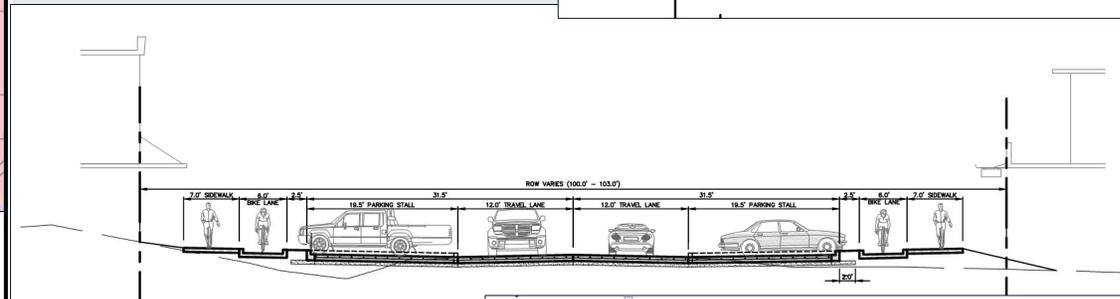
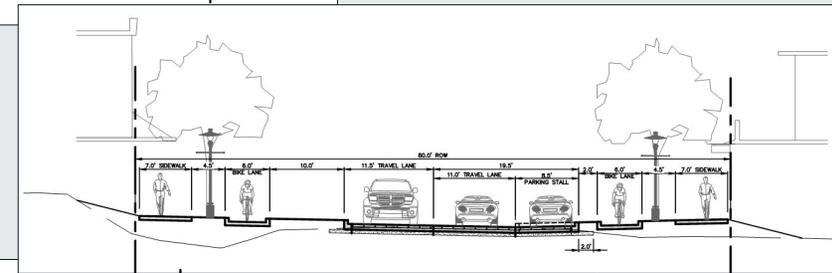
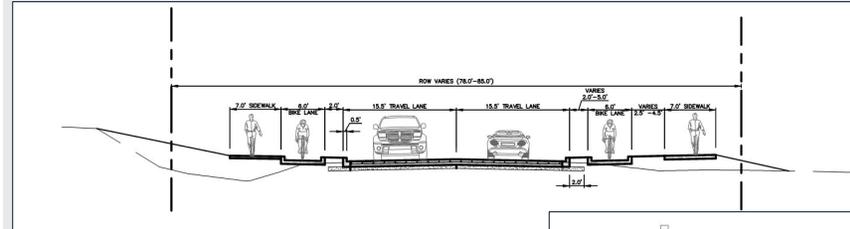
Proposed Streetscape Improvements:

- 6-foot wide separated bike lanes
- 7- to 11-foot ADA compliant sidewalks
- Pedestrian light posts and landscape planting
- Street furniture – benches, trash receptacles, bike racks, tree grates
- Enhanced paving pattern on sidewalks and pedestrian crosswalks

Project Limits & Typical Sections



Proposed Typical Sections



Estimated Cost: \$ 7.2 Million

Anticipated Construction Start: Mid-2019

Anticipated Construction Duration: ~1 year

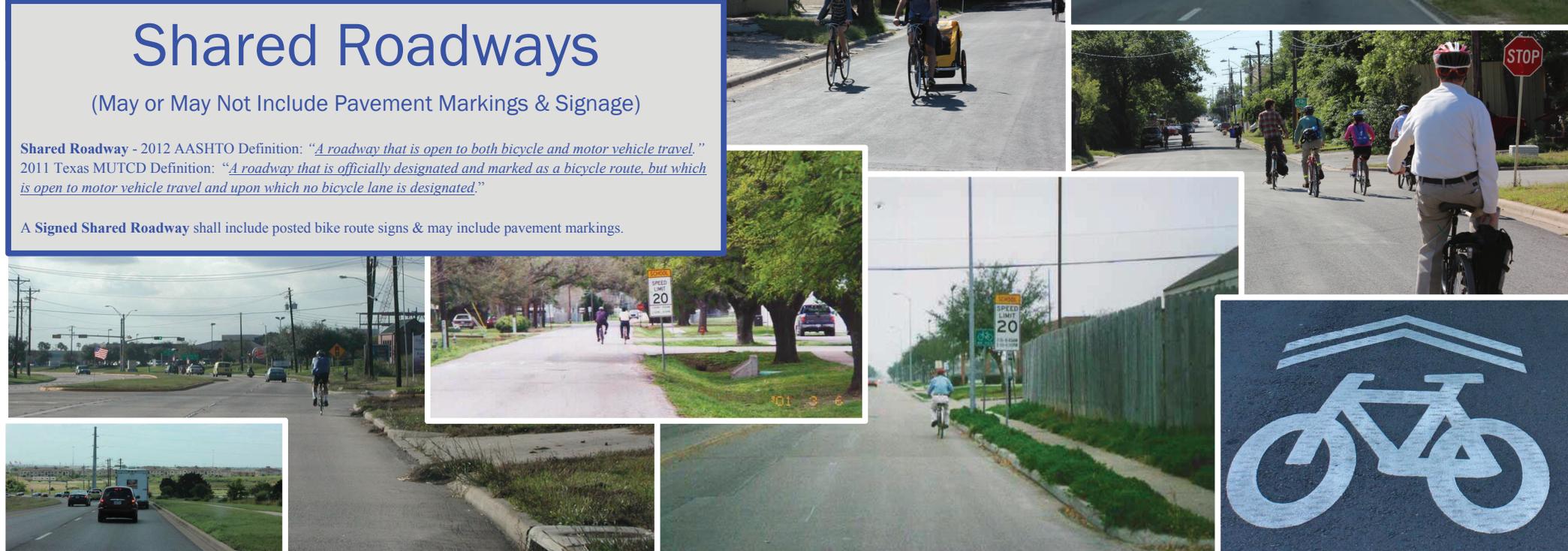


Shared Roadways

(May or May Not Include Pavement Markings & Signage)

Shared Roadway - 2012 AASHTO Definition: *"A roadway that is open to both bicycle and motor vehicle travel."*
 2011 Texas MUTCD Definition: *"A roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated."*

A **Signed Shared Roadway** shall include posted bike route signs & may include pavement markings.



