

MEETING AGENDA

TxDOT Bicycle Advisory Committee (BAC)

October 9, 2020 - 9:30 A.M.

Note: This meeting will be held remotely via WebEx
Teleconference instructions below

1.	Call to Order.
2.	Safety briefing.
3.	Introduction of new BAC members.
4.	Approval of minutes from July 17, 2020 BAC meeting. (Action)
5.	Report from TxDOT's Public Transportation Division Director regarding statewide bicycle and pedestrian matters.
6.	Update on Bikeway Design Effort – Linear Bikeway Design Guiding Principles. (Action)
7.	Discussion on proposed amendments to 43 Texas Administrative Code §§11.403 -11.406, and §11.411, Transportation Alternatives Set-Aside (TA) Program. (Action)
8.	Presentation on Switch Gears Towards Safety with the Texas Strategic Highway Safety Plan (SHSP).
9.	Presentation on Statewide and North Texas Impacts on Active Transportation from COVID-19.
10.	Updates from committee members on local and statewide issues.
11.	Public comment – Due to the virtual format of the meeting, public comments may be submitted by email to BikePed@txdot.gov by October 19, 2020, to be included as part of the meeting record.
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: Becky Blewett, Deputy General Counsel, (512) 463-8630

BAC Members

Karla Weaver, Chair, Dallas/Ft. Worth
Bobby Gonzales, Vice Chair, El Paso
Chelsea Phlegar, Waco
Clint McManus, Houston
Eddie Church, Cedar Park
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=e13fd8fc90ab892ec4b2e7726fb484148>

Event number/Access code: 172 304 7045

Event password: Bac1009

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 – Via WebEx Teleconference Meeting
July 17, 2020

BAC Committee Members Present and Participating:

Robert Gonzales, *El Paso, Vice Chair*
Clint McManus, *Houston*
David Ham, *Midland*
Eva Garcia, *Brownsville*
Frank Rotnofsky, *Laredo*
Jeffrey Pollack, *Corpus Christi*
Mike Schofield, *Austin*
Rick Ogan, *San Angelo*
Trent Brookshire, *Tyler*

TxDOT Present and Participating:

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)
Terry Pence, Traffic Safety Section Director (TRF)

Also Present and/or Participating:

Carl Seifert, Jacobs Engineering Group
Brittany Gernhard, High Street

AGENDA ITEM 1: Call to Order.

Bobby Gonzales, calls the meeting to order at 9:46 A.M.

AGENDA ITEM 2: Safety Briefing.

Bonnie Sherman provided a safety briefing beginning at 9:48 A.M.

AGENDA ITEM 3: Approval of minutes from April 6, 2020 BAC meeting.

Bobby Gonzales introduced this item at 9:49 A.M.

MOTION Frank Rotnofsky moved to approve the April 6, 2020 BAC meeting minutes.

SECOND David Ham seconded the motion.

The motion passed unanimously at 9:49 A.M.

AGENDA ITEM 4: Report from TxDOT's Public Transportation Division Director regarding statewide bicycle/pedestrian matters.

Eric Gleason delivered the Director's report beginning at 9:50 A.M.

Eric Gleason gave an update on Bicycle and Pedestrian Program activities including; applications for BAC appointments; progress on implementation of BAC's recommendations to expand the

committee's scope; 2019 Call for Projects; implementation of 2015 TAP and 2017 TASA awards; and training workshops for bike/ped counters.

Comments: No comments or questions

AGENDA ITEM 6: Proposed amendments to 43 Texas Administrative Code §§11.403 -11.406, and §11.411, Transportation Alternatives Set-Aside (TA) Program.

Bobby Gonzales switched agenda items 6 & 5

Noah Heath presented this item at 9:56 A.M.

Questions/Comments: Eva Garcia, Clint McManus, Eric Gleason, and Bonnie Sherman.

AGENDA ITEM 5: Update on Bikeway Design Effort –Bikeway Selection Guiding Principles. (Action)

Bobby Gonzales introduced the agenda item and provided a recap of efforts 10:28 A.M.

Carl Seifert presented this item.

MOTION Bobby Gonzales made a motion in support of the guiding principles for bikeway selection developed by the BAC working group and that the Guiding Principles be used by TxDOT Division and District staff as they update roadway design guidance. (Action)

SECOND Frank Rotnofsky

The motion passes unanimously at 10:48 A.M.

Questions/Comments: Rick Ogan, Eric Gleason, and Bobby Gonzales.

AGENDA ITEM 7: Demonstration of Texas Bicycle Tourism Trails Route Prioritization Tool.

Bonnie Sherman introduced this item at 10:49 A.M.

Brittany Gernard presented this item.

Questions/Comments: Eva Garcia, Clint McManus, Bonnie Sherman, Bobby Gonzales, and Jeff Pollack.

AGENDA ITEM 8: Presentation on Texas Highway Safety and Strategic Highway Safety Plans.

Terry Pence presented the item at 11:10 A.M.

Questions/Comments: David Ham, Eva Garcia, and Bobby Gonzales.

AGENDA ITEM 9: Public comment – Due to the virtual format of the meeting, public comments may be submitted by email to BikePed@txdot.gov by July 27, 2020, to be included as part of the meeting record.

Bobby Gonzales introduced this item and explained that due to the virtual format of the meeting, public comments can be submitted by email to BikePed@txdot.gov by July 27, 2020, to be included as part of the meeting record.

Two public comments were submitted via email.

Landy Carson, Ballinger, TX

Requested clarification on classification of motor (gasoline) assisted bicycles.

Provided requester information on laws and regulations for bicycles and classification of motor assisted bicycles.

Kevin Kokes, NCTCOG, Arlington, TX

Requested clarification about proposed amendments to 43 Texas Administrative Code §§11.403 - 11.406, and §11.411, Transportation Alternatives Set-Aside (TA) Program related to the proposed amendment to require MPO's to include TxDOT direct state costs for oversight in project awards. The requested asked if this was a new requirement or is it formalizing what is already occurring.

Provided response that stated that the intent is to formalize what NCTCOG and most MPOs already do.

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

Bobby Gonzales introduced this item at 11:35 A.M.

Member provided future agenda item topics and/or volunteered to present on topics of interest at future BAC meetings.

Questions/Comments: Eva Garcia, Bobby Gonzales, Frank Rotnofsky, David Ham, Eric Gleason, and Terry Pence.

AGENDA ITEM 11: Adjourn. (Action)

MOTION Eva Garcia

SECOND Clint McManus

Meeting adjourned at 11:40 A.M.

Prepared by:

Approved by:

Noah Heath

Robert Gonzales



Bikeway Design Effort *Update*

October 9, 2020

Presentation agenda



- 1 Phase 2 Working Group Content Overview
- 2 Phase 2 Interim Recommendations:
Guiding Principles for Linear Bikeway Design
- 3 Discussion
- 4 Next Steps

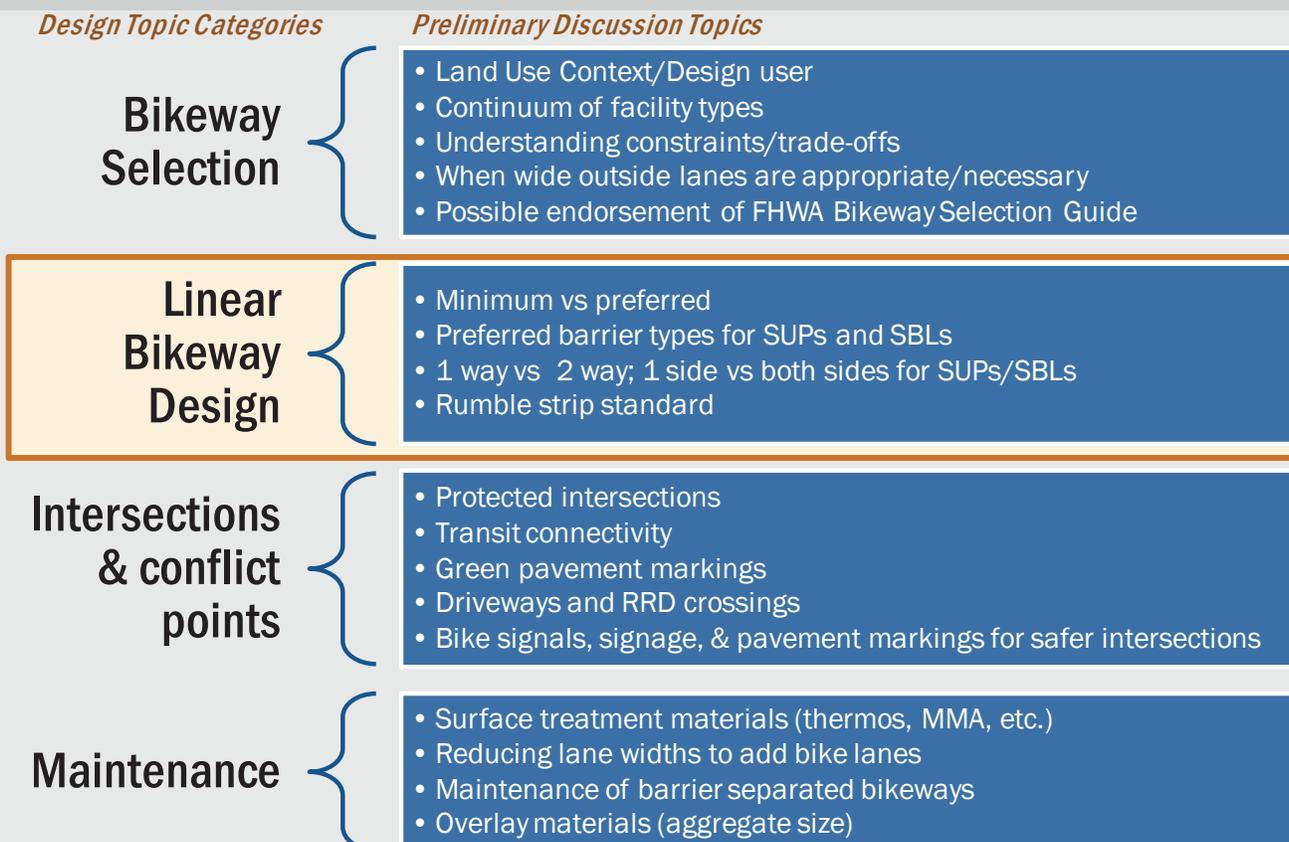
Relationship of Phase 2 topic categories to Guiding Principles



October 9, 2020

3

Phase 2 topics overview



October 9, 2020

4

- Low-cost countermeasure for reducing roadway departure crashes (roadway departure, opposite direction sideswipe, and run-off road crashes).
 - Center line rumble strip reduce crashes between 45% and 64%.*
 - Shoulder rumble strip reduce crashes between 17% and 36%.*
- Create audible warning and physical vibration to alert drivers and bicyclists of lane departure



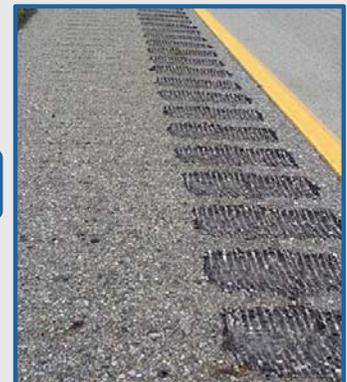
* NCHRP Report 641, Table 28. Range represents effectiveness on rural two-lane roads, urban two-lane roads, and rural freeways.

