



## MEETING AGENDA

TxDOT Bicycle Advisory Committee (BAC)  
 October 12, 2018 - 9:30 A.M.  
 200 East Riverside Drive, Bldg. 200, Classroom D (RA200D)  
 Austin, Texas 78704  
 Teleconference Available for BAC Members

1.	Call to Order.
2.	Safety briefing.
3.	Approval of minutes from July 30, 2018, BAC meeting. (Action)
4.	Introduction of new BAC member.
5.	Report from BAC Chair.
6.	Report from TxDOT's Public Transportation Division Director regarding statewide bicycle/pedestrian matters.
7.	Presentation on Economic Impact Study of Bicycling in Texas.
8.	Discussion on Strategic Direction Next Step – Bikeway Design Effort. (Action)
9.	Update on TxDOT Safe Routes to Schools funds.
10.	Update from committee members on local and statewide issues.
11.	Public comment – public comments will only be accepted in person.
12.	Discussion of agenda items for future BAC meetings. (Action)
13.	Adjourn. (Action)

I certify that I have reviewed this document and that it conforms to all applicable *Texas Register* filing requirements.

CERTIFYING OFFICIAL: Joanne Wright, Deputy General Counsel, (512) 463-8630.

## **AGENDA ITEM 3**

## MINUTES FOR ADOPTION

Bicycle Advisory Committee – Teleconference Meeting  
200 E. Riverside Drive, Austin TX 78704 – Classroom D  
July 30, 2018

### **BAC Committee Members Present and Participating:**

Billy Hibbs, *Tyler*, Chair  
Robert Gonzales, *El Paso*, Vice Chair  
Karla Weaver, *Dallas/Fort Worth*  
Anne-Marie Williamson, *Wichita Falls*  
DawnElla Rust, *Nacogdoches* (by phone)  
Joseph Pitchford, *Dallas* (by phone)  
Margaret O'Brien-Nelson, *Houston*  
David Ham, *Midland*  
Cristian Sandoval, *San Antonio*  
Jeffrey Pollack, *Corpus Christi*

### **TxDOT Present and Participating:**

Eric Gleason, Director, Public Transportation Division (PTN)  
Teri Kaplan, Statewide Bicycle / Pedestrian Coordinator (PTN)  
Bonnie Sherman, Planner (PTN)

### **Also Present and Participating:**

Carl Seifert, Jacobs  
Robin Stallings, BikeTexas  
Genevieve Bales, FHWA  
Lydia Bryan Valdez, TxDOT-TRF

### **AGENDA ITEM 1: Call to Order.**

Billy Hibbs began the proceedings at 10:00 A.M.

### **AGENDA ITEM 2: Safety Briefing.**

Bonnie Sherman provided a safety briefing at 10:00 A.M.

### **AGENDA ITEM 3: Approval of Minutes from April 16, 2018, BAC Meeting (Action).**

Billy Hibbs introduced this item at 10:01 A.M.

**MOTION** Bobby Gonzales moved to approve the April 16, 2018, meeting minutes.

**SECOND** Anne Marie Williamson seconded the motion.

The motion passed unanimously at 10:02 A.M.

### **AGENDA ITEM 4: Report from BAC chair.**

Billy Hibbs delivered his report beginning at 10:02 A.M.

Comments from Robin Stallings, Teri Kaplan, and Anne Marie Williamson.

**AGENDA ITEM 5: Report from TxDOT's Public Transportation Division Director regarding statewide bicycle and pedestrian matters.**

Eric Gleason began this presentation at 10:13 A.M.

Questions/Comments from Jeff Pollack and Anne Marie Williamson.

**AGENDA ITEM 6: Discussion on the next potential area of effort for TxDOT's Bicycle Program. (Action).**

Karla Weaver and Bonnie Sherman opened this item at 10:19 A.M.

Comments: Billy Hibbs, Margaret O'Brien-Nelson, Anne Marie Williamson, Cristian Sandoval, DawnElla Rust, Teri Kaplan, Eric Gleason, Genevieve Bales, and Jeff Pollack.

BAC members discussed three potential efforts to undertake in FY 19, including bicycle planning and implementation training, guidance on safe routes to new and existing schools, and bikeway design and facility selection recommendations. Following a prioritization exercise, BAC members ranked bikeway design and facility selection as its highest immediate priority.