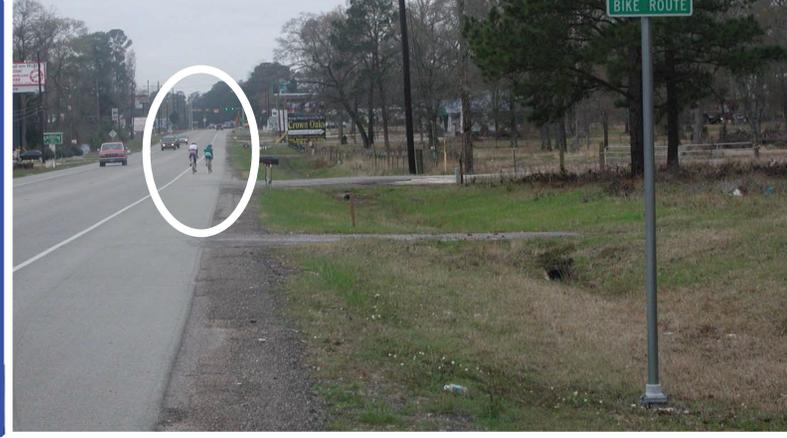


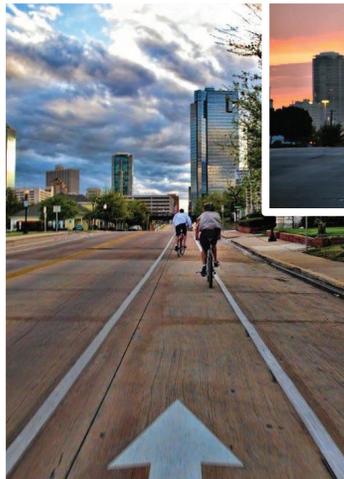
Shoulders

(A Designated Bike Route Includes Route Signage & May Include Pavement Markings)

Shoulder - 2012 AASHTO Definition: *"The portion of roadway contiguous with the travel way that accommodates stopped vehicles, emergency use, and lateral support for sub base, base, and surface course. Shoulders where paved are often used by bicyclists."*

A **Signed Shoulder Bike Route** shall include posted bike route signs and may include pavement markings.

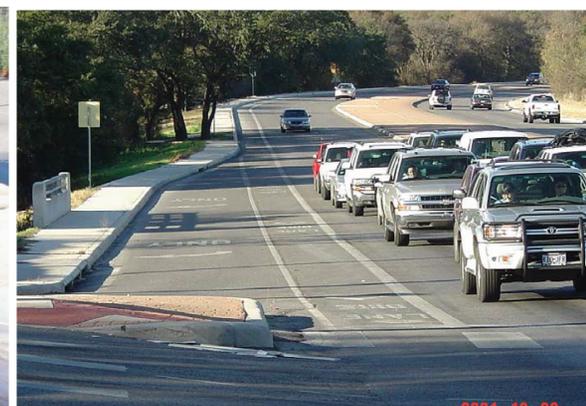




Designated Bike Lanes

(Pavement Markings & Signage)

Bicycle Lane - 2012 AASHTO and 2011 Texas MUTCD Definitions are the same: *"A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. AASHTO added: It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designated as a contra-flow lane."*





Separated Bike Lanes

(Pavement Markings, Signage, & Vertical Elements)

"A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element. Separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element. They are differentiated from shared use paths (and sidepaths) by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities. Separated bike lanes are also sometimes called 'cycle tracks' or 'protected bike lanes.'" (FHWA 2015)





2010/05/20

Shared Use Path

(Includes Pavement Markings & Signage)

Shared Use Path - 2012 AASHTO and 2011 Texas MUTCD Definitions are basically the same: "A bikeway outside the traveled way and physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way or within an independent alignment. Shared use paths may also be used by pedestrians (including skaters, users of manual and motorized wheelchairs, joggers) and other authorized motorized and non-motorized users. Most shared use paths are designed for two-way travel."



