



MEETING AGENDA

TxDOT Bicycle Advisory Committee (BAC)
 April 15, 2019 - 9:30 A.M.
 200 East Riverside Dr., Bldg. 200, Classroom D
 Austin, Texas 78704
 Teleconference Available for BAC Members

1.	Call to Order.
2.	Safety briefing.
3.	Approval of minutes from January 25, 2019, BAC meeting. (Action)
4.	Report from BAC Chair.
5.	Report from TxDOT's Public Transportation Division Director regarding statewide bicycle/pedestrian matters.
6.	Chair/Vice Chair elections. (Action)
7.	Presentation on TxDOT El Paso District's Bicycle Program Strategic Plan.
8.	Presentation on Bikeway Design Effort. (Action)
9.	Presentation on Advancing Active Transportation Networks and Trails in Texas.
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.

MINUTES FOR ADOPTION
Bicycle Advisory Committee – Teleconference Meeting
125 East 11th St, Austin TX 78701 – Ric Williamson Hearing Room
January 25, 2019

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*
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, Program Services Section Director (PTN)
Teri Kaplan, Statewide Bicycle / Pedestrian Coordinator (PTN)
Bonnie Sherman, Statewide Bicycle / Pedestrian Coordinator (PTN)
Noah Heath, Statewide Bicycle / Pedestrian Planner (PTN)
Casey Dusza, Statewide Planning Branch Manager (TPP)
Kenneth Mora (DES) (by phone)

Also Present and/or Participating:

Commissioner Jeff Austin, III
Carl Seifert, Jacobs
Rebecca Van Dyke, High Street
Robin Stallings, BikeTexas

AGENDA ITEM 1: Call to Order.

Billy Hibbs began the meeting at 9:32 A.M.

AGENDA ITEM 2: Safety Briefing.

Bonnie Sherman provided a safety briefing beginning at 9:33 A.M.

AGENDA ITEM 3: Approval of Minutes from October 12, 2018 BAC Meeting (Action).

Billy Hibbs introduced this item at 9:37 A.M.

MOTION Karla Weaver moved to approve the October 12, 2018 BAC meeting minutes.

SECOND Frank Rotnofsky seconded the motion.

The motion passed unanimously at 9:38 A.M.

AGENDA ITEM 4: Remarks from Texas Transportation Commissioner Jeff Austin.

Chairman Hibbs thanked Commissioner Austin for attending the meeting at 9:39 A.M. Commissioner Austin thanked the BAC for their service and spoke on the importance of advisory committees to the state and the Transportation Commission.

Chairman Hibbs asked Robin Stallings from BikeTexas to come forward. Robin presented Commissioner Austin with a plaque thanking him for his attention to Bicycle and Pedestrian issues.

AGENDA ITEM 5: Report from BAC Chair.

Chairman Hibbs delivered the BAC Chair Report at 10:00 A.M.

Chairman Hibbs thanked Teri Kaplan for 33 years of service. Additionally, Chairman Hibbs spoke about the current and upcoming vacancies on BAC and encouraged current committee members to consider running for chair once his term is up.

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

Eric Gleason delivered his report beginning at 10:07 A.M.

Eric Gleason thanked Teri Kaplan for her years of service and provided updates on projects, FY2019 Call for Projects, and funding sources.

Comments: Teri Kaplan.

AGENDA ITEM 10: Discussion and possible recommendation to Commission for use of a portion of TA funds to develop Bicycle Tourism Trails (Action).

Chairman Hibbs asked to skip to Agenda Item 10 due to Commissioner Austin's limited time 10:22 A.M.

MOTION Jeff Pollack moved to approve recommendation to the Commission for use of a portion of TA funds to develop Bicycle Tourism Trails.

SECOND Karla Weaver seconded the motion.

The motion passed unanimously at 11:06 A.M.

Questions/Comments: Billy Hibbs, Jeff Pollack, Eric Gleason, Karla Weaver, Jeff Austin, Margaret O'Brien-Nelson, Bonnie Sherman, Donna Roberts, Carl Seifert, and DawnElla Rust.

AGENDA ITEM 9: Presentation on Texas Transportation Plan 2050.

Casey Dusza presented the item at 11:07 A.M.

No Comments.

AGENDA ITEM 8: TxDOT Safe Routes to School evaluation criteria (Action).

Bonnie Sherman presented the item at 11:10 A.M.

MOTION Margaret O'Brien-Nelson moved to approve evaluation criteria.

SECOND David Ham seconded the motion.

The motion passed unanimously at 11:14 A.M.

Questions/Comments: Karla Weaver.

AGENDA ITEM 7: Presentation on Bikeway Design Effort.

Carl Seifert presented the item at 11:15 A.M.

Questions/Comments: Billy Hibbs, DawnElla Rust, and Teri Kaplan.

AGENDA ITEM 11: Update from committee members on local and statewide issues.

Billy Hibbs introduced this item at 11:37 A.M.

Reports from BAC Members including: Jeffrey Pollack, Bobby Gonzales, Margaret O'Brien-Nelson, DawnElla Rust, Karla Weaver, David Ham, and Frank Rotnofsky.

AGENDA ITEM 12: Public comment – public comments will only be accepted in person.

Billy Hibbs introduced Robin Stallings, BikeTexas, at 11:50 A.M. Mr. Stallings commented on items 8 and 10.

Questions/Comments: Billy Hibbs, and Karla Weaver.

AGENDA ITEM 11: Discussion of agenda items for future BAC meetings. (Action)

Billy Hibbs opened this item at 12:04 P.M.

No Comments.

AGENDA ITEM 12: Adjourn. (Action)

Meeting adjourned at 12:05 A.M.

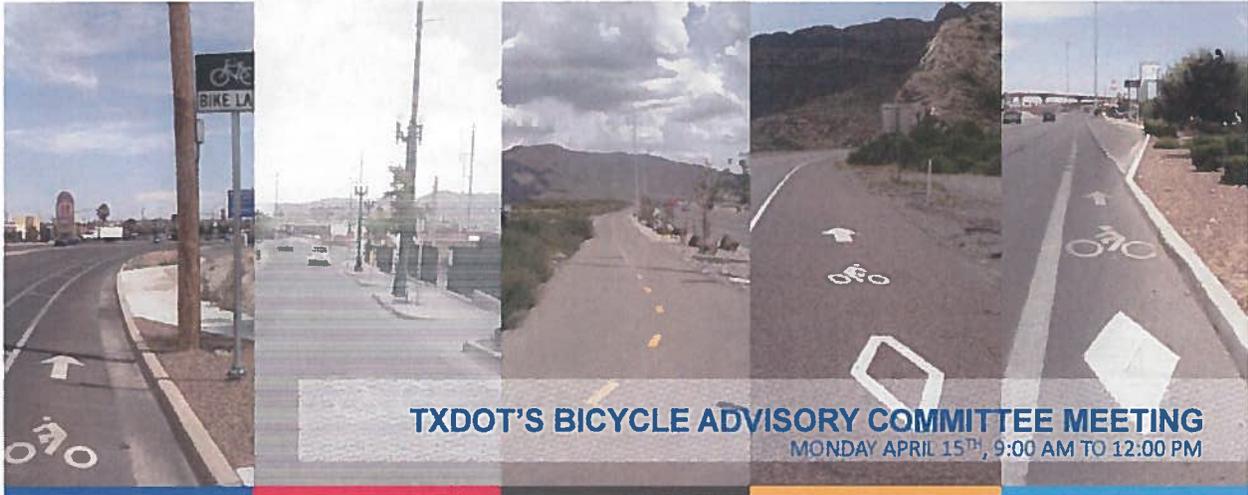
Prepared by:

Approved by:

Noah Heath
Public Transportation Division

Billy Hibbs
Chair, Bicycle Advisory Committee

TXDOT EL PASO DISTRICT: BICYCLE PROGRAM STRATEGIC PLAN



Density, citywide walkability, and availability of facilities have been shown to influence walking and bicycling levels.

DENSITY



2,613.6 people per square mile

WALKABILITY



city wide walkability score of 38.7

FACILITIES



0.4 miles of bikeways per sq mi.



El Paso ranks

50 for commuters that biked and **35** for walking to work

2.0% walk to work **0.1%** bicycle to work

Source: Alliance for Bicycling and Walking. Bicycling and Walking in the United States. 2016 Benchmarking Report

El Paso ranks

50 for commuters that biked and 35 for walking to work

Source: Alliance for Bicycling and Walking. Bicycling and Walking in the United States: 2016 Benchmarking Report

2.0% walk to work 0.1% bicycle to work

SAFETY



27.2 bike & ped fatalities per 10,000 commuters

OBESITY



66% of population is obese

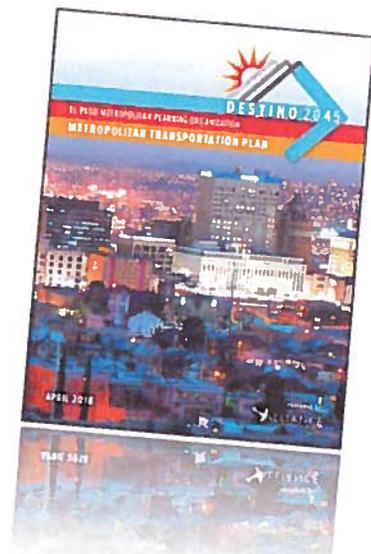
DIABETES



14% of population has diabetes

Levels of bicycling and walking can influence various aspects of health and traffic safety in a community.