Ways to implement rumble strip countermeasures

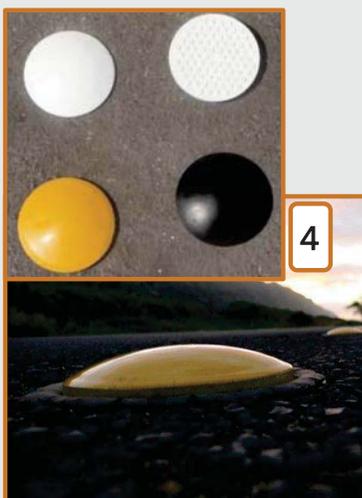
Rumble Strips

- 1) Milled in
- 2) Edgeline rumble strips (aka rumble stripes)
- 3) Raised thermoplastic/profile pavement markings (PPM)
- 4) Raised buttons

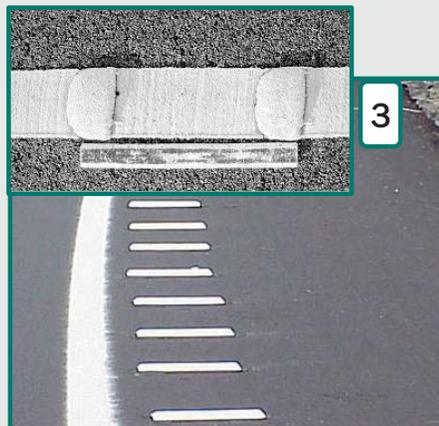
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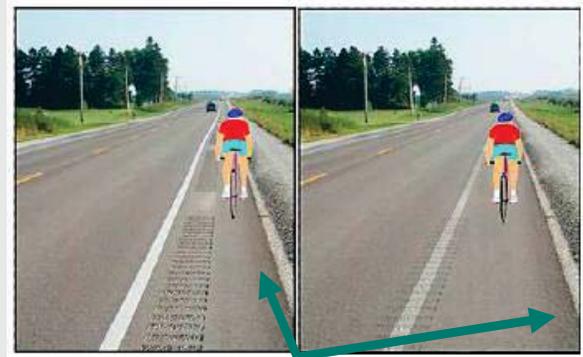
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2



- Placement of rumble strips
 - Debris collection area
 - Altered paths and sudden movements
 - Jarring impacts of riding over RS
- Reduces travel width of shoulder for bicyclist, sometimes forcing bicyclist into travel lane
- Motorists tend to shy away from centerline rumble strips, moving closer to shoulder where bicyclists ride
- Noise generated by motorists contacting rumble strips may stress/startle bicyclists, which could result in an undesirable maneuver by the bicyclist.



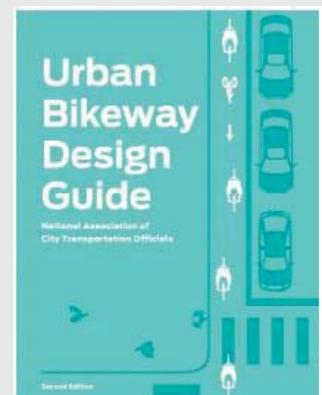
Debris collection area

Separated Bike Lanes definition

Separated Bike Lanes

Separated Bike Lane (aka “Cycle Track” or “Protected Bike Lane”)

- A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.
 - Differentiated from standard and buffered bike lanes by the **vertical element**.
 - Differentiated from shared use paths (and sidepaths) by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities.



	NACTO	FHWA	Protection level*	Durability*
Tubular markers/ flexible delineators	✓	✓	☆☆☆☆	☆☆☆☆
Various raised markers (amadillo, turtle, oblong bumps)			☆☆☆☆	☆☆☆☆
Moveable planters	✓		☆☆☆☆	☆☆☆☆
Furnishings (on sidewalk to prevent pedestrians in cycle zone)	✓		☆☆☆☆	☆☆☆☆
Bollards	✓	✓	☆☆☆☆	☆☆☆☆
Parked cars	✓	✓	☆☆☆☆	-
Raised curb, median, or lane	✓	✓	☆☆☆☆	☆☆☆☆
Parking stops		✓	☆☆☆☆	☆☆☆☆
Concrete barrier (Jersey barrier) (crash cushion at exposed barrier ends)		✓	☆☆☆☆	☆☆☆☆

* Not derived from NACTO or FHWA guidance. Further research required to confirm categorization



San Francisco, CA. (Source: Dianne Yee)



Indianapolis, IN (Source: PeopleForBikes)



Seattle, WA. (Source: Seattle DOT)



Austin, TX (Source: City of Austin)

Raised Lane



Cambridge, MA. (Source: City of Cambridge)

Planters



Portland, OR (Source: Oregon Transportation Research and Education Consortium)

Parking Stops



Baseline Road separated bike lane in Boulder, CO. (Source: City of Boulder)

Parked Cars



Parked cars provide separation in Seattle, WA. (Source: Seattle DOT)

Issues for consideration

SBL & SUP placement

- What are some consideration for separating non-motorized modes?
 - Speed or volume of bikes? Of peds?
 - Prevalence of higher speed riders?
 - Prevalence of recreational usage (dog walkers, strollers, etc.)?
 - Adjacent land use?
 - User speeds and horizontal curves
 - User mismatch (pedestrians vs. cyclists)
 - Others?



- Context and engineering judgement are paramount
 - One-way streets
 - High bicycle volumes
 - Connectivity to attractions (e.g., schools)
 - ROW availability/constraints

- Implementation timing:
New Construction > Reconstruction > Retrofits > Maintenance

- Engineering considerations include:
 - Access/ conflict point management
 - Maintenance and drainage of elevated and/or separated bikeways
 - Transit stops

ⁱ NACTO, 2017. *Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities*.

ⁱⁱ Cambridge Bicycle Plan (2015).

ⁱⁱⁱ Cambridge Cycle Tracks: A Technical Review of Safety, Design, and Research, 2014. Toole Design Group.

Draft Guiding Principles for Linear Bikeway Design



- | | |
|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rumble Strips | <p>1 On rural roadway segments where existing or future bicycle demand is anticipated during the life of the project:</p> <ul style="list-style-type: none"> a) Placement of shoulder rumble strips on or immediately adjacent to the edgeline is preferred. Profile Pavement Markings (PPM) and milled-in rumble strip are the preferred treatment types. Exceptions for edgeline placement include along evacuation routes and routes with significant volumes of heavy truck traffic. b) Bicycle gaps should be included in rumble strips to accommodate bicyclists' turning movements and avoidance maneuvers. c) Where shoulder rumble strips are installed, 6 feet or more of clear space to the right of rumble strip is desirable to accommodate bicyclists. |
| Barrier Types | <p>2 Where separated bike lanes (SBLs) are proposed:</p> <ul style="list-style-type: none"> a) Barrier selection for SBLs should be context-sensitive, suitable for roadway characteristics (e.g., speed, volume, etc.), and allow for appropriate drainage. b) Street-level SBLs with curb separation (grade-separated barriers) or raised SBLs are the preferred types of separated bike lanes dependent on context. c) To facilitate maintenance on street-level SBLs, facility widths and/or removable barriers should be considered in coordination with the entity responsible for maintenance. |
| Separating Modes | <p>3 When deciding between shared or separated bicycle and pedestrian infrastructure, designers should consider the following:</p> <ul style="list-style-type: none"> a) Shared use path design criteria should meet the needs of all intended users (e.g. bicyclists, pedestrians). b) Criteria for separating modes should consider existing and anticipated bicycle and pedestrian volumes expected over the life of the project, including latent demand and land use changes. c) Consider the life of the project and plan for the ultimate/future bikeway type and width even if constructing an interim/provisional facility in the short-term. Plan for the ultimate facility on culvert and bridge improvements. |



- To support Linear Bikeway Design Guiding Principles
- To allow the BAC Chair to update the Texas Transportation Commission on the status of the Bikeway Design Effort to date



Phase 2 schedule overview



	2019			2020									2021							
	Q4			Q1			Q2			Q3			Q4			Q1		Q2		
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
Administration, Coordination, and Stakeholder Engagement																				
TxDOT Internal, Division and District coordination																				
Working Group Meetings	○			○	○	○	○	○	○	○	○	○	○	○	○	○				
TxDOT Bikeway Design Guidance																				
Background presentations																				
Phase 2 Overview					■															
A. Bikeway Selection																				
B. Corridor/ Linear Bikeways																				
C. Intersections/ conflict points																				
D. Maintenance																				
BAC Action																				

○ BAC Working Group Meeting

■ BAC Meeting



Please send additional questions and comments to:



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Carl Seifert, AICP

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(512) 486-5974
Jacobs



Proposed Amendments to TAC rules for the Transportation Alternatives Set-Aside (TA) Program

Quarterly BAC Meeting
October 9, 2020



Presentation agenda



1 Proposed TA rule revision recap

2 TA Program Rule Revisions

3 Next Steps

TA Program Rules

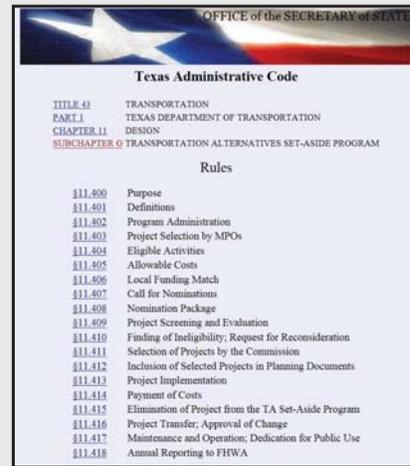
- **Federal** guidelines

- 23 U.S.C. §133(h)
- FHWA guidance at: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm



- **State** guidelines

- 43 TAC §§11.400 - 11.418 and §§16.153 - 16.154
- TA Program Guide
- Focused on TA funds administered by TxDOT for population areas of 200,000 or less