2010/05/19

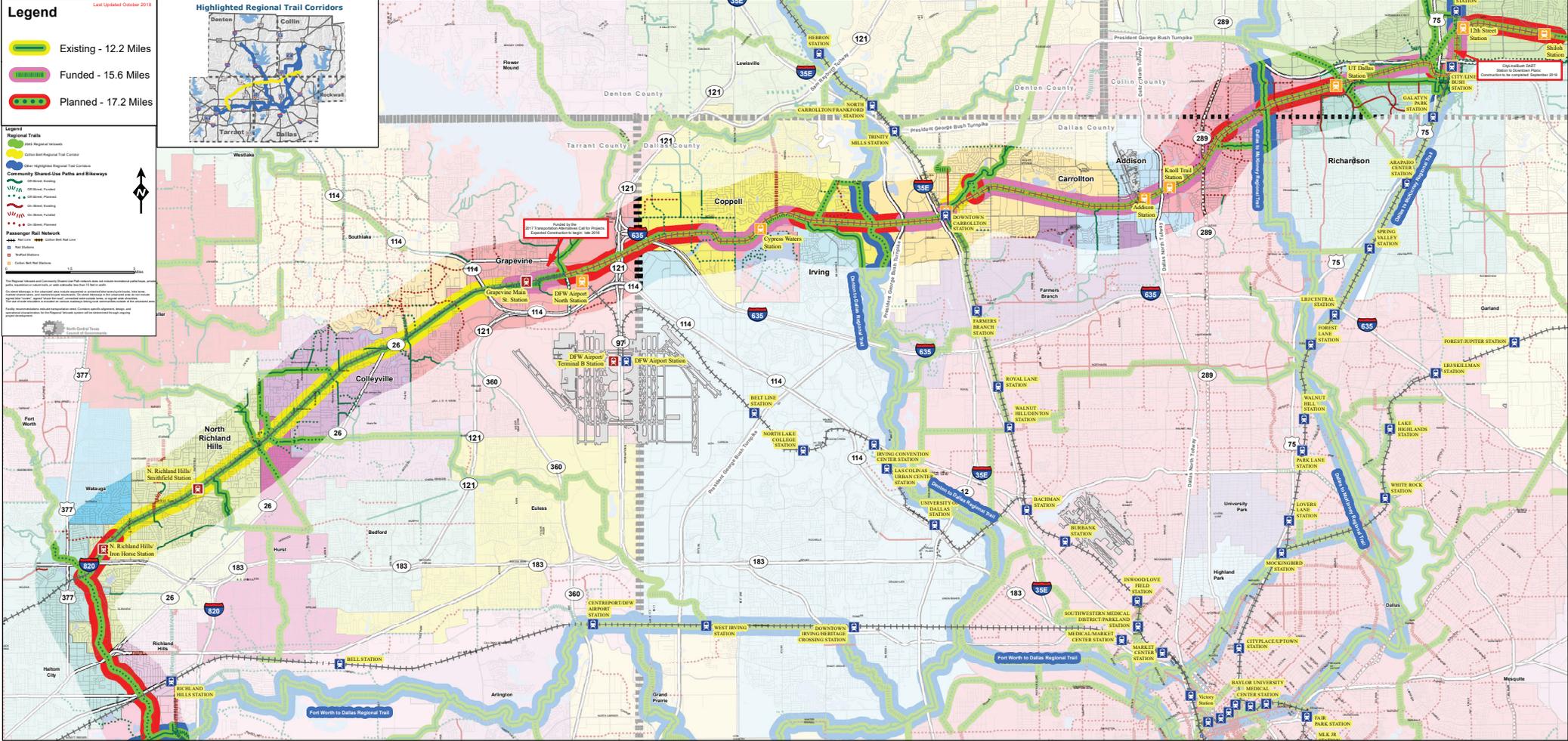
Cotton Belt Regional Trail Corridor: Plano to Fort Worth

- Legend** Last Updated October 2018
- Existing - 12.2 Miles
 - Funded - 15.6 Miles
 - Planned - 17.2 Miles

Highlighted Regional Trail Corridors



- Legend**
- State Regional Trail
 - Metroplex Regional Trail Corridor
 - Other Highlighted Regional Trail Corridor
- Community Shared-Use Paths and Bikeways**
- Off-Street, Existing
 - Off-Street, Planned
 - On-Street, Existing
 - On-Street, Planned
- Passenger Rail Network**
- Existing
 - Planned
 - Transit Station
 - Station



Fort Worth to Dallas Regional Trail

Last Updated: 10/11/18

Legend

Regional Trails

- 2045 Regional Yellowbelly

Community Shared-Use Paths and Bikeways

- Off-Street, Existing
- Off-Street, Planned
- On-Street, Existing
- On-Street, Planned
- Rural Paved Shoulders, Existing
- Rural Paved Shoulders, Planned

Regional Trail Corridor Facility Status

- Existing (7 Miles)
- Funded (4 Miles)
- Planned (3 Miles)
- Unfunded

The Regional Network and Community Shared-Use Path network does not include recreational paths, trails, paths with restrictions on vehicle use, or trails designed for dogs or horse use.

Overhead structures in the relevant area include overhead or protected like structures, but lines, poles, and other overhead structures. Overhead structures in the relevant area that do not span the roadway, signal, street, or other, unobstructed route shown, or signal are not shown. The use of a color gradient is provided to indicate relative trail and appropriate status of the relevant area.

Facility recommendations include transportation need, corridor-specific alignment, design, and operational recommendations for the Regional Network system and/or development through ongoing project development.

