MEETING AGENDA

TdOT Bicycle and Pedestrian Advisory Committee (BPAC) Meeting
October 8, 2021 - 9:30 A.M.

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

1. Call to Order.
2. Safety briefing.
3. Approval of minutes from July 16, 2021 BPAC meeting. (Action)
4. Report from TdOT’s Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters
5. Vice Chair election. (Action)
6. Discussion on Bikeway Design Effort implementation update and letter to Texas Transportation Commission. (Action)
7. Discussion on updating the Strategic Direction Report for TdOT’s Bicycle and Pedestrian Program. (Action)
8. Discussion on TdOT Safety Task Force Pedestrian and Bicycle Subcommittee. (Action)
9. Presentation on Safe Walking and Bicycling During I-35 Construction in Waco.
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 18, 2021, to be included as part of the meeting record.
12. Discussion of agenda items for future BAC meetings. (Action)
13. Adjourn. (Action)

The BPAC meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided for you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend or participate in the BPAC meeting, please contact Noah Heath, PTN, at (361) 876-7184 no later than 4 p.m. CT, September 28, 2021. Please be aware that advance notice is required as some services and accommodations may require time for TdOT to arrange.
BPAC Members

Karla Weaver, Chair, Dallas/Ft. Worth
Chelsea Schultz, Waco
Chris Tabb, Wimberly
Clint McManus, Houston
Eddie Church, Cedar Park
Eva Garcia, Brownsville
Frank Rotnofsky, Laredo
Jeff Pollack, Corpus Christi
Mike Schofield, Austin
Rick Ogan, San Angelo
Zack Magallanez, San Antonio

TxDOT Technical Staff

Eric Gleason, Director, Public Transportation Division (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://us02web.zoom.us/j/88536716081?pwd=VmRvZHBSDliTkUwbFJKaHhKd29FQT09

Passcode: 123456
Or One tap mobile:
  US: +13462487799,,88536716081#,,,,*123456# or +16699006833,,88536716081#,,,,*123456#
Or Telephone:
  Dial(for higher quality, dial a number based on your current location):
    US: +1 346 248 7799  or +1 669 900 6833  or +1 253 215 8782  or +1 312 626 6799  or +1 929 205 6099  or +1 301 715 8592
Webinar ID: 885 3671 6081
Passcode: 123456
  International numbers available: https://us02web.zoom.us/u/kUXljvyMk

* * *
Bikeway Design Effort Implementation Update

October 8, 2021
Presentation agenda

1. Phase 1: Areas of Concurrence Implementation Progress
2. Phase 2: Guiding Principles Action Items
3. Letter to the Texas Transportation Commission (Action)
4. Discussion
**Bikeway Design Effort: Overview**

**Goal:** Effectively institutionalize the inclusion of safe, reliable, and integrated bicycle and pedestrian infrastructure into traditional TxDOT transportation planning and project development processes.

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

**PHASE 2: Bikeway Design Modernization**
July 2019 – Summer 2021

**Parallel Supporting Tasks:**
- Disseminating information
- Local government coordination
Phase 1: Inclusive Project Development

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

- **NEEDS IDENTIFICATION**
  - Promote bike/ped data collection
  - Initiate District bike plans

- **SCOPING**
  - Scoping tool for bike/ped needs
  - Bike/ped criteria in Project Safety Scoring Tool

- **DESIGN CONCEPTS**
  - Involvement of bike/ped stakeholders in PDCC & DCC

- **TRAFFIC CONTROL PLANS**
  - Better incorporate bike/ped detours

- **BEST OPPORTUNITY FOR BIKE/PED INCORPORATION**

- **PROJECT INITIATION AND PLANNING**
  - Promote bike/ped data collection
  - Initiate District bike plans

- **PRELIMINARY ENGINEERING**
  - Bike/ped criteria in project scoring/selection
  - State-level clearinghouse of bike/ped plans

- **FINAL DESIGN/ PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E)**
  - Refine comment response process
  - Guidance for annual District bike meeting/hearing

- **LETING**

- **CONSTRUCTION**

- **CONSULTANT PROCUREMENT**
  - Update standard contract for design flexibility
  - Separate bike and ped consultant qualifications

- **GUIDANCE/TRAINING IMPROVEMENTS**
  - Standardize bikeway design guidance
  - Update TxDOT training
  - Develop bike/ped design subject matter expertise
Phase 1: Inclusive Project Development Progress