EL PASO ACTIVE TRANSPORTATION – 3 JURISDICTIONS / 3 SCALES/FOCUSES OF PLANNING



EL PASO ACTIVE TRANSPORTATION – 3 DIFFERENT ROLES



- Past – Local routes, O&M
- Present – Planning, Connectivity to trunk system
- Future – Network density, Innovative treatments

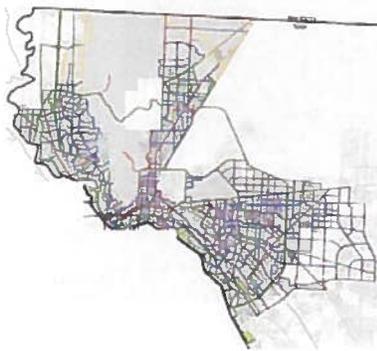


- Past – Built most of existing network
- Present – Coordinated network expansion
- Future – Regional connectivity and local support
- Continual – Oversight for Federally funded projects



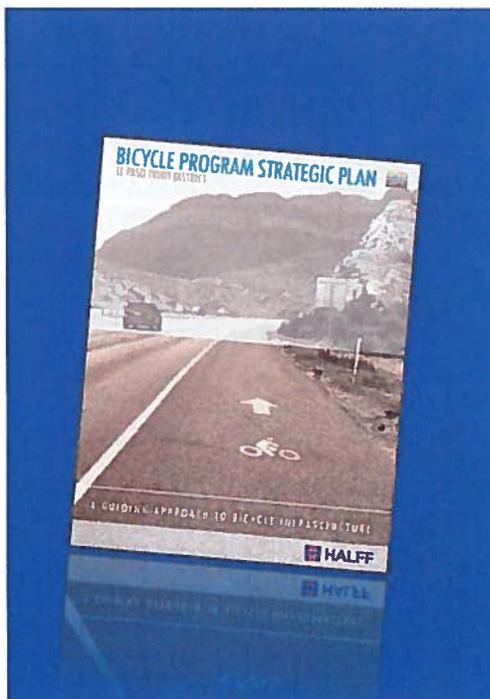
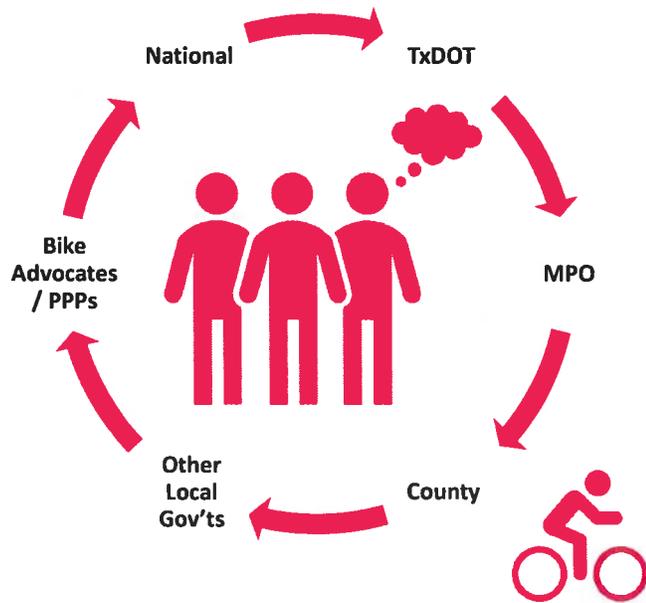
- Controls funding beyond municipal level
- Regional system framework

EL PASO ACTIVE TRANSPORTATION – SAME SYSTEM

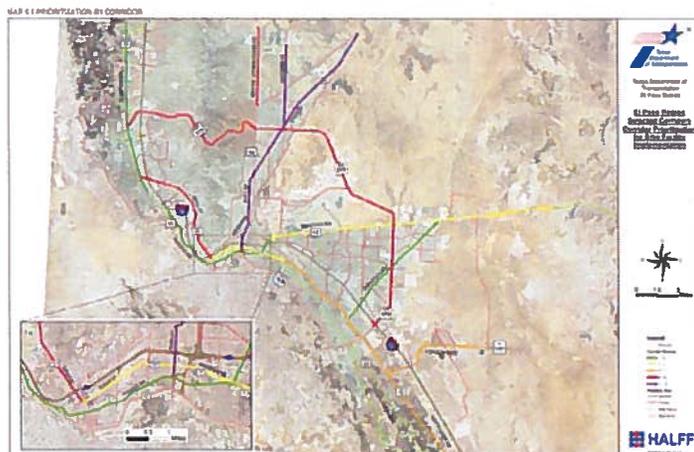


OTHER PARTNERS

- National
 - » Adventure Cycling Association
 - » League of American Bicyclists
- TxDOT
 - » State Bicycle Advisory Committee
 - » District offices / bicycle coordinators
- MPO
- County
- Other local governments
- Texas Transportation Commission
 - » Enhance bicycle accommodations
- Local bike advocates
- Other private partners (PPPs)



TXDOT – EL PASO DISTRICT RECOMMENDED BIKEWAY NETWORK



DISTRICT BICYCLE PROGRAM STRATEGIC PLAN

- Identify bike facility needs on TxDOT corridors
- Coordination with area governments
 - » TxDOT role in regional bicycle network
 - » When do locals lead?
 - » When does TxDOT lead?
- Compliment local efforts
 - » Location and type of facilities in TxDOT network

TXDOT TRAINING – BRINGING ALL PARTNERS TO THE TABLE

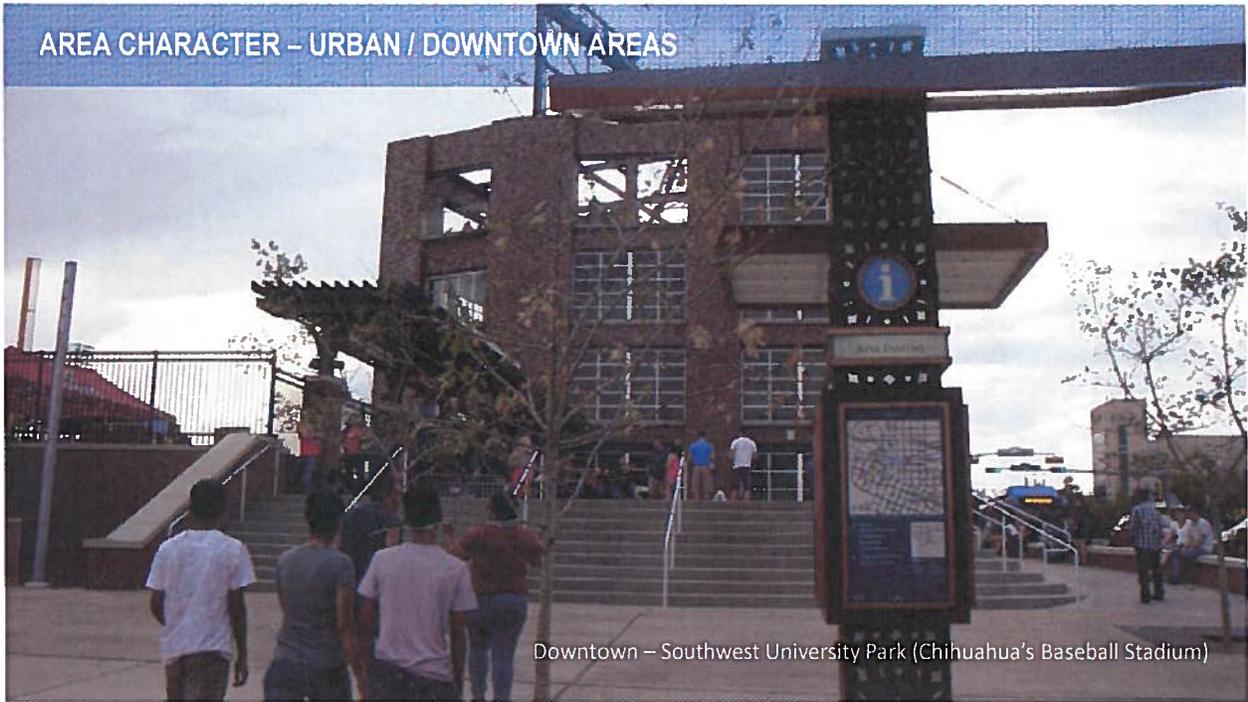


PLAN COORDINATION

- TxDOT frequently partners with local and regional entities to facilitate projects through Local Advance Funding Agreements, etc.
- TxDOT's plan communicates TxDOT intentions for both near- and long-term bicycle facilities, allowing cities to plan accordingly.
- Proactive communication should reduce conflict and uncertainty.
- Coordination between plans is intended to ensure strategic development of the overall regional bike network.