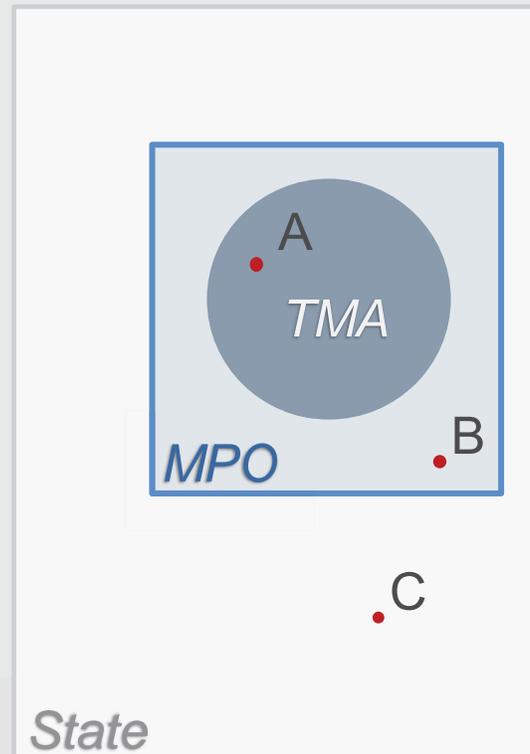


- **MPO** guidelines

- Federal guidance specifies MPOs designated as a TMA will conduct an independent competitive Call for Projects
- 43 TAC §11.403 Project Selection by MPOs
- Each MPO establishes its own TA program rules

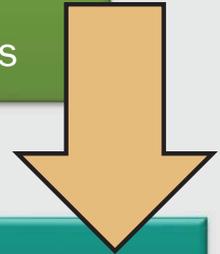
Administration of TA funds in Texas – TxDOT/MPOs

- Projects located within a TMA are only eligible for TA funding from an MPO (Project A)
- Projects located **outside** the TMA but **inside** MPO boundaries are eligible for TA funding from *either* TxDOT or the MPO (Project B)
- Projects located outside an MPO are only eligible for TA funding from TxDOT (Project C)
- TxDOT's funds are further divided:
 - **Nonurban.** Population areas of 5,000 or less located outside TMAs
 - **Small Urban.** Population areas of 5,001 to 200,000 located outside TMAs





- Collect BAC feedback 10/9-10/22
- PTN combines BAC comments and circulates for BAC review/feedback
- Options:
 - Authorize Chair to finalize BAC comment letter
 - Chair, plus one/two, sub-committee, vice-chair ect.
 - Special meeting to finalize BAC feedback
- Members may also submit public comments as individuals



- Public comment period ends November 9
- Anticipated December Commission agenda for final action

Summary of Proposed TA Set-Aside Program Rules



Encourage additional high-quality project proposals from communities with less than 50,000 in population:

- Add PS&E and environmental documentation activities as eligible activities;
- Modify local match options to include transportation development credits and/or potentially state funds; and
- Allow project sponsors in MPO areas to resubmit projects, that were previously unfunded, to either TxDOT or the MPO in future program calls.

Simplify and reduce inconsistencies in program administration:

- Eliminate in-kind contributions as a local match option;
- Require MPOs to include TxDOT's direct state costs for oversight of preliminary engineering and construction in TA Set-Aside project awards; and
- Allow the responsible division administering the TA program to consider project overruns, in the event program funds remain or are returned to the program due to cost underruns.

Overall Results

- Improve bicycle and pedestrian project delivery – especially in smaller communities
- Better manage fiscal expectations of local project sponsors
- Reduce TxDOT's risk of lapsing TA funds



Encourage additional high-quality project proposals from communities with less than 50,000 in population:

- Add PS&E and environmental documentation activities as eligible activities;

§11.404. Eligible Activities.

Added §11.404 (b) allowing costs of preliminary engineering, including environmental studies and documentation, design, and plans, specifications, and estimates as eligible activity only for projects located in communities of 50,000 in population or less.

§11.405. Allowable Costs.

Revised §11.405 (a) & (c) and added §11.405 (b) & (e) allowing cost of preliminary engineering, including environmental studies and documentation, design, and plans, specifications, and estimates as allowable cost only for projects located in communities of 50,000 in population or less.



Encourage additional high-quality project proposals from communities with less than 50,000 in population:

- Modify local match options to include transportation development credits and/or potentially state funds;

§11.406. Local Funding Match.

Added §11.406 (b) allowing additional local match options to include transportation development credits and/or potentially state funds for communities of 50,000 in population or less.

- Allow project sponsors in MPO areas to resubmit projects, that were previously unfunded, to either TxDOT or the MPO in future program calls.

§11.403. Project Selection by MPOs.

Revised §11.403 (j) to allow project sponsors in MPO areas to resubmit projects, that were previously unfunded, to either TxDOT or MPO in future program calls, but restricts project sponsors from submitting the same project to both TxDOT and MPO call for projects concurrently.



Simplify and reduce inconsistencies in program administration:

- *Eliminate in-kind contributions as a local match option.*

§11.406. Local Funding Match

Revised §11.406 (a) & (c) eliminating in-kind contributions as a local match option.

- *Require MPOs to include TxDOT's direct state costs for oversight of preliminary engineering and construction in TA Set-Aside project awards.*

§11.403. Project Selection by MPOs.

Added §11.403 (e) requiring the MPO in consultation with the department to include the department's direct state costs for oversight of preliminary engineering and construction in TA Set-Aside project awards.



Simplify and reduce inconsistencies in program administration:

- *Allow the responsible division administering the TA program to consider project overruns, in the event program funds remain or are returned to the program due to cost underruns.*

§11.411. Selection of Projects by the Commission.

Revised §11.4011 (d) to allow the responsible division administering the TA program to consider project overruns, in the event program funds remain or are returned to the program due to cost underruns. The responsible division may apply these additional TA Set-Aside funds, on a needs basis, for project overruns based on:

- 1) justification of overruns,
- 2) timing of request,
- 3) availability of funds;
- 4) a reasonable expectation of the ability of the project sponsor to complete the project; and
- 5) if overrun requests exceed available funds, an economic needs basis as outlined in 43 TAC 11.406(b)



Please send additional questions and comments to:

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Bicycle Advisory Committee Quarterly Meeting

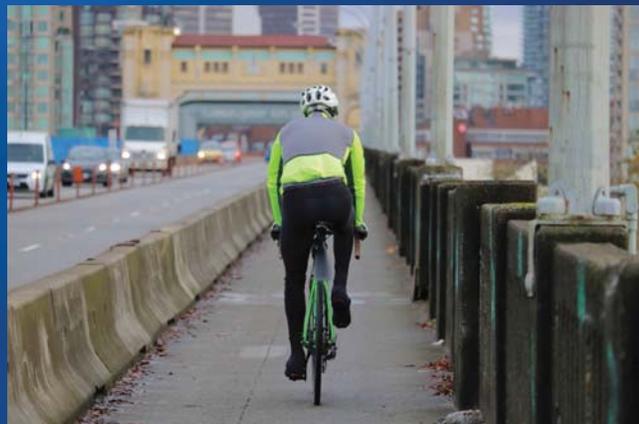
Switch Gears Towards Safety with SHSP



October 9, 2020

Presentation Topics

- Background of SHSP in Texas (2017 - 2022)
 - Structure
 - SHSP Website
- Ongoing Activities
 - Traffic Safety Calendar
 - Projects & Programs
 - Resources
- 2022 update

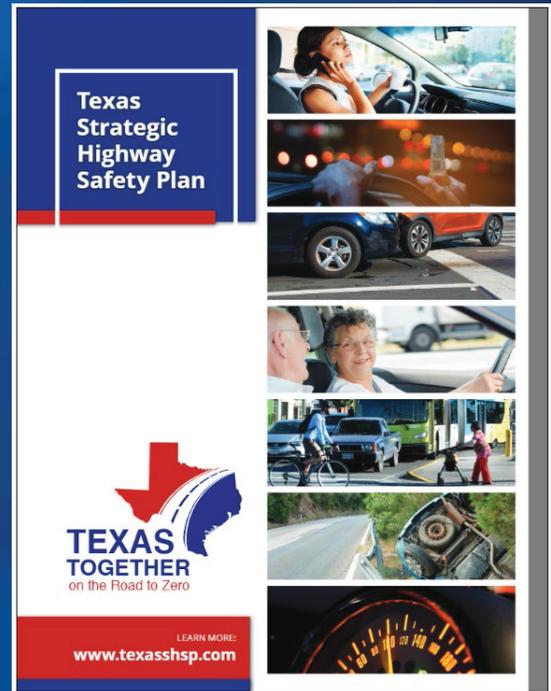


Source: shutterstock

How can the BAC participate?

Texas SHSP Background

- Texas' Plan (not TTI or TxDOT)
- “The Texas SHSP will focus on selected issues with the greatest promise of success in the least amount of time.”
- Reduce fatalities & injuries on Texas roadways.
- Hundreds of safety stakeholders



Texas SHSP Background



Plan for Texas

Data-Driven
Process

Performance-
Based

Proven Effective
Strategies &
Countermeasures

Regular
Evaluation

Texas SHSP Background

Updated every 5
years

Current version
submitted to
FHWA in 2017

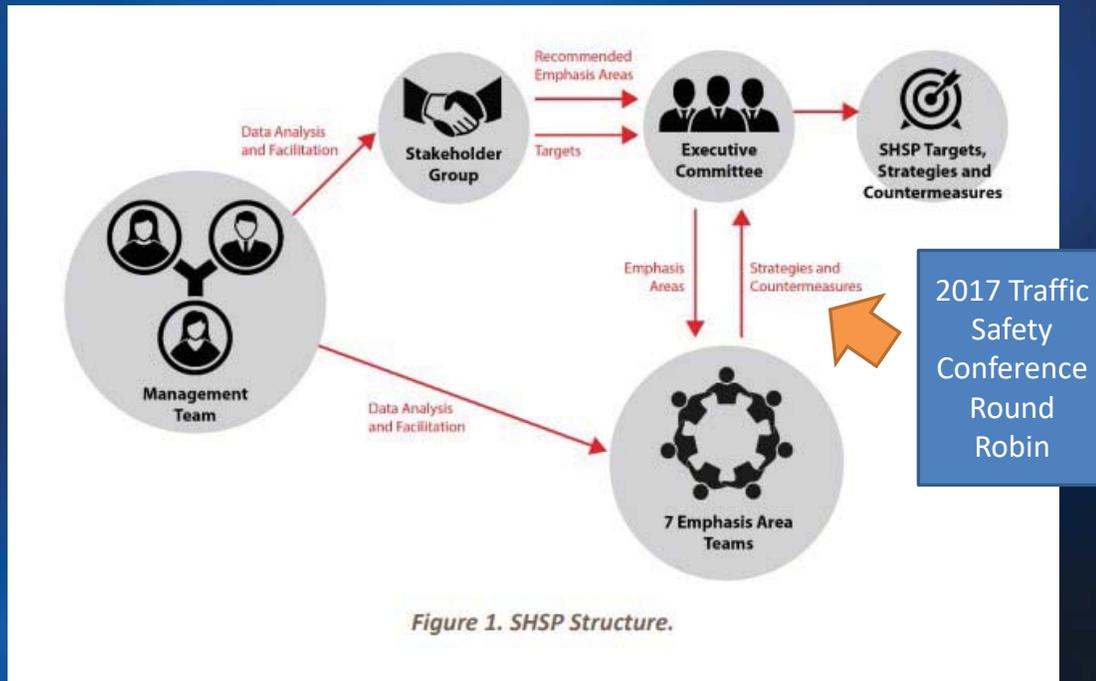
Next update in
2022

Texas SHSP Governance

Management Team
Stakeholder Group
Executive Committee

 Distracted Driving	 Intersection Safety	 Pedestrian Safety
 Impaired Driving	 Older Road Users	 Roadway and Lane Departures
	 Speeding	

Prior Process...informing the future



SHSP Structure



SHSP Website

www.texasshsp.com

Texas Strategic Highway Safety Plan

- ABOUT
- EMPHASIS AREAS
- RESOURCES
- TEXAS SHSP
- CONTACT
- CALENDAR
- TELL US WHAT YOU'RE DOING
- TRAFFIC SAFETY CONFERENCE



What do distracted, impaired, and speeding drivers, older road users, pedestrians, and lane departure and intersection crashes have in common?