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

**NEEDS IDENTIFICATION**
- Promote bike/ped data collection
- Initiate District bike plans

**BEST OPPORTUNITY FOR BIKE/PED INCORPORATION**

**PROJECT INITIATION AND PLANNING**

**CONSULTANT PROCUREMENT**
- Update standard contract for design flexibility
- Separate bike and ped consultant qualifications

**PRELIMINARY ENGINEERING**

**SCOPING**
- Scoping tool for bike/ped needs
- Bike/ped criteria in Project Safety Scoring Tool

**DESIGN CONCEPTS**
- Involvement of bike/ped stakeholders in PDCC & DCC
- Guidance for annual District bike meeting/ hearing

**FINAL DESIGN/ PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E)**

**LETTING/CONSTRUCTION**

**TRAFFIC CONTROL PLANS**
- Better incorporate bike/ped detours

**COMPLIANCE WITH PLANNING & PROGRAMMING**
- Bike/ped criteria in project scoring/selection
- State-level clearinghouse of bike/ped plans

**GUIDANCE/TRAINING IMPROVEMENTS**
- Standardize bikeway design guidance
- Update TxDOT training
- Develop bike/ped design subject matter expertise

Complete or mostly complete
Phase 1 Inclusive Project Development: Implementation Update (1 of 3)

1) Standardize bikeway design guidance so TxDOT engineers refer to one source – in process
   - Design Division released *Bicycle Accommodation Design Guidance* (Apr 2021) - completed
   - Design Division and consultant updating Roadway Design Manual (expected Winter 2021) – in process

2) Initiate District bicycle plans statewide – in process
   - Compiled best practices (2020) - completed
   - Consultant work authorization expected to start Jan 2022 – in process

3) Continue to incorporate bicycle criteria into Project Safety Scoring Tool – in process
   - Urban intersection tool in development by Design Division and TTI – in process

4) Develop District-level bike/ped design engineering subject matter expertise – in process
   - Developed TxDOT internal SharePoint website (2020) - completed
   - Established agency-wide “Community of Practice” (2020) - completed

5) Promote collection of bike/ped data – in process
   - On-system pedestrian and bicycle facility inventory (Distributing) – in process
   - Training for staff, local governments, and contractors in basic non-motorized count best practices (2020);
     Strava Metroview distribution (2020) - completed
   - Establishing statewide bike-ped data collection program (on-going) – in process
6) Refine DSR or develop scoping tool to address b/p needs based on context – in process
  ▪ DSR being refined following DES guidance updates – in process

7) Refine requirements to better incorporate temporary b/p facilities (detours) in traffic control plans - completed
  ▪ Traffic Safety Division incorporated pedestrian detours into District traffic control plan review/score sheet - completed

8) Refine existing or create new TxDOT training classes – in process
  ▪ TxDOT training on Bicycle Accommodation Guidance (2021) - completed
  ▪ Future coordination with DES/HRD for new TxDOT training classes – planning phase

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

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

11) Develop informational handouts to strengthen bike/ped involvement at PDCC & DCC – planning phase
    ▪ Future coordination with DES/TPP – planning phase
12) Create a state-level clearinghouse of bike/ped transportation plans – in process
   ▪ Consultant developing new webtool to be completed early 2022 – in process

13) Assess bike and ped consultant qualifications separately – in process
   ▪ Available now as “Non-Listed Categories” - completed
   ▪ Pre-certification qualifications modifications in process. (anticipated 2022) – in process

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

15) Develop guidance and awareness for annual District bike meeting/hearing - completed
   ▪ Internal Standard Operating Procedure developed (2021) - completed
   ▪ Presentation/knowledge exchange among District Bike/Ped Coordinators (2021) - completed
**PHASE 2: Bikeway Design Modernization - Guiding Principles**

**Bikeway Selection**
- Design user
- Facility types
- Land use context
- Design flexibility
- Right-sizing
- Bicycle Tourism Trails Example Network
- Exemptions

**Linear Bikeway Design**
- Rumble strips
- Separated bike lanes
- Separating bike and ped modes

**Intersections & conflict points**
- Intersection treatments
- Pavement markings
- Signs and signals
- Transit and rail conflicts

**Maintenance**
- Seal coat
- Sweeping
- Coordinating maintenance responsibilities with local partners
Progress on incorporating Guiding Principles into TxDOT design guidance

