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 to 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 and participate in the BPAC meeting, please contact Noah Heath, PTN, at (361) 876-7184 no later than 4 p.m. CT, March 30, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.
BPAC 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:

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* * *
Bikeway Design Effort

Update

April 9, 2021
1. Phase 2 Working Group Content Overview
2. Phase 2 Interim Recommendations: Guiding Principles for Bikeway Conflict Points
3. Discussion
4. Next Steps
Relationship of Phase 2 topic categories to Guiding Principles

Bikeway Design Topic Categories:

- **Bikeway Selection**
  - Interim Guiding Principles APPROVED

- **Linear Bikeway Design**
  - Interim Guiding Principles APPROVED

- **Intersections & conflict points**
  - Interim Guiding Principles TODAY

- **Maintenance**
  - Interim Guiding Principles July 2021

Each of these Interim Guiding Principles will be compiled into a final Bikeway Design Guiding Principles final product.
Bikeway Design Effort remaining topics and schedule

BAC Meeting, April 9

- BAC approval of guiding principles for conflict points

Working Group, April (date TBD)

- Discuss road diets and in

Working Group, May (date TBD)

- Develop guiding principles for maintenance

Working Group, June (date TBD)

- Review ALL guiding principles.

BAC Meeting, July 16 - Final BAC approval
Intersection and conflict points content overview

- Protected intersections
- Bike signals and signage
- Transit connectivity
- Driveways and RRD crossings
- Green and other pavement markings
1. Where bicycle lanes meet intersections, TxDOT should consider the application of bicycle lane extensions (dashed pavement markings) through the intersection to identify where bicyclists are expected to operate and to recognize potentially unexpected conflict points, especially where buffered or separated bike lanes are present. Where right-turn lanes cross over bicycle lanes, dashed pavement markings should be applied to indicate a merge condition.

2. Where shared use paths meet signalized intersections, TxDOT should consider applying separate pavement markings to identify crosswalks (for pedestrians) and bicycle lane extensions (for bicycles). Shared use paths should be signed at major conflict points to clearly communicate pedestrian and bicyclist priority.
3. Future research on green pavement markings should focus on durability, skid resistance, and application technologies and should include recommendations for TxDOT standard specifications for green pavement application types and procedures.

4. Based on research, TxDOT should use green pavement markings to increase bicyclist conspicuity and predictability, especially where separated bikeways meet signalized intersections, slip lanes, exit ramps, and other conflict points where safety issues are identified.

5. Until the TMUTCD is updated to include green pavement markings, TxDOT should consider partnering with local governments to install green pavement markings at intersections with low-stress bikeways (e.g., Shared Use Paths or Separated Bike Lanes) or where bicycle safety issues are documented. Maintenance of bicycle pavement markings should be incorporated into TxDOT's standard municipal maintenance agreements (MMAs).
6. Where separated bikeways conflict with motor vehicle phasing and turning movements at signalized intersections, TxDOT should consider the application of bicycle signal faces and dashed intersection crossing pavement markings.

7. On shared roadways that provide key bicycle route connections or where safety concerns are documented, it is recommended that TxDOT use "Bicycles may use full lane" sign as the standard bicycle regulatory sign instead of "Share the Road".

8. Roadway design engineers should consider sight lines of all users; landscaping, signage, and parked cars can hinder visibility for motorists, bicyclists, and pedestrians.

9. Mid-block crossing signals, such as Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons, should provide feedback after actuator button is pressed and should be timed to balance pedestrian priority with arterial signal timing. PHBs and RRFBs should be applied where appropriate in accordance with TxDOT TRF memo.
10. Where transit and bikeway facilities exist within roadway right-of-way, roadway designers should consider transit stop designs that separate and protect bicyclists from transit ingress and egress, such as an island bus stop which moves bikeway facilities behind a transit stop.

