



## MEETING AGENDA

TxDOT Bicycle Advisory Committee (BAC)  
 January 25, 2019 - 9:30 A.M.  
 125 East 11th Street, Ric Williamson Hearing Room  
 Austin, Texas 78701  
 Teleconference Available for BAC Members

1.	Call to Order.
2.	Safety briefing.
3.	Approval of minutes from October 12, 2018, BAC meeting. (Action)
4.	Remarks from Texas Transportation Commissioner Jeff Austin.
5.	Report from BAC Chair.
6.	Report from TxDOT's Public Transportation Division Director regarding statewide bicycle/pedestrian matters.
7.	Presentation on Bikeway Design Effort.
8.	TxDOT Safe Routes to Schools evaluation criteria. (Action)
9.	Presentation on Texas Transportation Plan 2050.
10.	Discussion and possible recommendation to Commission for use of a portion of TA funds to develop Bicycle Tourism Trails. (Action)
11.	Update from committee members on local and statewide issues.
12.	Public comment – public comments will only be accepted in person.
13.	Discussion of agenda items for future BAC meetings. (Action)
14.	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.



## MINUTES FOR ADOPTION

Bicycle Advisory Committee – Teleconference Meeting  
200 E. Riverside Drive, Austin TX 78704 – Classroom D  
October 12, 2018

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

#### In-Person:

Billy Hibbs, *Tyler*, Chair  
Robert Gonzales, *El Paso*, Vice Chair  
Karla Weaver, *Dallas/Fort Worth*  
DawnElla Rust, *Nacogdoches*  
Margaret O'Brien-Nelson, *Houston*  
David Ham, *Midland*  
Cristian Sandoval, *San Antonio*  
Jeffrey Pollack, *Corpus Christi*  
Frank Rotnofsky, *Laredo*

#### Via telephone:

Shawn Twing, *Amarillo* (by phone)

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

Eric Gleason, Director, Public Transportation Division (PTN)  
Donna Roberts, PTN Program Services Section Director  
Teri Kaplan, Statewide Bicycle / Pedestrian Coordinator (PTN)  
Bonnie Sherman, Statewide Bicycle / Pedestrian Coordinator (PTN)  
Lydia Bryan Valdez, TxDOT-TRF

### **Also Present and/or Participating:**

Carl Seifert, Jacobs  
Genevieve Bales, FHWA  
Clarence Rumancik, FHWA  
Robin Stallings, BikeTexas

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

Billy Hibbs began the meeting at 9:31 A.M.

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

Teri Kaplan provided a safety briefing beginning at 9:32 A.M.

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

Billy Hibbs introduced this item at 9:38 A.M.

**MOTION** David Ham moved to approve the July 30, 2018, BAC meeting minutes.

**SECOND** Jeff Pollack seconded the motion.

The motion passed unanimously at 9:40 A.M.

**AGENDA ITEM 4 & 5: Report from BAC chair.**

Billy Hibbs delivered his report beginning at 9:34 A.M.

Comments from Frank Rotnofsky and Shawn Twing.

**AGENDA ITEM 6: Report from TxDOT's Public Transportation Division Director regarding statewide bicycle and pedestrian matters.**

Eric Gleason delivered his report beginning at 9:45 A.M.

Comment: Genevieve Bales (FHWA) thanked TxDOT (Teri and Bonnie) for advancing selected 2015 TAP and 2017 TASA projects in a timely manner. To date, TxDOT-PTN has not lost any TA funds apportioned to the state for projects in population areas of less than 200,000.

**AGENDA ITEM 7: Presentation on Economics Impact Study of Bicycling in Texas.**

Brett Huntsman gave an overview of the economic impacts research completed by Texas Transportation Institute beginning at 10:22 A.M.

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

**AGENDA ITEM 8: Discussion on Strategic Direction Next Step – Bikeway Design Effort.**

Bonnie Sherman presented this item beginning at 10:22 A.M.

Questions/Comments: Donna Roberts, Billy Hibbs, Jeff Pollack, Margaret O'Brien-Nelson, Cristian Sandoval, Karla Weaver, and DawnElla Rust.

**AGENDA ITEM 9: Update on TxDOT Safe Routes to School funds.**

Lydia Bryan Valdez and Bonnie Sherman presented this item beginning at 10:55 A.M.

Questions/Comments: Jeff Pollack, Billy Hibbs, Karla Weaver, and Donna Roberts

**AGENDA ITEM 10: Update from committee members on local and statewide issues.**

Billy Hibbs introduced this item at 11:15 A.M.

Reports: Shawn Twing, Cristian Sandoval, David Hamm, Bobby Gonzales, DawnElla Rust, Margaret O'Brien-Nelson, Karla Weaver, Jeff Pollack, and Frank Rotnofsky.

Questions/Comments: Billy Hibbs

**AGENDA ITEM 11: Public comment – public comments will only be accepted in person.**

Billy Hibbs introduced Robin Stallings at 11:36 P.M. Mr. Stallings commented on TxDOT TAP/TASA with kudos to TxDOT-PTN (Teri and Bonnie) for their good work, appreciation to TTI for their economic impact study on bicycling in Texas, TxDOT's Tourism Trails Study, and the SRTS infrastructure funding.

Teri Kaplan introduced Clarence Romancik, FHWA regional design engineer, to acknowledge the role Clarence will continue to play in the approval of federal funding for 2017 TASA projects.

**AGENDA ITEM 12: Discussion of agenda items for future BAC meetings. (Action)**

At 11:48 P.M. Teri Kaplan acknowledged that Billy Hibbs requested to have Cristian Sandoval provide a presentation on the activities in San Antonio at TxDOT's January 2019 BAC meeting.

No comments

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

Meeting adjourned at 11:52 A.M.

