## MEETING AGENDA

**TxDOT Bicycle Advisory Committee (BAC)**  
January 17, 2020 - 9:30 A.M.  
200 East Riverside Dr., Bldg 200, Classroom A  
Austin, Texas 78704  
Teleconference instructions below

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<table>
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<tbody>
<tr>
<td>1.</td>
<td>Call to Order.</td>
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<tr>
<td>2.</td>
<td>Safety briefing.</td>
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<td>3.</td>
<td>Approval of minutes from October 11, 2019, BAC meeting. (Action)</td>
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<td>4.</td>
<td>Report from TxDOT's Public Transportation Division Director regarding statewide bicycle and pedestrian matters.</td>
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<td>5.</td>
<td>Update on Bikeway Design Effort – Phase I implementation and Phase II approach. (Action)</td>
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<td>6.</td>
<td>Discussion on Texas Transportation Commission charge to review and make recommendations on expanding the charge of the BAC to address a wider range of related transportation service options, including pedestrian options and personal mobility devices. (Action)</td>
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<td>7.</td>
<td>Presentation on TxDOT activities for bicyclist and pedestrian counting.</td>
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<tr>
<td>9.</td>
<td>Update from committee members on local and statewide issues.</td>
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<tr>
<td>10.</td>
<td>Public comment – public comments will only be accepted in person.</td>
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<tr>
<td>11.</td>
<td>Adjourn. (Action)</td>
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I certify that I have reviewed this document and that it conforms to all applicable Texas Register filing requirements.

**CERTIFYING OFFICIAL:** Becky Blewett, Deputy General Counsel, (512) 463-8630.
BAC Members
Karla Weaver, Chair, Dallas/Ft. Worth
Bobby Gonzales, Vice Chair, El Paso
Clint McManus, Houston
David Ham, Midland
Eva Garcia, Brownsville
Frank Rotnofsky, Laredo
Jeff Pollack, Corpus Christi
Mike Schofield, Austin
Rick Ogan, San Angelo
Trent Brookshire, Tyler

TxDOT Technical Staff
Eric Gleason, Director, Public Transportation Division (PTN)
Donna Roberts, Program Services Section Director, PTN
Bonnie Sherman, Bicycle & Pedestrian Program Manager, PTN
Noah Heath, Bicycle & Pedestrian Planner, PTN
Carl Seifert, Transportation Planner (Contractor), Jacobs

* * *

Teleconference instructions:
Event address for attendees: https://txdot.webex.com/txdot/onstage/g.php?MTID=edf7fa59d7c97eebb413e2ee7f930984e
Event number/Access code: 733 042 011
Event password: Bike2020
To receive a call back, provide your phone number when you log-in, or call the number below and enter the access code (above).
United States TOLL: +1-415-655-0003
MINUTES FOR ADOPTION
Bicycle Advisory Committee – Teleconference Meeting
200 E. Riverside Drive, Austin TX 78704 – Classroom D
October 11, 2019

BAC Committee Members Present and Participating:
In-Person:
Karla Weaver, Dallas/Fort Worth, Chair
Robert Gonzales, El Paso, Vice Chair
Clint McManus, Houston
David Ham, Midland
Eva Garcia, Brownsville
Frank Rotnofsky, Laredo
Mike Schofield, Austin
Rick Ogan, San Angelo
Trent Brookshire, Tyler

Via telephone:
Jeffrey Pollack, Corpus Christi

TxDOT Present and Participating:
Marc Williams, Deputy Executive Director, TxDOT (ADM)
Eric Gleason, Director, Public Transportation Division (PTN)
Donna Roberts, Program Services Section Director (PTN)
Bonnie Sherman, Statewide Bicycle / Pedestrian Coordinator (PTN)
Noah Heath, Statewide Bicycle / Pedestrian Planner (PTN)

Also Present and/or Participating:
Carl Seifert, Jacobs Engineering Group
Sean Corcoran, Toole Design
Jana Renner, Paso Del Norte Health Foundation

AGENDA ITEM 1: Call to Order.
Karla Weaver calls the meeting to order at 9:31 A.M.

AGENDA ITEM 2: Safety Briefing.
Bonnie Sherman provided a safety briefing beginning at 9:32 A.M.

AGENDA ITEM 3: Introduction of new BAC members.
Karla Weaver introduced this item at 9:34 A.M.

BAC members introduced and provided background information about themselves.