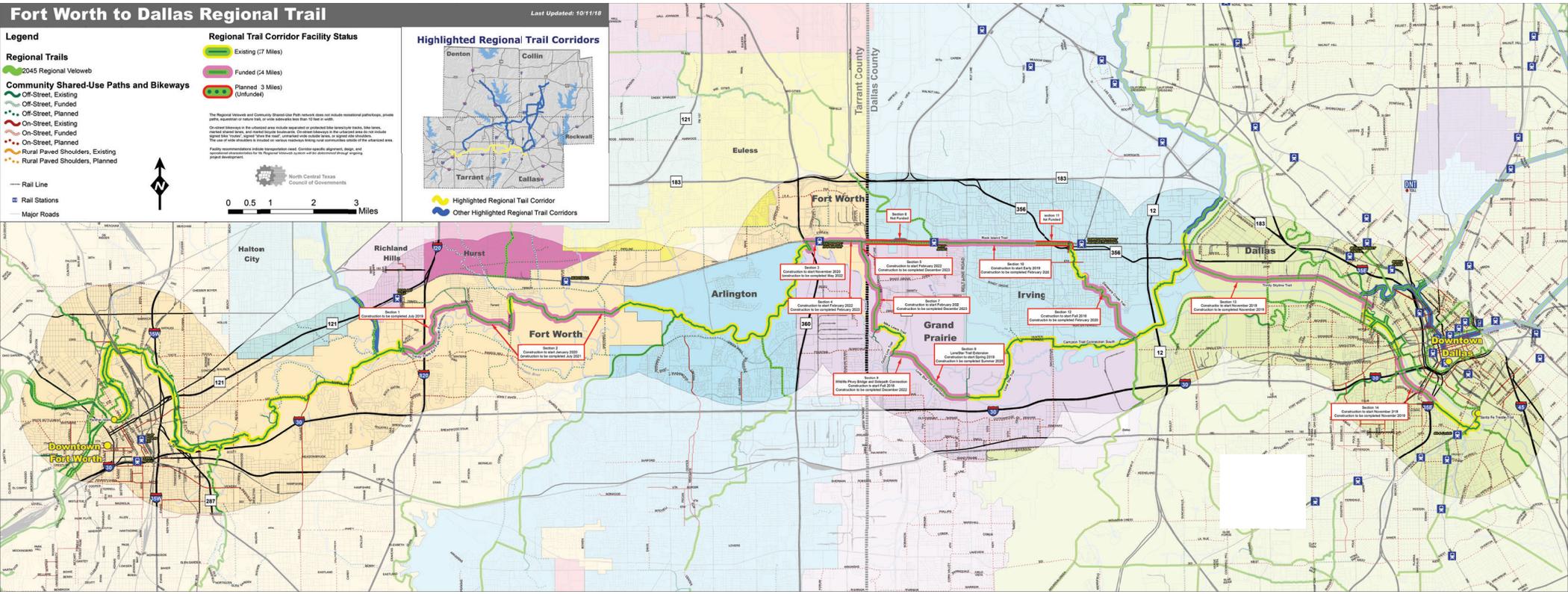
North Central Texas Council of Governments