Prepared by:

Approved by:

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

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





# BIKEWAY DESIGN EFFORT UPDATE

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BAC Meeting

January 25, 2018

## Presentation Agenda

1. Review: Goal and Scope of Work
2. Understanding TxDOT Processes:
  - a) Planning Processes
  - b) Project Development and Delivery Processes
3. Reviewing State DOT best practices
4. Status: Update to AASHTO Guide for the Development of Bicycle Facilities
5. Coming up next: Potential interim recommendations

## Review: 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*.

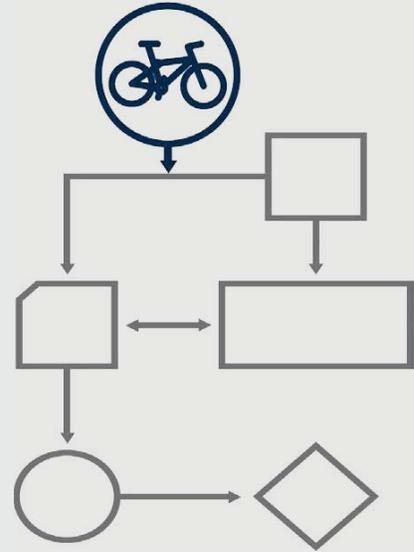
## Review: Scope of Effort

Develop recommendations on:

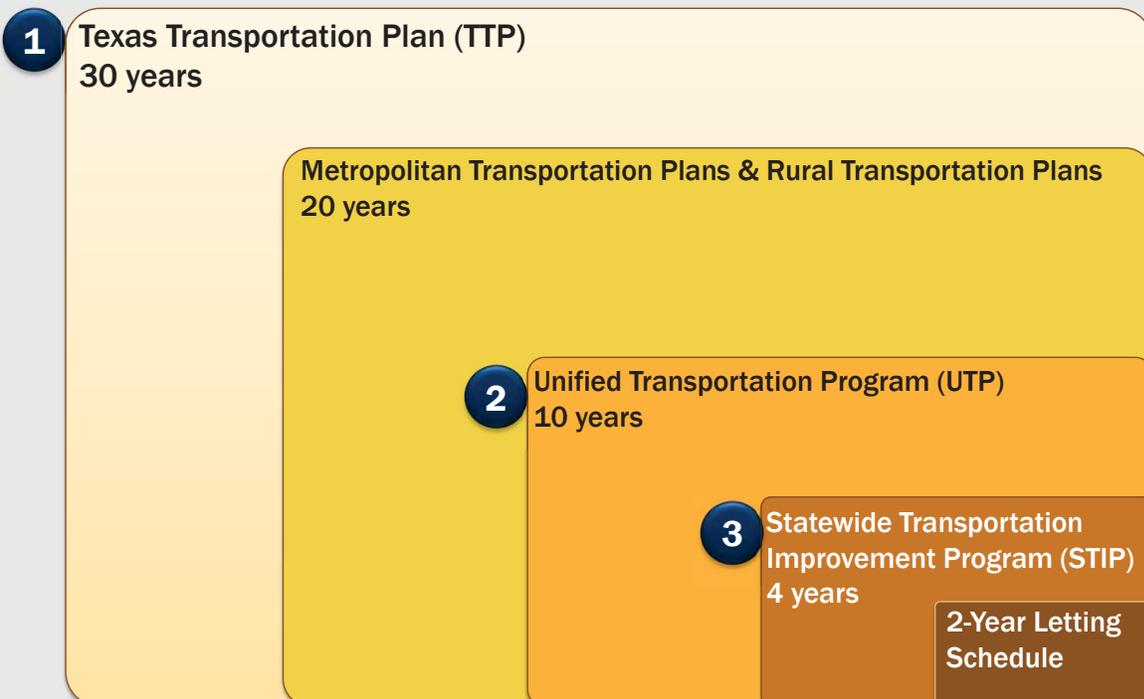
1. **Incorporating bikeways into TxDOT's project development processes**
2. Updating TxDOT bikeway design guidance
3. Disseminating information (*TxDOT training, policies, procedures, & guidance*)
4. Coordinating with local governments

## Incorporate bikeways into TxDOT's project development processes

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



## TxDOT's Project Planning and Programming Process



## 1 Texas Transportation Plan (TTP)

- TTP is more of a guidance document for programming projects. No projects are listed in the TTP.
- Bicycle and pedestrian need/demand can be addressed in TxDOT's goals



## 2 Unified Transportation Plan (UTP)

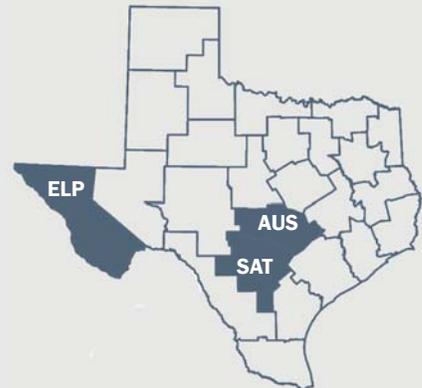
- TxDOT could add bike/ped performance criteria to the evaluation process. This could be added at the District or State level.
- UTP/Project Tracker identify projects in pipeline; good opportunity for bicycle/pedestrian input at project level

## 3 Statewide Transportation Improvement Program (STIP)

- The best opportunity for including bike/ped accommodations into TxDOT project development process is before projects are added to the STIP

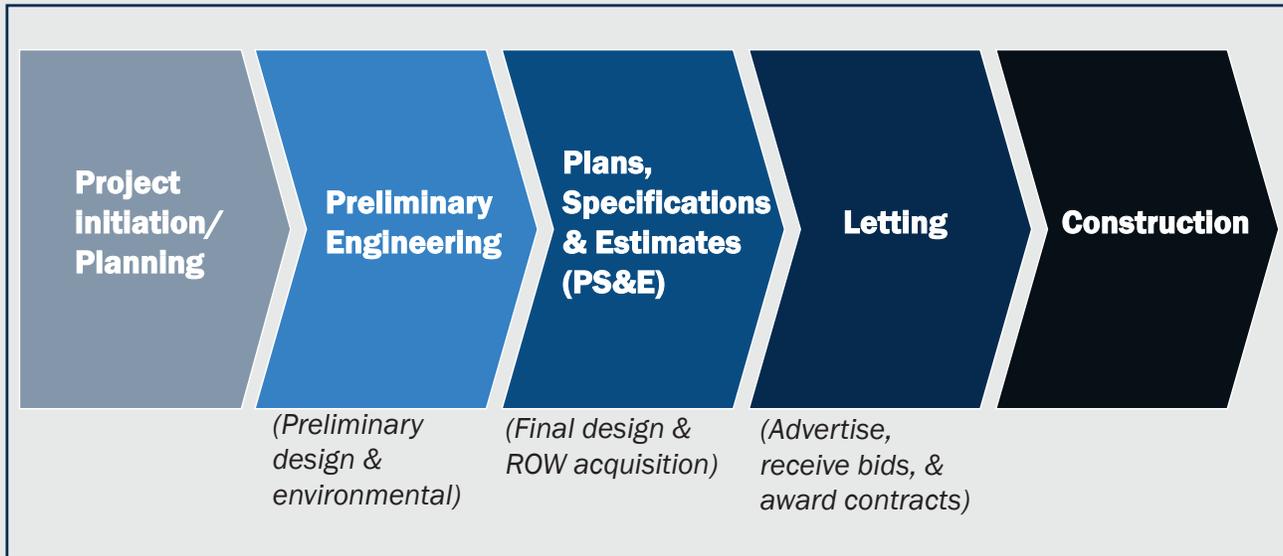
## District Level Planning Efforts

- Three TxDOT Districts created their own Bicycle Plans to inform District project development. One example...
- San Antonio District Rural Bike Plan is used to:
  - Prioritize limited resources
  - Help guide roadway design considerations
  - Work to eliminate system gaps
  - Guide bikeway type selection by local context
  - Determine locations for bicycle improvements if future funding becomes available



- District bicycle planning may provide key opportunity for local bicycle/pedestrian project and/or programming decision-making
- District best practices for bicycle accommodations should be documented.