**AGENDA ITEM 7: Presentation on the Corpus Christi Metropolitan Planning Organization's Strategic Plan for Active Mobility "Bicycle Mobility by Design in Corpus Christi: Installing the Right Infrastructure in the Right Places".**

Jeff Pollack presented this item beginning at 11:09 A.M.

Questions/Comments: Karla Weaver, Bobby Gonzales, Billy Hibbs, Cristian Sandoval, and Margaret O'Brien-Nelson

**AGENDA ITEM 8: Update from committee members on local and statewide issues.**

Billy Hibbs introduced this item at 11:47 A.M.

Reports: Karla Weaver, David Ham, Cristian Sandoval, Bobby Gonzales, Anne Marie Williamson, Margaret O'Brien-Nelson, and DawnElla Rust.

Questions/Comments: Billy Hibbs

**AGENDA ITEM 9: Public comment – public comments will only be accepted in person.**

Billy Hibbs introduced Robin Stallings at 12:00 P.M. Mr. Stallings commented on Safe Passing Laws, electric scooters, Safe Routes to Schools, and TxDOT's public hearing requirements for the addition of bike lanes.

**AGENDA ITEM 10: Discussion of agenda items for future BAC meetings. (Action)**

Billy Hibbs opened this item at 12:07 P.M.

Comments: Cristian Sandoval volunteered to present on SA Connect at a future meeting. Additionally, Lydia Bryan-Valdez offered to provide an update on Safe Routes to Schools as the next BAC meeting.

**AGENDA ITEM 11: Adjourn. (Action)**

Meeting adjourned at 12:10 P.M.

Prepared by:

\_\_\_\_\_  
Teri Kaplan  
Public Transportation Division

Approved by:

\_\_\_\_\_  
Billy Hibbs  
Chair, Bicycle Advisory Committee

## **AGENDA ITEM**

# Economic Impact of Bicycling in Texas

TxDOT IAC - 15293



## Summary of Work

Identified and estimated statewide direct, indirect, and induced economic impacts of bicycle-related expenditures.

Estimated statewide annual economic cost savings and benefits from bicycle use statewide.

Applied methodologies in each category (where possible) to three case study projects to estimate/evaluate economic impacts and cost savings at the local level.

## Data Sources

### Primary Data Sources

- Office of Economic Development and Tourism – 2016 State Visitor Profile
- U.S. Census Bureau’s 2007 Economic Census – Product Line Sales
- Transportation Alternatives (TA) Funding
- Urban bikeway counts
- TxDOT’s Roadway/Highway Network (RHINO)
- INRIX speed data
- Strava crowdsourced bicyclist usage

### Unavailable Data Sources

- Bicycle-specific statewide/ regional survey data
- Rural bikeway counts
- Statewide bikeway inventory and construction costs

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## Economic Impact Modeling Tools

- **IMpacts for PLANning (IMPLAN)**
  - Recreation & tourism
  - Manufacturing & wholesale/distribution
  - Retail sales
  - Capital construction spending
- **Health Economic Assessment Tool (HEAT)**
  - Monetized health benefits

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## Limitations of the Analysis

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Lack of bicycle-specific tourism and expenditures survey data.

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Limited bicyclist count data.

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Varying years of data sources (e.g. Economic Census (2012), State Visitor Profile (2016), etc.).

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Incomplete dataset of bicycle capital construction costs.

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Inconsistency in reporting and availability of property value data across appraisal districts.

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Multiple confounding variables in the datasets inhibiting impact analyses.

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## Summary of Annual Statewide Results

### Estimated Impacts from Bicycle-Related Expenditures

- 36,000 jobs supported<sup>1</sup>
- \$153 million State and Local tax revenue generated.<sup>1,2</sup>
- \$1.2 billion in labor income paid to workers.<sup>1</sup>

### Estimated Cost Savings from Bicycle Use

- \$11 million in travel cost savings for every 1 percent shift from cars to bikes.
- \$352 million in monetized health benefits from reduced mortality risk

<sup>1</sup>Direct, indirect, and induced impacts from bicycle-related tourism, sales, manufacturing, and construction.

