MEETING AGENDA

TxDOT Bicycle and Pedestrian Advisory Committee (BPAC) Meeting
January 14, 2022 - 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 October 8, 2021 BPAC meeting. (Action)
4. Report from TxDOT’s Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters
5. Facilitated discussion on communications strategy for bicycle and pedestrian program. (Action)
6. Update on TxDOT Safety Task Force Pedestrian and Bicycle Subcommittee. (Action)
7. Workshop on updating the Strategic Direction Report for TxDOT’s Bicycle and Pedestrian Program. (Action)
8. Updates from committee members on local and statewide issues.
9. Public comment – Due to the virtual format of the meeting, public comments may be submitted by email to BikePed@txdot.gov by January 24, 2022, to be included as part of the meeting record.
10. Discussion of agenda items for future BPAC meetings. (Action)
11. 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, January 3, 2022. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.
BPAC Members

Karla Weaver, Chair, Dallas/Ft. Worth
Chelsea Schultz, Waco
Chris Tabb, Wimberley
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/84099607192?pwd=OGQvcE0zUmpFM25JZXFBcnViWEIzQT09

Passcode: 651537
Or One tap mobile:
US: +13462487799,,84099607192#,,,,*651537#
or
+12532158782,,84099607192#,,,,*651537#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 346 248 7799 or +1 253 215 8782 or +1 669 900 6833 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799
Webinar ID: 840 9960 7192
Passcode: 651537

International numbers available: https://us02web.zoom.us/u/kdaFUuPfTy

* * *
MINUTES FOR ADOPTION
Bicycle and Pedestrian Advisory Committee (BPAC) – Via Zoom Teleconference Meeting
October 8, 2021

BPAC Committee Members Present and Participating:
Karla Weaver, Chair, Dallas/Ft. Worth
Chelsea Schultz, Waco
Chris Tabb, Wimberley
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 Present and Participating:
Eric Gleason, Director, Public Transportation Division (PTN)
Bonnie Sherman, Statewide Bicycle / Pedestrian Program Supervisor (PTN)
Noah Heath, Statewide Bicycle / Pedestrian Planner (PTN)

Also, Present and/or Participating:
Carl Seifert, Jacobs Engineering Group
John Habermann, Texas A&M Transportation Institute (TTI)
Jacqie Wilson, CD&P

AGENDA ITEM 1: Call to Order.

Karla Weaver, calls the meeting to order at 9:30 A.M.

With new BPAC members Chris Tabb and Zack Magallanez, members took a moment to introducing themselves.

AGENDA ITEM 2: Safety briefing.

Bonnie Sherman presented this item beginning at 9:42 A.M.

Comments: No Comments

AGENDA ITEM 3: Approval of minutes from July 16, 2021 BPAC meeting. (Action)

Karla Weaver introduced this item at 9:43 A.M.

MOTION Eva Garcia moved to approve the July 16, 2021 BPAC meeting minutes.

SECOND Frank Rotnofsky seconded the motion.

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

Comments: no comments
AGENDA ITEM 4: Report from TxDOT's Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters.

Eric Gleason delivered the Director’s report beginning at 9:45 A.M.

Eric Gleason provided an update on Bicycle and Pedestrian Program activities including an update on 2021 TxDOT Transportation Alternatives Call for Projects, an overview of the Transportation Alternatives Program implementation progress, acknowledgement of Bonnie Sherman’s recent promotion, and a look ahead at the January BPAC meeting.

Comments: no comments

AGENDA ITEM 5: Vice Chair election. (Action).

Karla Weaver introduced this item at 9:50am.

Karla Weaver asked for interest from members in serving as Vice Chair. Chelsea Schultz communicated interest prior to meeting. With no other members communicating interest, an election for vice chair was not necessary.

MOTION
Frank Rotnofsky made a motion to appoint Chelsea Schultz as Vice Chair for the TxDOT Bicycle and Pedestrian Advisory Committee.

