

MEETING AGENDA

TxDOT Bicycle Advisory Committee (BAC)

July 17, 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.	Approval of minutes from April 6, 2020 BAC meeting. (Action)
4.	Report from TxDOT's Public Transportation Division Director regarding statewide bicycle and pedestrian matters.
5.	Update on Bikeway Design Effort –Bikeway Selection Guiding Principles. (Action)
6.	Proposed amendments to 43 Texas Administrative Code §§11.403 - 11.406, and §11.411, Transportation Alternatives Set-Aside (TA) Program.
7.	Demonstration of Texas Bicycle Tourism Trails Route Prioritization Tool.
8.	Presentation on Texas Highway Safety and Strategic Highway Safety Plans.
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.
10.	Discussion of agenda items for future BAC meetings. (Action)
11.	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
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=e49462aaf6f42206657fe5bc63fb452cb>

Event number/Access code: 160 083 6347

Event password: Bac0717

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
April 6, 2020

BAC Committee Members Present and Participating:

Karla Weaver, *Dallas/Fort Worth, Chair*
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)
Bonnie Sherman, Statewide Bicycle / Pedestrian Coordinator (PTN)
Noah Heath, Statewide Bicycle / Pedestrian Planner (PTN)

Also Present and/or Participating:

Carl Seifert, Jacobs Engineering Group

AGENDA ITEM 1: Call to Order.

Karla Weaver calls the meeting to order at 9:36 A.M.

AGENDA ITEM 2: Safety Briefing.

Bonnie Sherman provided a safety briefing beginning at 9:40 A.M.

AGENDA ITEM 3: Approval of minutes from January 17, 2020 BAC meeting.

Karla Weaver introduced this item at 9:42 A.M.

MOTION Bobby Gonzales moved to approve the January 17, 2020 BAC meeting minutes.

SECOND Eva Garcia seconded the motion.

The motion passed unanimously at 9:43 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 9:44 A.M.

Eric Gleason gave an update on Bicycle and Pedestrian Program activities including; the 2019 Call for Projects, review and potential revisions of TxDOT program rules for Transportation Alternatives funding, bike/ped count training workshops, and items that will be presented in coming BAC meetings.

Eric also announced that the Bicycle and Pedestrian Program would begin recruitment of BAC members for upcoming vacancies.

Comments: No comments or questions

AGENDA ITEM 5: Discussion and recommendations 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. (Action)

Eric Gleason introduced the agenda item and provided a recap of efforts 9:50 A.M.

Karla Weaver and Bobby Gonzales presented the item.

MOTION Frank Rotnofsky motioned to accept recommendations as presented.
(Action)

SECOND Bobby Gonzales seconded the motion.

The motion passes 9 - 1 at 10:06 A.M.

Questions/Comments: Clint McManus, Eva Garcia, Jeff Pollack, Eric Gleason, Frank Rotnofsky, and Rick Ogan.

AGENDA ITEM 6: Update on Bikeway Design Effort – Phase I implementation and Phase II approach. (Action)

Carl Seifert presented this item at 10:07 A.M.

Questions/Comments: Jeff Pollack, Eric Gleason, Eva Garcia, Bonnie Sherman, and Karla Weaver.

AGENDA ITEM 7: Update from committee members on local and statewide issues.

Karla Weaver introduced this item at 10:44 A.M.

Questions/Comments: Bobby Gonzales, Clint McManus, David Ham, Eva Garcia, Frank Rotnofsky, Jeff Pollack, Mike Schofield, Rick Ogan, Trent Brookshire, and Karla Weaver.

AGENDA ITEM 8: Public comment

Karla Weaver 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 April 16, 2020, to be included as part of the meeting record.

No public comments were submitted.

AGENDA ITEM 9: Adjourn. (Action)

Meeting adjourned at 11:07 A.M.

Prepared by:

Noah Heath
Public Transportation Division

Approved by:

Karla Weaver
Chair, Bicycle Advisory Committee



Bikeway Design Effort *Update*

July 17, 2020

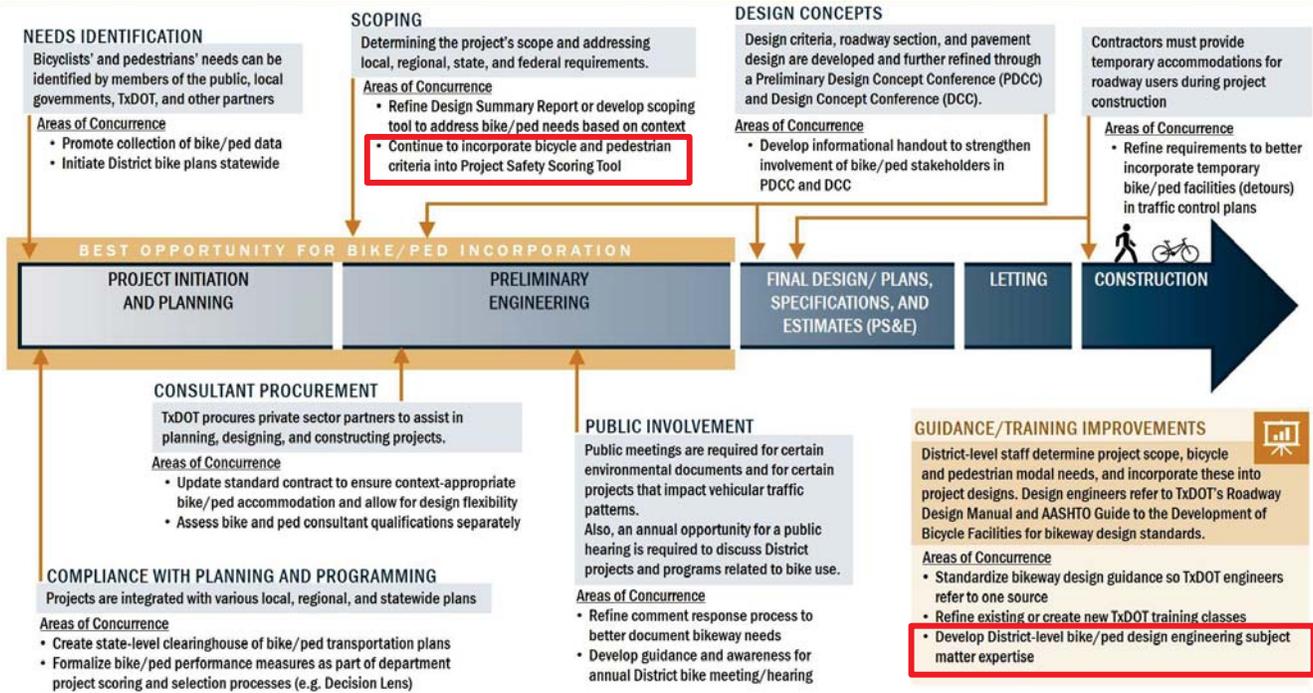
Presentation agenda



- 1 Phase 1 Implementation Update
- 2 Phase 2 Interim Recommendations:
Guiding Principles for Bikeway Selection
- 3 Discussion
- 4 Next Steps



Opportunities to better incorporate safe bicycle/pedestrian infrastructure into TxDOT project development processes



Phase 1: Implementation updates



- **Continue to incorporate bicycle criteria into Project Safety Scoring Tools**
 - Two rural roadway (2-lane/multi-lane) tools have been developed
 - Multiple criteria were considered
 - Bicycles are not specifically addressed at this stage for those two tools
 - Urban/rural intersection tool will be developed next
 - Multiple criteria, including bicyclists/pedestrians, will be discussed
- **Develop District-level bike/ped design engineering subject matter expertise**
 - Meetings of TxDOT's Bikeway Design Community of Practice (CoP) held 4/17/20 and 6/16/20
 - Creating charter and scope documents and identifying champions within TxDOT
 - Topics include rumble strips and strategic connections in HOU