11. Where bicycle lanes meet railroads at angles other than 90 degrees, on-street bikeways should be transitioned to off-road shared use paths, wrapping behind rail crossing arms, allowing bicyclists to cross as close to a 90-degree angle as possible (e.g. a jug-handle design) similar to TxDOT standard (RCD (1)-16). Maintenance of off-street railroad crossings should be included in MMAs, where applicable.
- To support Guiding Principles for Bikeway Conflict Points
Please send additional questions and comments to:

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BPAC Future Work

Strategic Direction and other efforts

April 9, 2021
Presentation agenda

1. Approach overview
2. Brainstorm results
3. Idea categorization
4. Prioritization and engagement
BPAC Purpose and Duties (43 §TAC 1.85(a)(3))

Purpose of BPAC is to advise the Commission on:

- Bicycle and pedestrian issues
- Matters related to Transportation Alternatives Program

“By involving representatives of the public, including bicyclists, pedestrians, and other interested parties, the department helps ensure effective communication with the bicycle and pedestrian communities, and that the bicyclist's and pedestrian's perspectives will be considered in the development of departmental policies affecting bicycle use and pedestrian activity, including the design, construction, and maintenance of highways.”

Duties:

- 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 Transportation Alternatives;
- advise and make recommendations to the commission on the development of bicycle tourism trails;
- review and consider how personal mobility, or micromobility, devices relate to bicycling and pedestrian issues and to other road users.
Approach overview

Foundation

- Committee scope has expanded to include pedestrians
- TxDOT/BPAC have made substantial progress on SDR
- Bikeway Design Effort is expected to conclude July 2021
- New BPAC members will join October 2021

Objective

- Need to update the SDR
- Potential for parallel effort:
  - Quick turn-around report,
  - Elements needed to inform the SDR, or
  - Item of Commission interest
Brainstorm results – word cloud

- state highway
- shoulder
- line of sight
- heavy motor vehicle
- motorist
- bike lane
- speed limit
- high speed roadway
- pedestrian safety
- bicycle
- chip seal
- bicycle design working
- cyclist
- roadway
- multi use path
- traffic signal
- rumble strip
- bicycle safety
- road racing bicycle
- bike
- road user
- motor vehicle traffic
- league of american pedestrian activities
- law enforcement
- mode of transportation
- tourism trail study
- design working group
- better bicycle
- review of txdot
- bikeway design working
- bicycle education
- several road
- high school level
- crossing of txdot
- means of transportation
- bicycle education
- txdot facilities
- complete street
- general public
- set speed limit
- txdot roadway
- friend of mine
- txdot
- accommodation focus area
- set max
- vulnerable road user
- logical system
Brainstorm results categories

- Infrastructure design
- Education and training
- Infrastructure implementation
- Policy improvements
- Quick-turn around ideas
- SDR Preparation ideas
- Safe systems analysis
- SDR approach and coordination
Ideas for improving SDR development

**SDR approach ideas**
- Revise SDR to focus/reduce activities
- Revise SDR to identify responsible parties
- Add coordination/interaction section focused on new modal types

**SDR outreach and coordination ideas**
- Coordinate with regional BPACs to identify action items
- Organize listening session with local BPACs
- Coordinate BPAC member networks for outreach
- Create additional working groups to support SDR work activities
Ideas that may be incorporated into an updated SDR – Page 1

**Education/Training**

- Training engineers
- Develop/implement training modules for TxDOT and local gov’ts on using federal funds for b/p projects
- Childhood bicyclist education
- Adult bicyclist education
- Driver education
- Educate Texans on bicycle friendly policies by partnering with BikeTexas and League of American Bicyclists
Ideas that may be incorporated into an updated SDR – Page 2

**B/P Design**
- Create chip seal best practices
- Create design standards to prevent unsafe and illegal crossings
- Create island refuge guidance
- Create typical sections for bikeways
- Require SUPs along frontage roads
- Update rumble strip standards
- Update signal and lighting standards
- Consistently implement new Roadway Design Manual guidance
- Evaluate bikeway design implementation to ensure minimum standard of safety/performance
- Use BPAC Bikeway Design Effort recommendations to build segments of BTT Example Network
**Implementation**
- Review and explore b/p infrastructure funding mechanisms/criteria; how locals can better utilize available funding
- Improve interagency coordination on bike/ped projects
- Develop/implement training modules for TxDOT and local gov'ts
- Branding/marketing/creating inertia for BTT & USBRS development