0 0.5 1 2 3 Miles

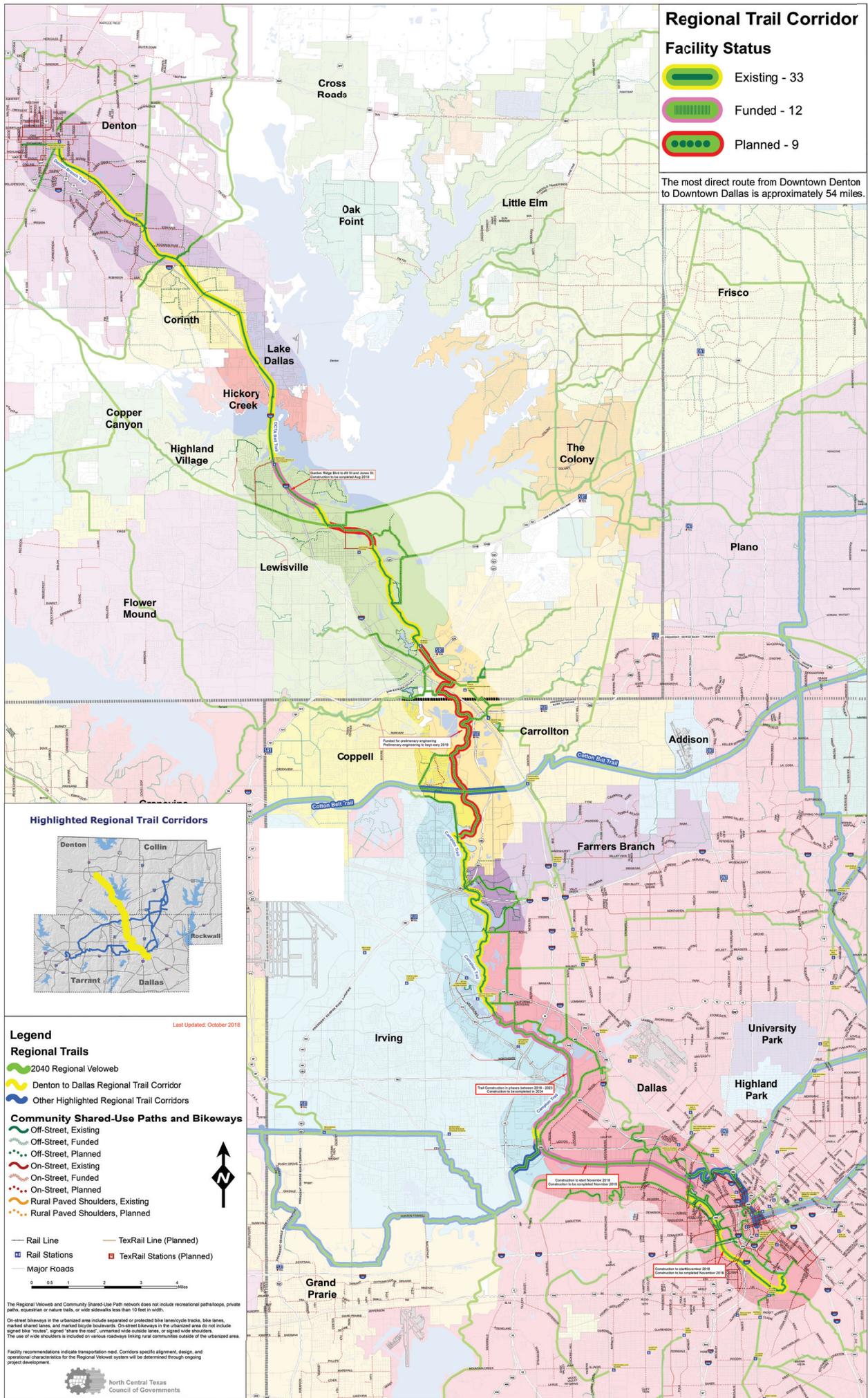
Highlighted Regional Trail Corridors

Highlighted Regional Trail Corridor

Other Highlighted Regional Trail Corridors



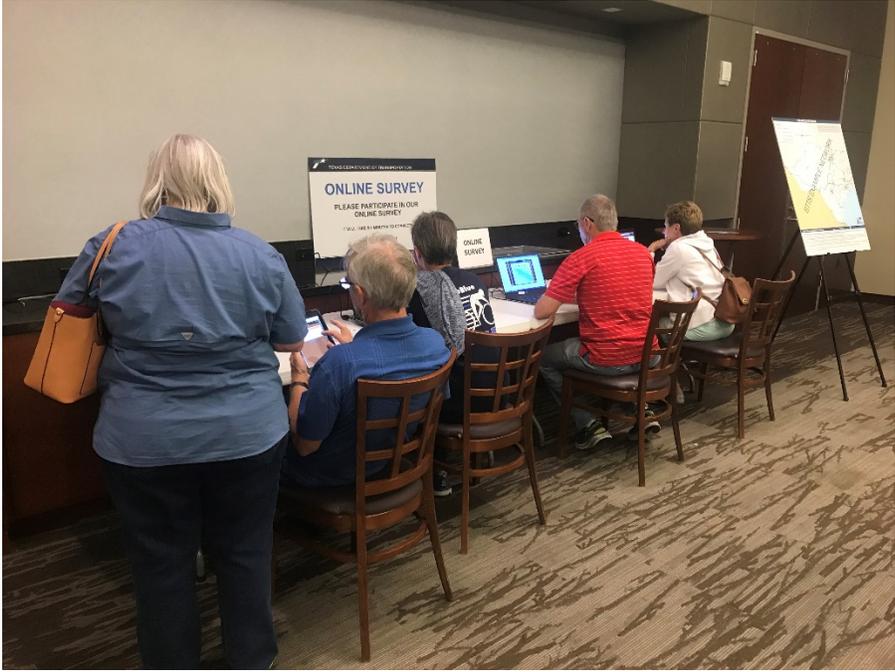
Regional Trail: Denton to Dallas





Photos









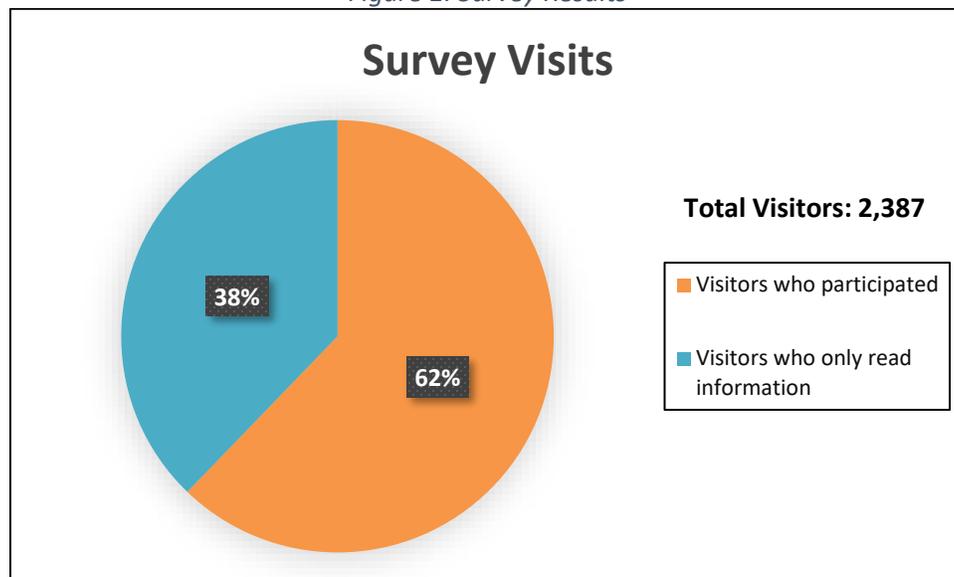
G. MetroQuest Survey Results

Introduction:

TxDOT utilized an online engagement survey from October 15, 2018 to November 15, 2018 to gather public input for the Fort Worth District's Bike Plan within the NCTCOG region. To encourage survey participation, computers were set up at the October 29th public hearing in North Richland Hills to allow the public the opportunity to take the survey. Participants also had the option of completing the survey later within the public commenting period. A link to the online survey remained active on TxDOT project webpage throughout the duration of the survey period.

The survey had a total of 2,387 visits over the month-long active period. Out of those visits, 1,485 visitors participated in the survey (62%), and 902 of the visitors (38%) opened and read through the survey without interacting. **Figure 1** shows the total results of the survey.

Figure 1: Survey Results



Questions included in the survey can be found on the online survey screen shots (**Attachment A**). Responses to each question are summarized below.

Barriers to Biking

The survey began with a question asking the respondents to rank what they considered the most important barriers to bicycling for TxDOT and NCTCOG to investigate. Participants were asked to rank the following barriers in terms of importance:

- Bad Driver Behaviors
- Disconnected Bikeways
- Limited Access
- No Bike Parking
- No Designated Space
- Poor Pavement Conditions
- Traffic

Table 1 depicts the average ranking for each of the seven topics as it was ranked among a participant's top three concerns.