PHASE 1: *Project Development Processes*

Sept 2018 – July 2019

PHASE 2: *Bikeway Design Guidance*

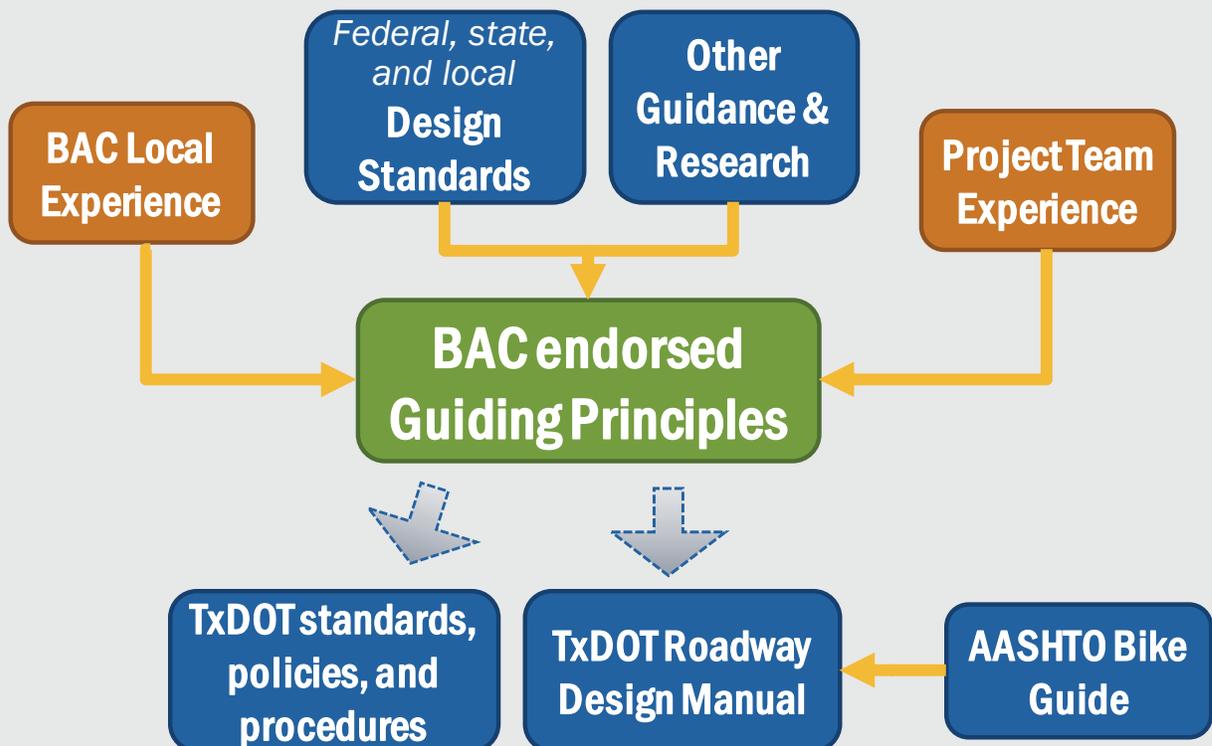
July 2019 – Jan 2021

Parallel Tasks:

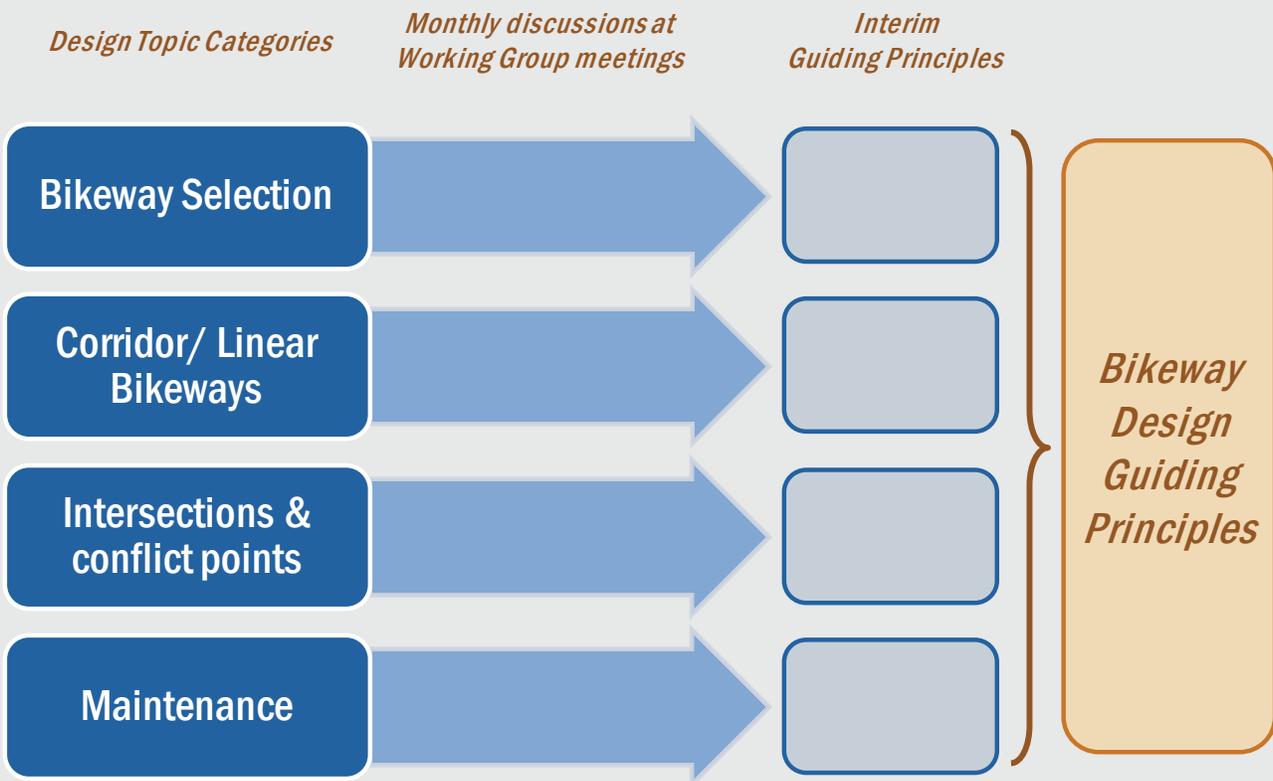
- *Disseminating information*
- *Local government coordination*



Influences of BAC recommendations



Relationship of Phase 2 topic categories to Guiding Principles



July 17, 2020

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Phase 2 topics overview



<i>Design Topic Categories</i>	<i>Preliminary Discussion Topics</i>
Bikeway Selection	<ul style="list-style-type: none"> • Land Use Context/Design user • Continuum of facility types • Understanding constraints/trade-offs • When wide outside lanes are appropriate/necessary • Possible endorsement of FHWA Bikeway Selection Guide
Corridor/ Linear Bikeways	<ul style="list-style-type: none"> • Minimum vs preferred • Preferred barrier types for SUPs and SBLs • 1 way vs 2 way; 1 side vs both sides for SUPs/SBLs • Rumble strip standard
Intersections & conflict points	<ul style="list-style-type: none"> • Green pavement markings • Protected intersections • Driveways and RRD crossings • Transit connectivity • Bike signals, signage, & pavement markings for safer intersections
Maintenance	<ul style="list-style-type: none"> • Surface treatment materials (thermos, MMA, etc.) • Reducing lane widths to add bike lanes • Maintenance of barrier separated bikeways • Overlay materials (aggregate size)

July 17, 2020

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General Principles

1. Safe bikeway accommodations will be considered on all transportation projects.
2. The design user of new bikeways should be bicycle-dependent commuters and other bicyclists who are interested in riding but concerned about safety.
3. To the extent practical, bikeway width and separation from vehicular travel lanes should be maximized to accommodate the greatest diversity of riders with the maximum margin of safety.
4. Reducing frequency and severity of crashes and conflicts between all users should be the priority in project design when capacity is being added.
5. Wide outside lanes increase vehicle speeds and are not adequate accommodation for the design user. Any new wide outside lanes for bicycle use should be considered only after exhausting all other options and carefully evaluating specific parameters for safety, anticipated use, and context.
6. Design flexibility is important. Scoping tools should be created and maintained, and District planning consulted when selecting bikeway type. Every project should consider all existing and potential roadway users. Additional considerations should include: land use context, bikeway connectivity, roadway characteristics (ROW width, motor vehicle speed, motor vehicle volume, design life of the project), and other project constraints.



Selection Principles

7. Bikeways on TxDOT roads should be direct and convenient and offer access to and connectivity between destinations on the transportation network. Transitions between land use contexts and bikeway types should be clear or intuitive.
8. Where locally maintained and state-maintained roadways intersect, TxDOT should collaborate with local jurisdictions to design safe, low-stress bikeways **across** TxDOT facilities where indicated by local planning documents. TxDOT bikeway improvements should integrate with local bicycle investments and transportation plans to complete low-stress bicycle networks for all-ages-and-abilities.
9. If a rural roadway is on the Bicycle Tourism Trail Example Network, then transportation improvements should consider an appropriate bikeway.
10. Bikeway considerations are **not** necessary when one of the following conditions is met:
 - Bikeways are prohibited by law or Commission order on this roadway
 - Distance between population centers indicate an absence of need for both current **and future** conditions of the anticipated life of the project

Phase 2 schedule overview

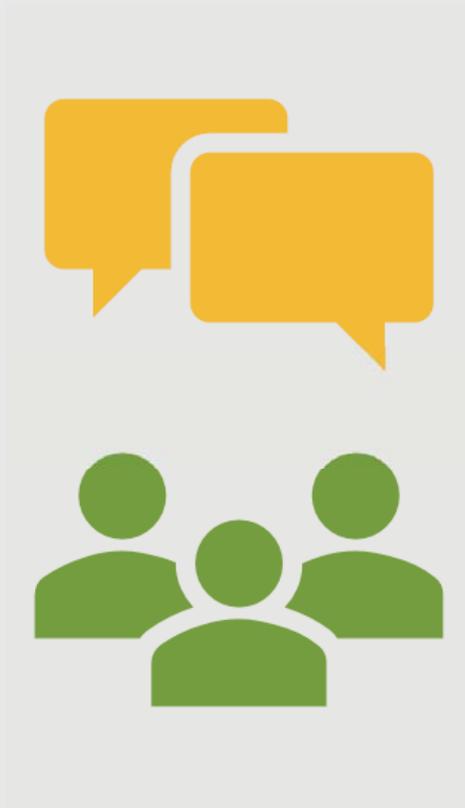


	2019			2020									2021						
	Q4			Q1			Q2			Q3			Q4			Q1		Q2	
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Administration, Coordination, and Stakeholder Engagement																			
TxDOT Internal, Division and District coordination																			
Working Group 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

Action





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
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(512) 486-5973