<sup>2</sup>Does not include taxes on production and imports for bikeway construction projects

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## Estimated Annual Bicycle-Related Employment in Texas

Industry Sector	Direct Jobs	Total Jobs <sup>1</sup>	Confidence Level
Tourism	24,631	33,324	Medium
Sales	1,275	1,825	High
Manufacturing <sup>2</sup>	195	673	Low
Construction	213	314	Medium
<b>All Sectors</b>	<b>26,314</b>	<b>36,135</b>	

- **Direct** – The immediate result of expenditures in a specific sector
- **Indirect** – Impacts from business to business interactions
- **Induced** – Impacts from the spending of labor income (wages).

<sup>1</sup>Includes direct, indirect, and induced employment estimates.

<sup>2</sup>Includes motorcycle manufacturing and production

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## Estimated Annual Labor Income from Bicycle- Related Expenditures in Texas (2018\$)

Sector	Direct Impacts (\$M)	Total Impacts (\$M) <sup>1</sup>	Confidence Level
Tourism	\$652.5	\$1,093.8	Medium
Sales	\$39.2	\$67.7	High
Manufacturing <sup>2</sup>	\$18.0	\$47.5	Low
Construction	\$10.9	\$15.5	Medium
<b>All Sectors</b>	<b>\$720.6</b>	<b>\$1,224.6</b>	

- **Direct** – The immediate result of expenditures in a specific sector
- **Indirect** – Impacts from business to business interactions
- **Induced** – Impacts from the spending of labor income (wages).

<sup>1</sup>Includes direct, indirect, and induced employment estimates.

<sup>2</sup>Includes motorcycle manufacturing and production

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## Case Study Analysis



Economic impacts and costs savings evaluated at the local level include:

- **Construction** – Economic impacts of capital expenditures in bikeway construction.
- **Property Values** – Identification of adjacent property characteristics and value change over time.
- **Potential Travel Costs Savings** – Congestion reduction benefit of bikeway through utilitarian use.
- **Public Health** – Monetized health benefits estimated from current level of use.

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## A-Train Rail Trail

### Project Details

- Location: Denton/ Lewisville
- Construction Year(s): 2011 - 2018
- Construction cost: \$16.1 Million
- Project length: 12 miles
- Annual ridership: 20k – 30k

### Estimated economic impact:

- 62 construction-related jobs
- \$3.8M direct labor income
- \$16.9M total economic output from construction
- 20k car trips potentially replaced annually
- \$47k annual potential transportation savings
- \$1.0M annual health benefit



Source - Denton Record Chronicle.  
[https://www.dentonrc.com/news/lake-dallas-to-celebrate-completion-of-dcta-rail-trail/article\\_8c014f14-2de9-5a60-a863-efae3f372445.html](https://www.dentonrc.com/news/lake-dallas-to-celebrate-completion-of-dcta-rail-trail/article_8c014f14-2de9-5a60-a863-efae3f372445.html)

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## Lamar Street Cycle Track

### Project details:

- Location: Houston
- Construction Year(s): 2015, 2017
- Construction cost: \$320 thousand
- Project length: 0.75 miles
- Annual ridership (est.): 30k

### Estimated economic impact:

- 2 construction-related jobs
- \$130k direct labor income
- \$550k total economic output from construction
- 22k car trips potentially replaced annually
- \$4k annual potential transportation savings
- \$120k annual health benefit



Source – Winlow Place.  
<http://www.winlowplace.org/blog/2016/2/27/houston-bike-plan-proposes-new-safer-bikeways-for-our-neighborhood>

## White Oak Trail Extension

### Project details

- Location: Houston
- Construction Year(s): 2015 - 2017
- Construction cost: \$4 Million
- Project length: 2 miles
- Annual ridership: 104k

### Estimated economic impact

- 20 construction-related jobs
- \$1.6M direct labor income
- \$6.8M total economic output from construction
- 75k car trips potentially replaced annually
- \$39k annual potential transportation savings
- \$1.1M annual health benefit



Source – A. Hansen.  
<https://itsnothouitsme.com/2016/12/29/bayou-greenways-finishes-up-construction-on-the-latest-stretch-of-white-oak-bayou/>

## Project Summary

### Bicycling activities contribute to:

- over 36,000 jobs statewide, and
- generate over \$1 billion dollars in labor income (wages) annually.

### Key findings of the study

- Bicycle tourism, production, and retail sales generate over \$153 million in State and Local tax revenues annually.
- The investment of over \$26 million<sup>1</sup> in bicycle infrastructure in 2018 alone is estimated to generate 314 jobs and \$41 million in total economic output.
- Shifting 1 percent of car trips to bike trips has the potential to reduce traffic on some of the state's most congested roads, and would save over \$11 million annually.