# TxDOT's Project Design Process



## Approaches from other State DOTs: Summary of selected states

State	CO	FL	MN	OH	TX	UT	WA
Bicycle Accommodation Policy	<input checked="" type="checkbox"/>						
Bikeway design guidance							
Stand-alone bikeway design guidance				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Chapter in DOT Roadway Design Manual	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Implementation tools		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Endorse NACTO guide			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Bikeway implementation tracking		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				

## Approaches from other State DOTs: Summary of initial research

- Most state DOTs expect engineers to consider bicyclist and pedestrian transportation.
- State-level policies do not necessarily translate into inclusion of nonmotorized facilities into roadway projects.
- Focused project development tools can bring attention to bicycle and pedestrian needs at key points in the project development process
- Bikeway design guidance that includes both *prescriptive and descriptive* design thresholds are more effective.
- Tracking of bikeway implementation appears cumbersome and is not well integrated.

### Concluding observation:

*Instead of mandating consideration, many state DOTs are instead providing engineers design guidance documents and tools to make educated and informed decisions.*

October 2018 BAC Meeting

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## Approaches from other State DOTs: BAC Working Group discussion outcomes

- Appropriate bikeway design for adjacent development intensity
  - Context sensitive design
  - Urban vs. rural
- Investigate potential bikeway implementation tracking and/or performance measures
- Identify project development tools useful for TxDOT
- Develop a Bikeway Design chapter in TxDOT Roadway Design Manual
- Consider other design resources such as NACTO's Urban Bikeway Design Guide

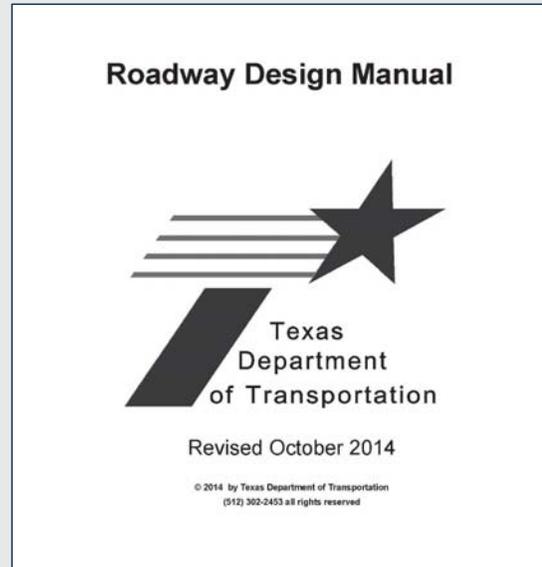


October 2018 BAC Meeting

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TxDOT DES is in process of hiring consultant to update TxDOT's Roadway Design Manual

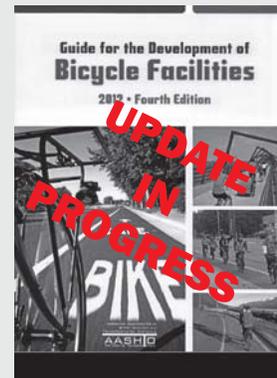
- Schedule to be determined
- TxDOT DES is proposing to create a dedicated chapter for Bikeway Design



## Tracking AASHTO Guide to the Development of Bicycle Facilities

DRAFT content from update to the *AASHTO Guide to the Development of Bicycle Facilities*

- Presented at December 12 Training in Austin
- Focuses on bikeway design for:
  - “Interested but concerned” user group
  - Low-Stress Bicycle Network (72% of public)
- Features **bikeway selection guidance** which considers
  - Vehicle volume and speed
  - Development context (urban/ suburban/rural towns vs. rural roadways)
  - Network connectivity
  - Driveway/intersection frequency
  - On-street parking, parking turnover, and curbside activity



## Remaining Schedule Items

- |   |                  |
|---|------------------|
| ✓ Draft 1 complete (NCHRP 15-60):                 | May 2018         |
| ✓ AASHTO Active Transportation Committees Review: | Summer 2018      |
| ✓ Draft 2 complete:                               | Fall 2018        |
| <hr/>   |                  |
| ▪ Other AASHTO Committees Review:                 | Winter 2018/2019 |
| ▪ Draft 3 complete:                               | Spring 2019      |
| ▪ State Balloting:                                | Summer 2019      |
| ▪ Publication:                                    | Fall 2019        |

## Coming up next

### April 15<sup>th</sup> BAC meeting

- Facilitate recommendations for improving TxDOT Project Development Processes

### Working Group

- In-person meeting TODAY
  - 1:00 – 2:00 pm in the Delegation Room
  - TxDOT Project Development Processes
- March/April
  - Explore project development tools from other State DOTs



**Please send additional  
questions 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

**Noah Heath**

TxDOT – Public Transportation Division  
Bicycle and Pedestrian Planner  
[Noah.Heath@txdot.gov](mailto:Noah.Heath@txdot.gov)  
(512) 486-5973



## 2019 TA/SRTS CALL FOR PROJECTS

### BAC INVOLVEMENT

SRTS Evaluation Criteria Prioritization

January 25, 2019

## Presentation Agenda

1. SRTS funding opportunity review
2. BAC involvement
3. SRTS Projects: Evaluation Criteria Prioritization



## TxDOT-PTN 2019 Call-for-Projects: Funding Sources

Program	Location	Population Size	Local Match	Eligible Activities	Funding
SRTS Infrastructure	<2 miles from schools (K-8)	Any	0%	Project Development & Construction	\$8.7M
Transportation Alternatives (TA) Program	Nonurban*	<5,000	20%	Construction	\$10.6M
					Conditional Project List**
	Small Urban*	5,000 – 200,000			Conditional Project List**

\* TxDOT's TA funds must be administered outside Transportation Management Areas

\*\* Conditional Project Lists will be created to prioritize Nonurban and Small Urban projects for anticipated future federal TA apportionments for FY 2021 - 2022.