SECOND
Eddie Church

The motion passed unanimously at 9:53 A.M

Comments/Questions: Karla Weaver, Chelsea Schultz, and Frank Rotnofsky

AGENDA ITEM 6: Discussion on Bikeway Design Effort implementation update and letter to Texas Transportation Commission. (Action)

Bonnie Sherman presented this item at 9:54 A.M.

Bonnie Sherman presented implementation efforts for phase 1 of the bikeway design effort. At 10:09 A.M. Brandye Hendrickson joined the meeting and introduced herself as the new Deputy Executive Director for Planning and Administration. She spoke about her interest in transportation systems and the importance of the work BPAC is doing on behalf of vulnerable roadway users. Bonnie then resumed her presentation on implementation efforts for phase 2 of the bikeway design effort and asked BPAC to authorize the chair to submit a letter to the Texas Transportation Commission, updating and summarizing the effort BPAC underwent to assist in modernization of Bikeway Design at TxDOT.

MOTION
Eddie Church – to authorize the Chair to forward letter to Commission on behalf of BPAC.

SECOND
Chelsea Schultz

The motion passed unanimously at 10:19 A.M

Comments/Questions: Clint McManus, Mike Schofield, Eddie Church, Eric Gleason, Brandye Hendrickson
AGENDA ITEM 7: Discussion on updating the Strategic Direction Report for TxDOT’s Bicycle and Pedestrian Program. (Action)

Carl Seifert presented this item at 10:20 A.M.

Questions/Comments: Clint McManus, Frank Rotnofsky, Karla Weaver, Carl Seifert, Mike Schofield, Eva Garcia, Chris Tabb

AGENDA ITEM 8: Discussion on TxDOT Safety Task Force Pedestrian and Bicycle Subcommittee. (Action)

Noah Heath presented this item at 10:52 A.M.

Comments/Questions: Eva Garcia, Karla Weaver, Frank Rotnofsky, Clint McManus, Chris Tabb, Mike Schofield

AGENDA ITEM 9: Presentation on Safe Walking and Bicycling During I-35 Construction in Waco.

John Habermann & Jacqie Wilson presented this item at 11:20 A.M.

Comments/Questions: Carl Seifert, Karla Weaver, Chris Tabb

AGENDA ITEM 10 & 12: Updates from committee members on local and statewide issues.

Karla Weaver asked to combine agenda items 10 & 12 for the sake of time. Committee members provided updates from their regions and any future agenda item ideas at 11:52 A.M.

Comments/Questions: Chris Tabb, Clint McManus, Eddie Church, Eva Garcia, Mike Schofield, Rick Ogan, Zack Magallanez, Karla Weaver

AGENDA ITEM 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.

Karla Weaver introduced this item at 12:04 P.M.

No public comments were submitted for the October 8, 2021 BPAC meeting.

AGENDA ITEM 13: Adjourn. (Action)

MOTION Chris Tabb
SECOND Eddie Church

Meeting adjourned at 12:05 P.M.

Prepared by:     Approved by:
__________________________  _________________________________
Noah Heath     Karla Weaver
Public Transportation Division   Chair, Bicycle Advisory Committee
Communications Strategy for Bicycle & Pedestrian Program

Adam Hammons – TxDOT Media Relations

What are we going to talk about?

1. Avenues to engage with the public
2. Content ideas
3. Discussion with BPAC
- Twitter (100K followers)
- Facebook (250K followers)
- Instagram

LinkedIn
Content Ideas

Education
- Safety issues
- Laws
- Safe practices

Resources
- Bike maps
- Guidance

Projects
- Recently completed
- Upcoming

Web page
- Anything else on the Bike/Ped TxDOT.gov page: https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html

Videos

PSA’s
Testimonials

*Testimonials and funny videos create the most engagement on social media.*
What topics would you like to see promoted?

What messages might be good as a PSA?
- Social media influencers?
- Any other thoughts or ideas?
Texas Transportation Commission
Safety Task Force:
Pedestrian & Bicycle Safety Subcommittee Update
January 14, 2022

Presentation agenda

1. NCTCOG Pedestrian Safety Action Plan
2. UTCTR Statewide Pedestrian Crash Analysis
3. Next steps
4. Discussion and possible action
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.