Bicycle Accommodation Design Guidance (April 2021)

TxDOT Roadway Design Manual Update
New Content (expected Winter 2021)

Continued coordination to further incorporate Guiding Principles into design standards

Guiding Principles incorporation into Bicycle Accommodation Design Guidance

- Incorporated into guidance: 38%
- Partially incorporated into guidance: 24%
- Approved by BPAC after Guidance written: 19%
- Not incorporated into guidance: 16%
- Not applicable to design guidance: 3%
Next steps

- BPAC to receive periodic reports from TxDOT on implementation of Phase 1 Areas of Concurrence and actions items related to Phase 2 Guiding Principles

- Report to Texas Transportation Commission
  - Draft letter and summary brochure in packet
  - Discussion
  - Action to forward summary/results to Commission on BPAC’s behalf
Contact info

Please send additional questions and comments to TxDOT’s Bike/Ped Group:

Bonnie Sherman, AICP
TxDOT – Public Transportation Division
Statewide Bicycle and Pedestrian Coordinator
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(512) 486-5972

Noah Heath, AICP
TxDOT – Public Transportation Division
Bicycle and Pedestrian Planner
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Carl Seifert, AICP
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Jacobs
Strategic Direction Report Update Project

October 8, 2021
1. Purpose of SDR Update

2. Previous SDR approach (Focus areas, strategies, and actions)

3. Review of SDR focus areas and implementation status

4. Schedule and next steps
What is the Strategic Direction Report?

- The Strategic Direction Report will:
  - provide TxDOT with short-term guidance in advancing the bicycle and pedestrian program
  - provide TxDOT with a reference document for staff, policy makers, and stakeholders
  - reflect the BPAC members values and vision
  - prioritize future BPAC efforts
“While policies, plans and programs concerning bicycle transportation are often interconnected with pedestrian transportation and elements of both modes must be considered, the primary focus of this report is on bicycle transportation.”

– SDR 2015

BPAC duties per 43 §TAC 1.85(a)(3):
• review and make recommendations on items of mutual concern between the department and the bicycling and pedestrian communities;
• provide recommendations on the selection criteria for project applications for funding under....Transportation Alternatives Set-Aside Program
• ...advise and make recommendations to the commission on the development of bicycle tourism trails; and
• review and consider how personal mobility, or micromobility, devices relate to bicycling and pedestrian issues and to other road users.
### SDR structure

<table>
<thead>
<tr>
<th>Focus Area</th>
<th>Strategy</th>
<th>Responsible Party</th>
<th>Time frame</th>
<th>Action</th>
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<tbody>
<tr>
<td>Fund more bicycle and pedestrian projects</td>
<td>Increase TA funding</td>
<td>TxDOT administration</td>
<td>• 2 years</td>
<td>• Actions</td>
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<tr>
<td></td>
<td>Create a plan to sustainably utilize TA Flex funding</td>
<td>TxDOT</td>
<td>• 5 years</td>
<td>• Actions</td>
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<td></td>
<td>Create a pipeline of TA projects</td>
<td>TxDOT, MPOs, local gov’ts</td>
<td>• 5 years</td>
<td>• Actions</td>
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**SDR update will be implementation focused!**
SDR Update approach

- Review previous SDR, TxDOT policies and programs
- Brainstorm and update Focus Areas
- Data collection and analysis
- Evaluate existing conditions and trends
- Develop strategies and actions to advance focus areas
- Develop report
- Implementation!
SDR (2015) Focus Areas

- Expand the bikeway network
- Build safer and better bicycle and pedestrian accommodations
- Provide training for engineers, planners, and construction staff
- Educate the public on safe driving, bicycling and walking
- Encourage people to walk and bicycle
- Develop statewide management systems for bicycle and pedestrian information
- Fund more bicycle and pedestrian projects

Focus Areas

- Expand the bikeway network ~ 90% complete
- Build safer and better bicycle and pedestrian accommodations ~ 95% complete
- Provide training for engineers, planners, and construction staff ~ 25% complete
- Educate the public on safe driving, bicycling and walking ~ 95% complete
- Encourage people to walk and bicycle ~ 15% complete
- Develop statewide management systems for bicycle and pedestrian information ~ 80% complete
- Fund more bicycle and pedestrian projects - 100% complete

For more details, refer to SDR implementation status spreadsheet
Previous and current TxDOT Bicycle and Pedestrian Program activities