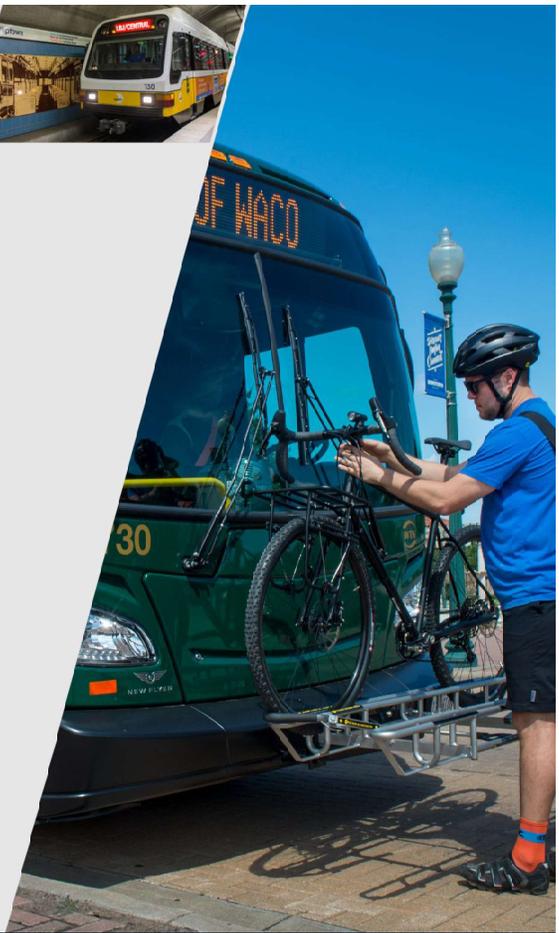
Carl Seifert, AICP

Carl.Seifert@Jacobs.com
(512) 486-5974
Jacobs



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

Quarterly BAC Meeting
July 17, 2020



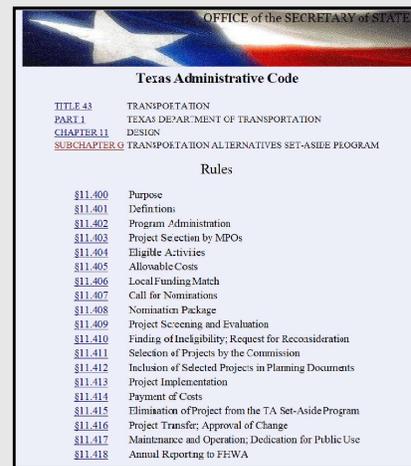
Presentation agenda



- 1 TA Program Overview
- 2 Goals of TA Program Rule Revisions
- 3 Next Steps

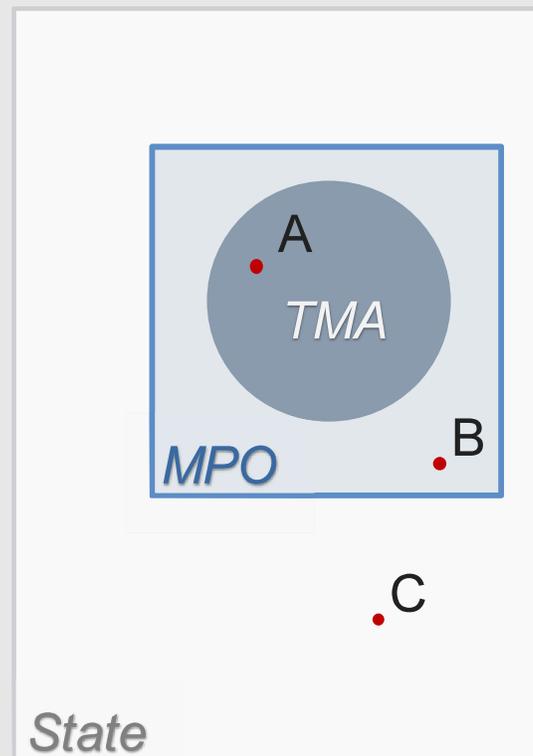
TA Program Rules

- **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





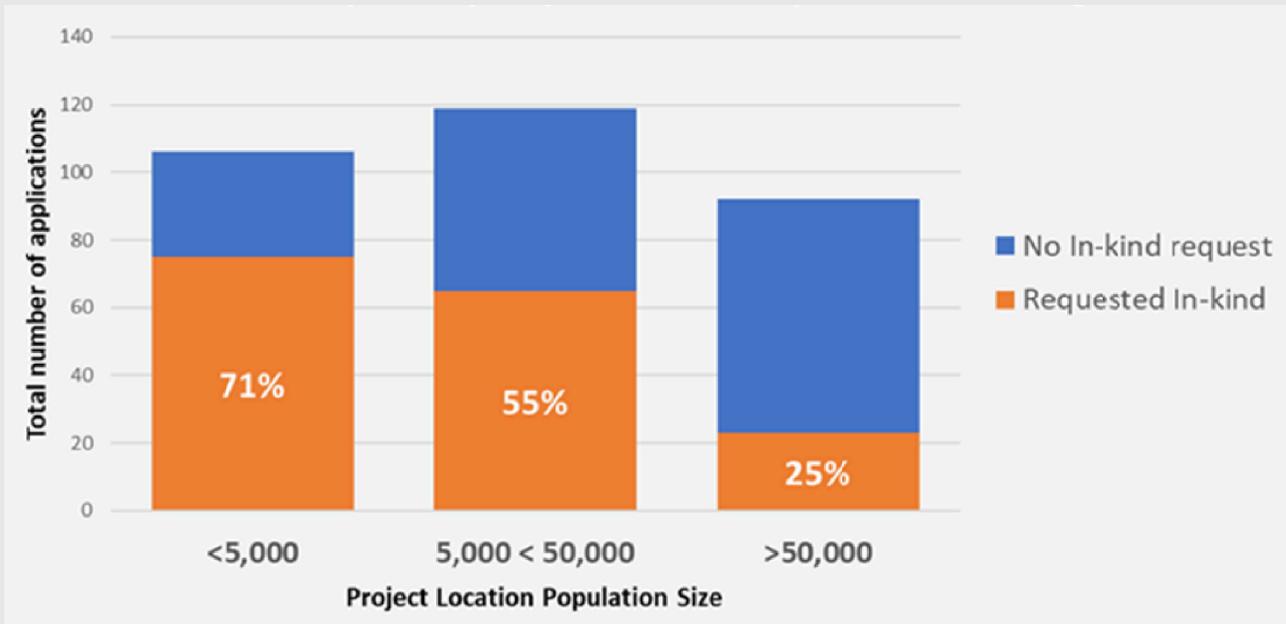
- TxDOT's TA funds are currently limited to:
 - Construction and construction-related activities
 - TxDOT's **direct state costs** for oversight of project development and construction
- Federal TA guidelines requires 20% minimum local match for construction
- TxDOT offers flexibility in local match for construction:
 - Cash
 - Economically Disadvantaged Counties Program (EDCP) reduction
 - In-kind contributions
 - Overmatch
- Project Sponsors are responsible for 100% of project overruns

Trends from previous TxDOT TA Calls for Projects (2015, 2017, and 2019)



- Smaller Communities (50,000 or less) are:
 - More likely to request the use of in-kind contributions
 - Complicates project development and billing
 - Delay project delivery and obligation of TA funds
 - More likely to lack institutional/financial resources and expertise to oversee project development and construction
 - More likely to withdraw projects from the TA program
 - Less likely to apply for funding, leaving excess funds at risk of lapse
- TA funding awards are typically based on preliminary cost estimates:
 - Projects with overruns lead to increased local financial responsibility, reduced scope, or project withdrawal
 - Projects with underruns result in excess funds at risk of lapse





Goals of TA Program Rule Revisions



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

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

Ease TxDOT administrative challenges

- 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;
- 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



Proposed TAC rule changes presented to commission August

PTN sends proposed TAC rule change packet to BAC members

BAC members send PTN comments to assemble/summarize

October BAC meeting to discuss and take action on comments from the BAC



Please send additional questions and comments to:

Bonnie Sherman, AICP

TxDOT – Public Transportation Division
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Bonnie.Sherman@txdot.gov
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Texas Bicycle Tourism Trails Prioritization Tool Update

Bicycle Advisory Committee

July 8, 2020

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3	Tool Demonstration	14-26
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Project Background

Project Overview



Project Purpose

- To develop a methodology for prioritizing segments of the Texas Bicycle Tourism Trails (BTT) Example Network.



1) Develop segment prioritization criteria through a literature review and stakeholder input



2) Spatially overlay available data



3) Prioritize segments and target existing projects for possible inclusion of bikeway elements



4) Develop tool for selecting projects



Project Purpose

- To develop a methodology for prioritizing segments of the Texas Bicycle Tourism Trails (BTT) Example Network.



1) Develop segment prioritization criteria through a literature review and stakeholder input



2) Spatially overlay available data

We are here



4) Develop tool for selecting projects



3) Prioritize segments and target existing projects for possible inclusion of bikeway elements

How can TxDOT use the BTT Prioritization Tool?