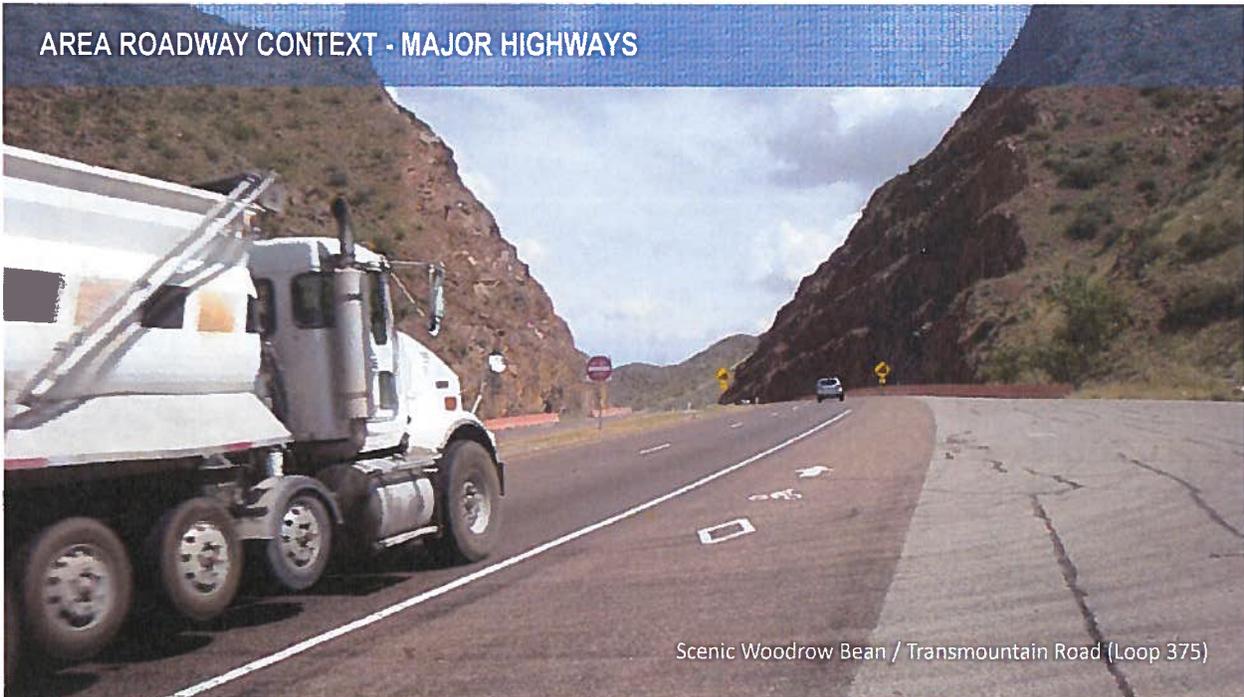


AREA CHARACTER – URBAN / DOWNTOWN AREAS



Downtown – Southwest University Park (Chihuahua's Baseball Stadium)

AREA ROADWAY CONTEXT - MAJOR HIGHWAYS



Scenic Woodrow Bean / Transmountain Road (Loop 375)

AREA ROADWAY CONTEXT - MAJOR ARTERIALS



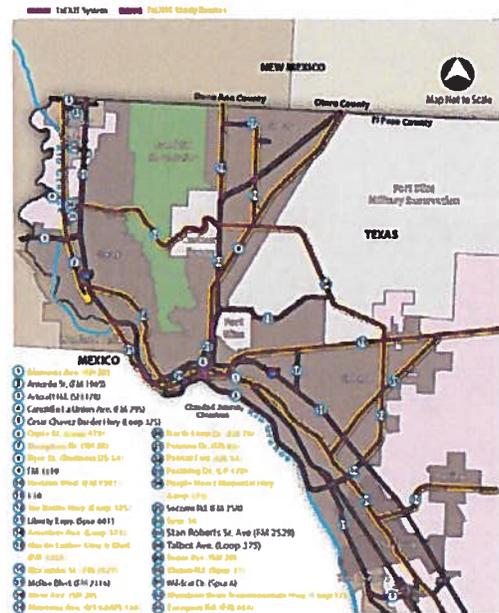
AREA ROADWAY CONTEXT - FRONTAGE ROAD CONDITIONS



CORRIDOR FOCUS

- Regional initiative connecting the City of El Paso and the surrounding communities
- TxDOT routes serve a primary role in the overall network, providing important linkages within & between communities
- TxDOT roadway connectivity is equally important to bicycle travel as to automobiles.

TxDOT System vs TxDOT Study Routes



TOOLKIT

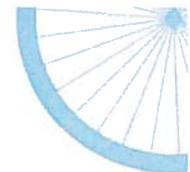
PURPOSE: GUIDANCE

- Best practices for facility types
- Aid decision making
- NOT a prescribed solution
- Use engineering judgement to satisfy project-specific constraints and needs

FACILITY TYPES

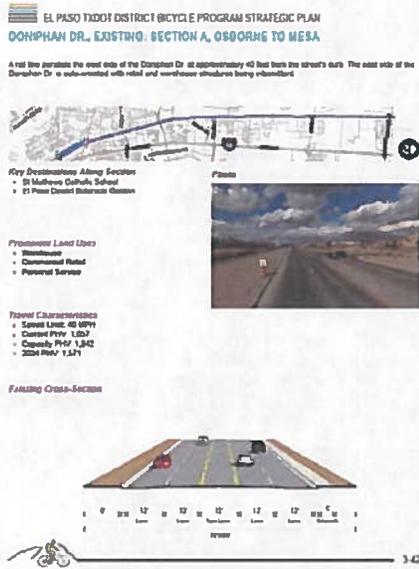
- Shared Lane
- Bike Lane
- Buffered Bike Lane
- Wide Shoulders
- Separated Bike Lane (Cycle Track)
- Shared Use Path

As a City, you might use all of these; but some may not be TxDOT-appropriate or compatible

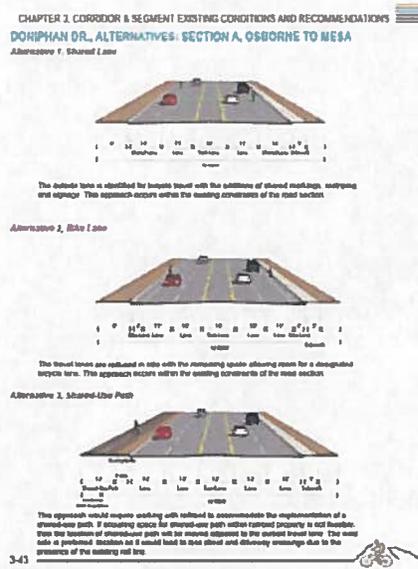


TXDOT – EL PASO DISTRICT BICYCLE PROGRAM STRATEGIC PLAN

EXISTING CONDITIONS

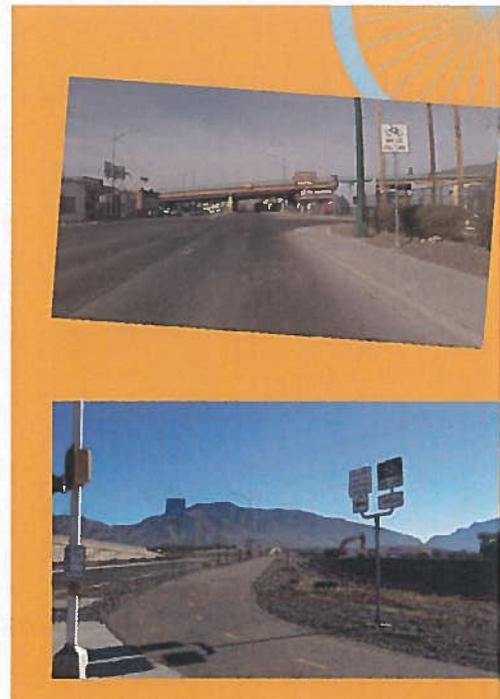


ALTERNATE SOLUTIONS



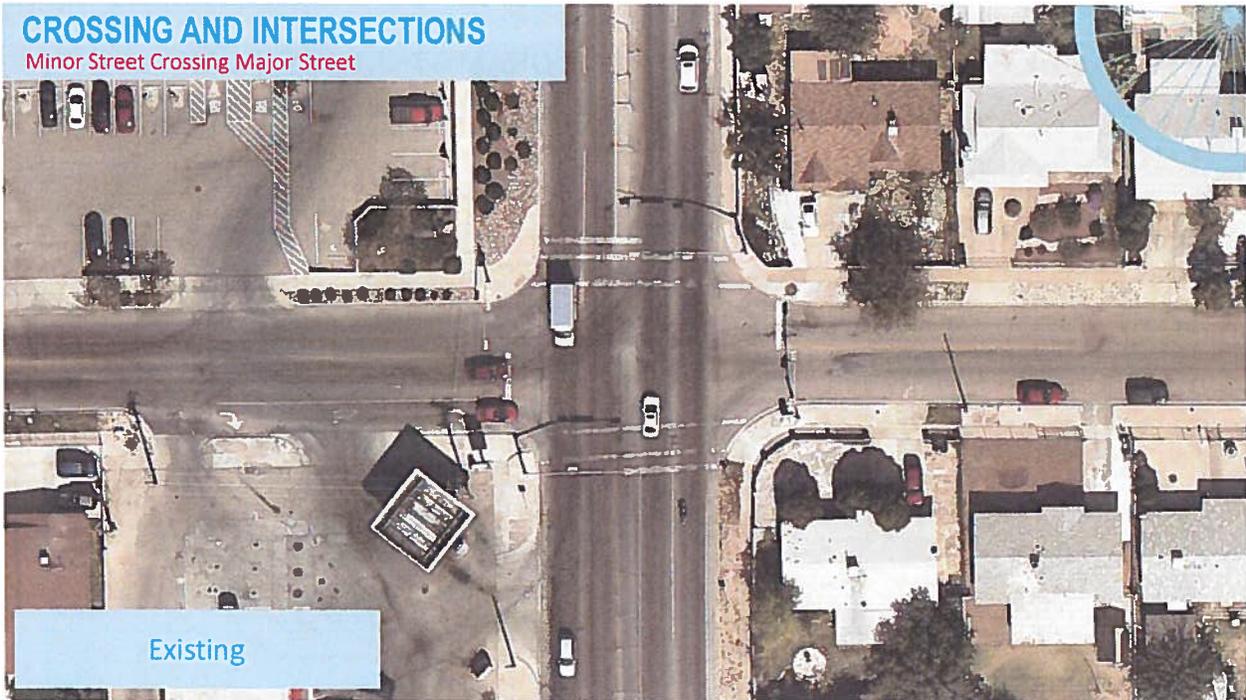
INTERIM? ULTIMATE?