Table 1: Topic Rankings

Topic	Ranking Average	# Inputs
Bad Driver Behavior	1.8	448
No Designated Space	1.82	463
Disconnected Bikeways	2.01	485
Poor Pavement Conditions	2.12	327
Traffic	2.14	381
No Bike Parking	2.15	48
Limited Access	2.36	160

As indicated in **Table 1**, Bad Driver Behavior has the highest average ranking of the topics. Bad Driver Behaviors, No Designated Space, and Disconnected Bikeways were placed within the top three rankings the most out of all possible topics. Disconnected Bikeways was observed most frequently within the top three rankings.

Mark it on the Map

An interactive map page was provided on which the participants were asked to drop markers identifying any possible barriers within the Fort Worth District that might be problematic for a bicyclist or need specific attention. The five markers included Starting Point, Destinations, Intersection Issues, Bike Issues, or Bike Barriers. In addition to marking a location the map, the marker gave the user the opportunity to comment on the specifics of what they've encountered at that location. **Table 2** shows the number of times each type of constraint was identified on the interactive map.

Table 2. Summary of Constraints

Constraint	Times Identified	Comments Left
Starting Point	372	204
Destinations	563	376
Intersection Issues	533	383
Bike Issues	579	472
Bike Barriers	650	437
Total	2697	1872

Bike Barriers were identified the greatest number of times (650) out of the proposed constraints in the study area, and Starting Point had the fewest number (372). Even though Bike Barriers were identified the most, Bike Issues had the most comments.

Bike Priorities

Survey participants were asked to prioritize additional bicycling issues and concerns by rating a set of three different categories; Accommodation, Education, and Safety. Within each of the three categories are a set of sub-topics that the participants rated with 1 to 5 stars for the region's bike plan. The sub-topics in the Accommodation category were based on how comfortable a rider is with a setting, the Safety topics were based on the value of a safety measure, and Education's rating was based on where planning focus should be placed. **Figure 2, Figure 3, and Figure 4** show the results of the participant's priorities within the three categories.