Identify overlapping projects that could be modified to advance BTT

Prioritize safety needs along the BTT Example Network

Rank projects submitted for a competitive call for projects (pending funding)

Prioritization Criteria



Segment prioritization criteria were developed following a literature review and stakeholder input

Stakeholder Workshop: Participating Agencies

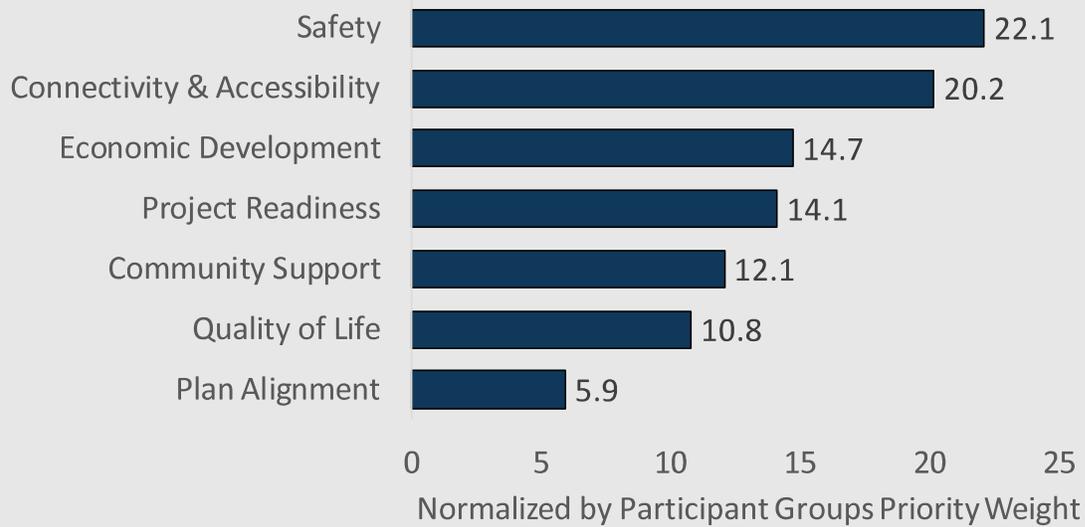


Workshop participants included TxDOT and MPO staff from around the state in addition to representatives from several bicycle organizations.

Participating Agencies
TxDOT Public Transportation Division
TxDOT Transportation Planning and Programming Division
Bicycle Advisory Committee
TxDOT El Paso District
TxDOT San Antonio District
TxDOT Waco District
Alamo Area Metropolitan Planning Organization
Capital Area Metropolitan Planning Organization
Corpus Christi Metropolitan Planning Organization
Houston-Galveston Area Council
North Central Texas Council of Governments
Northeast Texas Trails Coalition
Adventure Cycling
Bike Texas



Stakeholders' Draft BTT Prioritization Criteria Category Weights



Three Prioritization Scenarios Were Developed



Three prioritization scenarios were developed based on stakeholder input.



**Safety and Bicycle
Level of Service
(BLOS)**



Signature Segment



Low Hanging Fruit



The Safety and Bicycle Level of Service criteria focus on promoting **safe, low-stress** routes for cyclists.

Bicycle crash rate

Segment meets the BTTs design guidance

- Bicycle level of service
 - Volume of traffic in 15-minute time period
 - Total number of through lanes
 - Percentage of heavy vehicles
 - Speed limit
 - Outside shoulder width
- Number of intersections
- Population per square mile
- Route type
 - Cross-state spines, connecting spurs, or regional routes
- Equity - Average percent of population unemployed



The Signature Segment criteria maximize **demand, connectivity,** and the opportunity for regional **economic development.**

Population per square mile

Strava users along route

Strava users per capita

Number of nearby recreational attractions

Retail jobs per capita

Equity - Average percent of population unemployed

- Bicycle level of service
 - Volume of traffic in 15-minute time period
 - Total number of through lanes
 - Percentage of heavy vehicles
 - Speed limit
 - Outside shoulder width
- Route type
 - Cross-state spines, connecting spurs, or regional routes



The Low Hanging Fruit criteria makes use of **windows of opportunity** given TxDOT's planned projects along the example network and seeks to maximize the continuous length of the network.

Overlaps with a planned TxDOT project

Continuous length of the network

Removes a bridge barrier

Removes a gap of two miles or less in length

Route type

- Cross-state spines, connecting spurs, or regional routes

Bicycle crash rate

Per-mile cost for developing a bicycle facility

Tool Demonstration





TxDOT Bicycle Tourism Trails Network Prioritization

District

- Pharr
- Lubbock
- Luñkin
- Odessa
- Paris
- Pharr
- San Angelo
- San Antonio
- Tyler

The screenshot shows a web interface for trail prioritization. On the left, a dropdown menu titled 'District' is open, showing a list of districts with 'Pharr' selected. On the right, a map displays a network of trails in the Laredo region, with a segment highlighted in orange and green. A zoom control is located above the map.



TxDOT Bicycle Tourism Trails Network Prioritization

District

Pharr

Criteria Set

- Signature Segment
- Low Hanging Fruit
- Signature Segment
- Safety and BLOS

This screenshot shows the same web interface as the previous one, but with the 'Criteria Set' dropdown menu open. The 'District' dropdown is now closed and shows 'Pharr'. The 'Criteria Set' dropdown shows four options, with 'Signature Segment' selected. The map on the right shows the same trail network, but with a different segment highlighted in orange and green.



Criteria weights default to stakeholder developed weights and can be modified by the user.

BTT Segments UTP Projects Segment Score Weights

Segment Score Weights

Goals

Demand

5 %

Population per square mile 33 %

Strava users along route 33 %

Strava users per capita 33 %

Connectivity: Number of nearby recreational attractions 20 %

Example Signature Segment Scores for the Pharr District



District: Pharr

Criteria Set: Signature Segment

Reset Map and Filters

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BTT Segments UTP Projects Segment Score Weights

Filter Segments

Show 5 entries

ID	Prelim. Route (Type)	Length (m)	Existing/Future Facility	Pop. / sq. mile	Strava users along route	Strava users per capita	Nearby rec.	Retail jobs per capita	Average % unemp.	Bicycle LOS	Meets BTTS Guide	Score
7e04	Rio Grande Valley to Laredo (Connecting Spurs)	1445	Wide Outside Shoulder / Wide Outside Shoulder	0.57	0.06	0.03	0.3	0.33	0.82	0.22	1	47

Example Signature Segment Scores for the Pharr District



Pharr

Criteria Set: Signature Segment

Reset Map and Filters

BTT Score

-20
-30
-40
-50
-60
-70

Overlapping Project Phase: Construction begins in 5 to 10 years

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BTT Segments

UTP Projects

Segment Score Weights

Filter Segments

Show 5 entries

ID	Prelim. Route (Type)	Length (m)	Existing/Future Facility	Pop. / sq. mile	Strava users along route	Strava users per capita	Nearby rec.	Retail jobs per capita	Average % unemp.	Bicycle LOS	Meets BTTS Guide	Score
11626	Rio Grande Valley to Laredo (Connecting Spurs)	2867	Does not meet BTTS Bikeway Design Guidance / Future Improvements TBD	0.57	0.08	0.03	0.3	0.33	0.82	0.04	0	52