<sup>1</sup>Does not include projects funded exclusively by local governments or bicycle infrastructure constructed as part of larger transportation projects

## Questions?

## Case Study Selection Criteria

Publicly owned bikeway that allows for mode-shift (excluded recreational trails).

Available construction cost data from local agencies.

Constructed within the last 5 years.

Bikeways with established counting programs were preferred.

Mix between on-street and off-street facilities.

Projects from varying city sizes.

## **AGENDA ITEM 8**



Strategic  
Direction  
Report  
next steps!



## BIKEWAY DESIGN EFFORT

BAC Meeting  
October 12, 2018

### Presentation Agenda

1. Background
2. Goal of work effort
3. Alignment with TxDOT Goals
4. Scope of work effort
5. Project schedule

## Goal of Work Effort

Effectively institutionalize the inclusion of safe, reliable, and integrated bicycle and pedestrian infrastructure into traditional TxDOT transportation planning and project development processes.

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## Project approach characteristics

- Iterative process focused on:
  - informing BAC members about current TxDOT policies and procedures
  - discussing best practices
  - facilitating BAC member recommendations
- Flexible schedule to consider update to *AASHTO Guide for the Development of Bicycle Facilities* (anticipated 2019)
  - Note: TxDOT has adopted current AASHTO Bike Guide for bikeway design guidance.



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## Alignment with TxDOT's Goals

### Optimize System Performance

- Investing in bicycle and pedestrian infrastructure increases economic competitiveness. Additionally, investing in nonmotorized infrastructure will enhance connectivity and mobility for underserved roadway users.

### Promote safety

- Infrastructure that separates bicyclists and pedestrians from motor vehicle traffic has been shown to reduce crashes and fatalities. Designing and constructing context-sensitive bicycle and pedestrian infrastructure makes roads safer for all users.

### Deliver the Right Projects

- Refinements to TxDOT project development processes and bikeway design guidance will allow for more appropriate bicycle infrastructure improvements. Developing context sensitive bikeway designs can align plans and programs with strategic goals. Inclusion of bicycle/pedestrian infrastructure in all projects early in the planning process reduces the need for costly retrofits.

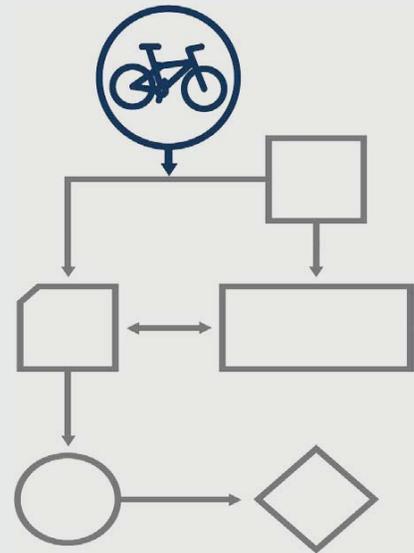
## Scope of Effort

Develop recommendations on:

1. Incorporating bikeways into TxDOT's project development processes
2. Updating TxDOT bikeway design guidance
3. Disseminating information (*TxDOT training policies, procedures, & guidance*)
4. Coordinating with local governments

## Incorporate bikeways into TxDOT's project development processes

- Review best practices for incorporating bikeways into project development:
  - Other state DOTs,
  - TxDOT Districts,
  - Current research/guidance
- Understand TxDOT's current project development processes
- Assist BAC members in developing recommendations on project development processes

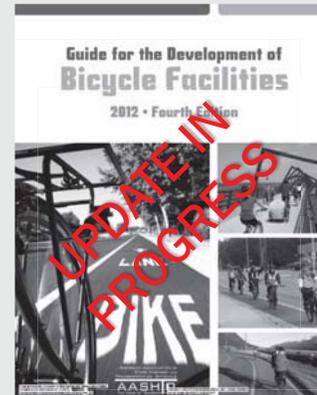


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## Update TxDOT bikeway design guidance

- Identify best practices for bikeway design from:
  - Other state DOTs,
  - TxDOT Districts,
  - Current research.
  - Other guides
- Understand current bikeway design guidance
- Review bikeway facility selection tools
- Track current update to *AASHTO Guide for the Development of Bicycle Facilities*
- Assist BAC members in developing design recommendations