**On-going efforts by TxDOT's Bicycle and Pedestrian Program**

- Transportation Alternatives (TA) Infrastructure Funding: Program Calls
- District Bike Plans
- Active Transportation Plan Inventory Tool
- Bike/Ped Project Development Enhancements
- Ped-Bike Safety Task Force Subcommittee
- On-system bike infrastructure inventory
- BTT Network/USBR Advancement
- Research project committees
- Count equipment loan program
- Education
- TA Implementation, Tracking and District Coordination
- Texas-wide Bike and Ped Count Program
- Encouragement

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**Previous and current TxDOT Bicycle and Pedestrian Program activities**

- **Strategic Direction Report (2015)**
- **Bicycle Tourism Trails Study (2017-2018)**
- **Bikeway Design Effort (2018-2021)**
- **Strategic Direction Report Update (2021-2022)**
Brainstorm results from April 2021
Potential Focus Areas with brainstorm results (pg 1 of 2)

Expand the bikeway network

- Develop policy to better incorporate ADA transition plans
- Use BPAC Bikeway Design Effort recommendations to build segments of BTT Example Network
- Branding/marketing/creating inertia for BTT & USBRS development
- Support long-distance bikeways along underutilized ROW
- Require SUPs along frontage roads

Build safer and better bicycle and pedestrian accommodations

- Develop safe crossing TxDOT policies; create design standards to prevent unsafe and illegal crossings; create island refuge guidance
- Develop system safety policies to reduce bicycle/ped fatalities; identify system safety hot spots and unsafe patterns; review system safety for bicycle and pedestrian users
- Create chip seal best practices
- Develop TxDOT Complete Streets Policy
- Create typical sections for bikeways
- Update TxDOT standards: rumble strips, signal, and lighting
- Consistently implement new Roadway Design Manual guidance
- Evaluate bikeway design implementation to ensure minimum standard of safety/performance
Potential Focus Areas with brainstorm results (pg 2 of 2)

Provide training for engineers, planners, and construction staff
- Training engineers
- Develop/implement training modules for TxDOT and local gov'ts on using federal funds for b/p projects

Educate the public on safe driving, bicycling and walking
- Childhood bicyclist education
- Adult bicyclist education
- Driver education
- Educate Texans on bicycle friendly policies by partnering with BikeTexas and League of American Bicyclists

Encourage people to walk and bicycle

Develop statewide management systems for bicycle and pedestrian information
- Review CRIS data collection and reporting processes

Fund more bicycle and pedestrian projects
- Review and explore b/p infrastructure funding mechanisms/criteria; how locals can better utilize available funding

SDR Purpose: Provide TxDOT short-term guidance in progressing the bicycle and pedestrian program
Other brainstorm results

- Improve inter-agency coordination on bike/ped projects
- Review and improve speed limit setting policies
- Respond to potential laws/policies to make bicyclists vulnerable users
- Statewide deep-dive into coronavirus pandemic

Homework questions:
- How are pedestrians and micromobility incorporated?
- What elements are missing?
- Do we need any new or refined focus areas?
- Is there any focus area we don’t need anymore?
- What strategies would support these focus areas?

SDR Purpose: Provide TxDOT short-term guidance in progressing the bicycle and pedestrian program

October 8, 2021
Schedule and next steps

January BPAC Workshop
- Refine focus areas and strategies
  - In-person, if possible; virtual workshop as backup

April BPAC
- Activities to identify strategies and actions

July BPAC
- Implementation plan and draft report for BPAC action

On-going tasks
- Email communication with BPAC members
- Internal coordination meetings between TxDOT Divisions
- Research and data analysis
- Report development
Please send additional questions and comments to TxDOT’s Bike/Ped Group:

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TxDOT – Public Transportation Division  
Statewide Bicycle and Pedestrian Coordinator  
Bonnie.Sherman@txdot.gov  
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Carl.Seifert@Jacobs.com  
(512) 486-5974  
Jacobs
Agenda

1. Ped/Bike Safety Subcommittee overview
2. *North Central Texas Pedestrian/Bicycle Crash Analysis* research project results
3. Discussion
4. Next steps
GOAL:
To work with subcommittee members and the Bicycle and Pedestrian Advisory Committee (BPAC) to identify data-driven, outcome-focused recommendations to the Safety Taskforce on a series of actions that hold promise to effectively reduce pedestrian fatalities.