They are the seven areas of greatest concern related to Texans dying or being seriously injured on our roadways.

Click to learn more

Distracted Driving	Intersection Safety	Pedestrian Safety	Impaired Driving
Older Road Users	Speeding	Roadway and Lane Departures	

What can we do about it?



Click on the icons below to learn what you can do and what others are doing to address these issues.

SHSP Website

Example: Pedestrian Safety

Texas Strategic Highway Safety Plan

- ABOUT
- EMPHASIS AREAS
- RESOURCES
- ANNUAL CRASHES
- CONTACT
- CALENDAR
- TELL US WHAT YOU'RE DOING
- TRAFFIC SAFETY CONFERENCE

Pedestrian Safety



Pedestrian crashes are on the rise in Texas.

- DESCRIPTION
- FATALITIES AND SERIOUS INJURIES
- CONTRIBUTING FACTORS
- WHERE CRASHES OCCUR
- DEMOGRAPHICS
- STRATEGIES

Home — Emphasis Areas — Pedestrian Safety — Description

THE PROBLEM

Crashes with pedestrians are a concern given that the pedestrians are more likely to sustain fatal or severe injuries compared to vehicle occupants.

The Pedestrian Safety emphasis area encompasses crashes that involve at least one pedestrian and one motor vehicle. Pedestrian crashes accounted for 3,434 fatal crashes (16 percent of all fatal crashes) and 6,815 severe crashes (7 percent of all serious crashes) from 2010–2016



79% of fatal pedestrian crashes occurred at nighttime.

COMBATING THE ISSUE

STRATEGIES

PROGRAMS AND PROJECTS

EMPHASIS AREA TEAM



SHSP Website

Example: Strategies

Click a strategy below to learn more about the countermeasures for that strategy.

<p>Improve driver and pedestrian safety awareness and behavior.</p>  <p>1</p> <p>COUNTERMEASURES</p>	<p>Reduce pedestrian crashes on urban arterials and local roadways.</p>  <p>2</p> <p>COUNTERMEASURES</p>	<p>Improve pedestrian visibility at crossing locations.</p>  <p>3</p> <p>COUNTERMEASURES</p>	<p>Improve pedestrian networks.</p>  <p>4</p> <p>COUNTERMEASURES</p>	<p>Improve pedestrian-involved crash reporting.</p>  <p>5</p> <p>COUNTERMEASURES</p>
<p>Establish vehicle operating speeds to decrease crash severity.</p>  <p>6</p> <p>COUNTERMEASURES</p>	<p>Develop strategic pedestrian safety plans tailored to local conditions.</p>  <p>7</p> <p>COUNTERMEASURES</p>	<p>DOWNLOAD ALL COUNTERMEASURES AND ACTION PLANS</p> <p>PROGRAMS AND PROJECTS</p>		

SHSP Website

Example: Countermeasures

Texas Strategic Highway Safety Plan

[ABOUT](#) [EMPHASIS AREAS](#) [RESOURCES](#) [ANNUAL CRASHES](#) [CONTACT](#)
[CALENDAR](#) [TELL US WHAT YOU'RE DOING](#) [TRAFFIC SAFETY CONFERENCE](#)

<h3>Pedestrian Safety</h3>			<p>Pedestrian crashes are on the rise in Texas.</p>		
	DESCRIPTION	FATALITIES AND SERIOUS INJURIES	CONTRIBUTING FACTORS	WHERE CRASHES OCCUR	DEMOGRAPHICS

Home — Emphasis Areas — Pedestrian Safety — Strategies — Strategy 3


 Improve pedestrians' visibility at crossing locations.
 STRATEGY 3

COUNTERMEASURES

Countermeasures for strategy 3 were identified in the following categories.



Nighttime visibility

* Action plan available.

SHSP Website Example: Action Plan



COUNTERMEASURE: NIGHTTIME VISIBILITY

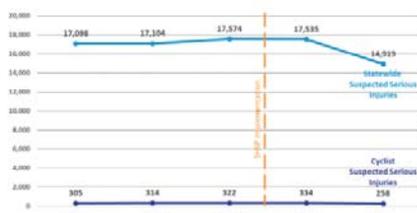
Nighttime Visibility Action Plan			
Description	Improve nighttime visibility of pedestrians.		
Steps For Implementation	<ol style="list-style-type: none"> 1. Identify locations and conditions where nighttime visibility of pedestrians is a concern (e.g., bus stops and high-nighttime-activity areas). 2. Identify suitable treatments. (See examples in the notes below.) 3. Identify and secure funding. 4. Implement the treatments. 5. Educate the public on looking for pedestrians at night and being visible while walking. 6. Evaluate the efficacy of the treatments and share information with stakeholders. 		
Participating Organizations	TxDOT, local agencies, MPOs, news media, school districts, community safety and assistance organizations, AARP, injury prevention associations, utility (lighting) companies, transit agencies, and research agencies.		
Effectiveness	***	Cost to Implement	\$\$\$\$\$
Time to Implement	 Short Medium Long		
Barriers	<ul style="list-style-type: none"> • Funding. • Public support and education. • Coordination between groups and agencies. 		
Notes	Examples are use of visible/reflective clothing by pedestrians, pedestrian-illuminating lighting on urban corridors, midblock crosswalk lighting in accordance with FHWA guidance, and smart lighting to illuminate when pedestrians are detected. Identify target audiences for information dissemination.		

Annual Crash Data www.texasshsp.com

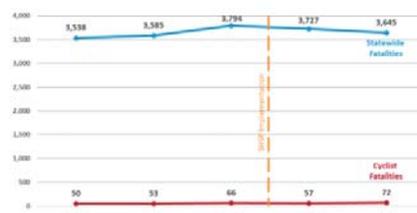
Texas Strategic Highway Safety Plan

- ABOUT
- EMPHASIS AREAS
- RESOURCES
- ANNUAL CRASHES**
- CONTACT
- CALENDAR
- TELL US WHAT YOU'RE DOING
- TRAFFIC SAFETY CONFERENCE

Home — Annual Crashes (Statewide Fatalities and Serious Injury Crashes)



Cyclist suspected serious injuries due to a crash with a motor vehicle compared to total statewide suspected serious injuries due to motor vehicle crashes from 2014 to 2018. SHSP was implemented between 2016 and 2017. In 2018 among cyclists, there were 258 suspected serious injuries due to motor vehicle crashes.



Cyclist fatalities due to a crash with a motor vehicle compared to total statewide fatalities due to motor vehicle crashes from 2014 to 2018. SHSP was implemented between 2016 and 2017. In 2018, there were 72 cyclist fatalities due to motor vehicle crashes.

Fatality and Serious Injury Crashes by Emphasis Area

- Distracted Driving
- Intersection Safety
- Pedestrian Safety
- Impaired Driving
- Older Road Users
- Speeding
- Roadway and Lane Departure

Motorcycle Fatality and Serious Injury Crashes

Consumer Version (Click "About")

Texas Strategic Highway Safety Plan

TEXAS TOGETHER
on the Road to Zero

LEARN MORE:
www.texasshsp.com

Pedestrian Safety

Crashes with pedestrians are a concern given that the pedestrians are more likely to sustain fatal or severe injuries compared to vehicle occupants. The **Pedestrian Safety** emphasis area encompasses crashes that involve at least one pedestrian and one motor vehicle. Pedestrian crashes accounted for 3,434 fatal crashes (16 percent of all fatal crashes) and 6,815 severe crashes (7 percent of all serious crashes) from 2010-2016.

FATALITIES
2,811

14% of all fatalities were pedestrians

SERIOUS INJURIES
5,939

6% of all serious injuries were pedestrians

Percent of Fatal and Serious Pedestrian Crashes that Also Involve:

Intersections 29%	Impairment 24%	Distraction 14%
SVOR & Head-on 8%	Older Users 8%	Speeding 9%

Of the Fatal and Serious Pedestrian Crashes that Also Involve Impairment:

67%

33%

78% Urban

Fatal and Serious Pedestrian Crashes by Location Along Roadway

65% Midblock
31% Intersection

Nighttime

79% of Fatalities
54% of Serious Injuries

SHSP Website/Survey

www.texasshsp.com

SHSP Survey

Take Survey

You have opinions, and we want to hear them!

With five minutes of your time, you can assist the SHSP team in our decision-making process.

The information you provide will be used to identify a base level of safety activity, identify gaps in our current efforts, and help safety professionals determine what other efforts might be needed.

Have an event coming up and want everyone to know about it? Taking this survey is your chance to get your event on the SHSP calendar. Click [here](#).

We would also like your feedback and input on the www.texasshsp.com website. To provide your feedback, just click [here](#).

Thank you in advance for your time!

Take Survey

Texas Strategic Highway Safety Plan

[ABOUT](#) [EMPHASIS AREAS](#) [RESOURCES](#) [ANNUAL CRASHES](#) [CONTACT](#)
[CALENDAR](#) [TELL US WHAT YOU'RE DOING](#)
[TRAFFIC SAFETY CONFERENCE](#)

Home - Tell Us What You're Doing

SIGN UP TO BE AN EMPHASIS AREA TEAM MEMBER

Name:

Organization:

Email:

Emphasis Area Team you would like to be a part of:

Distracted Driving

Impaired Driving

Pedestrian Safety

Intersection Safety

Speeding

Roadway and Lane Departures

Older Users

SUBMIT

Tell Us What You're Doing

Let us know what you're doing by filling out our form below. Select the "Download" option below the form, save it to your computer and email a copy to Stacey.Schreck.