SRTS Evaluation Criteria Prioritization

3

## 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*)
  - BAC prioritization of SRTS Evaluation Criteria
  - Subset of BAC members will volunteer to help evaluate SRTS proposed projects in Summer/Fall 2019

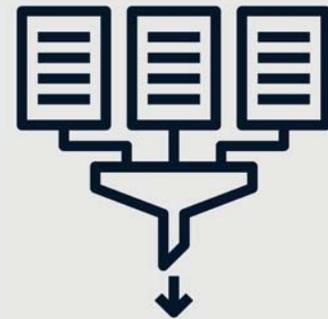
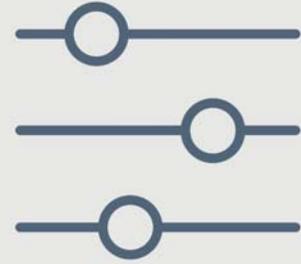


SRTS Evaluation Criteria Prioritization

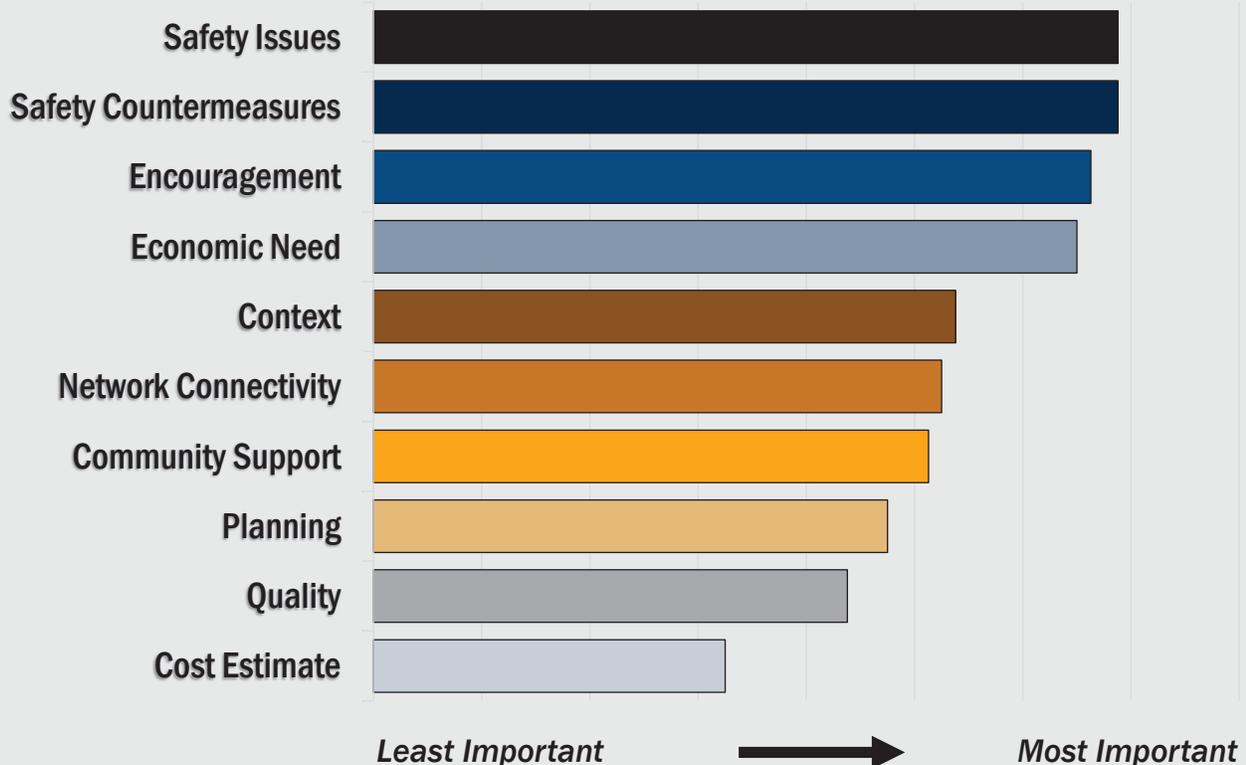
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## SRTS Evaluation Criteria Prioritization: *BAC Survey*

- BAC members were asked to rank the 10 SRTS Evaluation Criteria identified in state rules by importance...
- 2019 TA/SRTS Program Guide will include details for SRTS project evaluations.
  - SRTS Evaluation Criteria will be weighted based upon BAC prioritization



## SRTS Evaluation Criteria: *BAC Survey Results*



# Prioritized SRTS Evaluation Criteria

BAC Prioritized SRTS Evaluation Criteria		
Criteria Categories	Criteria Description (per 43 TAC 25.504)	Measure
1 Safety Issues	Identification of safety hazards	Bike/ped crashes per population density; Project location has 1 or more of the following safety hazards: intersection problem, uncontrolled intersection/crossing, lack of B/P infrastructure, high traffic volume, high posted speed, uncontrolled crossing, not ADA compliant
2 Safety Countermeasures	Potential of proposal to reduce child injury/fatality	Proposed countermeasures are appropriate for safety hazards identified
3 Encouragement	Potential of proposal to encourage biking and walking among students	List existing/proposed SRTS programs (e.g., bike rodeo, walking school bus, etc.); Submit Student Travel Tally/Parent Survey in application; Conduct post-project tally/survey
4 Economic Need	Demonstrated need of community and children served	% of students eligible for Nat'l School Lunch Program
5 Context	Potential of the proposal to create safer walking and bicycling built environment within 2 mi of school	Project includes 1 or more of the following: B/P route gap closure; separate facility for bikes &/or peds; B/P facility separated by space; B/P facility has vertical separator, over/underpass; RR/highway/water crossing; traffic markings/signage; new signals; off-street facility; other
6 Network Connectivity	Identification of current and potential safe walking and bicycling routes to schools	Project creates a contiguous route to school from locations of interest for schoolchildren (parks, sports fields, library, neighborhood)
7 Community Support	Support for the project by community/interested parties	Collaboration partners identified; Public meeting held; Letters of support from school official, PTA, stakeholders; Maintenance responsibility commitment
8 Planning	Application demonstrates a link to existing/planned comprehensive traffic safety plan	Included in SRTS, School Travel, Traffic Safety, or Active Transportation Plan
9 Quality	Compliance with design criteria established by the responsible division	Exhibits meet one of below criteria Check: AASHTO, MUTCD, ADA, NACTO
10 Cost estimate	Identification of detailed construction cost estimate	Cost estimate is thorough and reasonable

- See handout entitled “BAC Prioritized Evaluation Criteria”
- Based on survey results (see slide 6), PTN will apply weights to the available points associated with each criterion to score and rank SRTS projects.
- NOTE: In the 2019 TA/SRTS Program Guide, TA and SRTS Evaluation Criteria will be combined. However, scoring for SRTS projects will be consistent with the methodology presented in the table to the left (and handout).