Figure 2. Priority: Accommodations

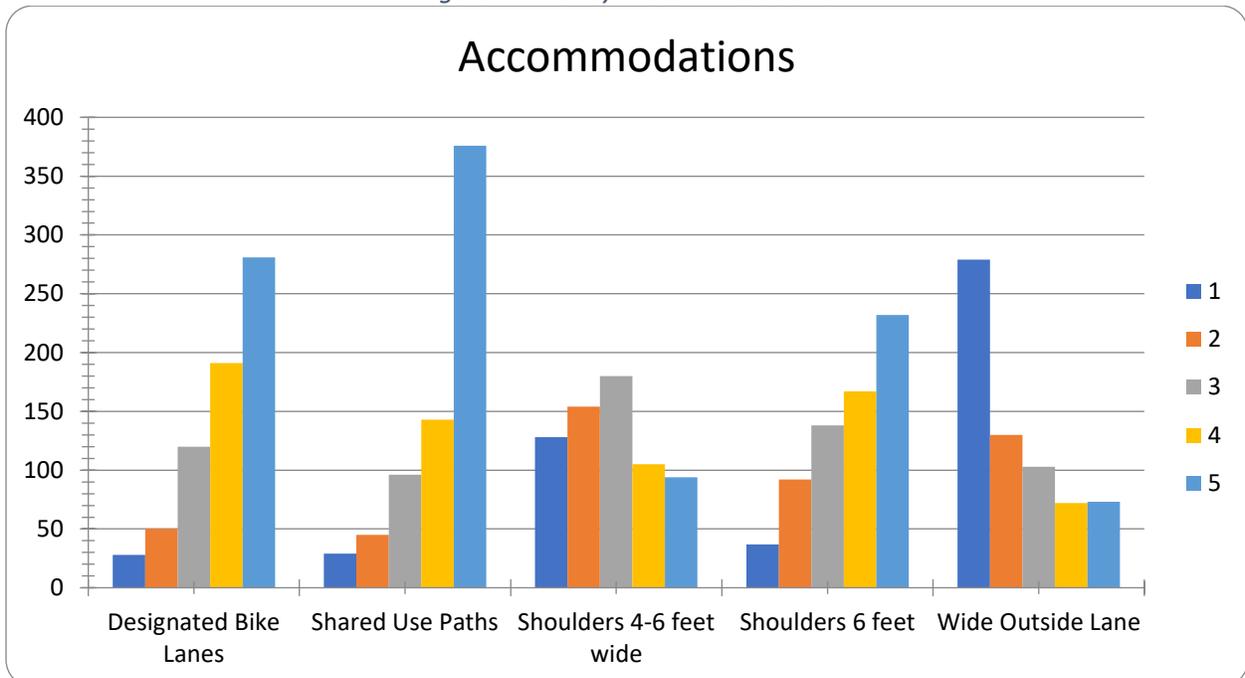


Figure 3. Priority: Safety

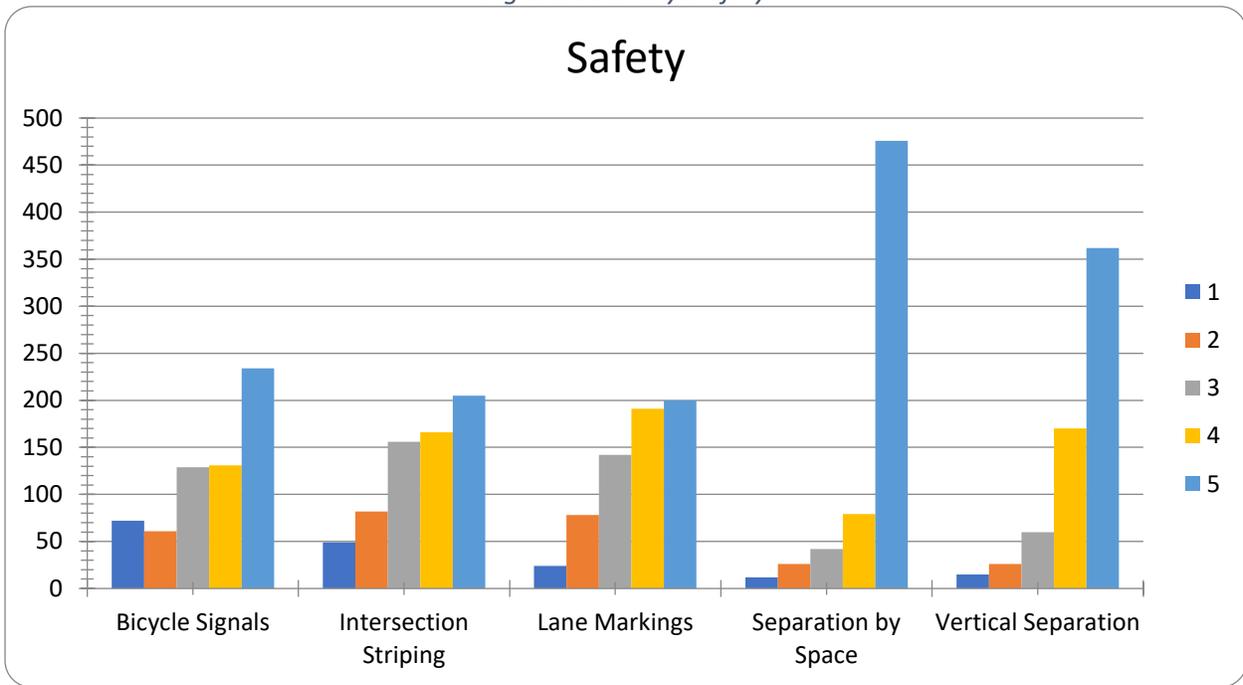
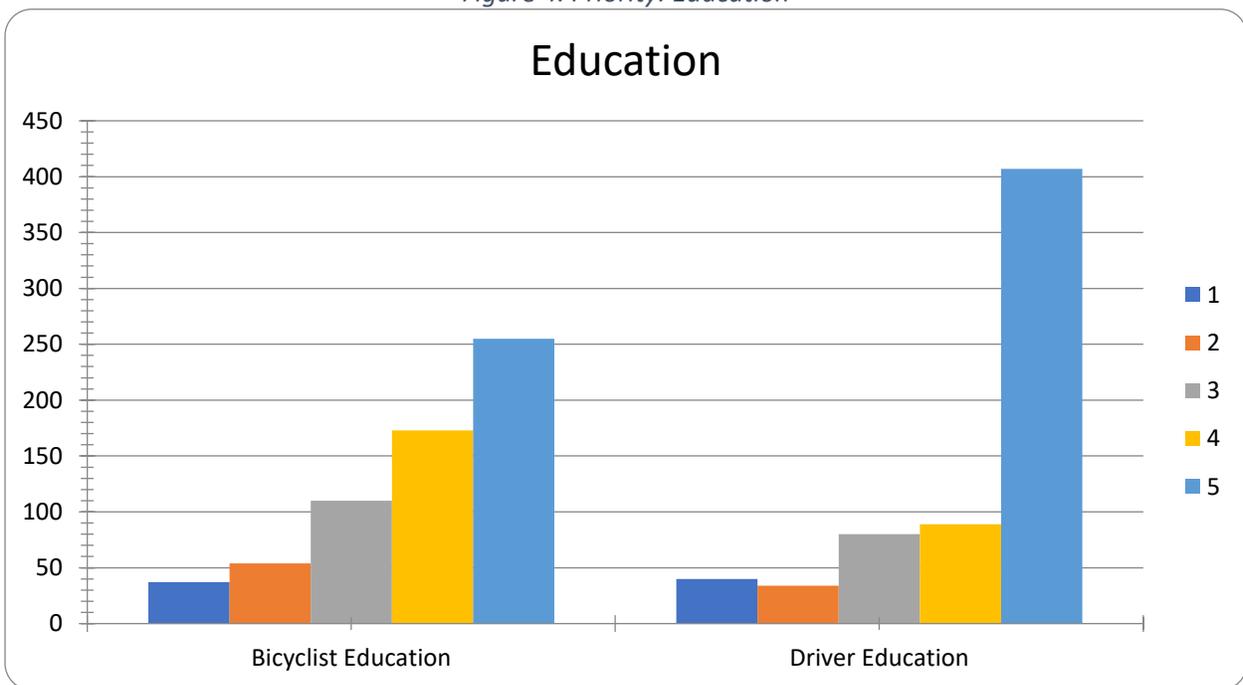


Figure 4. Priority: Education



There are notable differences in priority results across the three figures. The Accommodation table shows Share Use Paths has the most 5-stars ratings for comfortability, while Wide Outside Lane was mostly rated as 1. The Safety figure shows that Separation of Space and Vertical Separation have the highest amount of 5-star ratings among the safety concerns, and lane markings having the lowest amount of 5-star ratings.

The Education figure shows that participants value both Bicyclist and Driver Education with 5 stars as the most popular rating, and approximately 250 more 5-star ratings for Driver Education.

Comment Summary

Each step of the survey allows the participant to leave an optional comment. This gives a participant the opportunity to provide more specific responses and added detail to the question and tasks within the survey. **Table 3** below depicts the distribution of comments among the survey sections.