Comments: Marc Williams, Karla Weaver, Robert Gonzales, Clint McManus, David Ham, Eva Garcia, Frank Rotnofsky, Jeff Pollack, Mike Schofield, Rick Ogan, and Trent Brookshire
AGENDA ITEM 4: Approval of Minutes from July 15, 2019 BAC Meeting (Action).

Karla Weaver introduced this item at 9:50 A.M.

**MOTION** Robert Gonzales moved to approve the July 15, 2019 BAC meeting minutes.

**SECOND** Frank Rotnofsky seconded the motion.

The motion passed unanimously at 9:50 A.M.

AGENDA ITEM 5: Report from TxDOT’s Public Transportation Division Director regarding statewide bicycle/pedestrian matters.

Eric Gleason delivered the Director’s report beginning at 9:51 A.M.

Eric Gleason welcomed the committee, thanked them for volunteering, reviewed commission charges that accompanied the appointment of the new committee members, and introduced volunteer opportunities for BAC members.

Comments: Eric Gleason, Karla Weaver, and David Ham

AGENDA ITEM 6: Presentation - Update on Bikeway Design Effort: Phase I Areas of Concurrence (Action).

Bonnie Sherman presented the item at 10:00 A.M.

Questions/Comments: Karla Weaver, Eric Gleason, Clint McManus, Eva Garcia

**MOTION** Trent Brookshire moved to approve update to areas of concurrence.

**SECOND** Eva Garcia seconded the motion.

The motion passed unanimously at 10:05 A.M.

AGENDA ITEM 7: Discussion on Texas Transportation Commission charge to review and make recommendations on expanding the charge of the BAC to address a wider range of related transportation service options, including pedestrian options and person mobility devices.

Noah Heath presented this item at 10:05 A.M.

Questions/Comments: Eric Gleason, Karla Weaver, Eva Garcia, Mike Schofield, Clint McManus, Eva Garcia, Frank Rotnofsky, David Ham, Bonnie Sherman, Jeff Pollack, Marc Williams, and Noah Heath.

AGENDA ITEM 8: Presentation on FHWA Bikeway Selection Guide.

Sean Corcoran presented the item at 10:50 A.M.

AGENDA ITEM 9: Presentation on Paso del Norte Trail: Improving access, connectivity, and health one mile at a time.

Jane Renner presented this item at 11:12 A.M.

Questions/Comments: Karla Weaver, and Eva Garcia.

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

Karla Weaver introduced this item at 11:22 A.M.

Reports from BAC Members including: Eva Garcia, Clint McManus, Frank Rotnofsky, Robert Gonzales, Mike Schofield, Trent Brookshire, Rick Ogan, David Ham, Karla Weaver, and Jeff Pollack.

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

Karla Weaver introduced this item at 11:40 A.M.

No public comment.

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

Karla Weaver introduced this item at 11:42 A.M.

Discussed potential schedule for CY2020 and potential agenda items.

Questions/Comments: Karla Weaver, Bonnie Sherman, and Trent Brookshire.

AGENDA ITEM 13: Adjourn. (Action)

Meeting adjourned at 11:45 A.M.

Prepared by: Approved by:

Noah Heath Karla Weaver
Public Transportation Division Chair, Bicycle Advisory Committee
Bikeway Design Effort

*Update*

January 17, 2020

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**Presentation agenda**

1. Phase 1 implementation prioritization
2. Phase 2 process and topics overview
3. Phase 2 schedule
4. Discussion
### Phase 1 Areas of Concurrence: Implementation Priorities

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<tr>
<th>#</th>
<th>Areas of Concurrence</th>
<th>Items underway=</th>
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### Phase 1 Areas of Concurrence: Implementation Action Items (1 of 3)

1) **Standardize bikeway design guidance so TxDOT engineers refer to one source**
   - Roadway Design Manual update in process by Design Division

2) **Initiate District bicycle plans statewide**
   - Compile best practices (2020)
   - Initiate District bike plans (2021)

3) **Continue to incorporate bicycle criteria into Project Safety Scoring Tool**
   - Tool development in process by Design Division

4) **Develop District-level bike/ped design engineering subject matter expertise**
   - Developed TxDOT internal SharePoint website (2019)
   - Organize/establish agency-wide “Community of Practice” (2020)

5) **Promote collection of bike/ped data**
   - On-system pedestrian and bicycle facility inventory (2020 completion)
   - Training for staff, local governments, and contractors in basic non-motorized count best practices (2020)
   - Initiate data collection procurement (2020-2021)
Phase 1 Areas of Concurrence: Implementation Action Items (2 of 3)