Strategic Highway Safety Plan (SHSP) Inventory of Safety Projects and Programs

We are collecting information on existing safety projects and programs within Texas as part of the State's Strategic Highway Safety Planning effort. This information will be used to identify a base level of safety activity, identify gaps in our current efforts and help safety professionals determine what other efforts might be needed. **Please use a separate page for each project/program.**

Agency or Organization Name: _____

Name: _____ Position/Title: _____

Phone #: _____ Email: _____

Do you post your contact information on the SHSP website? Yes No

Project or Program Name: _____

Project or Program Details: _____ What are the primary goals or objectives of this project or program? _____

Please provide a brief, 1-sentence description of the project or program. _____

Does this project or program address any of these crash issue categories based on that state?

<input type="checkbox"/> Distracted Driving	<input type="checkbox"/> Impaired Driving	<input type="checkbox"/> Pedestrian Safety
<input type="checkbox"/> Intersection Safety	<input type="checkbox"/> Roadway and Lane Departures	<input type="checkbox"/> Speeding
<input type="checkbox"/> Older Users	<input type="checkbox"/> Other Road Users	<input type="checkbox"/> Other Safety Category

What geographic location does this project or program target based on that state?

City, Please specify: _____

County, Please specify: _____

State, Please specify: _____

National/International, Please specify: _____

Other, Please specify: _____

How are you measuring the project or program implementation? Based on that state:

Number of operations tracked, how many? _____

Number of miles tracked, how many? _____

Number of people hours of involvement, how many? _____

Number of people trained, how many? _____

Number of people contacted, how many? _____

Number of miles of road inspected, how many? _____

Other measures or action, Please specify: _____

What is the current status of this project or program?

Planned, but not started

Approved/Authorized

In progress

Completed, no current activity

Completion date: _____

Download form to: stacey@ttt.tamu.edu or stacey@ttt.tamu.edu

[Download PDF Form](#)

➔

Email me: E-shipp@tti.tamu.edu

texasshsp@tti.tamu.edu

Calendar

www.texasshsp.com

Home — Calendar

UPCOMING EVENTS:

- TUE 04 AUG 2020 SHSP Older Road Users EA Team Meeting 2 PM - 3 PM
- WED 05 AUG 2020 SHSP Impaired Driving EA Team Meeting 2 PM - 3 PM
- THU 06 AUG 2020 SHSP Distracted Driving EA Team Meeting 2 PM - 3 PM

Calendar

All | Upcoming | 2016 | 2017 | 2019 | 2020

TUE 04 AUG 2020 SHSP Older Road Users EA Team Meeting

Information for joining this online meeting:

Meeting number (access code): 921 450 859

Meeting password: SHSP

Tuesday, August 4, 2020

2:00 pm | Central Daylight Time (Chicago, GMT-05:00) | 1 hr

- Campaigns
- Coalition meetings
- Conferences
- Forums
- Training opportunities

Resources

www.texasshsp.com

Home — Resources

Resources

City of Austin Speed Management Program
<http://austintexas.gov/department/speed-management>

Strategic Highway Safety Plan 2017-2022 – Process Documentation
<https://www.texasshsp.com/wp-content/uploads/2017/02/SHSPFINALwithSigsSent.pdf>

Strategic Highway Safety Plan 2017-2022 – Overview
<http://www.texasshsp.com/wp-content/uploads/2019/02/SHSP-2019-v3.pdf>

Strategic Highway Safety Plan 2017-2022 – Strategies, Countermeasures and Action Plans
<http://www.texasshsp.com/wp-content/uploads/2019/10/SHSP-layout-10-4-19-FINAL-UPDATED.pdf>

Solutions for Saving Lives on Texas Roads
<https://ftp.dot.state.tx.us/pub/txdot-info/trf/trafficsafety/saving-lives.pdf>

Texas Strategic Highway Safety Plan
<https://ftp://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/shsp.pdf>

FHWA Clearinghouse
<http://www.cmclearinghouse.org/>

BAC: largest impact?



BAC participation

General & ongoing activities

- Post events to calendar
- Send us resources/products
- Post your programs
- Participate in new communication and outreach plan



Source: TTI

Email me: E-shipp@tti.tamu.edu
texasshp@tti.tamu.edu

BAC participation

Preparing for the 2022 update

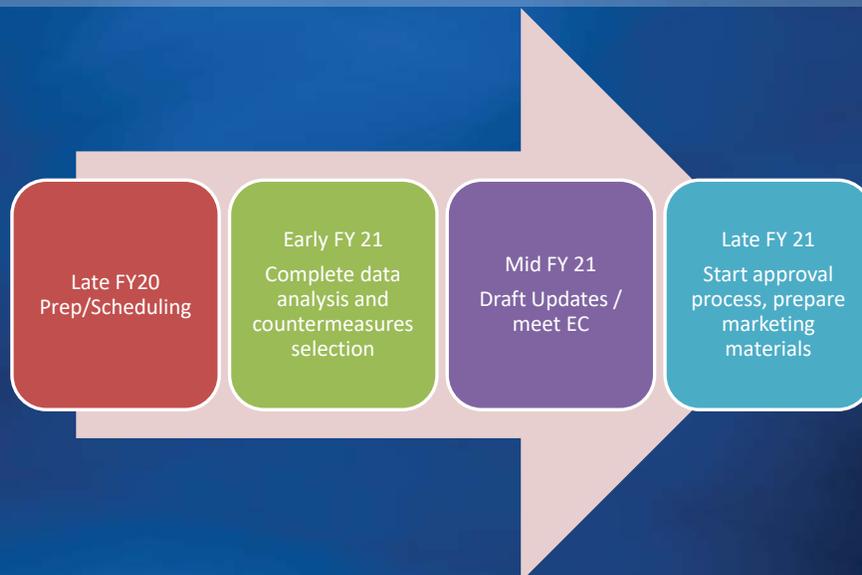
- Review strategies, countermeasures & action plans
 - What are bike issues that are missing?
- Take part in upcoming meetings & activities
 - Safe system approaches
 - *Dates forthcoming*



Source: TTI

Email me: E-shipp@tti.tamu.edu
texasshp@tti.tamu.edu

Broad Timeline



Thanks very much!



Source: Getty Images



Statewide COVID Impacts on Bicycle and Pedestrian Travel

Bonnie Sherman, AICP
TxDOT- Public Transportation Division

October 14, 2020

Social distancing, work from home, and home isolation during COVID-19

Bicycle sales boom during coronavirus pandemic: 'They're buying bikes like toilet paper'

Chicago Tribune, 6/14/20

Pedicabs delivering meals, produce during pandemic

Austin American-Statesman, 4/27/20

El Pasoans turn to bicycling amid COVID-19 pandemic

KTSM, 5/13/20

Bicycle sales soared in Houston as coronavirus took hold

Houston Chronicle, 6/22/20

Bicycling craze is one saving grace of COVID-19

Chicago Daily Herald, 8/10/20

COVID-19 Pandemic Impacts on Texas Bicycle and Pedestrian Trips



Comparing April to June in 2019 vs April to June 2020

-  **36%** Bicycle/pedestrian counts*
-  **99%** Strava bicycle trips
-  **40%** Pedestrian injuries in motor vehicle crashes
-  **18%** Bicyclist injuries in motor vehicle crashes

* Statistic includes data from 21 permanent bicycle & pedestrian counters through **May 2020**

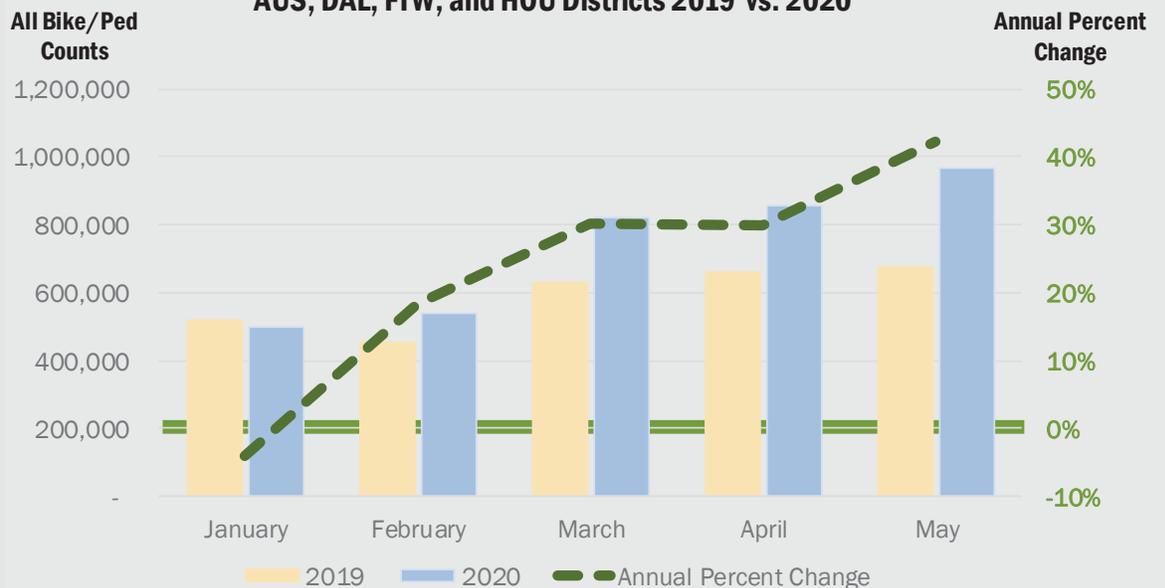
Data sources:

- Count data – Texas Bicycle and Pedestrian Count Exchange [<https://mobility.tamu.edu/bikepeddata/>],
- Sample bicycle data – Strava Metro 3.0 webplatform [<https://metroview.strava.com/>],
- Texas crash data – TxDOT CRIS (Crash Records Information System) [<https://cris.dot.state.tx.us/public/Query/app/welcome>]

Permanent bike/ped counters in 4 TxDOT Districts show demand increases



Aggregated Bike & Pedestrian Trips at 21 Permanent Counters in AUS, DAL, FTW, and HOU Districts 2019 vs. 2020