## Questions

Please send additional questions and comments to:



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

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## Bicycle Advisory Committee Meeting



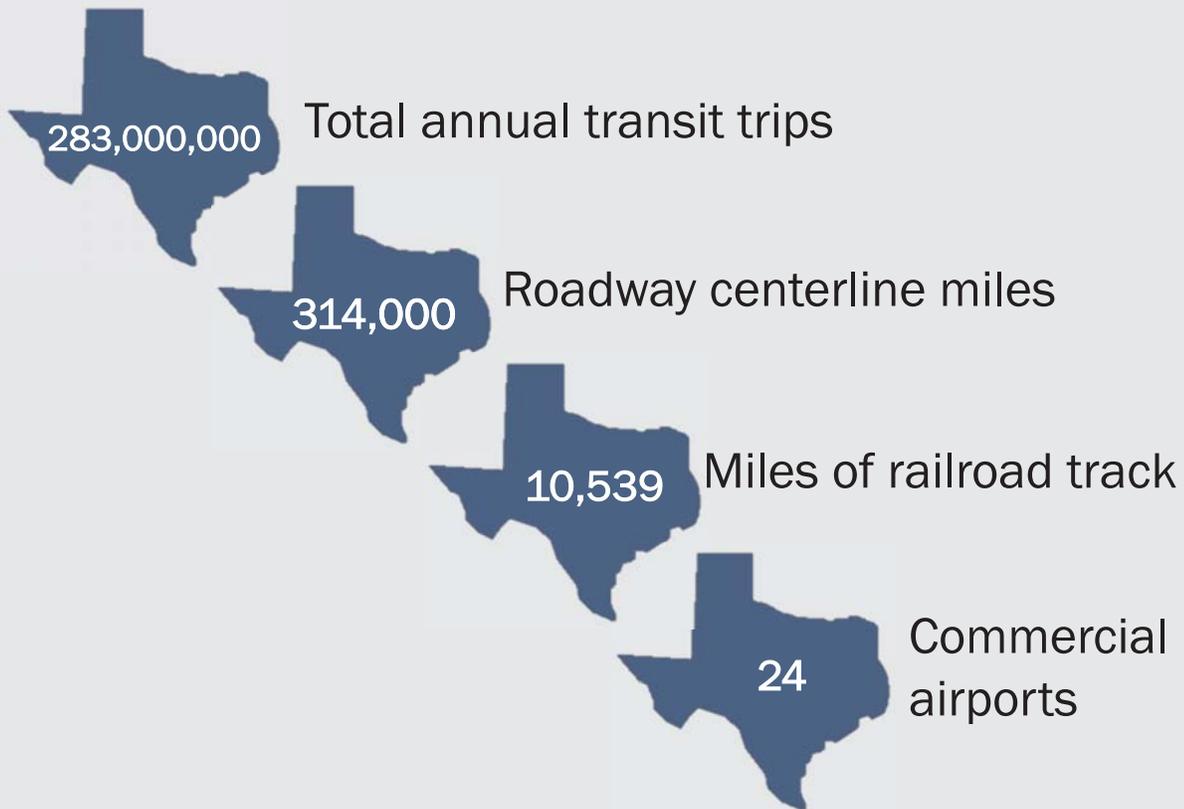
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION

January 25, 2019

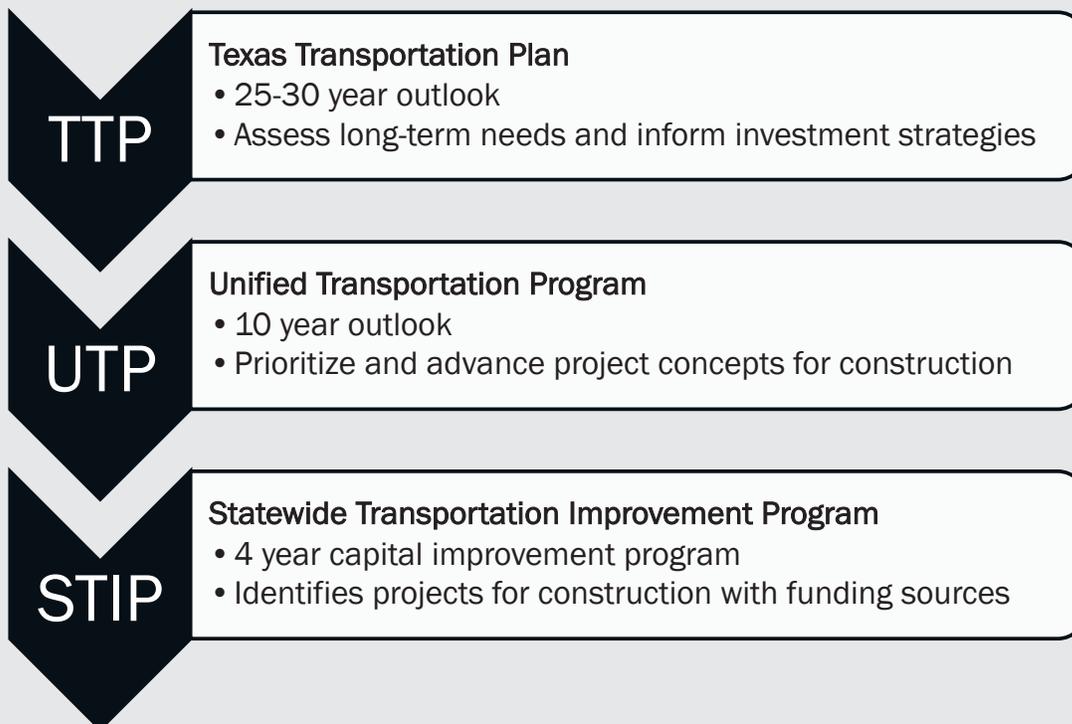
## Agenda

- I. Introductions
- II. Texas Transportation System at a Glance
- III. TTP 2050 Planning Process
- IV. Draft Goal Areas
- V. Bicycle and Pedestrian Approach
- VI. Feedback and Discussion
- VII. Questions