6) Refine DSR or develop scoping tool to address b/p needs based on context
   ▪ Scoping requirements pending Bikeway Design Effort Phase 2

7) Refine requirements to better incorporate temporary b/p facilities (detours) in traffic control plans
   ▪ Future coordination with Traffic Safety Division

8) Refine existing or create new TxDOT training classes
   ▪ Pending Community of Practice

9) Refine comment response process to better document bikeway needs
   ▪ Future coordination with Transportation Planning and Programming Division (TPP)

10) Update standard contract to ensure consistent b/p accommodation and allow for design flexibility
    ▪ Coordination with Professional Engineering Procurement Services Division initiated

Phase 1 Areas of Concurrence: Implementation Action Items (3 of 3)

11) Develop informational handouts to strengthen bike/ped involvement at PDCC & DCC
    ▪ Future coordination with TPP

12) Create a state-level clearinghouse of bike/ped transportation plans
    ▪ Coordination initiated with TPP

13) Assess bike and ped consultant qualifications separately
    ▪ Pre-certification qualifications modified; in process. (2021)

14) Formalize bike/ped performance measures as part of department project scoring and selection processes (e.g. Decision Lens)
    ▪ Future coordination with TPP

15) Develop guidance and awareness for annual District bike meeting/hearing
    ▪ Future coordination with TPP
Bikeway Design Effort: Overview

**PHASE 1:** Project Development Processes  
Sept 2018 – July 2019

**PHASE 2:** Bikeway Design Guidance  
July 2019 – Fall 2020

**Parallel Tasks:**

- Disseminating information
- Local government coordination

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**Recommendation generation workflow**

**Monthly Project Team meetings**

**Monthly Working Group meetings**

**Recommendations developed**

**Quarterly BAC meeting and approval**
Influences of BAC recommendations

- Federal, state, and local Design Standards
- Other Guidance & Research
- Project Team Experience

Phase 2 topics overview

<table>
<thead>
<tr>
<th>Design Topic Categories</th>
<th>Preliminary Discussion Topics</th>
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<tbody>
<tr>
<td>Facility Selection</td>
<td>• Land Use Context/Design user</td>
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<td>• Continuum of facility types</td>
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<td>• Understanding constraints/trade-offs</td>
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<td>• When wide outside lanes are appropriate/necessary</td>
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<td>• Possible endorsement of FHWA Bikeway Selection Guide</td>
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<tr>
<td>Bikeway Design Standards</td>
<td>• Minimum vs preferred</td>
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<td>• Preferred barrier types for SUPs and SBLs</td>
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<td>• 1 way vs 2 way; 1 side vs both sides for SUPs/SBLs</td>
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<td></td>
<td>• Rumble strip standard</td>
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<td>Intersections &amp; conflict points</td>
<td>• Green pavement markings</td>
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<td>• Bike signals</td>
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<td>• Protected intersections</td>
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<td>• Driveways and RRD crossings</td>
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<td>• Signage &amp; pavement markings for safer intersections</td>
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<td>Maintenance</td>
<td>• Surface treatment materials (thermos, MMA, etc.)</td>
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<td></td>
<td>• Reducing lane widths to add bike lanes</td>
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<td>• Maintenance of barrier separated bikeways</td>
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<td>• Overlay materials (aggregate size)</td>
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Phase 2 schedule overview

<table>
<thead>
<tr>
<th>Administration, Coordination, and Stakeholder Engagement</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<tbody>
<tr>
<td>TxDOT Internal, Division and District coordination</td>
<td>Jul</td>
<td>Aug</td>
<td>Sep</td>
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<td>TxDOT Bikeway Design Guidance- PHASE 2</td>
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<td>Background Presentations</td>
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<td>Phase 2 Overview</td>
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<td>A. Facility Selection</td>
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<td>D. Maintenance</td>
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<td>BAC Action</td>
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- BAC Meeting
- BAC Working Group Meeting

Discussion
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

**Carl Seifert, AICP**  
Carl.Seifert@Jacobs.com  
(512) 486-5974  
Jacobs
BAC Scope Expansion Discussion

Quarterly BAC Meeting
January 17, 2019

Presentation agenda

1 Recap purpose and discussion from first meeting

2 Summary of issue papers

3 Facilitate discussion on the appropriateness of BAC scope expansion to include additional modes

4 Establish clear understanding of BAC direction

5 Next steps
The commission charges the committee with the following priorities:

1) Review and make recommendations on expanding the charge of the committee to address a wider range of related transportation service options, including pedestrian options and personal mobility devices; and

2) Review and make recommendations of enhancements to safety and efficiency in the design of bicycle facilities.”