What does this mean?
Ideally, the goal is to identify a set of pedestrian countermeasures, by reviewing research, planning, and analysis and engaging stakeholders, that could be recommended or applied in similar contexts across the state.
Apply recent TxDOT research on pedestrian and bicycle crashes

- Review results of recent TxDOT research:
  - *North Central Texas Pedestrian/Bicycle Crash Analysis* (UTEP 2020), focusing on crash typing and engineering countermeasures
  - *Identify Risk Factors that Lead to Increase in Fatal Pedestrian Crashes and Develop Countermeasures to Reverse Trend* (UT CTR, 2022)

- Understand application of data and research in NCTCOG’s *Pedestrian Safety Action Plan*

- Identify potential countermeasures for Fort Worth District’s high-risk pedestrian & bicycle corridors
On-going coordination with Bicycle & Pedestrian Advisory Committee (BPAC)

- Help **identify** bicycling and pedestrian needs/issues; share walking and bicycling experience as users of the system
- **Share** local approaches to pedestrian/bicyclist safety analysis and programs
- **Provide feedback** on TxDOT approach and identification of high risk corridors
- **Provide feedback** on recommended countermeasure approaches
- **Help disseminate information** across the state

Potential future activities:

- Systemic risk analysis to prioritize on-system characteristics attributed to severe ped/bike crashes
- Recommend systemic engineering, education, and enforcement countermeasures
Project 0-6983

This project involves the investigation of causes of pedestrian and bicycle crashes in the 12-county North Central Texas area, including the following counties (★): Wise, Denton, Collin, Hunt, Parker, Tarrant, Dallas, Rockwall, Kaufman, Hood, Johnson, and Ellis.
Research Objectives

- **Objective 1:** Code five years of bicycle and pedestrian crash reports for the 12-county North Central Texas Metropolitan Planning Area using the methodology developed by the National Highway Traffic Safety Administration for the Pedestrian and Bicycle Crash Analysis Tool.

- **Objective 2:** Review the crash narrative/diagram as part of the coding process to understand the true nature concerning the cause of the crash.

- **Objective 3:** Conduct an analysis to identify corridors with highly concentrated bicycle and pedestrian crashes and the unsafe actions that are contributing to the crashes.

- **Objective 4:** Provide safety countermeasures and recommendations for further study for these corridors.
Pedestrian and Bicycle Crash Analysis Tool (PBCAT)

• Developed by the National Highway Traffic Safety Administration in partnership with FHWA.

• The PBCAT Analysis Tool is a crash typing software to assist state and local pedestrian/bicycle coordinators, planners and engineers with improving walking and bicycling safety through the development and analysis of a database containing details associated with crashes between motor vehicles and pedestrians or bicyclists.
PBCAT consists of a database and crash typing logic

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<td>4.2 Motor vehicle defects</td>
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<td>1.3 Time of day</td>
<td>2.3 Route/Street number</td>
<td>3.3 Driver gender</td>
<td>4.3 Estimated original vehicle speed</td>
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<td>1.4 Number of pedestrians</td>
<td>2.4 Reference street</td>
<td>3.4 Driver race</td>
<td>4.4 Estimated speed at impact</td>
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<td>1.5 Number of bicyclists</td>
<td>2.5 Direction from reference street</td>
<td>3.5 Driver alcohol/drug use</td>
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<tr>
<td>1.6 Hit and run</td>
<td>2.6 Distance from reference street</td>
<td>3.6 Driver injury severity</td>
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<td>2.7 GPS longitude</td>
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<td>2.8 GPS latitude</td>
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<tr>
<td>5.1 Pedestrian date of birth</td>
<td>6.1 Bicyclist date of birth</td>
<td>7.1 Bicycle type</td>
<td>8.1 Type of area</td>
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<td>6.3 Bicyclist gender</td>
<td>7.3 Bicycle facility presence</td>
<td>8.3 School zone</td>
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<td>6.4 Bicyclist race</td>
<td>7.4 Curb lane width</td>
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<td>5.5 Pedestrian alcohol/drug use</td>
<td>6.5 Bicyclist alcohol/drug use</td>
<td>7.5 Bike lane/paved shoulder width</td>
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<td>5.6 Pedestrian injury severity</td>
<td>6.6 Bicyclist injury severity</td>
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<tr>
<td>5.7 Unique ped characteristic</td>
<td>6.7 Bicyclist helmet use</td>
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<tbody>
<tr>
<td>10.1 No. of through lanes</td>
<td>11.1 Driver contributing factors</td>
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<td>10.8 Traffic Control</td>
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<td>12.8 Motorist direction</td>
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<td>10.9 Speed limit</td>
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<tr>
<td>10.10 Marked crosswalk</td>
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<tr>
<td>10.11 Sidewalk presence</td>
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</table>