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## Disseminate information

- Identify TxDOT training courses where the inclusion of bicycle/pedestrian principals should be addressed
- Understand TxDOT's internal review processes:
  - TxDOT plan review and construction letting procedures
  - Standard guidance from TxDOT Divisions to Districts
- Assist BAC members in developing communication, procedure, or policy recommendations



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## Coordinate with local governments

- Summarize coordination practices between TxDOT and local governments/MPOs
- Facilitate BAC recommendations to identify critical input opportunities



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## Bikeway Design Effort – Project Team

### Working Group

Bobby Gonzales

Cristian Sandoval

Jeff Pollack

Karla Weaver

Margaret O'Brien-Nelson

In-person meeting: TODAY  
1:00 – 2:00 pm  
In this room

### TxDOT Division Staff

#### Design Division

- Kenneth Mora
- Charlotte Teague

#### Traffic Operations Division

- Mark Johnson

#### Public Transportation Division

- Bonnie Sherman
- Teri Kaplan
- Carl Seifert (Jacobs)

## Questions



**Please send additional questions, concerns, and comments to:**

**Bonnie Sherman, AICP, CNU-A**

TxDOT – Public Transportation Division  
Statewide Bicycle and Pedestrian Coordinator  
[Bonnie.Sherman@txdot.gov](mailto:Bonnie.Sherman@txdot.gov)  
(512) 486-5972

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## Incorporating Bikeway Planning and Design into Traditional Project Development Processes

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### Goal of Work Effort

Effectively institutionalize the consideration and ultimate construction of safe, reliable, and integrated bicycle and pedestrian infrastructure in conjunction with traditional TxDOT transportation project development processes.

### Aligning Bicycle and Pedestrian Considerations with TxDOT Goals

- **Optimize System Performance** – Investing in bicycle and pedestrian infrastructure increases economic competitiveness. Additionally, investing in nonmotorized infrastructure can enhance connectivity and mobility for underserved roadway users.
- **Promote safety** – Infrastructure that separates bicyclists from motor vehicle traffic has been shown to reduce crashes and fatalities. Designing and constructing context-appropriate bicycle and pedestrian infrastructure makes roads safer for all users.
- **Deliver the Right Projects** – Refinements to project development processes and bikeway design guidance can match the appropriate bicycle infrastructure with the local context. Developing context sensitive bikeway designs can align plans and programs with strategic goals. Inclusion of bicycle/pedestrian infrastructure in all projects at the start reduces the need for costly retrofits.

## Scope of Effort

TxDOT-PTN and other Division staff will facilitate discussion with TxDOT's BAC on the following four Bikeway Design Topics. TxDOT-PTN and consultant staff shall be referred to as "the project team" henceforth.

### 1) Incorporating bikeways in TxDOT's project development processes

The project team in coordination with TxDOT Division/District staff will investigate and summarize the extent to which bicycle facilities are considered in TxDOT's current project development processes. The project team will facilitate meetings with TxDOT's BAC and/or the BAC Project Working Group to educate, explore, and identify potential opportunities where meaningful bikeway consideration can occur early in the project development process.

In coordination with TxDOT Division and District staff, the project team proposes to perform the following activities:

- A. Summarize current TxDOT Project Development Processes, including the Design Summary Report, and the role of 1) the TxDOT Design Division memo dated 3/23/11 and 2) TxDOT's Bicycle and Pedestrian Accommodation Environmental Handbook in project development.
- B. Identify best practices from other state DOTs, TxDOT Districts, and current research for bicycle planning/incorporation of bicycle accommodation.
- C. Facilitate BAC member recommendations related to project development process.

Potential Deliverables:

- Recommendations for improvements to TxDOT's policies or procedures to better incorporate bicycle and pedestrian infrastructure into the project development processes

2) TxDOT Bikeway Design Guidance

AASHTO's 2012 *Guide for the Development of Bicycle Facilities* (AASHTO Bike Guide) is currently being updated. While the final version of the AASHTO Bike Guide is not expected to be released until 2020, TxDOT's BAC may make recommendations based upon draft contents. Additionally, TxDOT's BAC could endorse certain aspects of AASHTO Bike Guide. In particular, a recent BAC member presentation featured a bikeway type selection tool to assist in determining the appropriate bikeway facility type for a given context.