- TxDOT system - primary regional network
- Allows flexibility
 - Interims are 'starter projects'
 - » Lower cost, lower complexity
 - » Feasible near term implementation
 - » Basic – provides the minimum facility
 - Ultimates are 'build out' projects
 - » More expensive, requires reconstruction
 - » Provide as network and use grows around segment
 - » Preferred long-term facilities
- More options for TxDOT to have active role in bicycle network development



CROSSING AND INTERSECTIONS

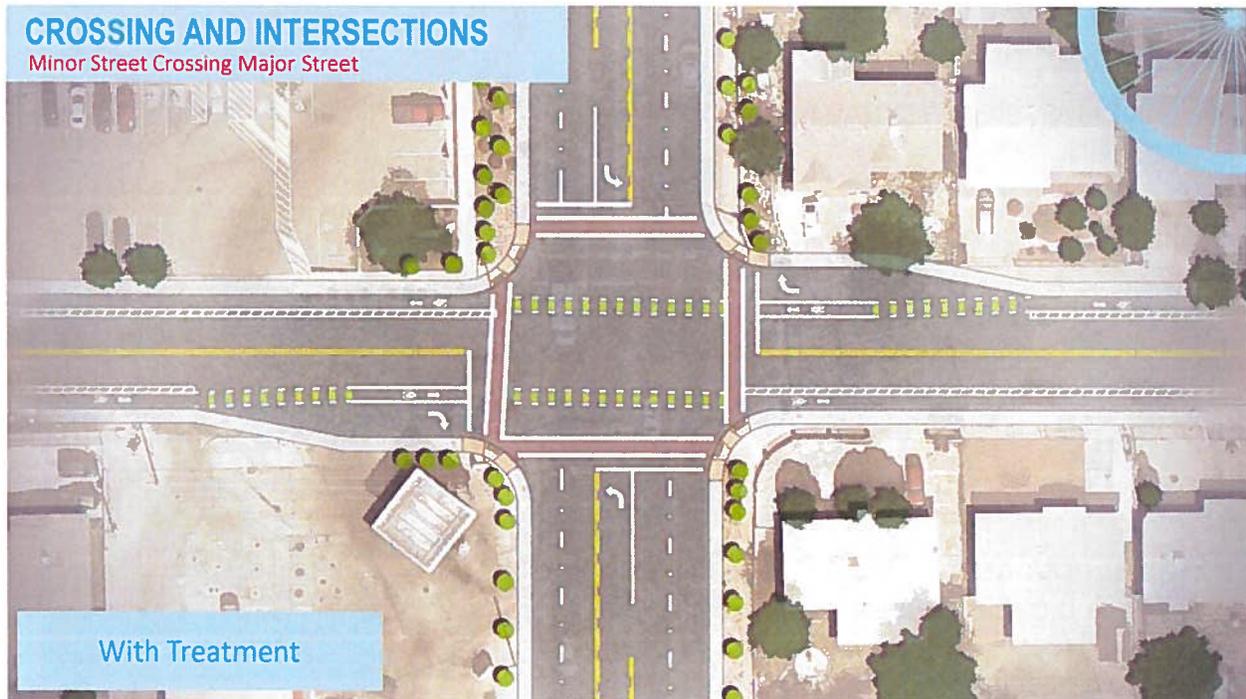
Minor Street Crossing Major Street



Existing

CROSSING AND INTERSECTIONS

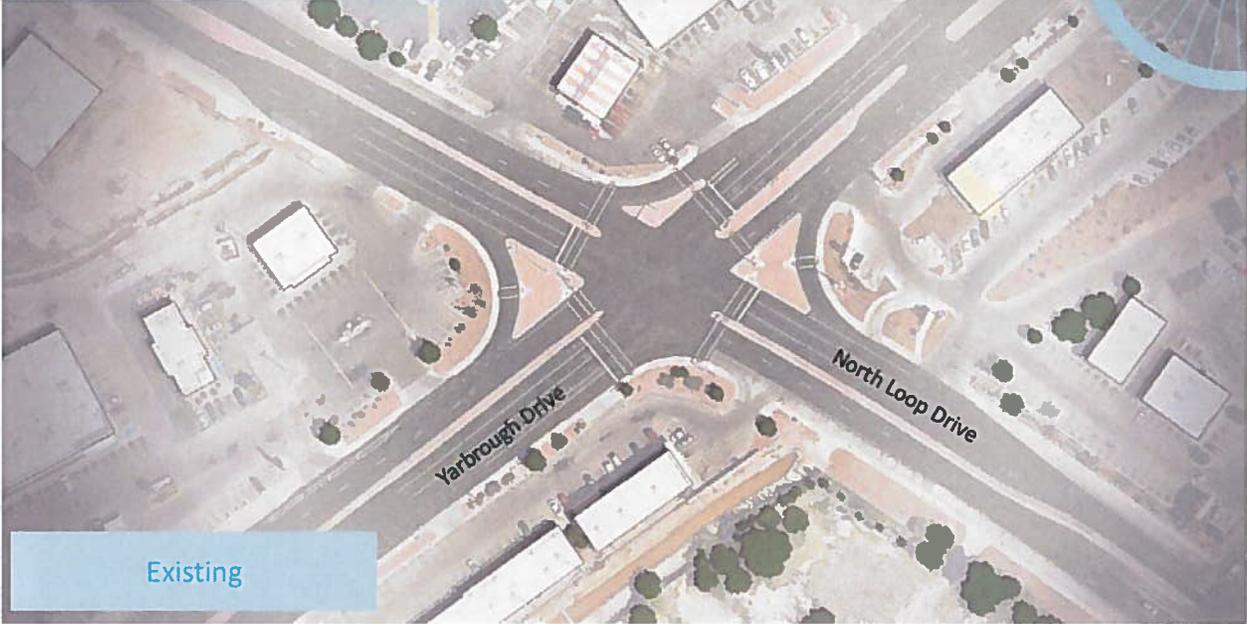
Minor Street Crossing Major Street



With Treatment

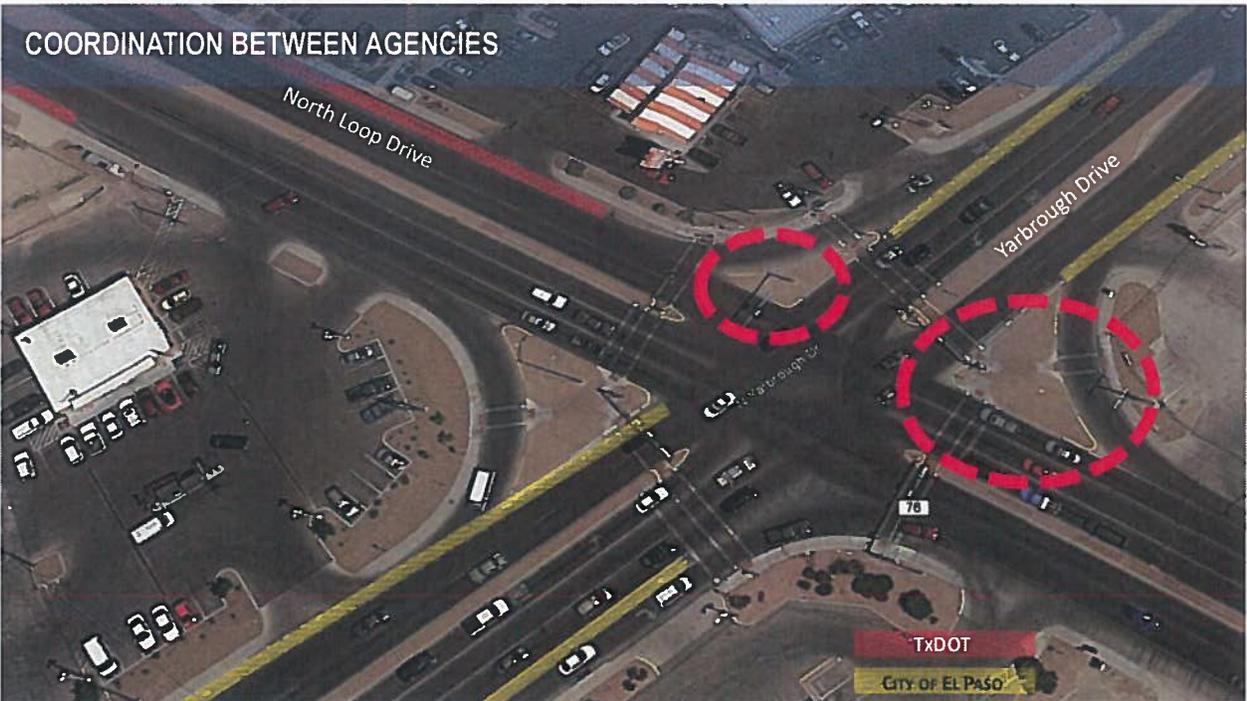
CROSSING AND INTERSECTIONS

Major Street Crossing Major Street



Existing

COORDINATION BETWEEN AGENCIES

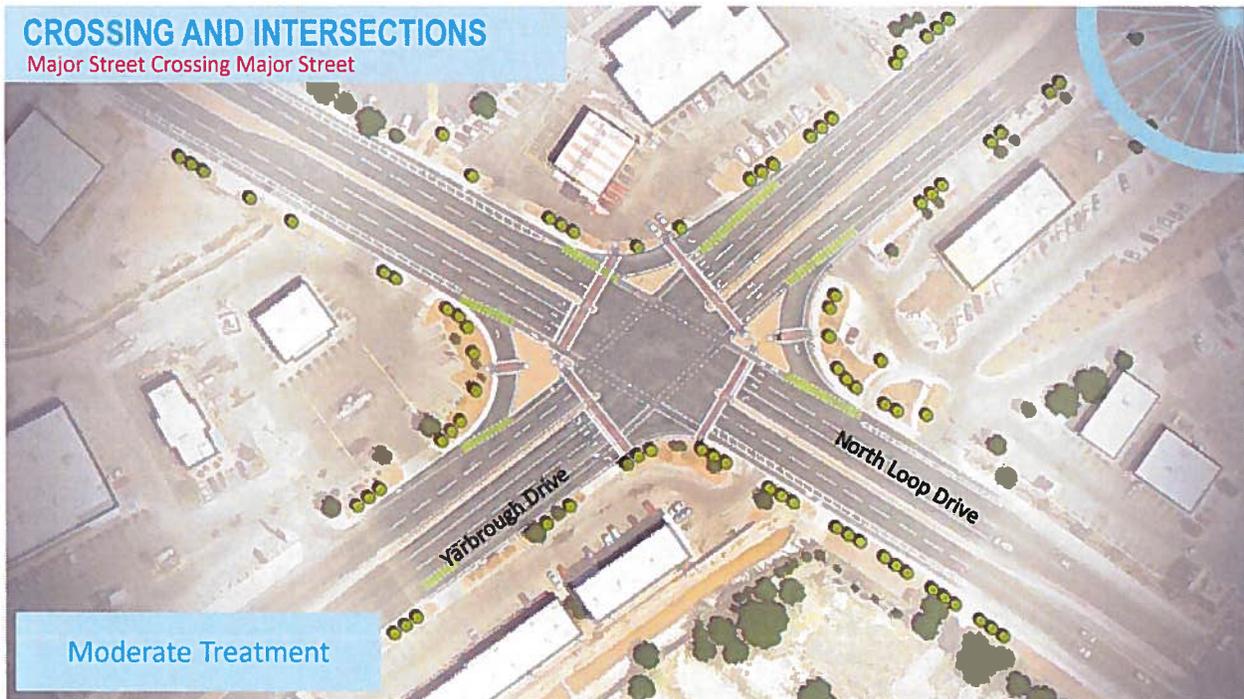


COORDINATION BETWEEN AGENCIES



CROSSING AND INTERSECTIONS

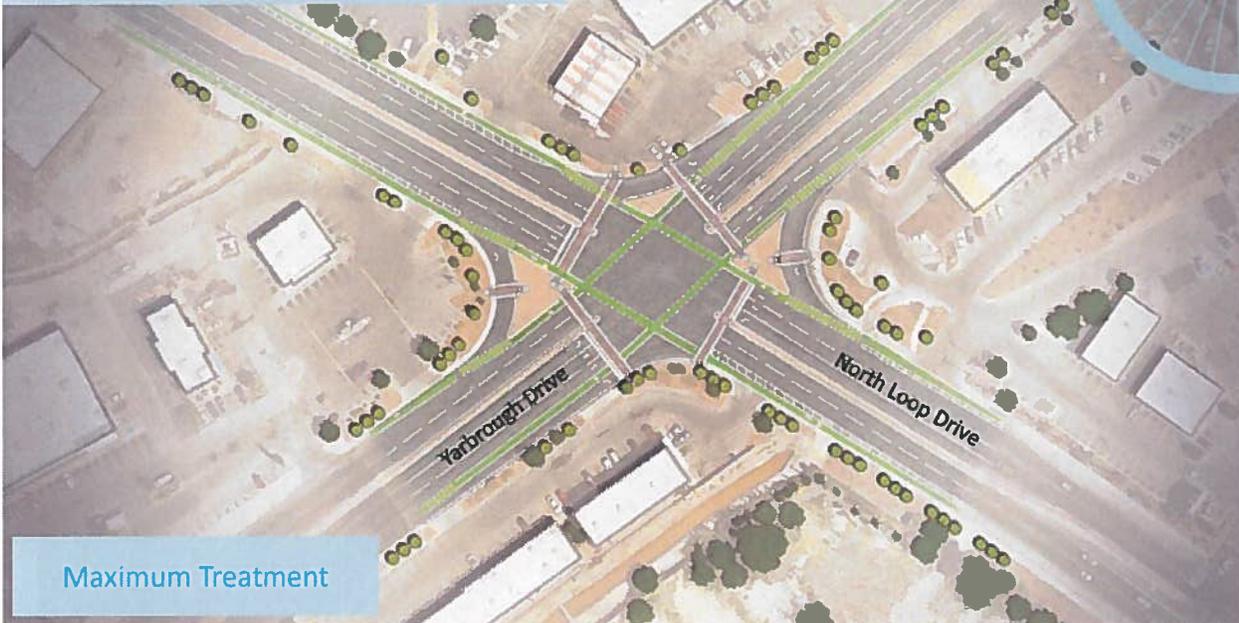
Major Street Crossing Major Street



Moderate Treatment

CROSSING AND INTERSECTIONS

Major Street Crossing Major Street



Maximum Treatment

CROSSING AND INTERSECTIONS

Highway Intersections



Existing

CROSSING AND INTERSECTIONS

Highway Intersections



With Treatment

EXAMPLE TREATMENT

Shared Use Path



Existing

EXAMPLE TREATMENT

Shared Use Path



With Treatment

PRIORITIZATION

- Evaluation categories include:
 - » Existing conditions
 - » Connectivity
 - » Feasibility
 - » Impacts
- Mix of Qualitative and Quantitative
- Converted to normalized numeric scores
- Ranked both corridors and component segments

Provides connectivity / key linkage to other alternate modes of transportation (e.g., bus system, airport, etc.)	--	-2	n/a
	-	-1	no
	o	0	future
	+	1	some
	++	2	Serves transit center / P&R

EXAMPLE CRITERIA

- Existing Conditions
 - » Speed limit
 - » Number of lanes
 - » Lane Widths
 - » Curbs
 - » Bike compatible inlets
 - » Access frequency
 - » Median type
 - » Pavement condition
 - » Barriers (freeway/railroad/canal x-ings)
- Connectivity
 - » Closes gap in TxDOT system
 - » On MPO Active Transportation Network
 - » Links to alternative modes
- Feasibility
 - » Complexity of implementation