Example Safety and BLOS Scores for the Pharr District



Pharr

Criteria Set: Safety and BLOS

Reset Map and Filters

BTT Score

-10
-20
-30
-40
-50

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BTT Segments

UTP Projects

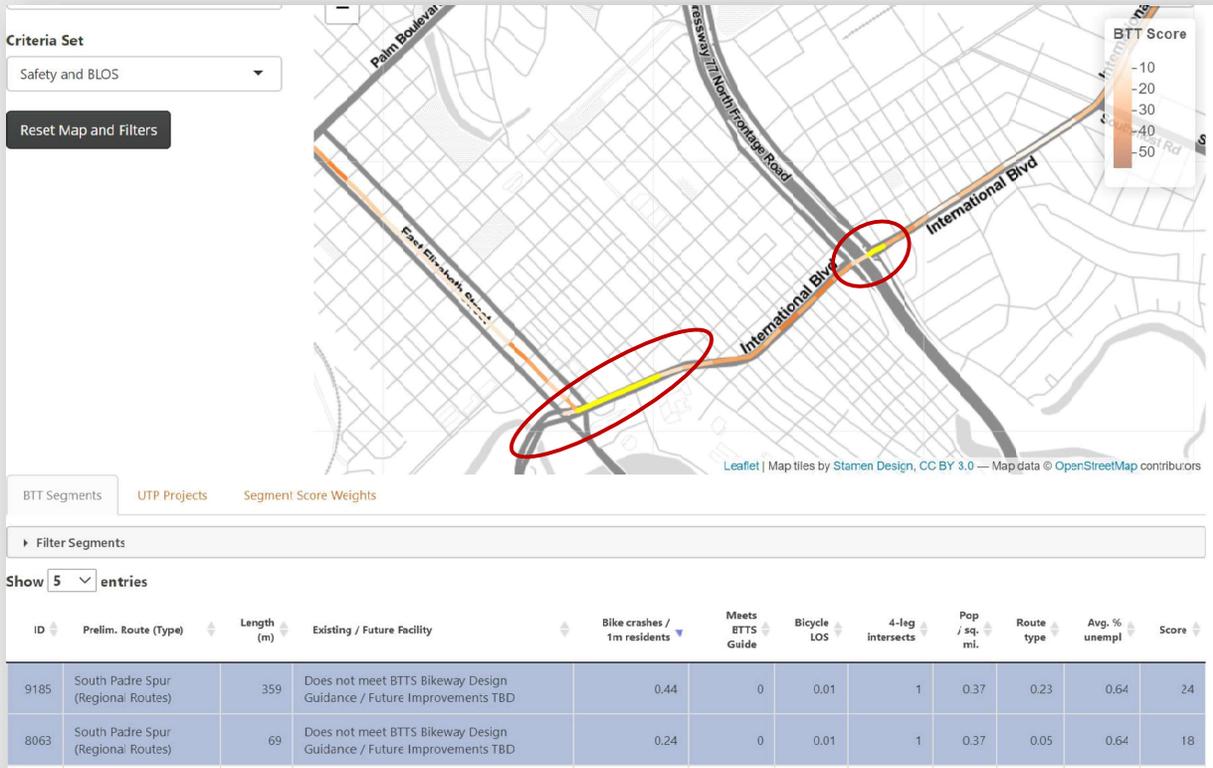
Segment Score Weights

Filter Segments

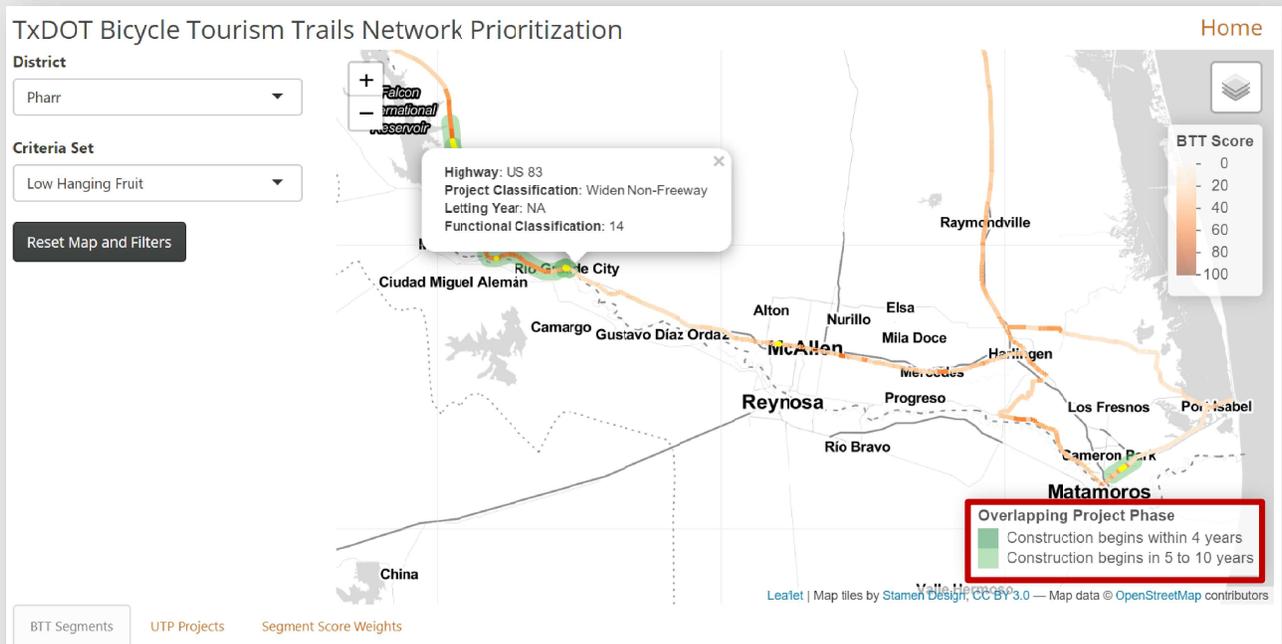
Show 5 entries

ID	Prelim. Route (Type)	Length (m)	Existing / Future Facility	Bike crashes / 1m residents	Meets BTTS Guide	Bicycle LOS	4-leg intersecs	Pop / sq. mi.	Route type	Avg. % unempl.	Score
9185	South Padre Spur (Regional Routes)	359	Does not meet BTTS Bikeway Design Guidance / Future Improvements TBD	0.44	0	0.01	1	0.37	0.23	0.64	24
8063	South Padre Spur (Regional Routes)	69	Does not meet BTTS Bikeway Design Guidance / Future Improvements TBD	0.24	0	0.01	1	0.37	0.05	0.64	18

Example Safety and BLOS Scores for the Pharr District



Example Low Hanging Fruit Scores for the Pharr District



Example Low Hanging Fruit Scores for the Pharr District



TxDOT Bicycle Tourism Trails Network Prioritization

Home

District:

Criteria Set:

BTT Score Legend: -14 to -21

Overlapping Project Phase: Construction begins within 4 years

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BTT Segments | UTP Projects | Segment Score Weights

Project Filters

Show entries

Search:

CSJ	Hwy No	Proj. Class	Type of Work	Let Year	Description
033104069	PR 100	Bridge Replacement	BRIDGE REPLACEMENT	2020	BRIDGE MAINTENANCE

Overlapping UTP Projects are Shown in a Downloadable Table



Overlapping UTP projects are shown in a table that includes the project ID number, the highway number, project description, and letting year.

BTT Segments | **UTP Projects** | Segment Score Weights

Project Filters

Project Class:

Letting Year: to

Show entries

CSJ	Hwy No	Proj. Class	Type of Work	Let Year	Description
091847203	VA	Bicycle Infrastructure Improvements	BICYCLE INFRASTRUCTURE IMPROVEMENTS	2021	BICYCLE AND PEDESTRIAN IMPF
091847236	VA	Bicycle Infrastructure Improvements	FUTURE CYPRESS WATERS COTTON BELT	2022	SHARED USE PATH & RELATED F



Segments can be filtered by length, route, existing facility type, and future facility type.

BTT Segments UTP Projects Segment Score Weights

Filter Segments

Filters

Segment Type
Regional Routes

Existing Facility
Does not meet BTTs Bikeway Design Guidance
Wide Outside Shoulder

Status
Bike Lanes on Local Plans
Narrow shoulder/needs improvement
Existing wide shoulder
Existing shoulders
SID on Local Plans

Length (meters)
37 308 580 851 1,122 1,394 1,565 1,936 2,207 2,479 2,750

Future Facility
Bike Lane
Future Improvements TBD
Wide Outside Shoulder
Shared Use Path

Preliminary Route
Abilene-San Angelo Spur
Abilene-Lubbock Connector

Segments are Scored and Shown in a Downloadable Table



The scored segments are shown in a table that includes the route name and route type, existing and planned facility type, segment length, and criteria scores.

Show 5 entries

ID	Prelim. Route (Type)	Length (m)	Existing/Future Facility	Route Type Score	Remove 2- mi. Gap	Remove Bridge Gap	Crash Rate / 100m VMT	Crash Rate / Capita	Low Cost	Window of Opp.	Score
2573	Abilene-San Angelo Spur (Regional Routes)	352	Does not meet BTTs Bikeway Design Guidance / Bike Lane	0.23	0	0	0	0.07	0	0	8
3521	Abilene-Lubbock Connector (Regional Routes)	1560	Does not meet BTTs Bikeway Design Guidance / Future Improvements TBD	0.37	0	0	0	0	0.38	0.21	30
3540	Abilene-Lubbock Connector (Regional Routes)	1128	Does not meet BTTs Bikeway Design Guidance / Future Improvements TBD	0.34	0	0	0	0	0.38	0.08	24
10459	Abilene-Lubbock Connector (Regional Routes)	261	Does not meet BTTs Bikeway Design Guidance / Future Improvements TBD	0.2	0	0	0	0	0.34	0.08	20
2555	Abilene-San Angelo Spur (Regional Routes)	176	Does not meet BTTs Bikeway Design Guidance / Bike Lane	0.16	0	0	0	0	0	0.54	28

Showing 1 to 5 of 363 entries

Previous 1 2 3 4 5 ... 73 Next

Table Data Download

- Download Current Table Data
- Download Selected Segments

Thank you

Follow up with questions, etc.

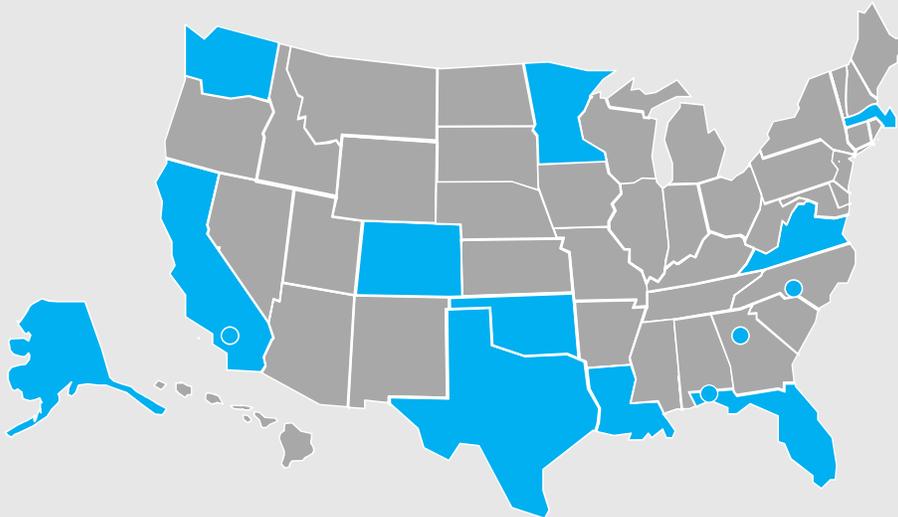
Brittany: Gernhard@highstreetconsulting.com

Appendix



A Literature Review of Bicycle Route Development Goals, Criteria, and Measures Included:

- ✓ All 25 Texas MPOs Bicycle and Pedestrian Plans as well as MPOs for the Atlanta, Charlotte, Florida-Alabama, and Southern California regions
- ✓ 10 State DOTs: AK, CA, CO, FL, LA, MA, MN, OK, VA, and WA
- ✓ NCHRP Report 803: Pedestrian and Bicycle Transportation Along Existing Roads
ActiveTrans Priority Tool (APT) Guidebook



Guiding TxDOT Document: **The Strategic Direction Report for TxDOT's Bicycle Program**

Stakeholder Workshop : Criteria and Sub-Criteria Weights



Criteria	Global Priority (Overall Weight)
Safety	22.1%
Documented (Observed) Safety Issues	8.8%
Identified (Potential) Safety Hazards	7.3%
Comfort	6.1%
Traffic	2.5%
Shoulder Width	2.7%
Directness (Number of Turns)	0.9%
Connectivity & Accessibility	20.2%
Low Hanging Fruit (Ready Segment)	13.2%
Increase in Contiguous Length of Network	9.6%
Established Demand	3.6%
Substantive Fruit (Signature Segment)	7.0%
Excitement Factor / Branding Capability	4.1%
Induced Demand (Trails of Dreams)	2.9%
Quality of Life	10.8%
Mobility Improvements	6.0%
Enhance Livability	4.8%
Economic Development	14.7%
Employment and Commercial Access	6.7%
Community/Regional Economic Development	8.0%
Community Support	12.1%
Project Readiness	14.1%
Time Sensitive	8.3%
Feasible Projects at Location	5.8%
Plan Alignment	5.9%

Spatially Overlay Available Data



Spatially overlay available data

Available Data Sources



Data Sources Used to Calculate Prioritization Scores

Bicycle Tourism Trails Study
<ul style="list-style-type: none"> Existing and planned facility types
American Community Survey
<ul style="list-style-type: none"> Population and percent unemployed
Longitudinal Employer-Household Dynamics (LEHD)
<ul style="list-style-type: none"> Number of retail jobs
MPO and City GIS files of local Texas bikeways
ESRI USA Detailed Bodies of Water
National Park Service National Park Boundaries
TxDOT Historic Markers, Routes and Districts
Texas Parks and Wildlife Department State Park Boundaries
Strava Metro Usage
TxDOT Roadway Inventory
<ul style="list-style-type: none"> Average Daily Traffic (ADT) Access control Number of through lanes Outside shoulder width Percent heavy vehicles Posted speed limit



FY 2021 Highway Safety Plan and 2017-2022 Strategic Highway Safety Plan

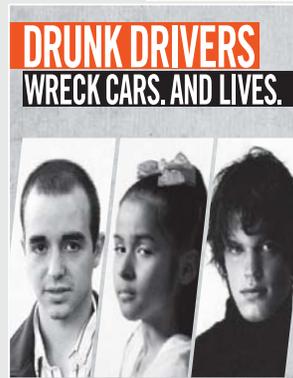
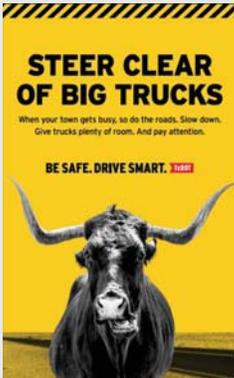
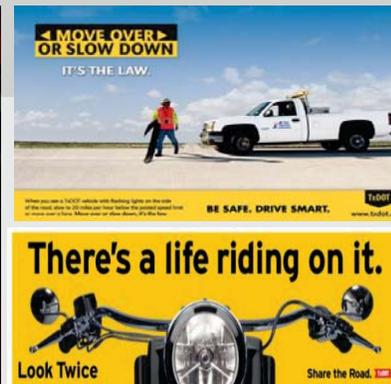
Terry A. Pence
 Traffic Safety Division
 Behavioral Traffic Safety Section

#EndTheStreakTX

End the streak of daily deaths on Texas Roadways.



July 17, 2020





Strategic Highway Safety Plan

Engineering, Education and Enforcement

Highway Safety Improvement Program
Engineering: Roadway Factors

Highway Safety Plan
Education / Enforcement: Human Factors

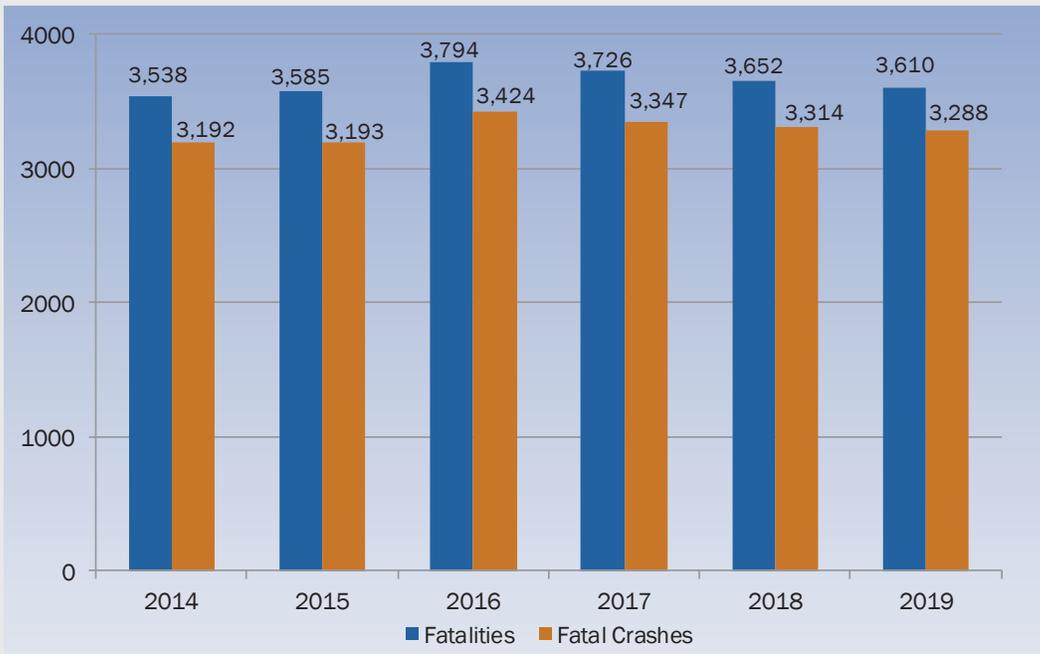
Highway Safety Plan – Funded Program Areas



- Planning /Stakeholder Outreach
- Alcohol and Other Drug Countermeasures
- Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Traffic Records
- Driver Education and Behavior
- Railroad/Highway Crossing
- Roadway Safety
- Safe Communities
- School Bus Safety



Texas Fatalities and Fatal Crashes 2014 - 2019



In 2019, traffic-related fatalities were at 3,610 compared with 3,652 lives lost on Texas roadways in 2018.

Data as of 04/15/2020

#EndTheStreak

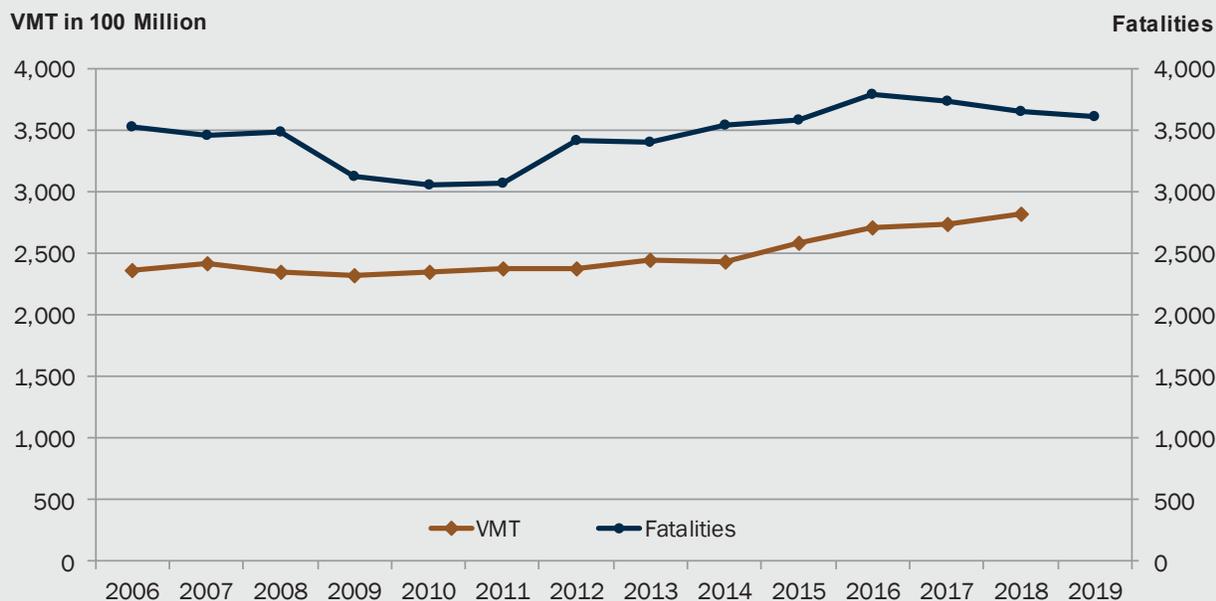


At least one person has died each day on Texas roads since **Nov. 7, 2000**.