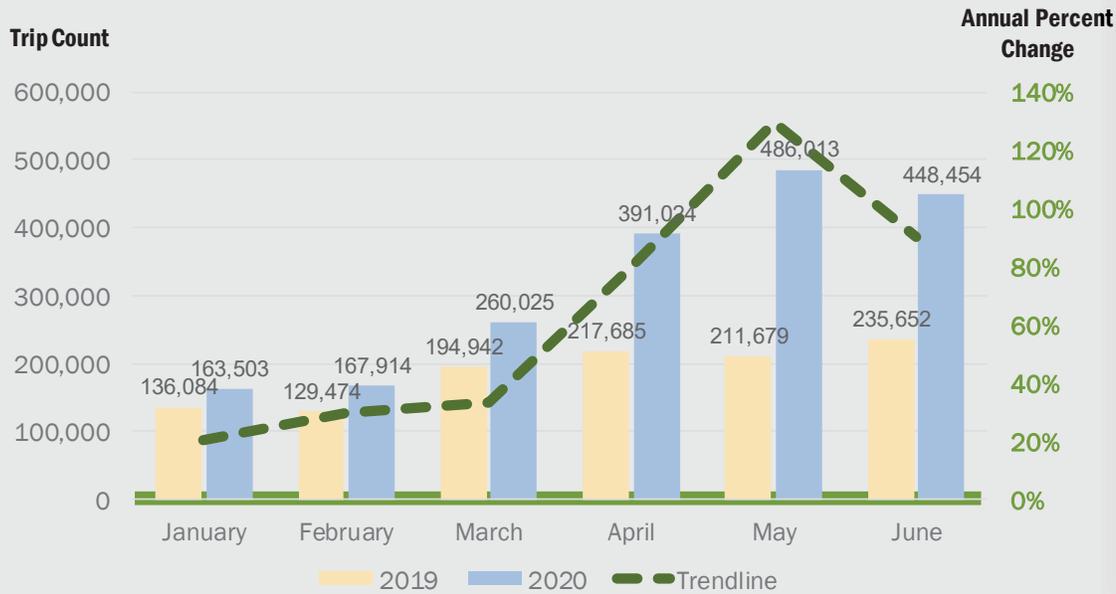


Data Source: Texas Bicycle and Pedestrian Count Exchange

Sample data indicates dramatic increases in recreational ridership



STRAVA Bicycle Trips in Texas 2019 vs. 2020

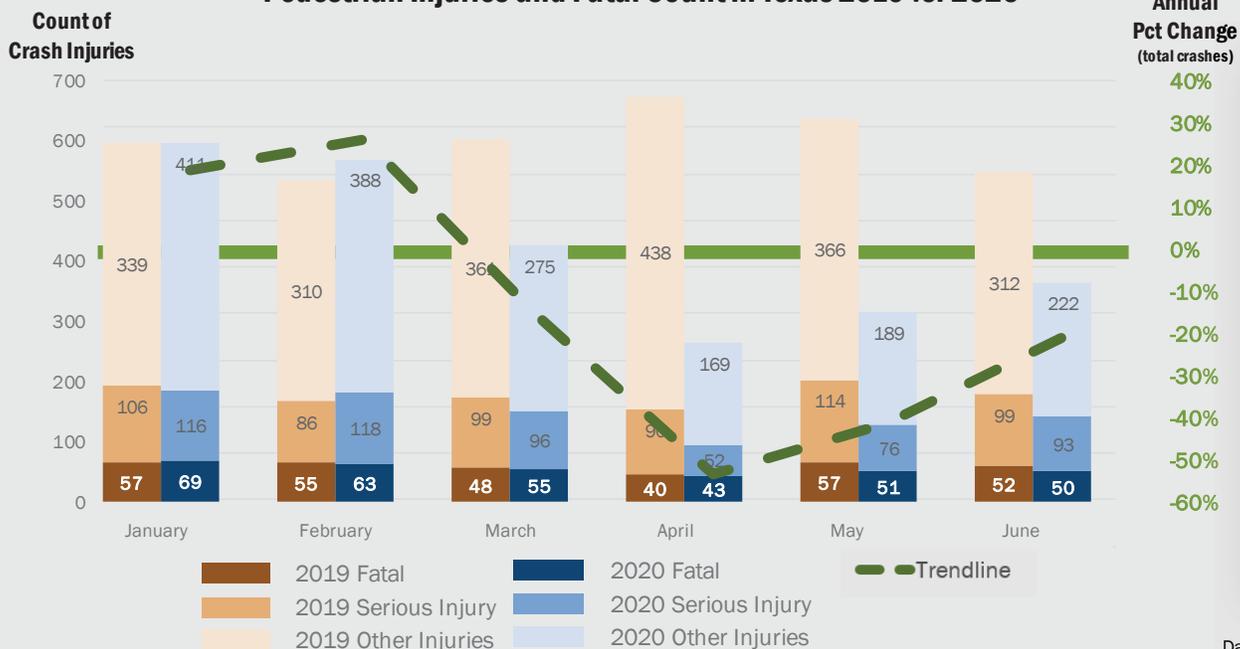


Data Source: STRAVA

Pedestrian vs. motor vehicle crash injury declines



Pedestrian Injuries and Fatal Count in Texas 2019 vs. 2020

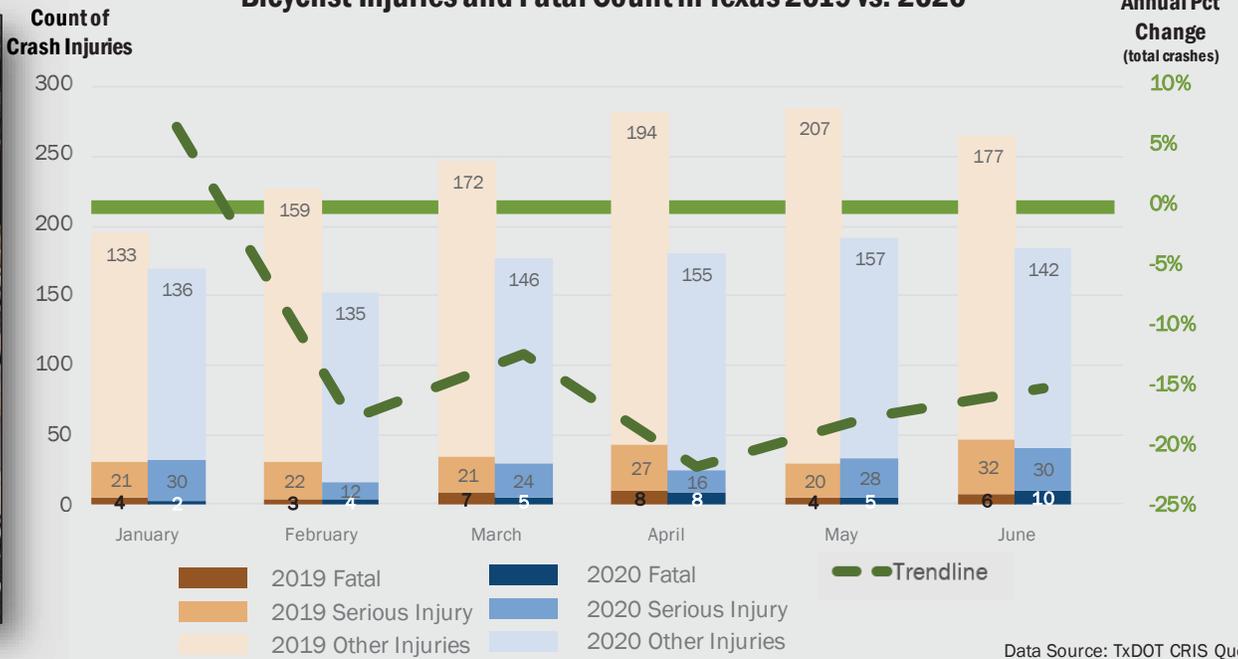


Data Source: TxDOT CRIS Query

Bicyclist vs. motor vehicle crash injuries decline; Bicyclist fatalities increase



Bicyclist Injuries and Fatal Count in Texas 2019 vs. 2020



Multimodal Planning Implications from COVID-19

Pedestrian and Bicycle Travel in North Texas



2020 Virtual Transportation Short Course

October 14, 2020

Kevin Kokes, AICP



North Central Texas Council of Governments

Selected Bike and Pedestrian Count Sites

The Dallas Morning News

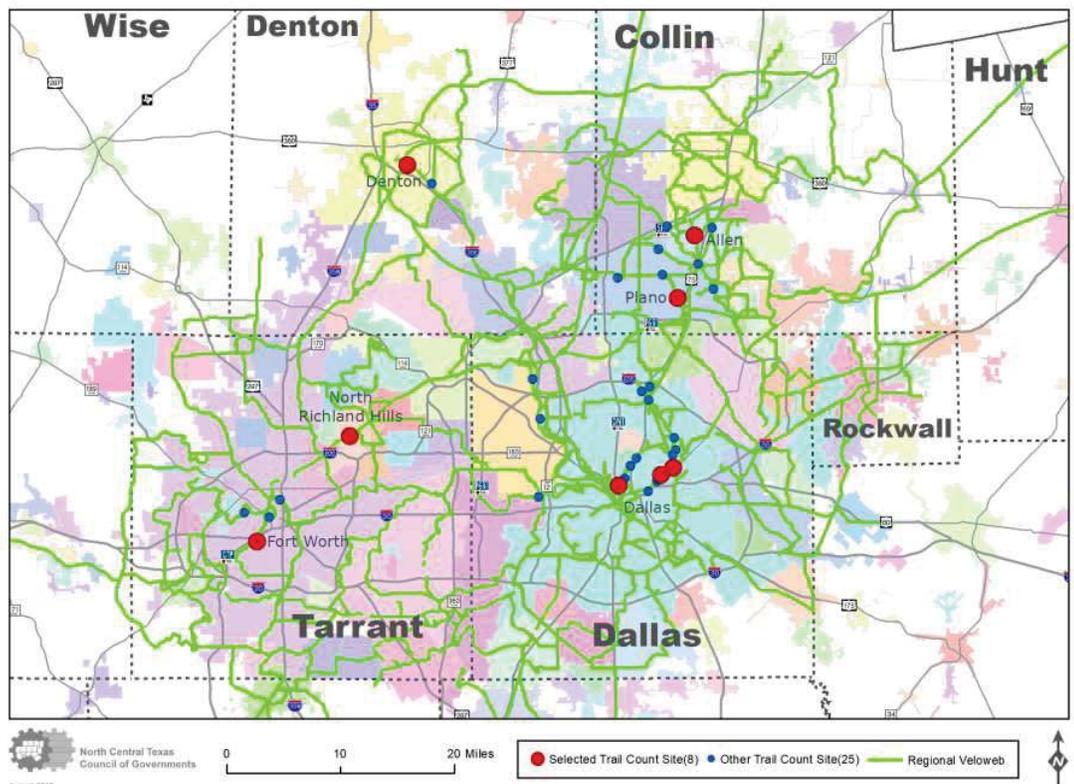
Where your last name falls in the alphabet will determine when you can use the Katy Trail

For four days of the week, residents can only use the trail on specific days, but it's open to all from Monday through Wednesday.