 - » Cost effectiveness
 - » Build with other corridor improvement
- Impacts
 - » Safety
 - » Environmental
 - » User level of comfort

TXDOT – EL PASO DISTRICT BICYCLE PROGRAM STRATEGIC PLAN PRIORITIZATION – BY CORRIDOR

FIGURE 5.1 PRIORITIZATION AND KEY POINTS BY CORRIDOR

ROUTE	NAME	PRIORITY	PRIORITIZATION KEY POINTS
SH 20	Doniphan Dr	1	<ul style="list-style-type: none"> Provides regional linkage from Las Cruces, NM river trail to El Paso. Part of greater river route: Doniphan – Paisano – Alameda – North Loop High traffic, but good geometry (e.g., wide, rail limits crossings on west side)
FM 659	Zaragoza	2	<ul style="list-style-type: none"> Links many city and state facilities Upcoming projects provide a cost effective opportunity for implementation Existing facilities around LP 375 and Montwood
US 85 / US 62	Paisano	3	<ul style="list-style-type: none"> Provides regional linkage from areas northwest to downtown Low conflict route due to natural barriers (river) High traffic east of downtown, especially trucks Provides key connection between downtown / near east side with Montana, but difficult because of constraints

TXDOT – EL PASO DISTRICT BICYCLE PROGRAM STRATEGIC PLAN PRIORITIZATION – BY SEGMENT WITHIN CORRIDORS

FIGURE 5.2 PRIORITIZATION BY SEGMENT

ROUTE	NAME	LOCATION	SEGMENT #	PRIORITY
LP 375	LP 375	Purple Heart	Section A & B	1
US 62 / US 180	Montana	Loop 375	Section D	2
SH 20	Doniphan	Mesa	Section B	3
FM 1281	Horizon	I-10	Section B	4
FM 2529	McCombs	Dyer	Section A	5
FM 659	Zaragoza	Montana	Section B	6
US 85 / US 62	Paisano	San Francisco	Section B	7
FM 3255	MLK Blvd	Gateway Blvd	Section A	8
SH 20	Doniphan	Medano	Section C	9
SH 20	Alameda/Texas	Paisano	Section A	10
SH 20	Mesa	Cincinnati	Section A	11
LP 375	LP 375	Woodrow Bean	--	11
LP 478 / Business US 54	Dyer	Angora Loop	Section B	11

KEY TAKE- AWAYS

- Don't forget to **plan for both interim and ultimate** facility solutions
- **Collaborating and partnering** with all invested stakeholders can increase efficiency and speed of implementation
- **TxDOT can be a partner** and help your jurisdiction progress with regard to active transportation improvements
- The **District Engineer has final say** as to what happens on TxDOT on-system roadways