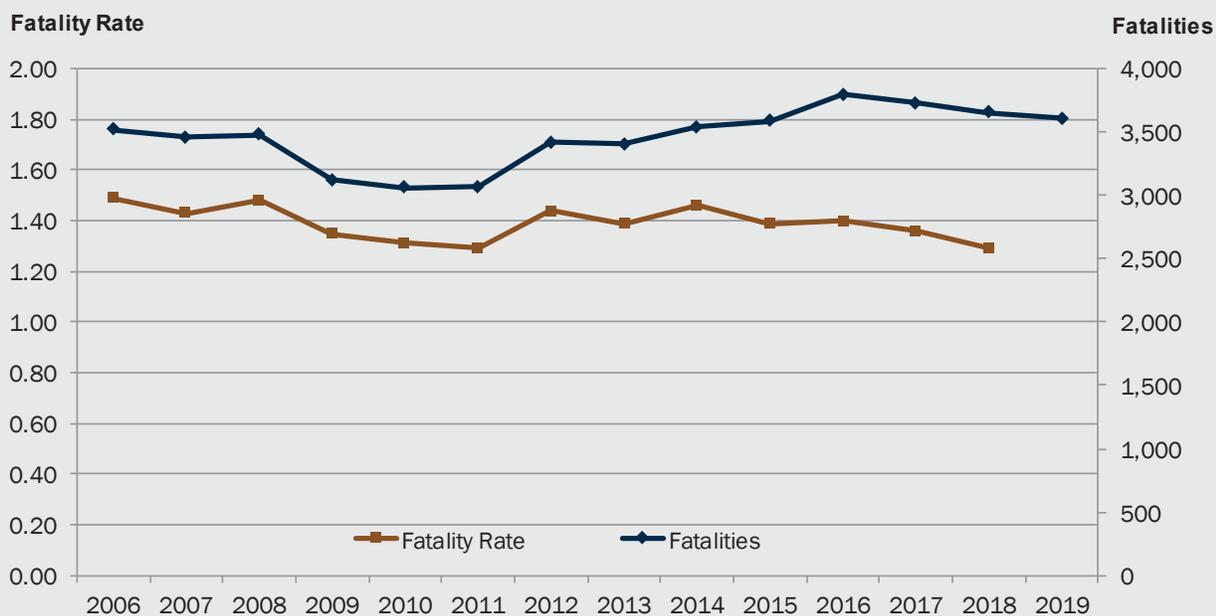
As of today, at least one person has died on Texas roads for **7,192 days** for a total of over **68,000** lives lost.



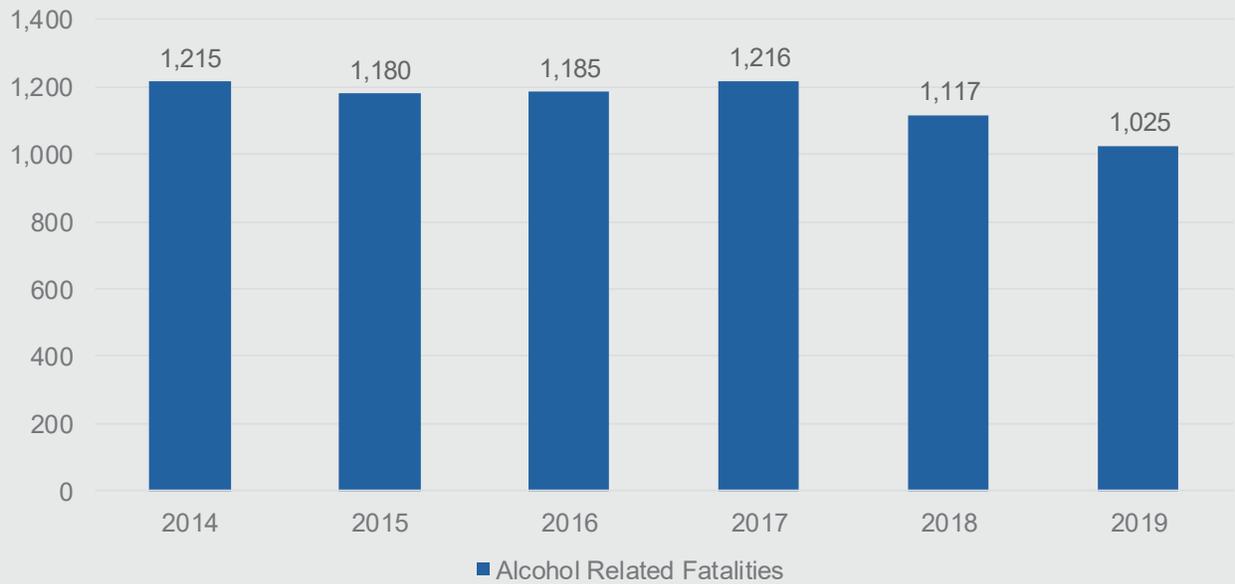
Fatalities and Vehicle Miles Traveled (VMT)



Fatalities and Fatality Rates (fatalities per 100 million VMT)

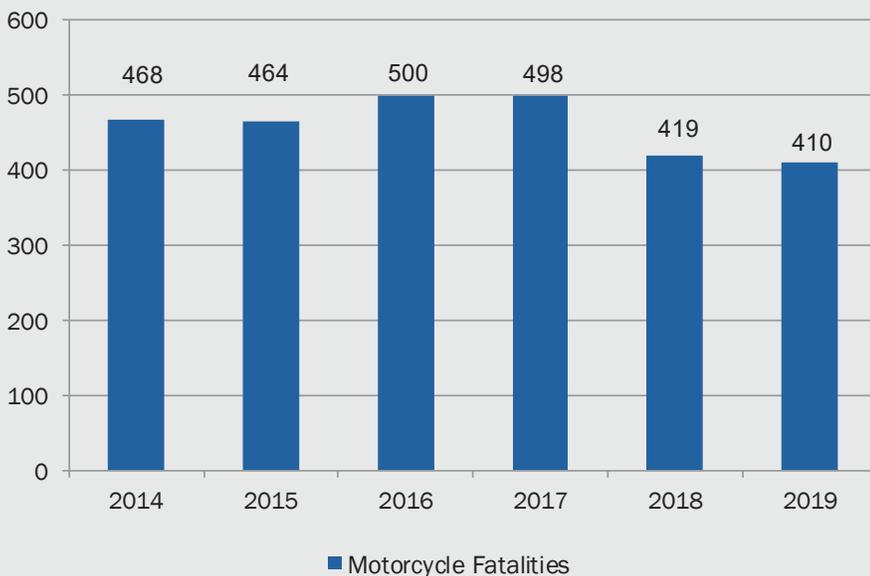


Texas Alcohol Related Traffic Fatalities 2014 - 2019

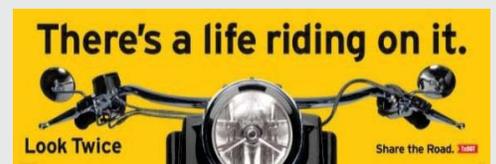


Data as of 04/15/2020

Texas Motorcyclist Fatalities 2014-2019

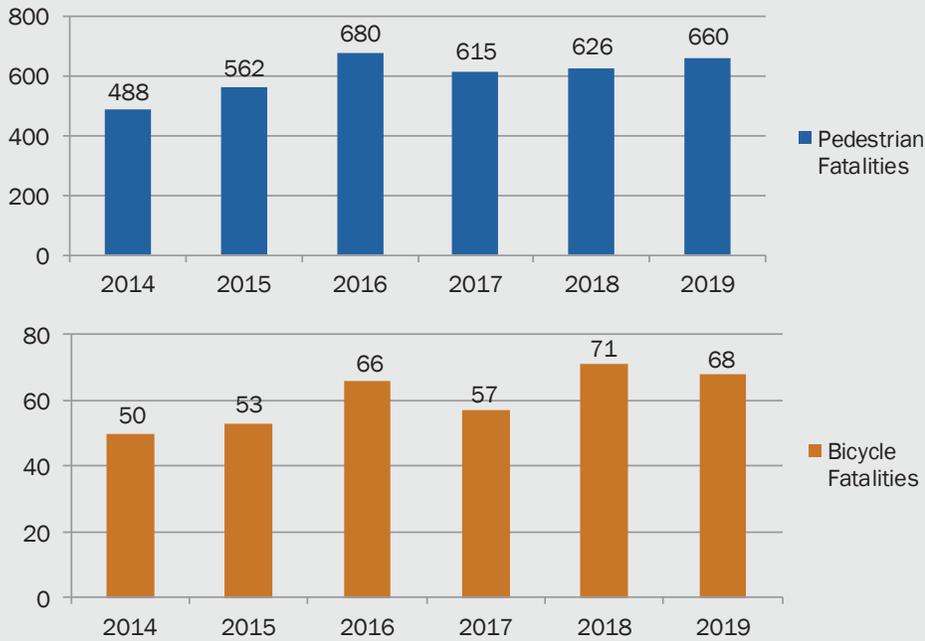


In 2019, 47.2 percent of motorcyclists killed were not wearing a helmet at the time of crash.