*Region-wide data not available
*Not included in crash report fields
## PBCAT Crash Groups and Types

<table>
<thead>
<tr>
<th>Crash Group</th>
<th>Crash Type</th>
<th>Pedestrian crashes:</th>
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<tbody>
<tr>
<td>740 - Dash / Dart-Out</td>
<td>741 - Dash</td>
<td>16 crash groups</td>
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<tr>
<td></td>
<td>742 - Dart-Out</td>
<td>56 crash types</td>
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<tr>
<td>150 - Motorist Failed to Yield—Signalized Intersection</td>
<td>152 - Motorist Drive Out—Signalized Intersection</td>
<td>20 crash groups</td>
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<tr>
<td></td>
<td>154 - Motorist Drive Through—Signalized Intersection</td>
<td>79 crash types</td>
</tr>
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Coding Bicycle and Pedestrian Crashes in PBCAT

- Reviewed crash report’s diagram and narrative for 10,004 crashes
- Answered PBCAT questions
84% of pedestrian crashes fell into one of these 5 crash groups:
- 30% crossing roadway (vehicle not turning)
- 23% crossing roadway (vehicle turning)
- 15% unusual circumstances
- 10% dash / dart-out
- 6% walking along roadway
Descriptive Trend Analysis

- 56% of pedalcyclist crashes fell into one of these 5 crash groups:
  - 15% motorist failed to yield (sign-controlled intersection)
  - 14% motorist overtaking bicyclist
  - 10% motorist left turn / merge
  - 9% bicyclist failed to yield (midblock)
  - 8% bicyclist failed to yield (sign-controlled intersection)
High Risk Corridors identified in North Central Texas area

- 61 Pedestrian High Crash Corridors
  - Contained 911 crashes, captured 14% of crashes in the pedestrian dataset

- 45 Pedalcyclist crash corridors
  - Contained 298 crashes, captured 10% of crashes in the pedalcyclist dataset
### Table G.1 Pedestrian High-Risk Corridors Con't.

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>City</th>
<th>Begin of Corridor</th>
<th>End of Corridor</th>
<th>PBCAT Crash Groups</th>
<th>Total Crashes</th>
<th>Percentage</th>
<th>Countermeasures</th>
</tr>
</thead>
</table>
| LAMAR ST                           | DALLAS | Young St          | Victory Ave     | 790 Crossing Roadway - Vehicle Turning | 18            | (56.3%)    | • Marked crosswalks  
  • Pedestrian hybrid beacon  
  • Pedestrian Overpass/Underpass  
  • Raised pedestrian crossings  
  • Rectangular rapid flashing beacon  
  • Traffic Signals |
| 750 Crossing Roadway - Vehicle Not Turning |      |                   |                 |                    | 10            | (31.3%)    | • Landscaping  
  • Marked crosswalks  
  • Pedestrian Overpass/Underpass  
  • Raised pedestrian crossings  
  • Speed humps  
  • Traffic signal enhancements  
  • Traffic Signals |
| 740 Dash / Dart-Out                |      |                   |                 |                    | 3             | (9.4%)     | • In-street pedestrian crossing sign  
  • Lane narrowing  
  • Marked crosswalks  
  • Pedestrian Overpass/Underpass  
  • Raised pedestrian crossings  
  • Road diet  
  • Speed humps  
  • Traffic signal enhancements  
  • Traffic Signals |
| 600 Pedestrian in Roadway - Circumstances Unknown |      |                   |                 |                    | 1             | (3.0%)     | • Miscellaneous |

October 8, 2021
Discussion

- What are some of the dominant pedestrian safety issues/challenges present in your communities?