Q&A

ADDITIONAL RESOURCES ON TXDOT & ACTIVE TRANSPORTATION





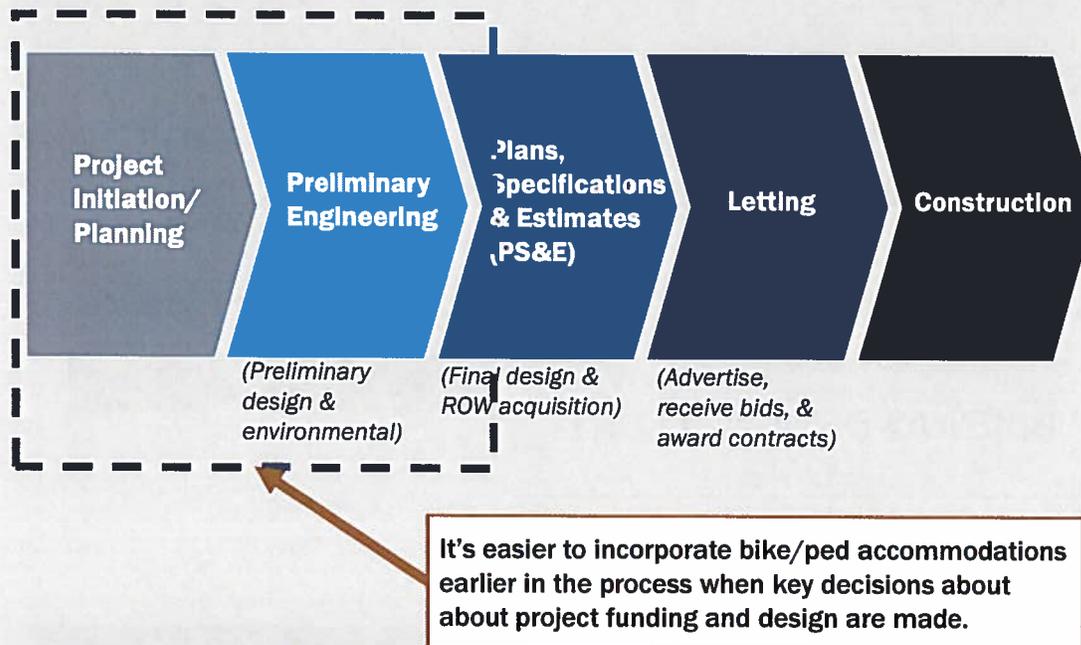
BIKEWAY DESIGN EFFORT *UPDATE*

BAC Meeting
April 15, 2018

Presentation Agenda

1. Opportunity Points identified by project team:
 - a) Key takeaways and challenges uncovered so far
 - b) Timeline graphic
2. News: FHWA - Bikeway Selection Guidance
3. Coming up next:
Facilitate recommendations for incorporating bikeways in TxDOT Project Planning and Development Processes

Key Takeaway



April 2019 BAC Meeting 3

Bicycle Needs Identification

- **Issue:** Incorporation of local/regional bike and ped needs into TxDOT project development
- **Challenge:** Integrating results of local/regional/state planning into individual projects
- **Opportunities:**
 - Leverage existing tools to capture local bicycle needs at project level
 - Develop TxDOT district bike plans
 - Collect bike/ped data
 - Incorporate bike/ped performance criteria into project programming

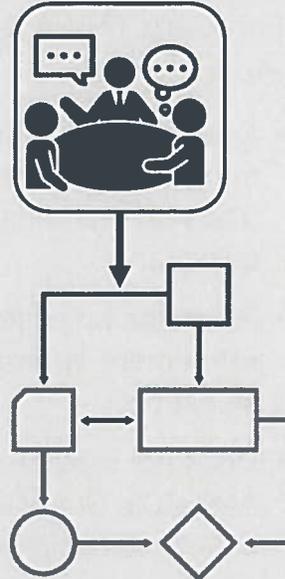


- Create repository for local bike/ped plans

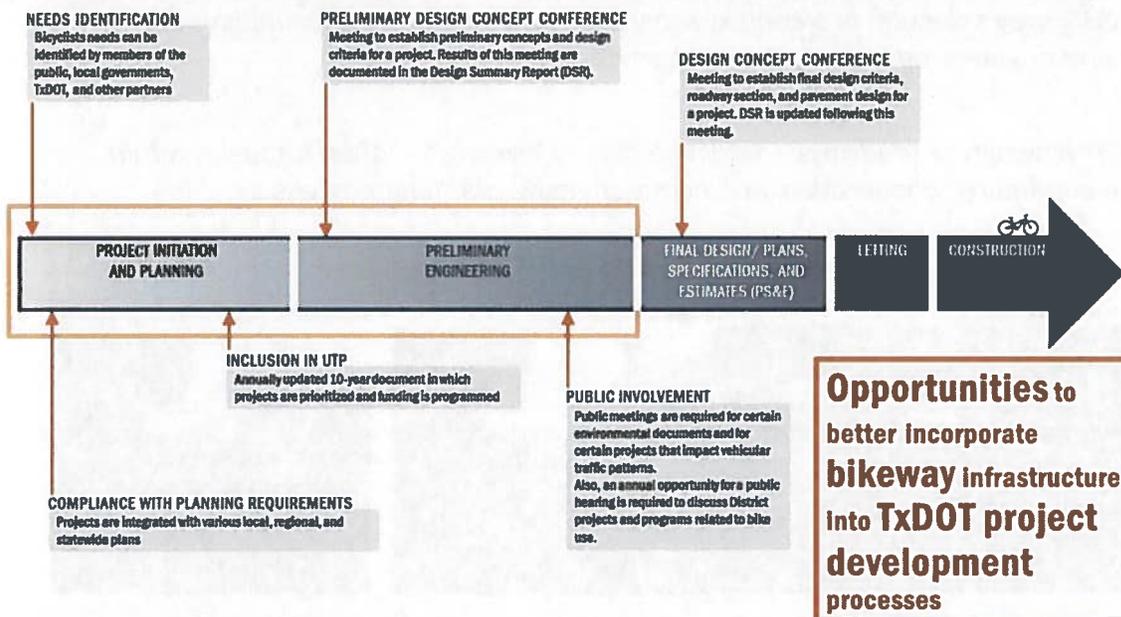
April 2019 BAC Meeting 4

Bicyclist Stakeholder Engagement

- **Issue:** Key bike/ped stakeholders (MPOs, bicyclists, etc) should be invited/engaged at key points in project development processes
- **Challenge:** Communication processes and stakeholder identification
- **Opportunities:**
 - Engage key stakeholders in project-level design
 - Use required annual hearings and project meetings to integrate bicyclist input
 - Create District databases for bike/ped stakeholders
 - Improve transparency of bike/ped accommodations within roadway projects



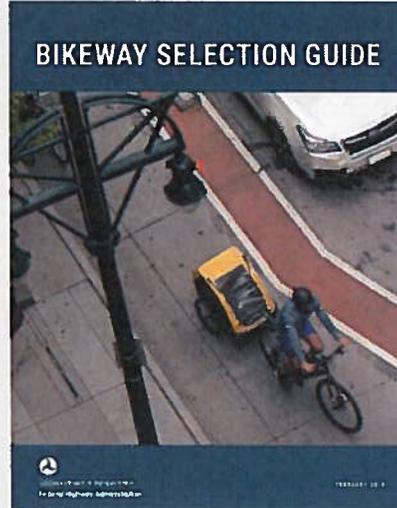
Project development timeline graphic (see handout)



Related News: Bikeway Selection Guide – part 1

In February, FHWA released *Bikeway Selection Guide*

- A resource to help decision-makers make informed decisions about trade-offs relating to bikeway selection
- Promotes an assessment and refinement approach to bikeway selection
- Does not replace or override AASHTO's *Guide to the Development of Bicycle Facilities* update.



https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Related News: Bikeway Selection Guide – part 2

“Bikeway selection is a context-sensitive decision that involves a planning and engineering based analytical process.”

“The design of roadways – and selection of bikeways – often happens within a continuing, cooperative, and comprehensive planning process...”

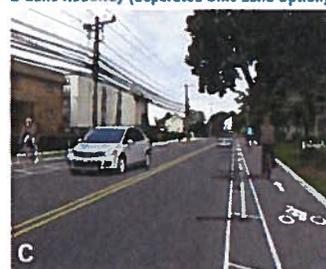
2-Lane Roadway (Base Condition)



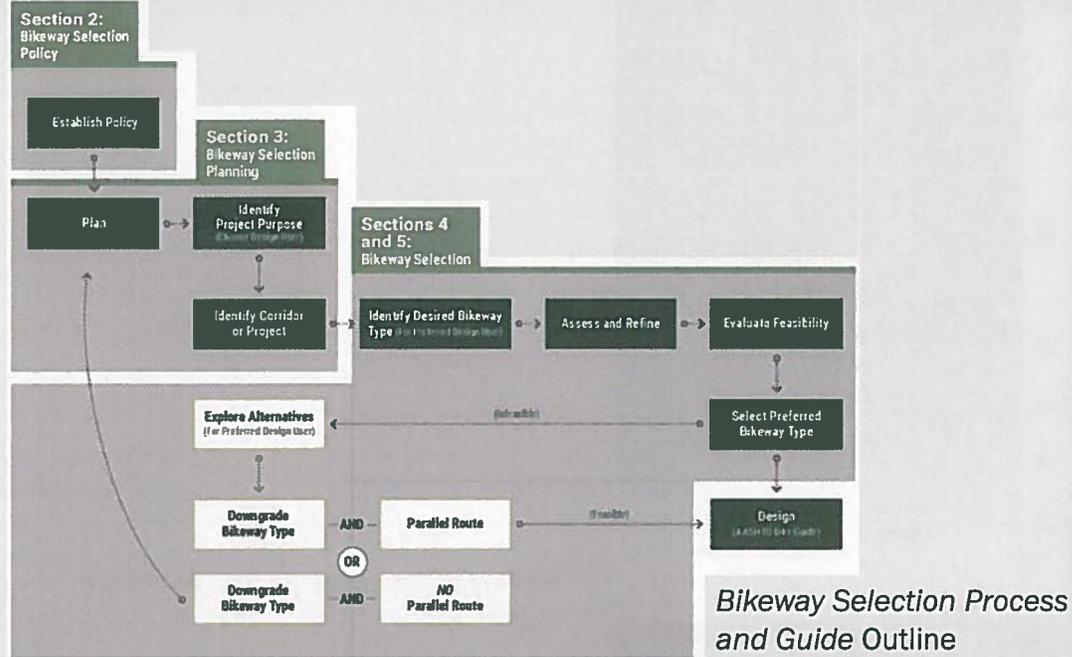
2-Lane Roadway (Bike Lane Option)