In coordination with TxDOT Design and Traffic Operations Division staff, the project team proposes to perform the following activities:

- A. Identify and summarize best practices from other state DOTs, TxDOT Districts, and current research for bicycle facility selection and design.
- B. Create a high-level summary of current bikeway design guidance including: 1) FHWA memo on Design Flexibility; 2) *Texas Manual on Uniform Traffic Control Devices*; and 3) TxDOT's *Roadway Design Manual*
- C. Identify differences between (B) and the DRAFT AASHTO Bike Guide.
- D. Facilitate BAC member recommendations related to future guidance on bikeway design.

Potential Deliverables:

- Recommendations related to a bikeway type selection tool to assist design engineers and planners in determining the appropriate bikeway type for a given context.
- Examples of scenarios in which alternative bikeway design guidance (e.g., NACTO) should be considered.
- BAC endorsement of design recommendations in the draft AASHTO Bike Guide.
- BAC recommendations on potential enhancements to draft AASHTO Bike Guide treatments for TxDOT consideration.

3) Disseminating information (TxDOT training, policies, procedures, & guidance)

Accommodating bicycle and pedestrian modes on roadways has been emphasized at the national level. In recent years, FHWA has produced several guidance documents on bikeway planning, mapping, and design. Within TxDOT, project development processes vary somewhat from District to District and the consideration of bikeways may not be addressed consistently across TxDOT. To establish a shared understanding of bicycle planning principles and design treatments and to create an environment where project development processes effectively consider bicyclists and pedestrians, updated guidance and/or additions to existing TxDOT training modules may be appropriate.

In coordination with other TxDOT Division staff, the project team proposes to perform the following activities:

- A. Identify and summarize existing TxDOT training courses which feature instruction on relevant project development process(es).

- B. Identify and summarize existing Design Division plan review and construction letting procedures.
- C. Identify relevant standard guidance provided from TxDOT Divisions to Districts.
- D. Guide BAC member discussions to develop recommendations related to bikeway planning/design training and education.

Potential Deliverables:

- Recommendations for incorporation of bikeway planning/design considerations into TxDOT policies procedures, guidance manuals, or trainings.

*4) Coordination with local governments*

TxDOT roadways traverse numerous local and regional boundaries. At the local and regional levels, bicycle and pedestrian improvements within TxDOT maintained right-of-way should consider local government (LG) and metropolitan planning organization (MPO) active transportation plans and policies in project development. Similarly, LG and MPO staff should coordinate with TxDOT District staff to ensure TxDOT's interests are considered during development of transportation plans. This topic includes opportunities to coordinate with local stakeholders and consider existing bicycle plans, designs, and issues.

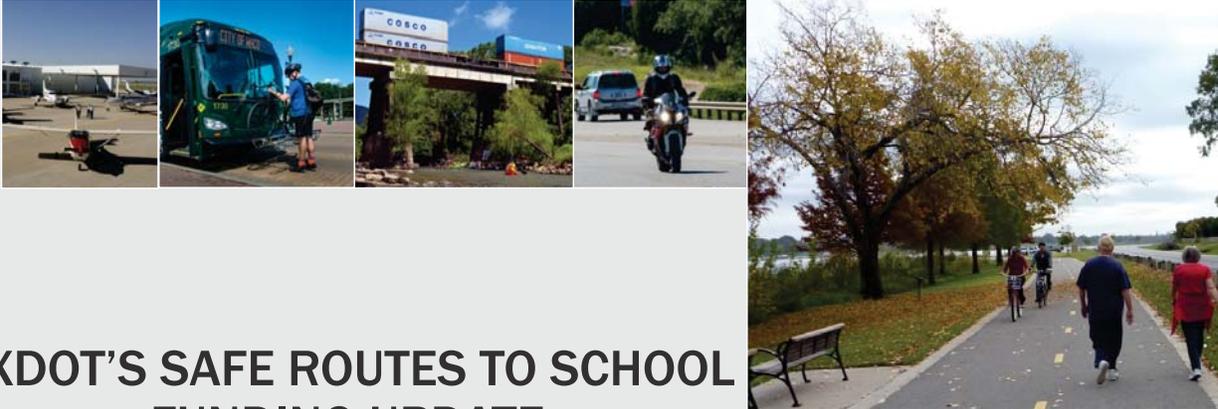
In coordination with other TxDOT District/Division staff, the project team proposes to perform the following activities:

- A. Summarize current TxDOT Project Development Processes with a special emphasis on coordination practices between TxDOT District staff and LG/MPO staff.
- B. Facilitate BAC member discussion related to local and regional coordination.