## Your Texas Transportation System at a glance

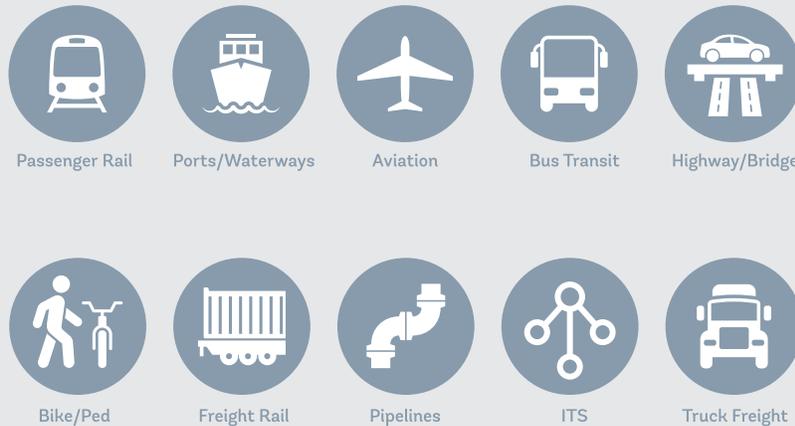


## TxDOT: From Planning to Construction



## What is the TTP?

- Policy document, updated every 4 years, that:
  - Guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 30 years; and
  - Provides a performance-based framework to link investment decisions to your vision for the transportation system



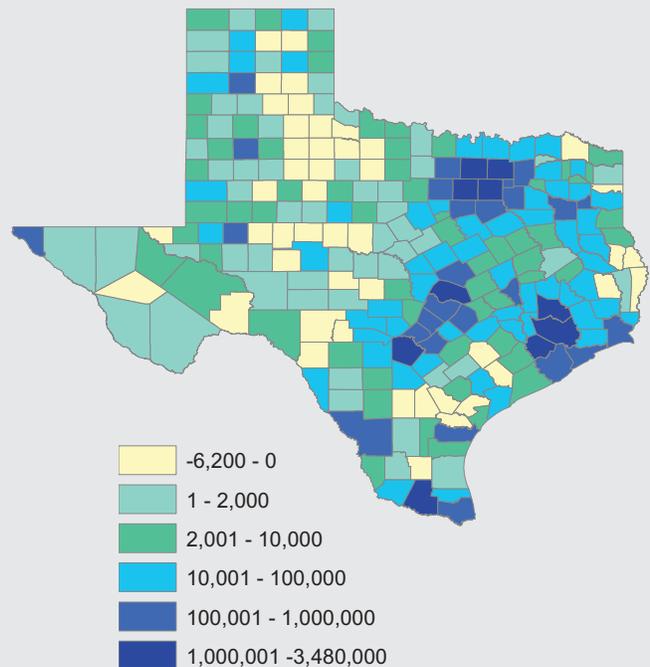
## What is Involved in the TTP planning process?



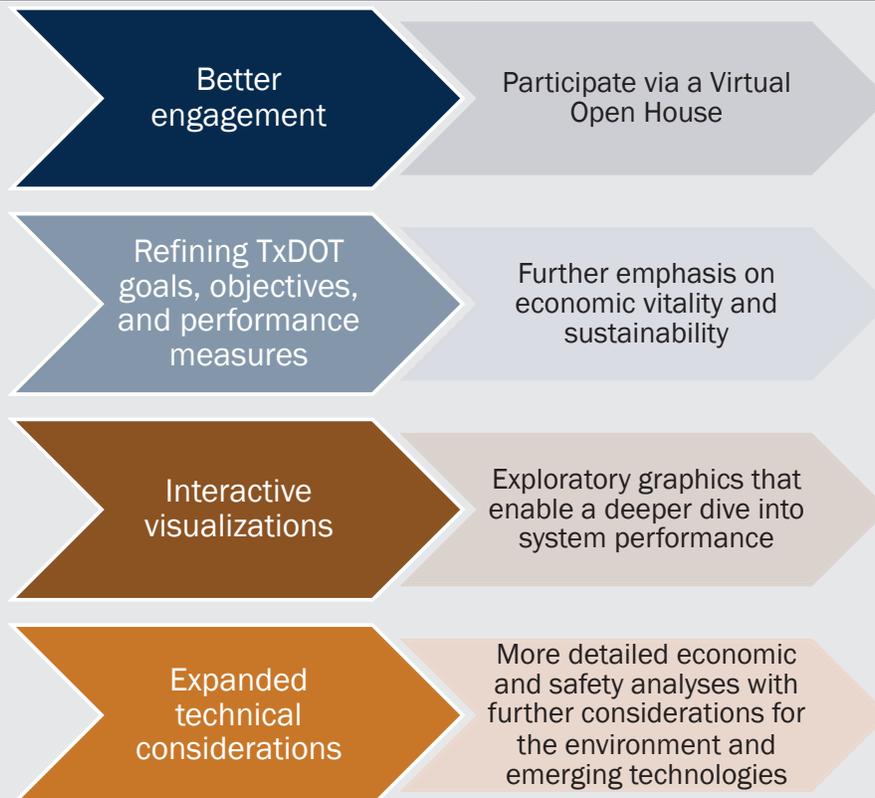
# Long-Term Challenges in Texas Transportation

- **More people, more needs:** Texas population is expected to triple by 2050
- **Emerging technology:** connected and autonomous vehicles are on their way
- **Environmental risk:** clean air amidst growing traffic and increased need for a resilient transportation network

Projected Population Change by County, 2010-2050



## What's new from the 2040 effort?



# DRAFT TTP 2050 Goals and Objectives

## Enhance Safety

- Design and build infrastructure to reduce crashes and lessen crash severity
- Improve incident response times
- Promote safe driving, bicycling, and pedestrian activities
- Coordinate with law enforcement

## Maintain our Infrastructure

- Preserve structural integrity
- Provide smooth roads
- Keep transit fleet running and devices operating
- Reduce long-term costs
- Mitigate asset risks
- Integrate resilience into planning and project considerations

## Optimize Movement

- Reduce congestion
- Improve travel time reliability
- Connect the system across modes
- Implement technology and alternative strategies that reduce peak demand
- Ensure freight can move efficiently
- Strengthen connections from population clusters to job and economic activity centers