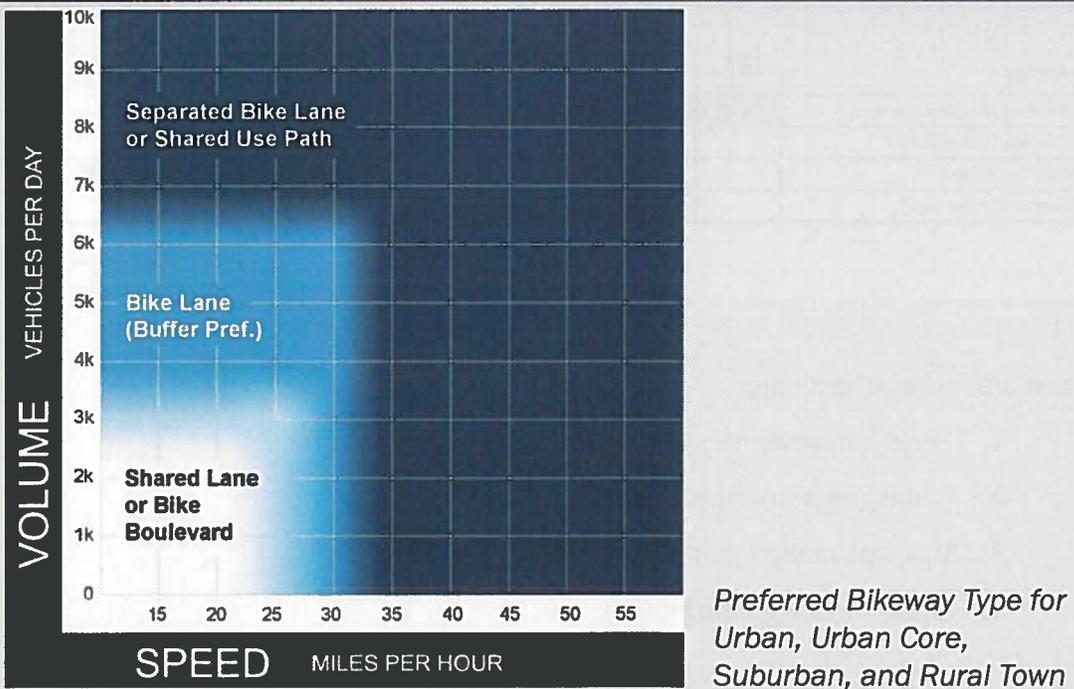
2-Lane Roadway (Separated Bike Lane Option)



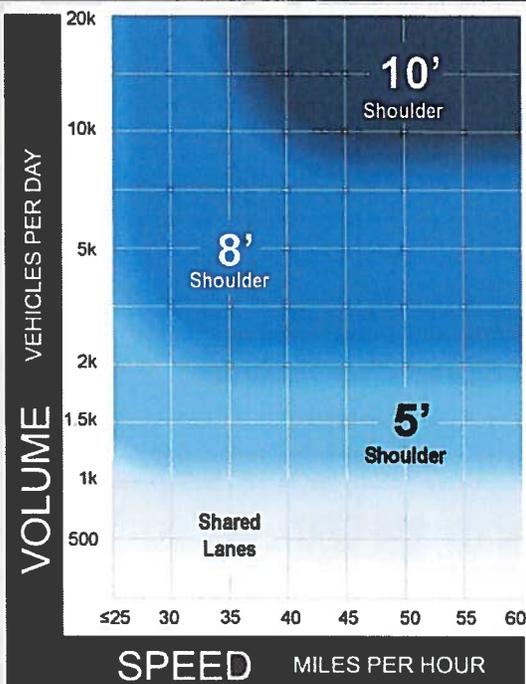
Related News: Bikeway Selection Guide – part 3



Related News: Bikeway Selection Guide – part 4



Related News: Bikeway Selection Guide – part 5



Preferred Shoulder Widths for Rural Roadways

Bikeway Design Effort: Project Schedule

Scope Activities	2018	2019				2020			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
(1) TxDOT's project development processes	█	█	█	█	█				
(2) TxDOT Bikeway Design Guidance				█	█	█	█	█	█
(3) Information Dissemination			█	█				█	█
(4) Local government coordination		█	█	█	█				

Indicates focus on this topic █
 Indicates facilitation of BAC recommendation(s) on this topic █

General order of activities:

1. Project development processes
2. Local government coordination
3. Bikeway design guidance
4. Disseminating information

Coming up next

July 15th BAC meeting

- Facilitate recommendations for incorporating bikeways in TxDOT Project Planning and Development Processes

Working Group

- In-person meeting TODAY
 - 12:00 – 1:00 pm in this room
 - Discuss opportunities during project planning and development. Begin to identify recommendations
- May/June
 - Further develop recommendations and identify potential tools/solutions

Questions

Please send additional questions and comments to:



Bonnie Sherman, AICP

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

Noah Heath, AICP

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

Advancing Active Transportation & Trail Networks in Texas



Andrew Dupuy

Manager of Policy Outreach; Rails-to-Trails Conservancy



April 15, 2019

railstotrails.org

Making the Case for Trails



- ▶ Economic Development
- ▶ ROI: Job Creation from Infrastructure Construction
- ▶ Tourism
- ▶ Trail Towns
- ▶ Safe, Active Transportation and Reduced Traffic Congestion
- ▶ Health and Environmental Benefits



Austin

railstotrails.org

National Case Study: The Empire State Trail (NY)



- ▶ Establishing a signature, destination trail
- ▶ Connecting & revitalizing economically-challenged towns
- ▶ “Networks & Spines”
- ▶ Interagency collaboration (DOT, DNR, tourism, health); statewide trail plan



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National Case Study: The Miami LOOP



- ▶ 225-mile network trail vision (54% built)
- ▶ Expand transportation options, make biking & walking safer and more equitable, strengthen local economy, cut carbon emissions, and improve health, wellness & quality of life
- ▶ Florida has invested significantly in trails (SUN Trail, state budget earmarks, allocation of TA, Strategic Intermodal System, federal public-private loan program to augment local funding)

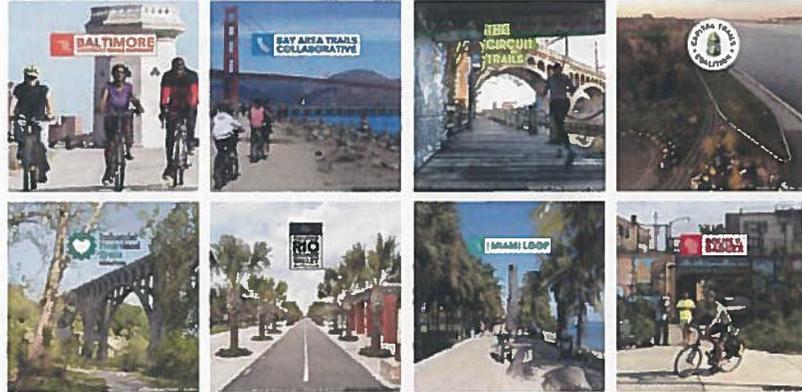


railstotrails.org

TrailNation™



- ▶ Eight nationally-significant, network-focused trail projects
- ▶ Cross-country Great American Rail Trail
- ▶ TrailNation Summit invited 12 other network projects incl. Houston & Louisiana



railstotrails.org

Texas Success Stories



- ▶ Trail and bike/ped network projects making strides across Texas
- ▶ Urban, suburban & rural
- ▶ Enhance focus on network connectivity



South Padre Island, LRGV Active Plan



Houston Bayou Greenways

railstotrails.org



Texas Success Stories: Lower Rio Grande Valley Active Plan



- ▶ Collaboration with 11 cities in Cameron County, the University of Texas School of Public Health, federal agencies, & local foundations
- ▶ Funding strategy includes foundation seed money, mix of federal (TA, RTP, FLAP), state (parks, SRTS), even multilateral (NADBank)
- ▶ Not limited to Catalyst Projects
- ▶ Transportation, environmental, economic, tourism, health benefits



railstotrails.org

Texas Success Stories: Northeast Texas Trail



- ▶ True rail-trail & destination trail potential
- ▶ Connecting small communities
- ▶ Featured in May 2018 *Texas Monthly*
- ▶ Numerous "Opening Day for Trails" events Saturday, April 13