Texas Transportation Commission Minute Order 115565 - August 29, 2019

Approach

Facilitate BAC recommendations to the Commission:

- Potential inclusion/exclusion of other non-motorized modes
- Potential impacts on committee composition/function

Schedule

- October: Introduction and brainstorm
- January: In-depth discussion; gain clear BAC direction
- April: BAC action on recommendations
Current charge of BAC – per 43 TAC §1.85

Current charge of BAC includes:

- Advise the Commission on bicycle issues
- Provide bicyclists’ perspective on TxDOT policies affecting bicycle use, including the design, construction and maintenance of highways
- Review and make recommendations on items of mutual concern between the department and the bicycling community

Summary of 10/11/19 Brainstorm

- General support for expansion of BAC to include pedestrians and/or micromobility due to need and commonalities among active modes of transportation
- Discussion
  - Pedestrian Mode
    - Regional-specific safety concerns (focus cities)
    - Alignment with bicycle mode
    - Availability of pedestrian advocates
    - Representation/advocates for disabled community
  - Micromobility Mode
    - Statewide vs. local urban scale
    - Equity of distribution
    - Lack of available data
    - Safety concerns of pedestrians
    - Use of micromobility devices on bicycle & pedestrian facilities
Issue Papers

Issue Paper 1 – Advantages and Disadvantages of BAC Expansion
- To inform recommendations on whether the committee’s scope should expand to include pedestrian and/or micromobility modes.

Issue Paper 2 – Potential Impact of Expansion on Structure, Capacity, and Function of BAC
- To generate further input related to committee size or composition should the committee recommend scope expansion.

State of the Practice

- Other State DOTs
  - Many include state and/or partner agencies
  - Generally include fewer than 11 general public members
  - Generally inclusive of bicyclists and pedestrians of all ages and abilities

- No State DOT committees formally address micromobility due to emerging nature
  - Several DOTs address micromobility as it relates to bicycle and pedestrian issues
- AASHTO’s Council on Active Transportation formally addresses “issues related to bicycling, walking, using portable personal & assistive mobility devices and other active transportation modes”
Advantages and Disadvantages of BAC Expansion

Advantages

- BAC already considers pedestrian mode
  - Strategic Direction Report
  - Phase 1 of Bikeway Design Effort
- Overlapping needs
  - Infrastructure
  - Mobility
  - Funding
- Contribute to better understanding of potential consequences and more inclusive recommendations
- Provide input from roadway users not formally represented

Considerations

- Perception that attention to bicycle mode may diminish
- Unknowns associated with micromobility mode
- Micromobility may be more of a local urban area issue
- Pedestrian and micromobility subject matter experts may be fewer in number

Potential Impact of Expansion on Structure, Capacity, and Function of BAC

- Recruit members with specific interest in pedestrian and/or micromobility issues
  - Replace vacancies as they occur to balance committee (3 or vacancies per year), or
  - Increase number of members and replace as vacancies occur to balance
    - Consider manageability of larger committee and effect on productive discussion
- Increase capacity
  - Working groups could advance mode specific tasks
  - Additional TxDOT staff resources
    - Design Division’s Pedestrian Facilities Accessibility Program
    - Civil Rights Division’s ADA designee
Discussion

- Given the overlapping nature of active transportation modes and expression of interest from the Commission, is expanding the BAC’s scope reasonable and appropriate?
  - Do you think the BAC should expand its scope to include pedestrians?
  - Do you think the BAC should expand its scope to include micromobility?

Discussion

- If the committee recommends inclusion of additional modes, does the committee have additional suggestions related to the size or structure of the committee?
Next Steps

If BAC recommends expansion of committee scope

- A statutory change is not required, however a Texas Administrative Code (TAC) rule change stating the purpose and tasks of an expanded committee scope would be necessary

BAC action on recommendations at April meeting

Six to nine month process to complete TAC rule change

PTN will submit recommendations for Commission consideration by July

BAC expanded scope likely implemented by next April

Questions

Please send additional questions and comments to:

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(512) 486-5972

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**Carl Seifert, AICP**
Carl.Seifert@Jacobs.com
(512) 486-5974
Bicyclist and Pedestrian Count Data in Texas

Shawn Turner, P.E.
Texas A&M Transportation Institute

Better data is needed to better accommodate bicyclists & pedestrians

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Better decision-making requires good data

- Safety
  - Exposure for crash rates
  - Behavior (contra-flow riding)

- Planning
  - Demand estimation
  - Travel patterns

- Design
  - Facility type and design
  - Barriers
  - High activity areas

- Performance Measurement
  - Before and after studies
  - Long-term trends from areawide improvements
  - Mode shift

We need to know about bicycle and pedestrian usage on our roadways.