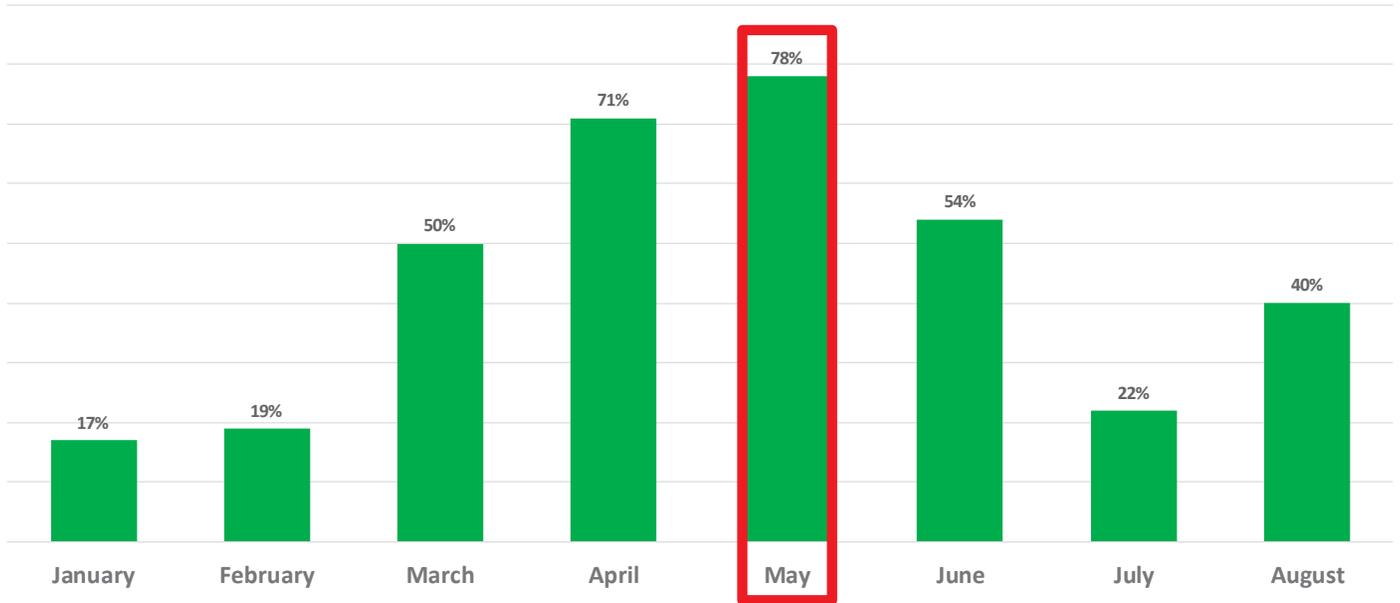
11 21 CBSDFW

Bicycle Sales Booming During Coronavirus Pandemic

Business Booming For Bike Sales

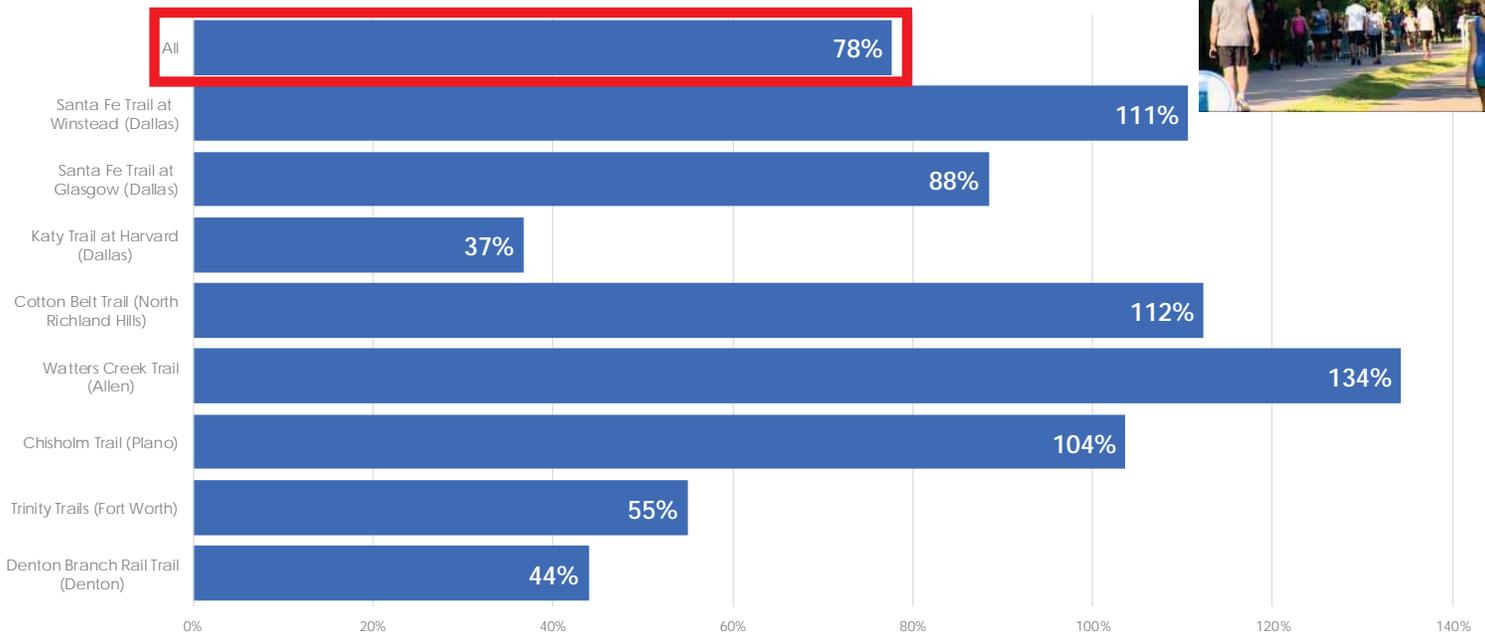


Monthly Trail Usage (Percent Change 2019 vs 2020)

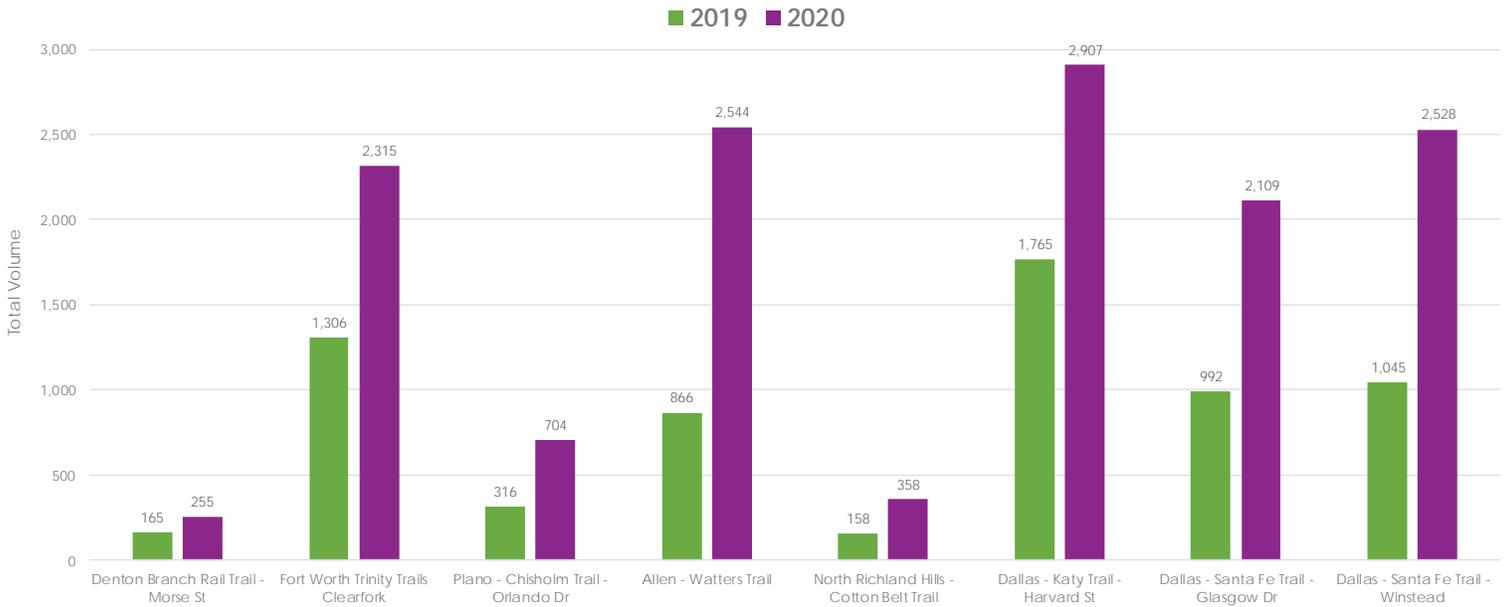


Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.
Note: No adjustments for weather were applied.

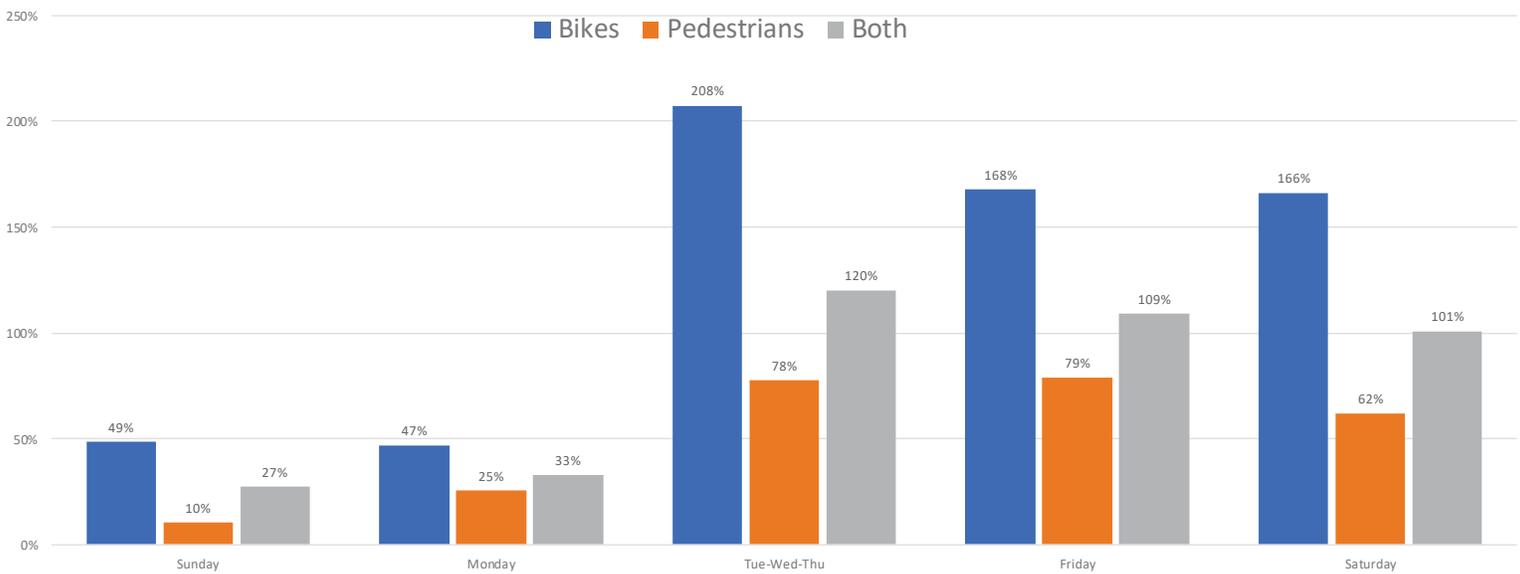
Full Week Trail Volumes by Location (Percent Change May 2019 vs May 2020)