Pedestrian and Bicycle Safety Subcommittee recent activity

<table>
<thead>
<tr>
<th>July</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>January</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kickoff Meeting</td>
<td>Presentation on UTEP Research on causes of pedestrian and bicycle crashes in DFW</td>
<td>Update presentation to BPAC</td>
<td>Presentation on NCTCOG’s Pedestrian Safety Action Plan</td>
<td>Update presentation to BPAC</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Presentation on UT CTR Research on statewide pedestrian countermeasures</td>
<td></td>
</tr>
</tbody>
</table>
NCTCOG’s Pedestrian Safety Action Plan (PSAP)

PSAP Key Elements
1. Identify demographics and contributing factors to crashes
2. Create crash density maps
3. Refine high-risk pedestrian safety corridors
4. Identify goals and policies to support a vision zero
5. Develop action plan to guide projects and programs that will address pedestrian safety issues

Foundation
- Used UTEP-developed methodology for: a) data analysis and b) corridor targeting

Result
- With additional detailed review and collaboration with local governments, NCTCOG identified 105 Pedestrian Safety Corridors

Urbanized Area Pedestrian Crashes per Square Mile (2014 - 2018)

Areas examined for high-risk crash corridors
NCTCOG Metropolitan Transportation Plan (MTP) 2045 Goals:

- **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050 (Supports RTC and the TxDOT/TTC safety goals)
- **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users
- **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities
- **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements
- **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

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### Action Items from NCTCOG’s Pedestrian Safety Action Plan

<table>
<thead>
<tr>
<th>Action Item group</th>
<th>Action Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop performance measures</td>
</tr>
<tr>
<td>2</td>
<td>Coordinate/support educational programs/campaigns</td>
</tr>
<tr>
<td>3</td>
<td>Coordinate/support policies, programs and marketing campaigns</td>
</tr>
<tr>
<td>4</td>
<td>Update the Plan at least every five years</td>
</tr>
<tr>
<td>5</td>
<td>Conduct annual monitoring</td>
</tr>
<tr>
<td>6</td>
<td>Facilitate projects and programs that improve pedestrian safety</td>
</tr>
<tr>
<td>7</td>
<td>Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors</td>
</tr>
<tr>
<td>8</td>
<td>Implement safety improvements in the pedestrian safety corridors</td>
</tr>
<tr>
<td>9</td>
<td>Regional Transportation Council legislative program related to safety</td>
</tr>
<tr>
<td>10</td>
<td>Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)</td>
</tr>
</tbody>
</table>
Pedestrian Protection via Cost-Effective Countermeasures

**Key Elements**

1. Identified and ranked highest pedestrian-crash corridors in Texas
2. Identified pedestrian-crash hotspots within corridors
3. Developed methodology for estimating Benefit-Cost Ratios (BCRs) for pedestrian countermeasures

**Methodology**

- Analyzed statewide pedestrian-related crashes between 2010 and 2019 and created algorithm to select worst intersection and mid-block crash areas
- Analyzed 300 pedestrian-related crash reports
- Identified benefit-cost ratios for pedestrian countermeasures

**Results**

- Identified highest pedestrian crash corridors and some potential countermeasures
- Preliminary guidebook to help identify and implement pedestrian countermeasures

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**Selected pedestrian countermeasures and crash modification factors (CMFs)**