Data as of 04/15/2020

Texas Pedestrians and Bicycle Fatalities 2014–2019

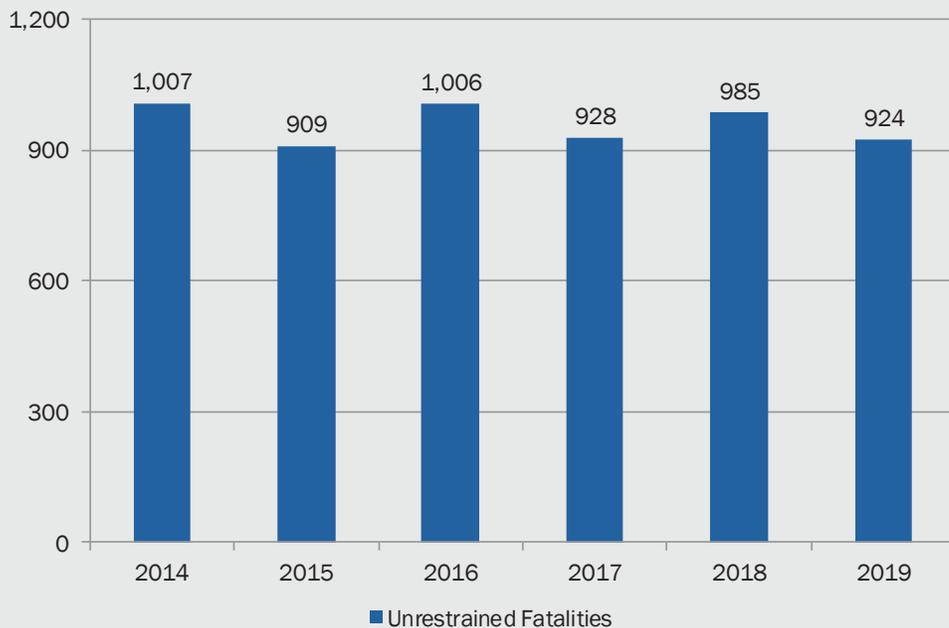


The 2021 HSP includes 17 pedestrian and bicyclist grants, including public information and education campaigns.

In addition we have six projects in other program areas that have pedestrian and bicycle components in them.

Data as of 04/15/2020

Texas Unrestrained Fatalities 2014–2019



Texas' seat belt usage rate was 90.99 percent in 2019.

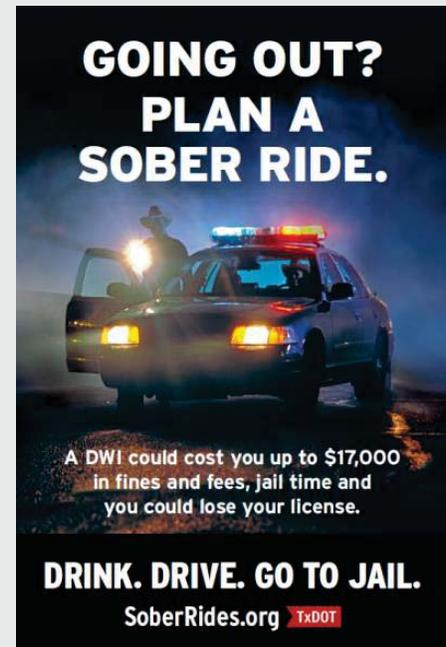
However, 42.4 percent of all vehicle occupants killed in vehicle crashes in Texas during 2019 were unrestrained.

Data as of 04/15/2020



Law enforcement grants will provide extra enforcement with a focus on:

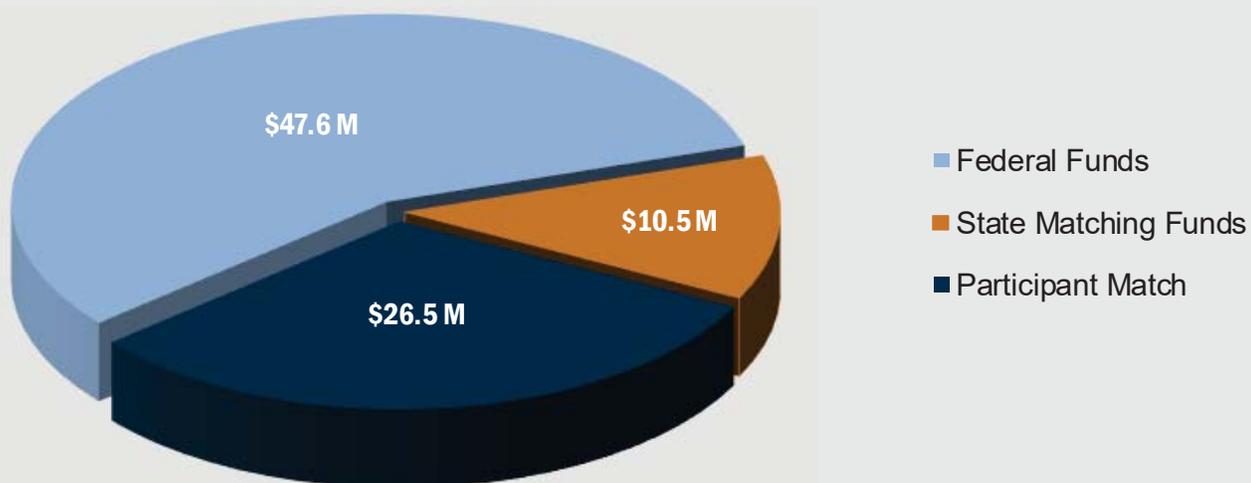
- Speeding
- Intersection violations
- Driving while intoxicated
- Child safety and safety belt violations
- Distracted driving



Program Summary – Funding 356 grants with approx. \$84.6M



FY 2021 Highway Safety Plan (funding in millions)



FY 2021 Highway Safety Plan – Grants and Funding



Program Areas	# of Grants	Total Funding
Alcohol and Other Drug Countermeasures	77	\$ 23,648,746
Driver Education and Behavior	14	\$ 5,720,846
Emergency Medical	1	\$ 1,051,181
Motorcycle	5	\$ 1,882,488
Occupant Protection	57	\$ 10,085,639
Pedestrian and Bicycle Safety	17	\$ 7,041,038
Planning/Stakeholder Outreach	5	\$ 5,224,390
Police Traffic Services	167	\$ 15,121,110
Railroad & Highway Crossing	1	\$ 110,986
Roadway Safety	2	\$ 5,751,392
Safe Communities	1	\$ 254,592
School Bus Safety	1	\$ 139,945
Traffic Records	8	\$ 8,609,802
Totals	356	\$ 84,642,155

FY 2022 Highway Safety Plan

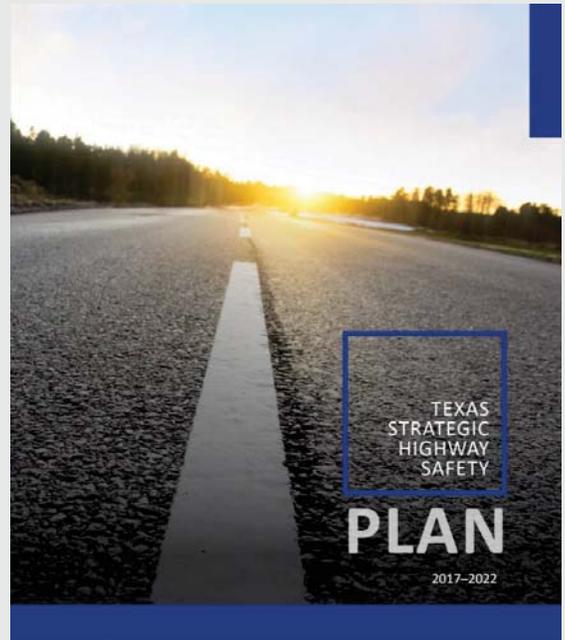


- TxDOT will issue the FY 2022 Request for Proposals (RFP) for traffic safety projects in November 2020 and proposals will be due in January 2021.
- Exact dates have not formally been established for the FY 2022 RFP at this time.
- Organizations eligible for general traffic safety grants include state and local governments, educational institutions, and non-profit organizations.

2017 – 2022 Strategic Highway Safety Plan- SHSP



- Strategic Highway Safety Plan
 - Statewide-Coordinated Safety Plan
 - Reduce Fatalities and Serious Injuries on All Public Roads
 - Data-Driven
 - Updated Every 5 Years
 - FAST Act Compliance by August 1, 2017
 - Engineering, Education, and Enforcement
 - Seven Emphasis Areas
 - Strategies and Countermeasures
 - www.texasshsp.com



SHSP Emphasis Areas



- 2017 – 2022 Strategic Highway Safety Plan Emphasis Areas:
 - Distracted Driving
 - Impaired Driving
 - Roadway and Lane Departures
 - Speeding
 - Pedestrian Safety
 - Intersection Safety
 - Older Users

TEXAS STRATEGIC HIGHWAY SAFETY PLAN

ABOUT EMPHASIS AREAS RESOURCES CALENDAR CONTACT

Never believe that a few caring people can't change the world. For, indeed, that's all who ever have. — Margaret Mead

At least one person dies on Texas roadways every day and the numbers are increasing at an alarming rate. Motor vehicle fatalities are the number one cause of death for children under the age of 14 – a human and economic tragedy for our state. The [Texas Department of Transportation](#), [Department of Public Safety](#), and a host of other agencies seek your help in developing a strategic highway safety plan (SHSP) to drive down the numbers.

The Texas SHSP will focus on selected issues with the greatest promise of success in the least amount of time. Please join one of the [emphasis area teams](#) and help us identify the most effective and efficient strategies and actions to reduce fatalities and injuries on Texas roads.



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



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.

#EndTheStreakTX