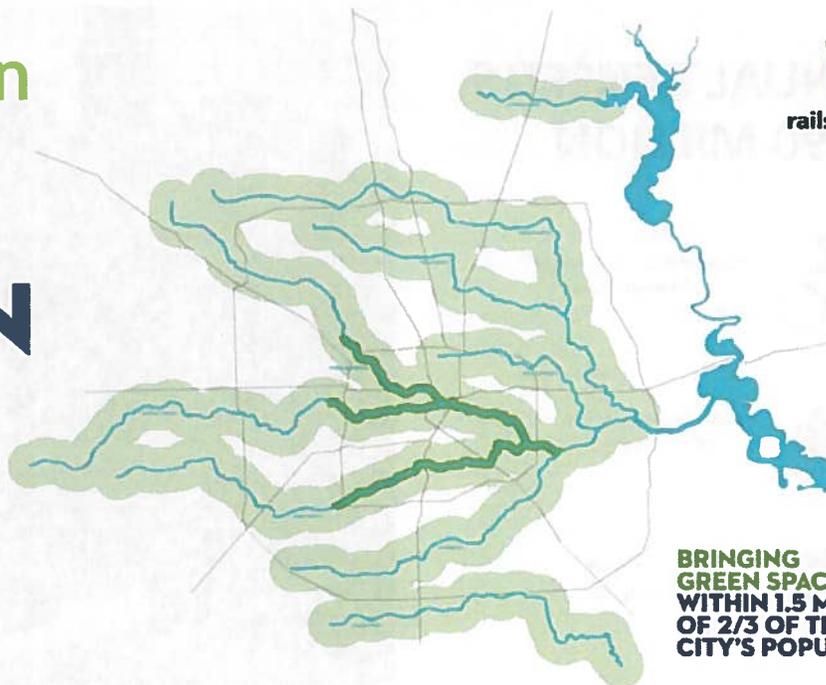
Chaparral Rail Trail, Hunt County. Photo by Don Parker.

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Houston

NEW PLAN

- ORIGINAL 1912 COMEY PLAN
- PROPOSED PLAN
- BAYOUS
- FREEWAYS



BRINGING GREEN SPACE WITHIN 1.5 MILES OF 2/3 OF THE CITY'S POPULATION



BAYOU GREENWAYS 2020



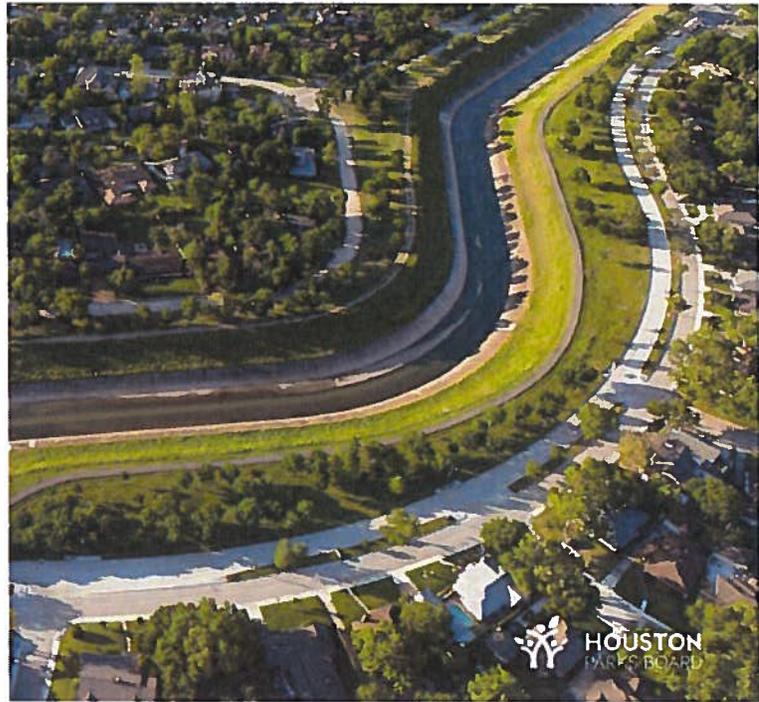
Provide unprecedented access to more than **3,000** acres of greenspace along the bayous



Connect a **150** mile network of hike-and-bike trails



Put six out of 10 Houstonians within 1.5 miles of a Bayou Greenway



ANNUAL BENEFITS: \$90 MILLION



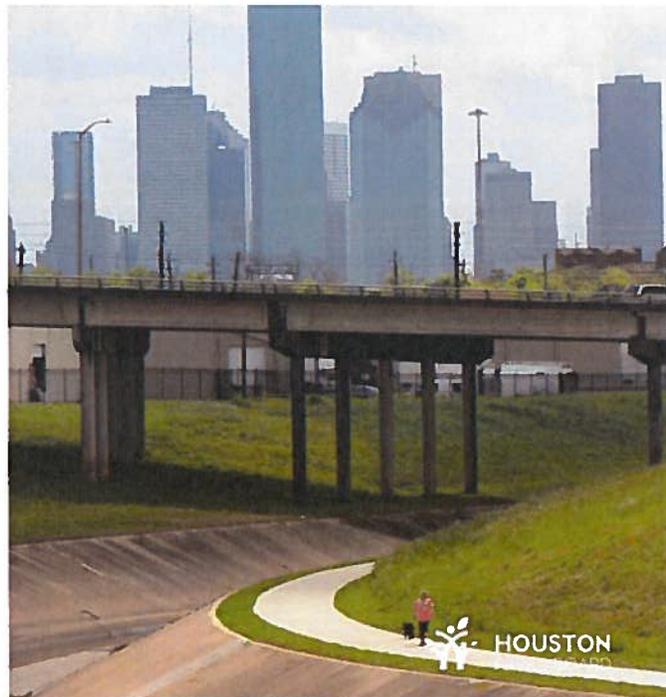
Physical and mental health
\$50 million/year

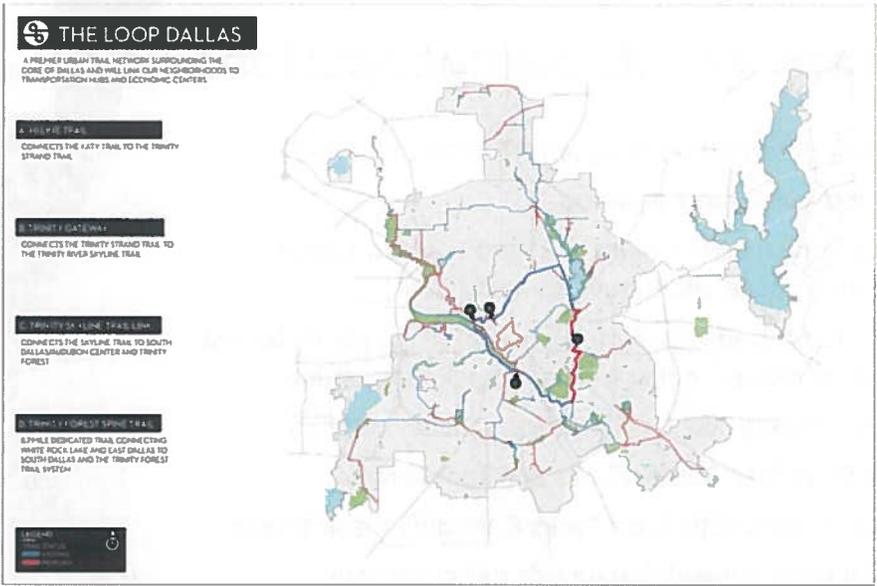


Environmental health
\$10 million/year



Economic Health
\$30 million/year

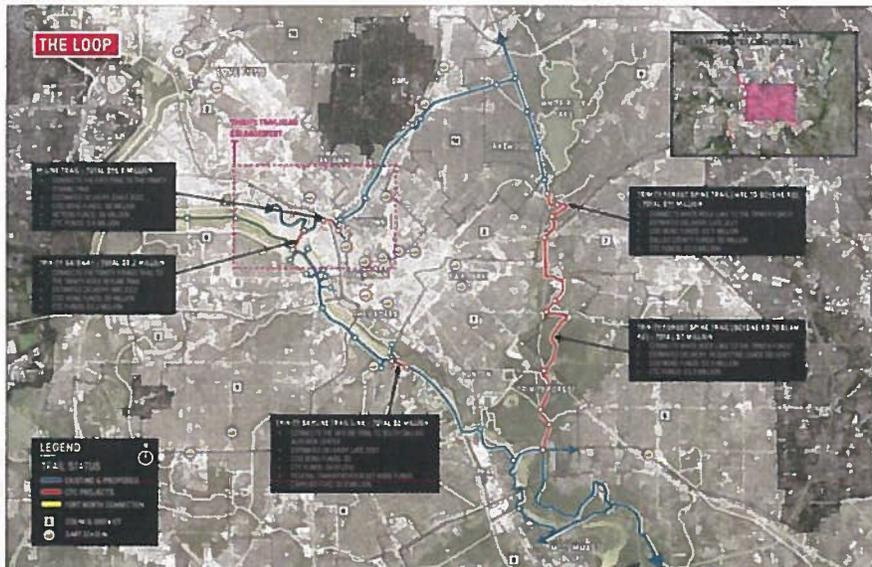




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Dallas



Next Steps and Recommendations

- ▶ Transportation Alternatives program (TA, also called TAP)
 - ▶ Increase focus on funding networks
- ▶ TxDOT State Infrastructure Bank (SIB) and Transportation Infrastructure Finance and Innovation Act (TIFIA)
- ▶ S.B. 26/H.B. 1214: Dedication of existing sporting goods tax will stabilize and increase funding for parks (including trails)
 - ▶ Legislators can help raise visibility of trails (ribbon cuttings)
- ▶ Designated State Bike Routes/Trails and Trail Towns
- ▶ Collaborate on trails with Texas Parks & Wildlife Department
 - ▶ Priority list (gaps, networks); statewide trail plan/vision



Questions?

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