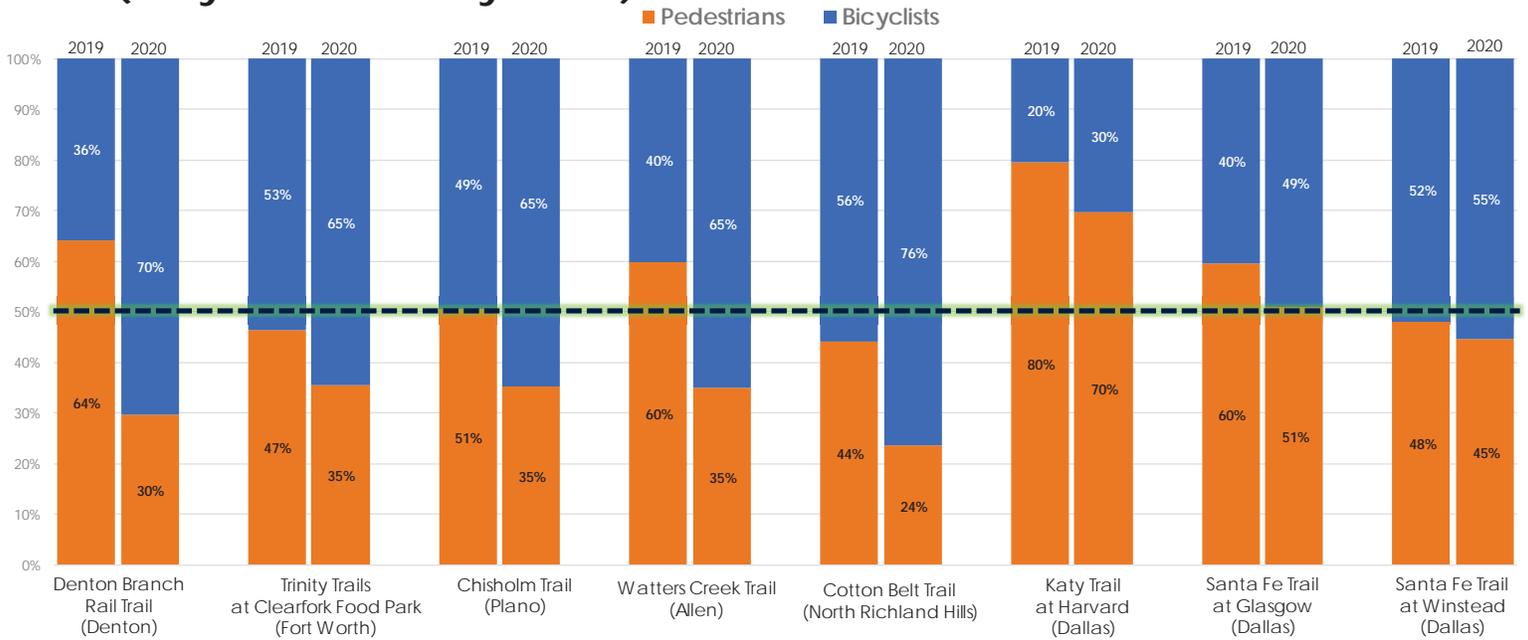
Daily Average Trail Volumes (May 2019 vs May 2020)



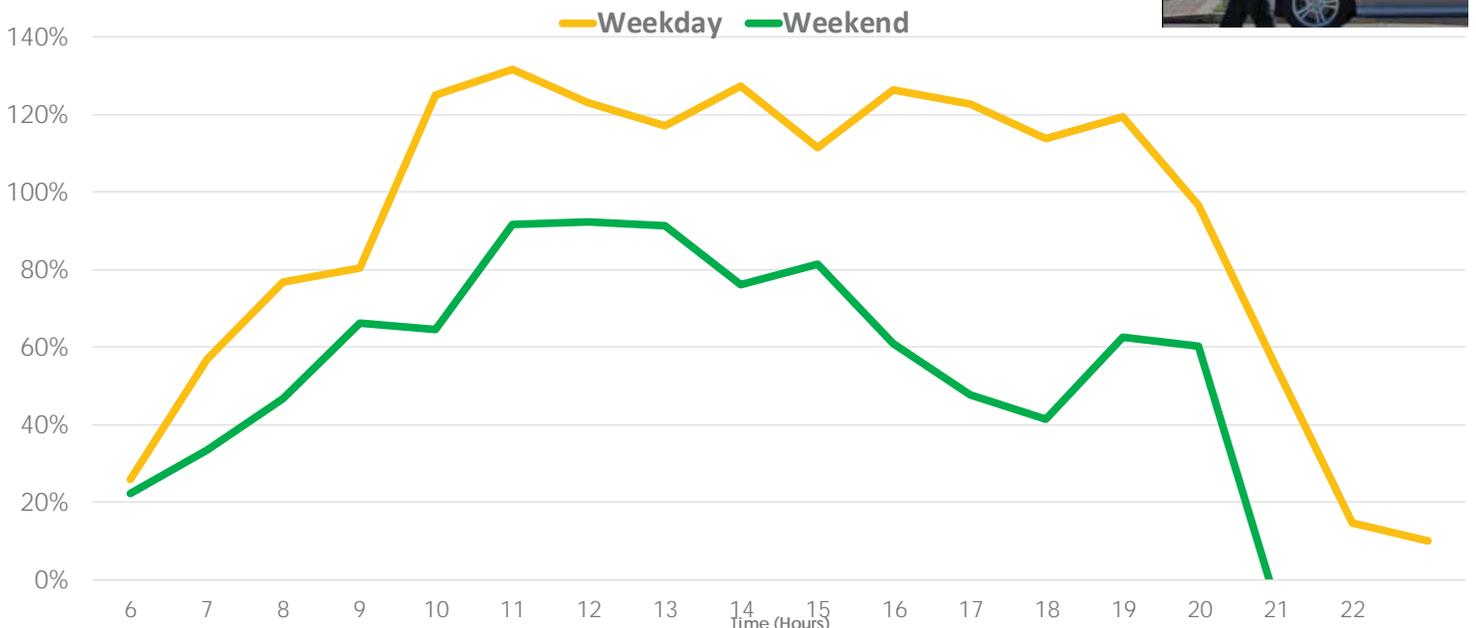
Day of Week (Percent Change May 2019 vs May 2020)



Mode Share (May 2019 vs May 2020)



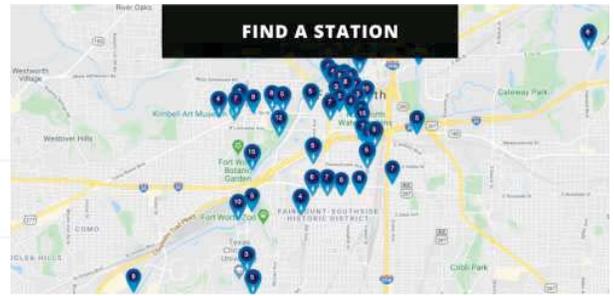
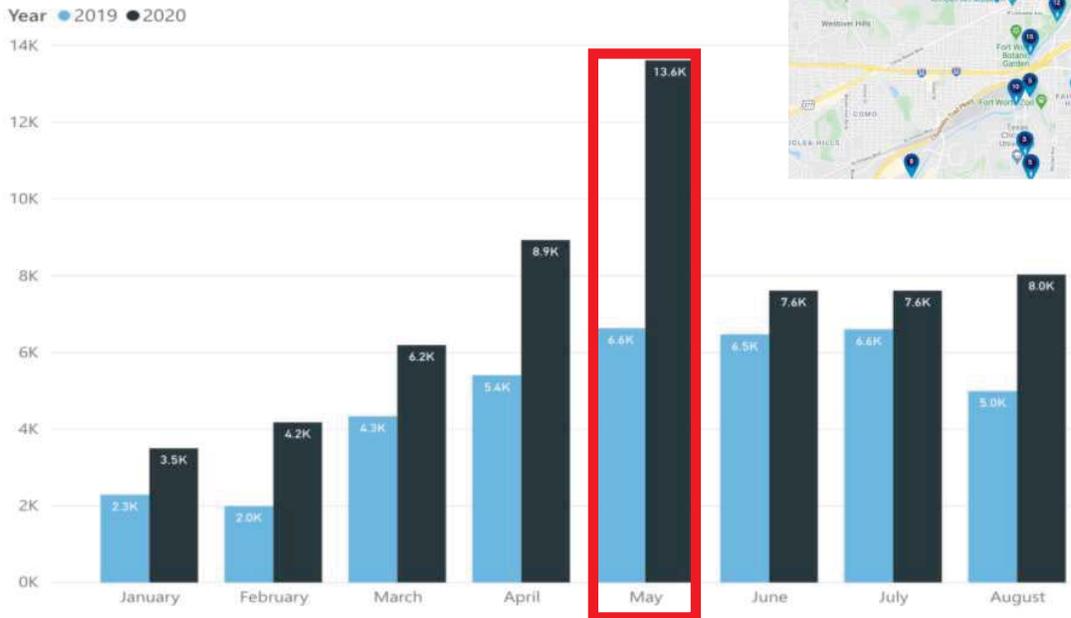
Hourly Profile (Percent Change May 2019 vs May 2020)





FORT WORTH BIKE SHARING

(Rider Trips By Month 2019 vs 2020)



North Central Texas
Council of Governments

Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.
Note: No adjustments for weather were applied.

Dallas Slow Streets Pilot Program

- 30-day pilot projects
- Closing neighborhood streets to thru traffic, and opening them to activities such as walking, running, and bicycling
- Neighborhoods responsible for the installation and removal of barricades, and the cleanup of streets as needed
- Must be open to local traffic, deliveries, and emergencies
- City partnership with Better Block Foundation, BikeDFW, and the Coalition for a New Dallas



North Central Texas
Council of Governments

Parklets Program

Regional Transportation Council funded Bike Parking Pilot (Blue-Green-Grey Initiative) in lieu of on-street parking spaces



Contact Information:

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Program Manager
kkokes@nctcog.org