## Protect and Preserve the Human and Natural Environment

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Mitigate adverse impacts from construction and use

## Efficiently Deliver the Right Projects

- Reduce user costs
- Maintain sustainable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs

## Invest in People

- Value our employees
- Communicate effectively with customers
- Be accountable and transparent in decision-making
- Solicit feedback from the public and stakeholders
- Inform the public and stakeholders on costs, funding, and investment tradeoffs
- Improve coordination with all planning partners and stakeholders



## BICYCLE & PEDESTRIAN APPROACH



Bike/Ped

TTP 2050

# Bicycling and Walking in Texas

45th

2016 National Ranking for combined commuters who bicycle or walk to work

25th

2017 National Ranking for Bicycle Friendly States (up from 30<sup>th</sup> in 2015)

2.41  
per 100,000 capita

2016 Pedestrian fatality rate per 100,000 people (National Avg. = 1.85)

2.33  
per million capita

2016 Pedalcyclist fatality rate (National Avg. = 2.6)

↑201%

Increase of bicycle traffic in Arlington, TX between 2011 and 2016

24%

NHTS respondents reporting safety as the reason for not biking more and say the cause is too many cars

## Top 50 Most Populous U.S. Cities for Active Commuting from Texas

City	2016 Ranking	% of Commuters who Walk or Bike to Work
Austin	20	4.2
Houston	30	2.7
San Antonio	41	2.1
El Paso	42	2.1
Dallas	44	2.1
Arlington, TX	46	1.9
Fort Worth	50	1.3

### Sources from top to bottom:

Alliance for Bicycling and Walking;  
League of American Bicyclists;  
Fatality Analysis Reporting System (FARS) – NHTSA; FARS – NHTSA;  
People Powered Movement; 2017 National Household Travel Survey

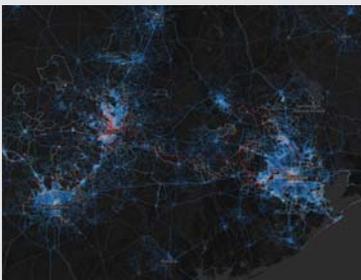
Source: 2016 Walking and Bicycling Benchmarking Report (2011-2013 ACS data)

# Taking a more Data-driven Approach

## Strava Metro Data

### Bicyclist Behavior

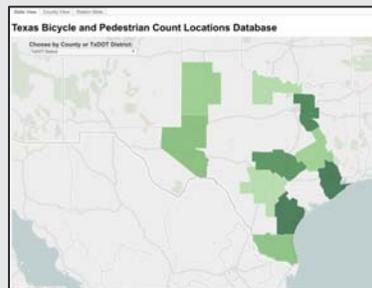
- Texas Transportation Institute (TTI) found moderate positive correlation with actual bicycle counts
- Will help local entities understand some demand and connectivity
- Geographic swings in usage intensity
- Recreational/include user bias



## TxDOT Bicyclist and Pedestrian Clearinghouse

### Bicycle and Pedestrian Counts

- Dashboard shows locally collected and uploaded bike/ped data
- Counts available at County, District, and Station level
- To be publicly available
- Still in preliminary phase



## Other

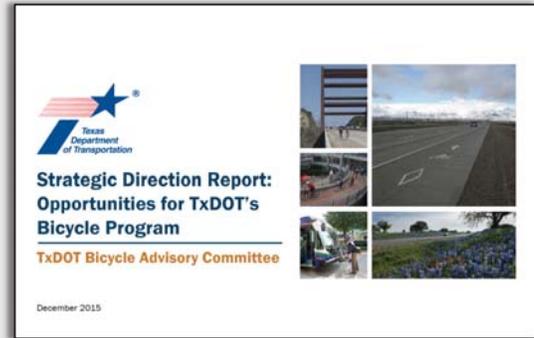
- Bicycle Tourism Trails Study report and Example Network GIS data now available
- Crash Records Information System (C.R.I.S.) pedalcyclist and pedestrian crash data
- TxDOT Roadway Inventory Data



- TxDOT has made significant strides in its bicyclist and pedestrian data collection effort. There are still lots of gaps to close.

# Bicycle Program Strategic Direction Report 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 safer driving, bicycling, and walking
- Develop statewide management systems for bicycle and pedestrian information
- Fund more bicycle and pedestrian projects



<http://ftp.dot.state.tx.us/pub/txdot-info/ptn/bikestripe/strategic-direction.pdf>

## DRAFT TTP 2050 Goals and Objectives

### Enhance Safety

- Design and build infrastructure to reduce crashes and lessen crash severity
- Improve incident response times
- Promote safe driving, bicycling, and pedestrian activities
- Coordinate with law enforcement

### Maintain our Infrastructure

- Preserve structural integrity
- Provide smooth roads
- Keep transit fleet running and devices operating
- Reduce long-term costs
- Mitigate asset risks
- Integrate resilience into planning and project considerations

### Optimize Movement

- Reduce congestion
- Improve travel time reliability
- Connect the system across modes
- Implement technology and alternative strategies that reduce peak demand
- Ensure freight can move efficiently
- Strengthen connections from population clusters to job and economic activity centers

### Protect and Preserve the Human and Natural Environment

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Mitigate adverse impacts from construction and use

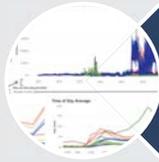
### Efficiently Deliver the Right Projects

- Reduce user costs
- Maintain sustainable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs

### Invest in People

- Value our employees
- Communicate effectively with customers
- Be accountable and transparent in decision-making
- Solicit feedback from the public and stakeholders
- Inform the public and stakeholders on costs, funding, and investment tradeoffs
- Improve coordination with all planning partners and stakeholders

## Current TxDOT Bicycle and Pedestrian Initiatives



Bicycle and Pedestrian Count Program  
and Clearinghouse



Bicycle Tourism Trails  
Development Prioritization



Pedestrian and Bikeway Infrastructure  
Inventory Update



Evaluation of TxDOT Project  
Development and Bikeway  
Design Processes

## Help Shape the Future of Texas Transportation

### Feedback

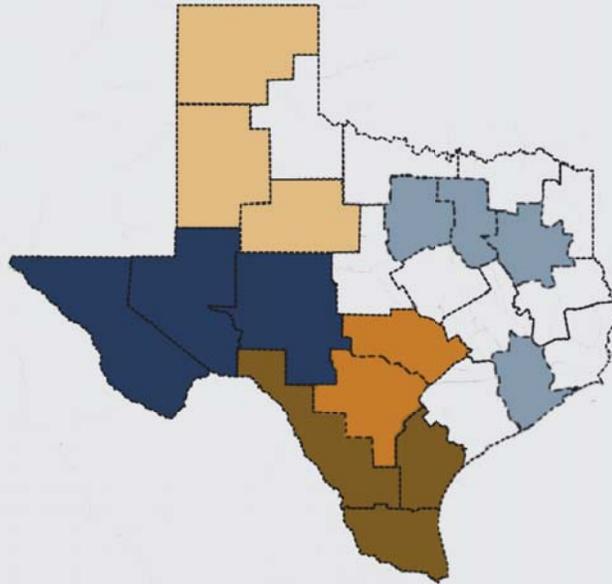
- What is important to you?
- Are there other goals and objectives pertinent to bicycle/pedestrian planning we should be considering at the state level?
- Are you aware of any other innovative and/or large-scale bicycle/pedestrian initiatives underway by cities, MPOs, or other groups in Texas?