- What are some ways that your community has identified target areas for safety evaluations or safety improvements?
Next steps

- Next BPAC:
  - Review subcommittee progress
    - Review NCTCOG Pedestrian Safety Action Plan
    - Review UT CTR Statewide Pedestrian Crash/Countermeasure Research
- Optional workshop
  - UT CTR Workshop on Pedestrian Crash/Countermeasure Cost-Benefit Analysis (late November/early December)
Please send additional questions and comments to:

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Safe Walking and Biking in Construction Zones

My35 Waco
Introductions

John Habermann
Research Engineer, TTI
My35 Waco Construction
Communications Team

- Research Engineer with TTI
- Mobility Coordinator for the I-35 corridor through the Waco District
- Assists with outreach and data collection across the I-35 corridor including the My35 Waco project
Jacqie Wilson
Community Engagement Director, CD&P
My35 Waco Construction Communications Team

- Community Engagement Director at CD&P – communications consultant
- Worked with CD&P for over 6 years
- Assists with outreach and messaging for the My35 Waco Construction project
12th St. to N. Loop 340

- Began in 2019 and expected to be complete 2023
- Largest project TxDOT Waco district has undertaken

Improvements include:
- Widening mainlanes to 4 lanes in each direction
- Improving frontage roads and ramps
- Reconstructing bridges and improving interchanges
- Adding U-turns
- Improving bicycle and pedestrian access
Be Safe Be Seen Initiative

**Mission:**

The BE SAFE BE SEEN program will increase awareness and share resources about how to prevent and reduce pedestrian and bicyclist injuries and fatalities.
Be Safe Be Seen Initiative

Goals:

- Increase awareness and outreach about the shared responsibility of drivers, bicyclists and pedestrians to keep themselves and others safe on Waco area roads.

- Implement proactive communication and outreach with entities, organizations and business most directly impacted by the TxDOT – Waco 4B I-35 reconstruction project.

- Develop a consistent and continuous model for information sharing.

- Partner with local agencies, entities, organizations, businesses to conduct outreach.

- Design and develop communication tools and products that are useful and meaningful to a diverse set of stakeholders.

- Evaluate program effectiveness.
Be Safe Be Seen Initiative

Texas Strategic Highway Safety Plan

The Be Safe Be Seen campaign addresses the following strategies:

1. Improve driver and pedestrian safety awareness and behavior
2. Reduce pedestrian crashes on urban arterials and local roadways
3. Increase pedestrian visibility at crossing locations
4. Improve pedestrian networks
5. Improve pedestrian crash reporting
6. Establish vehicle operating speeds to decrease crash severity
7. Develop strategic pedestrian safety plans tailored to local conditions
Pedestrian and Bicycle Subcommittee

- Branch of the My35 Waco Construction Communications Steering Committee
- Two-way communications about pedestrian/bicycle needs and safety in construction zone
- Information on pedestrian impacts and roadway closures shared regularly
Waco4BMap.org

- 508 compliant website
- Houses current and future lane closures and traffic incidents
- Promoted through several channels including social media, email and media coordination
- Responsive to mobile devices
Waco4BMap.org/#ped

- Pedestrian map feature launched in May 2020
- Indicates open and closed crossings
- Updated as needed and as work progresses
Pavement Clings – Summer 2020

- 21 installed in summer 2020
- QR codes connect to Waco4bMap.org/#Ped
  - 562 QR scans
- Partnership with City of Waco
Pavement Clings – Lessons Learned

- Damaged and missing clings
- Unique QR codes
- Redesign to focus more on QR code
Pavement Clings – Summer 2021

- 12 installed during summer 2021
- QR codes connect to Waco4bMap.org/#Ped
- Different QR codes for different sections
Partnerships

- City of Waco
- City of Bellmead
- Baylor University
- Waco Walks & Waco Bike Club
- Waco Transit
- Downtown Waco
- Waco Chamber of Commerce
- McLennan County Emergency Management
- Texas Trucking Association
- Waco MPO
Other Be Safe Be Seen Outreach

- Table tents for hotels and businesses
- Materials to local businesses, organizations and churches
- Promotion in email campaigns
- “DO NOT CROSS” symbol on barricades
TTI Pedestrian Data Collection

- Placed at heavily traveled intersections
- Analyze how many pedestrians are crossing I-35
- Guide next steps for pedestrian safety and outreach following construction
TTI Pedestrian Data Collection

4th Street West of I-35
August 10 – 24

34
Average daily volume

45
Average daily volume during Baylor move-in

504
Total pedestrians

Daily Totals
(Preliminary)

Baylor Move-in & Weekend Activities
Questions?