Potential Deliverables:

- Recommendations on points within the project development process where consideration of local plans and needs may be critical
- Recommendations on coordination during local/regional plan development

## **AGENDA ITEM 9**



## TXDOT'S SAFE ROUTES TO SCHOOL FUNDING UPDATE

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BAC Meeting  
October 12, 2018

### Presentation Agenda

1. Introduction and history of Safe Routes to School (SRTS)
2. Eligible projects and funding details
3. Upcoming SRTS funding opportunities



## Purpose

### Purpose of Safe Routes to School (SRTS) Funding:

1. To enable and encourage children to walk and bicycle to school
2. To make bicycling and walking to school a safer and more appealing transportation alternative from an early age
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce motorized traffic in the vicinity of schools

*From FHWA Safe Routes to School Guidance (2006)*



Safe Routes to School Overview

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## History

### 2005 – 2012

- Congress funded a stand-alone federal SRTS program
- Over \$1 Billion allocated to State DOTs over 7 years
- TxDOT awarded funds to **177** infrastructure and **268** non-infrastructure SRTS projects, totaling **\$78.8 million**.

### 2012 – Present

- Recent federal transportation bills (MAP-21 and FAST Act) eliminated SRTS as a standalone program.
- Construction of SRTS infrastructure is an eligible project activity for TxDOT's Transportation Alternatives (TA) Program.
- **29** SRTS projects, totaling **\$19 million**, were awarded funding through TxDOT's TA calls-for-projects.

Safe Routes to School Overview

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## Types of SRTS Funding

Two types of projects can be funded:

### Infrastructure

- Funds may be used for the **planning, design and construction** of projects that will substantially improve the ability of students to walk and bicycle to school.
- Project examples include sidewalk improvement, traffic calming, speed reduction improvements, street crossings, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking, and traffic diversion improvements.

### Non-infrastructure

- Funds may be used to **encourage walking and bicycling** to school, including public awareness campaigns, outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, as well as funding for trainings, volunteers, and managers of Safe Routes to School programs.

## Remaining SRTS Funding

- Remaining SRTS funds:
  - \$2.8M Non-Infrastructure
  - \$8.7M Infrastructure
- No local funding match required
- Competitive selection process:
  - Specific selection criteria
  - TxDOT evaluation committees:
    1. Subject matter experts
    2. Bicycle Advisory Committee
- Projects authorized by Texas Transportation Commission



## Remaining Non-infrastructure SRTS Funds

- Non-infrastructure projects are those activities designed to encourage walking and bicycling to school
- Eligible projects include:
  - Providing student education on bicycle and pedestrian safety
  - Other projects that promote pedestrian and bicycle safety of children in and around schools



## FY 2020 Statewide SRTS Request for Proposals

- Non-infrastructure SRTS Request for Proposals
- Scheduled to coincide with:
  - Section 402 State and Community Highway Safety Grant Program
  - Selective Traffic Enforcement Program (STEP)
- To be posted: November 2018
- Proposal deadline: January 2019
- TxDOT eGrants system



# FY 2020 Statewide SRTS Request for Proposals

Program	Location	Local Match	Eligible Activities	Funding
SRTS Non-Infrastructure	Statewide	\$0	Education	\$2.8 M



## Remaining SRTS Infrastructure Funds

- Eligible project sponsors
  - State agencies
  - Political subdivisions (local governments)
- Project location
  - Must be within 2 miles of a school (K- 8<sup>th</sup> grade)



## 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



## TxDOT BAC involvement

- TxDOT's Bicycle Advisory Committee will serve "as a project evaluation committee to review, evaluate, and make recommendations on the proposals submitted for the [SRTS] program." (TAC Rule §25.504)
- Look forward to opportunities to serve in this capacity in Summer 2019





**Please send additional questions and comments to:**

**Bonnie Sherman, AICP, CNU-A**

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Statewide Bicycle and Pedestrian Coordinator  
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**Lydia Bryan Valdez**

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