## Upcoming Stakeholder Workshop and Public Meetings

From January through March 2019, we will be hosting our first round of public meetings in various cities across the state. Stay tuned for stakeholder and open house meeting schedules and locations.

<b>San Antonio</b>	<b>January 29</b>
<b>Austin</b>	<b>January 31</b>
<b>Laredo</b>	<b>February 5</b>
<b>Corpus Christi</b>	<b>February 6</b>
<b>Pharr</b>	<b>February 7</b>
<b>Houston</b>	<b>February 19</b>
<b>Tyler</b>	<b>February 20</b>
<b>Dallas/Fort Worth</b>	<b>February 21</b>
<b>Abilene</b>	<b>February 26</b>
<b>Lubbock</b>	<b>February 27</b>
<b>Amarillo</b>	<b>February 28</b>
<b>El Paso</b>	<b>March 5</b>
<b>Odessa</b>	<b>March 6</b>
<b>San Angelo</b>	<b>March 7</b>



## Support Our Effort

### We want your help.

- Attend a public meeting in your region
- Spread the word about our outreach
- Stay in touch →
  - Email: [TTP\\_2050@txdot.gov](mailto:TTP_2050@txdot.gov)
  - Hotline: 1-855-TEXAS-50
  - Web: Project website coming soon!
  - Social Media: @TxDOT



**THANK YOU!**

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Casey Dusza, TTP Project Manager  
Casey.Dusza@txdot.gov | 512-463-8588



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

## *Bicycle Advisory Committee*

January 25, 2019

The Honorable J. Bruce Bugg, Jr., Chairman  
Texas Transportation Commission  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

RE: BAC Request for Texas Bicycle Tourism Trails Funding

Dear Chairman Bugg:

The Texas Transportation Commission has charged the appointees of the TxDOT Bicycle Advisory Council (BAC) with reviewing and making recommendations to improve bicycling conditions across the state. We are pleased to make the following recommendation regarding work by staff and contractors for the recently completed Texas Bicycle Tourism Trails Study (BTTS). This study is the result of the Bicycle Tourism Trails Act (Texas Transportation Code §201.9025) passed by the Texas Legislature in 2005 (please see attached). The BTTS will be of great economic benefit to Texas by attracting tourists from other states and providing key connections to the US Bike Route System endorsed by [AASHTO](https://route.transportation.org/us-bicycle-routes/) (<https://route.transportation.org/us-bicycle-routes/>). This project also has great potential to improve the health and quality of life for Texans by providing safe areas for exercise and recreation within the state. We respectfully request the Transportation Commission adopt the BTTS and make it an official TxDOT Bicycle Tourism Trails Plan.

For this landmark project to become reality, it will be necessary to find many sources of private and public funding at the local, state and federal levels over the next generation. One potential source of funding is the federal Transportation Alternative (TA) Program. To create an orderly process to complete this project, we would like to break the routes into segments, and organize these segments by priority. The BAC would then make recommendations to the Commission. We would like to request up to 50% of TA funding be allocated to development of the BTTS. It would hasten completion, as well as immediately attract private investment to the hundreds of small communities across the state that will be positively impacted by this bicycle system once developers are certain funding is available and the project will ultimately be completed.

Thank you for your thoughtful consideration of this request. We believe this is a very practical and orderly way to accomplish this historic initiative for our state. The BAC unanimously adopted the attached resolution on January 25, 2019.

Most sincerely,

---

Billy E. Hibbs, Jr., Chairman, Bicycle Advisory Committee  
Tyler, Texas

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer



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Robert Gonzales, Vice Chairman, Bicycle Advisory Committee  
El Paso, Texas

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David Hamm  
Midland, Texas

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Margaret O'Brien Nelson  
Houston, Texas

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Jeffrey Pollack  
Corpus Christi, Texas

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Frank Rotnofsky  
Laredo, Texas

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DawnElla Rust  
Nacogdoches, Texas

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Shawn Twing  
Amarillo, Texas

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Karla Weaver  
Dallas/Fort Worth, Texas

cc: Jeff Austin, Commissioner  
Alvin New, Commissioner  
Laura Ryan, Commissioner  
Marc D. Williams, Deputy Executive Director  
Eric L. Gleason, Public Transportation Division Director

Attachments:  
Bicycle Tourism Trails Act  
Texas Bicycle Tourism Trails Study: Summary Brochure  
BAC Resolution



## **Bicycle Tourism Trails Act**

Texas Transportation Code §201.9025

(a) The Texas Department of Transportation Bicycle Advisory Committee shall advise and make recommendations to the commission on the development of bicycle tourism trails in this state. Recommendations on bicycle tourism trails developed under this section:

(1) shall be made in consultation with the Parks and Wildlife Commission and the Texas Economic Development and Tourism Office;

(2) shall reflect the geography, scenery, history, and cultural diversity of this state;

(3) shall maximize federal and private sources of funding for the designation, construction, improvement, maintenance, and signage of the trails and the promotion of bicycle tourism; and

(4) may include multiuse trails to accommodate equestrians, pedestrians, and other nonmotorized trail users when practicable.

(b) The department may contract with a statewide bicycle nonprofit organization for assistance in identifying, developing, promoting, or coordinating agreements and participation among political subdivisions of this state to advance bicycle tourism trails.



**Draft Resolution**

The TxDOT Bike Advisory Committee (BAC) recommends adoption of the Texas Bicycle Tourism Trails Study by the Texas Transportation Commission. The BAC also requests that the Commission allocate up to 50% of federal Transportation Alternative (TA) Program money to fund trail segments as recommended by the BAC.