**Policy improvements**
- Develop safe crossing TxDOT policies
- Develop TxDOT Complete Streets Policy
- Support long-distance bikeways along underutilized ROW
- Develop policy to better incorporate ADA transition plans
System safety analysis

- Develop system safety policies to reduce bicycle/ped fatalities
- Identify system safety hot spots and unsafe patterns
- Review CRIS data collection and reporting processes
- Review system safety for bicycle and pedestrian users
- Review and improve speed limit setting policies
Other ideas

Quick turn-around ideas
- Report on TxDOT funded BP research projects
- Statewide deep-dive into coronavirus pandemic
- Summarize work accomplished during SDR. Include LAB rankings, recommendations report card, and studies completed.
- Create a repository for all the education campaigns completed around the state (state and local gov’t)
- Update on interactive bikeway map
- Visualize bikeway design effort results

Commission interest
- Document best practices for adopting Vision Zero (Laredo, Austin, Houston)

Outside of the committee scope
- Change law/policy to make bicyclists vulnerable users
- BPAC becomes reviewer of TxDOT B/P standards/specifications
- Support harsher penalties for drivers
What are the most important activities for the BPAC and TxDOT’s bicycle program over the next 2 years?

Multiple responses encouraged!
How would you rank these categories in importance?
Which quick turn-around ideas are most important?
Anticipated schedule and next steps

**July 2021**
- Bikeway Design Effort concludes (GP approval sought)

**October 2021**
- New BPAC members join, and either
  - Begin quick turn-around activity, AND/OR
  - Begin updating SDR
Please send additional questions and comments to:

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TxDOT 2021 Transportation Alternatives (TA) Program:

*Evaluation Criteria Update*

April 9, 2021
Presentation agenda

1. 2021 TA Call for Projects

2. BAC Action and Criteria Category Weights
   Input

3. Results
Transportation Alternatives Call Projects Opens January 15, 2021
Preliminary applications deadline for all project sponsors March 1, 2021
Deadline for district review of preliminary applications today April 9, 2021
TxDOT notifies project sponsors of application pool April 12, 2021
Detailed application deadline June 14, 2021
TxDOT review June through August
Commission award for fiscal years 2021 and 2022 non urban Transportation Alternative projects October 2021
Conditional Project lists released for fiscal years 2023 and 2024 non urban and small urban Transportation Alternatives projects October 2021
TxDOT 2021 TA Criteria Development Process

• Development of 2021 TA Evaluation Tool
  – 2019 TA criteria
  – TxDOT mission, vision, and goals
  – Identified best practices at State DOTs, MPOs

• Workshop with **District TA Coordinators** and **Small MPOs**
  – Identified criteria & measures
  – Weighted based on local priorities

• Refined TA Evaluation Tool
  – Based on available data and measures
  – Identified interim weights

• **BAC** prioritization
  – Averaged BAC input with interim weights
  – Increased Project Readiness to address limited funding availability
BAC January Meeting Results

- **BAC Action:**
  - In support of PTN’s approach to administering the TxDOT 2021 TA Call for Projects

- **BAC Survey:**
  - Prioritized 2021 TA evaluation criteria categories
  - Received eight survey responses

- **BAC’s survey results were averaged with workshop participants’ weights and adjusted to reflect limited availability of TA funds**
TxDOT 2021 TA Evaluation Criteria

- Bike & Pedestrian Crash Count/Rate
- Safety Hazards
- Countermeasures
- Design Elements

- Modal connectivity
- Destinations
- Barrier Elimination
- Bicycle Tourism Trails

- Underserved populations
- Support & planning
- Employment & population density

- Status of project development
- Project timeline
- Constructability

*Demand is evaluated for Small Urban projects only
Questions

Please send additional questions and comments to:

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