Multiple strategies to “close the data gap”

- Texas Bicycle and Pedestrian Count Exchange
- Crowdsourced bicycle data (Strava Metro)
- Data collection and analysis guidance
- Counter equipment loan program
- Training in spring 2020
- Funding for bike/ped counts in 2020-2021
Consolidating data in **Texas Bicycle and Pedestrian Count Exchange**

As of late 2019:
- 83 permanent sites
- 245 short-term sites

https://mobility.tamu.edu/bikepeddata/

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Planned integration with TPP in STARS III
TTI model to adjust crowd-sourced data to estimate total bicyclists

StravaMetro Data:
- Crowd-sourced data collected by bicyclists using fitness app
- TxDOT acquired 4 years of statewide Strava data

Access:
- TxDOT staff can access Strava data (.gbd) through shared network drive
- Local entities have free access through sublicense

Data collection and analysis guidance developed through research

Provide statewide seasonal adjustment factors for short-term (7-day) counts
Counter equipment loan program

- portable equipment for loan:
  - 10 infrared counters
  - 8 pneumatic tube counters (bikes)

- available for:
  - TxDOT districts
  - local agencies
  - others as available

Spring 2020 training on bicycle/pedestrian data collection

- 3 training modules
  1. Smart uses of bicyclist and pedestrian count data
  2. Collecting bicyclist and pedestrian count data
  3. Bicyclist and Pedestrian Count Exchange

- webinar overview (90 minutes)
  - February 6 and 11

- in-person, full-day training
  - Pharr District (March)
  - San Antonio (March 25) – in coordination with Texas Trails and Active Transportation Conference
  - Houston (April)
  - Dallas-Ft. Worth (April)
Funding for bicycle and pedestrian counts in 2021

- Accelerate “closing the bike/ped data gap”

- Focus on strategic locations on State Highway System

- Possible combination of:
  - Permanent counter installation – continuous data throughout year
  - Portable counters – 7-14 days for selected months

Thank you!

Shawn Turner, P.E.
s-turner@tti.tamu.edu
(979) 317-2481

Questions?
FHWA PEER EXCHANGE IN NTX AND NATIONAL BICYCLE/PEDESTRIAN COUNT TECHNOLOGY PILOT

TxDOT State
Bicycle Advisory Committee

January 17, 2019

Various Resources

- FHWA: Traffic Monitoring Guide. Chapter 4 for Non-Motorized Traffic
- NCHRP Report 797: Guidebook on Pedestrian and Bicycle Volume Data Collection
- Coding for Traffic Management Guide Format
Why Do we Want to Count?

- Provide Data About Actual Non-motorized Travel Volumes (Mobility Plan Performance Measures)
- Inform the Public and Decision Makers About Actual Usage and Travel Patterns
- Analyze Trends
- Evaluate the Impacts of Specific Projects (before/after)
- Relevance!
  - “If it’s not counted, it doesn’t count.” — Bill Schultheiss, Toole Design Group
Why Count at the Regional Level?

Guidelines and Quality Control Procedures for Data Collection (consistency throughout the region)

Regional Clearinghouse for Data and Reports

Integrate with the Regional Traffic Count Information System
2018 Data Overview

29 Locations: 7 Million Bicyclists and Pedestrians Counted

Challenges

- City Commitments / Partnerships
- On-going Data Fees
- Personnel Needs for Program Support (Battery Replacements, Installations, Mobile Count Loans, Data Processing, etc.)
- Performance Measures
- Permanent vs Mobile Counters
Success Stories

- Interlocal Cooperative Agreements (ILA’s) with Five Agencies
- Applied Correction Factors to Reflect the Most Accurate Data
- Hosted Mobile Counter Installation Training

26.7 Million Counts!!

What’s Next?

- Include bike/ped traffic counts to historical motorized vehicle traffic count web map. (COMPLETE)
- Analyze relationship of surrounding land use and actual bike/ped traffic volumes. (UNDERWAY)
- Look at future purchasing of additional permanent counters and upgrades from 2g to 3/4g and long-term maintenance. (UNDERWAY)

www.nctcog.org/BikePedCountData
What does it take to start a program?
- Funded 10 MPO’s ($20K each)
- Documentation of Process
- Technical support provided

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/countpilot/

FHWA Bike/Ped Pilot Locations