Table 3. Comment Summary Report

Comment Source	Count of Comments	Percent of Comments
Bike Rankings	122	2.97%
No Bike Parking	6	4.92%
Limited Access	8	6.56%
Disconnected Bikeways	11	9.02%
Poor Pavement Conditions	16	13.11%
Suggest another item for future consideration	18	14.75%
Traffic	18	14.75%
No Designated Space	22	18.03%
Bad Driver Behaviors	23	18.85%
Bike Priorities	1074	26.14%
Comment on Lane Markings	51	4.75%
Comment on Vertical Separation	63	5.87%
Comment on Bicycle Signals	67	6.24%
Comment on Bicyclist Education	73	6.80%
Comment on Intersection Striping	74	6.89%
Comment on Separation by Space	76	7.08%
Comment on Shoulders 6 feet	83	7.73%
Comment on Driver Education	98	9.12%
Comment on Shoulders 4-6 feet wide	111	10.34%
Comment on Shared Use Paths	123	11.45%
Comment on Designated Bike Lanes	126	11.73%
Comment on Wide Outside Lane	129	12.01%
Mark it on the Map	2697	65.64%
Starting Point	372	13.79%
Intersection Issues	533	19.76%
Destinations	563	20.88%
Bike Issues	579	21.47%
Bike Barriers	650	24.10%
Demographic Wrap Up	216	5.26%
Additional Comments	216	100.00%
Grand Total	4109	100.00%

The stats shown in **Table 3** show that most comments came from the Mark it on the Map section, containing over 65% of total comments. Bike Ranking received the least amount of comments, making up for less than 3% of the total. The Demographic Wrap Up statistic reflects the open ended “Additional Comments...” section on the last page of the survey, which is where participants could leave a final comment that does not pertain to one specific part of the bike plan or survey.

Conclusion:

Within a month-long survey period from October 15th to November 15th, including the October 29th Fort Worth District public hearing, the on-line MetroQuest survey for the NCTCOG region received 2,387 visitors. 1,485 of those visitors participated and responded to the different survey questions and tasks, while the others only viewed the survey’s contents. Bad Driver Behavior was identified as the biggest barrier for bicyclists, and Limited Access was of least concern. The Mark it on the Map activity provided 650 possible Bike Barrier locations and 472 comments on Bike Issues. With the Bike Priorities page, Shared Use Paths was given the most amount of 5-stars ratings for comfortability of the topics under Accommodation. Separation of Space was given the most amount of 5-stars ratings for value of a safety measure than the other topics under Safety. Driver Education was given with the most amount of 5-stars ratings for where planning efforts should be focused under Education. 4,109 comments were gathered from the 1,485 participants; most of which came from the Mark it on the Map page.

Attachment A

Online Engagement Survey Screen Shots

We want to hear from you!

WELCOME

2
3
4
5

We want your input on biking in DFW!

Bicycling is growing as a mode of transportation. What can TxDOT and the North Central Texas Council of Governments (NCTCOG) do to improve bicycling as a transportation option in the Metroplex?

[Begin](#)

Bicycles are vehicles, too. As a clean mode of travel that improves health, reduces stress and enhances economic development, bicycling plays a unique role in meeting Texas' local transportation challenges.

BARRIERS TO BIKING

MARK IT ON THE MAP

BIKE PRIORITIES

THANK YOU

WELCOME

2
3
4
5

Barriers

BARRIERS TO BIKING

What to do
Next Task

Order your top 3 items
↑ above this line ↑

- No Designated Space
- Poor Pavement Conditions
- No Bike Parking
- Traffic
- Disconnected Bikeways
- Bad Driver Behaviors
- Limited Access

TxDOT, in collaboration with NCTCOG, is investigating measures to improve safety and accessibility for bicyclists in the region. To the left are some common barriers to bicycling. Please rank your top three.

Please drag 3 of the items above the line in your preferred order.

Suggest another item

MARK IT ON THE MAP

BIKE PRIORITIES

THANK YOU

DFW Bike Plan

Progress

WELCOME

BARRIERS TO BIKING

MARK IT ON THE MAP

Locating Barriers

BIKE PRIORITIES

THANK YOU

What to do
Next Task

Please drag and drop at least 3 markers on the map.


Starting point


Destinations


Intersection Issues


Bike Issues


Bike Barriers



DFW Bike Plan

Progress

WELCOME

BARRIERS TO BIKING

MARK IT ON THE MAP

Bike Priorities

BIKE PRIORITIES

THANK YOU

What to do
Next Task

Accommodations
Safety
Education

Where should our focus be?

Driver Education

Bicyclist Education

Bicyclist Education

Additional resources and materials are needed to effectively educate bicyclists on safety, rules of the road and their responsibilities when sharing the roadway.

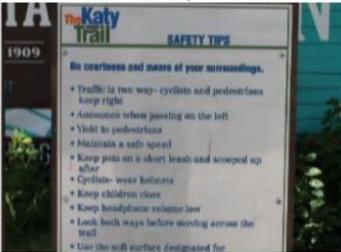


Photo courtesy of TxDOT

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

Previous
Optional Comment
Next

← 2 3 4 5 **Thank You for Your Input!** ? What to do

WELCOME BARRIERS TO BIKING MARK IT ON THE MAP BIKE PRIORITIES THANK YOU

Final Questions (Optional)

What is your age
Select:

What is your gender?
Select:

What county do you live in?
Select:

What is your ZIP code?
Type...

Which public hearing did you attend?
Select:

Additional Comments:
Type...

Thank You!

Thank you for your input! For more information, check out these sites: [Dallas Bicycle](#), [Fort Worth bicycle](#), [TxDOT bicycle](#) and [NCTCOG bicycle](#).



North Central Texas Council of Governments