<table>
<thead>
<tr>
<th>Basic Roadway Treatments</th>
<th>Cost (min/max)</th>
<th>Cost unit</th>
<th>Average CMF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic curb and gutter</td>
<td>$1.05/$110</td>
<td>Linear foot</td>
<td>0.89</td>
</tr>
<tr>
<td>Narrowed curb radii</td>
<td>$15k/$40k</td>
<td>Per corner</td>
<td>0.81</td>
</tr>
<tr>
<td>Prohibition of left turns</td>
<td>$800</td>
<td>Per sign</td>
<td>0.28</td>
</tr>
<tr>
<td>Raised crosswalk</td>
<td>$7.1k/$30k</td>
<td>Each</td>
<td>0.64</td>
</tr>
<tr>
<td>Narrow roadway from 4 lanes to 3 lanes</td>
<td>$12.5k/$50k</td>
<td>Per mile</td>
<td>0.71</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrian-specific Treatments</th>
<th>Cost (min/max)</th>
<th>Cost unit</th>
<th>Average CMF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete sidewalk</td>
<td>$2.09/$410</td>
<td>Linear foot</td>
<td>0.26</td>
</tr>
<tr>
<td>Paved shared use path</td>
<td>$64k/$4.2mill</td>
<td>Mile</td>
<td>0.14</td>
</tr>
<tr>
<td>Pedestrian leading intervals</td>
<td>$0/3,500</td>
<td>Each</td>
<td>0.85</td>
</tr>
<tr>
<td>Streetlighting</td>
<td>$310/$13,900</td>
<td>Each</td>
<td>0.44</td>
</tr>
<tr>
<td>Access management improvements</td>
<td>$3k/$5k</td>
<td>Per driveway removed</td>
<td>0.5</td>
</tr>
</tbody>
</table>

**CMF Example:**

$0.89 = 11\%$ reduction in predicted crashes
Subcommittee actions

- Subcommittee members and TxDOT Divisions are discussing a Statewide Pedestrian Safety Action Plan (PSAP)

- Coordinating with the Texas Strategic Highway Safety Plan (SHSP)
  - Currently being updated
  - Features a pedestrian emphasis area

- Tapping into resources available through FHWA’s Focused Approach to Safety
  - Texas is Pedestrian Focus State

Simplified systemic safety methodology

1. Analyze crashes and contexts
2. Determine appropriate low-cost countermeasures for each crash type
3. Proactively and systemically apply countermeasures for high-risk locations
4. Monitor, adjust, repeat
Please send additional questions and comments to TxDOT’s Bike/Ped Group:

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

Noah Heath, AICP
TxDOT – Public Transportation Division
Bicycle and Pedestrian Planner
Noah.Heath@txdot.gov
(512) 486-5973

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

Jacobs
Strategic Direction Report Update Project
January 14, 2022

Presentation agenda

1. Review of SDR Purpose
2. Defining micromobility
3. Strategy identification, categorization, and prioritization
4. Schedule and next steps
What is the Strategic Direction Report?

- The Strategic Direction Report will:
  - provide TxDOT with short-term guidance on 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

SDR Update Purpose

Update Strategic Direction Report to:

- reflect progress in last six years
- better include pedestrian modal concerns
- consider how personal mobility or micromobility devices relate to bicycling and pedestrian issues
Micromobility industry definitions

Most commonly cited definitions

- **Federal Highway Administration (FHWA)**
  - Any small, low speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (ebikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.

- **Pedestrian and Bicycle Information Center (PBIC)**
  - Motorized -> electric-battery-powered, fully or motor-assisted device
  - Low speed -> generally <20 mph, compatible with sidewalk use
  - Small Size -> generally <3 feet wide & <100 lbs.

- **Society of Automotive Engineers (SAE)**
  - Powered micromobility vehicles meet the following criteria:
    - Be partially or fully-powered by a motor
    - Have a curb weight of less than or equal to 500lb
    - Have a top speed of less than or equal to 30 mph.

### Attributes:

- Device weight
- Device speed
- Motorized vs Power-assist vs Nonmotorized
- Shared as part of a network vs Privately owned
  - Docked vs Dockless

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Is micromobility shared? Is it motorized?

**Consider:**

Does micromobility include both shared and personal small mobility devices?

Does micromobility include motorized, power-assist, and nonmotorized (human-powered) devices?
How does BPAC define micromobility for the Strategic Direction Report?

- **Size**
  - Small (<100 lbs)

- **Speed**
  - Low (<20 mph)

- **Power**
  - Motorized
  - Power-assist
  - Non-Motorized

- **Shared**
  - Shared
  - Privately owned

- **Docked**
  - Docked
  - Dockless

Preparing for engagement activity-> Reminder of SDR structure

<table>
<thead>
<tr>
<th>Focus Area</th>
<th>Strategy</th>
<th>Responsible Party</th>
<th>Time frame</th>
<th>Action</th>
</tr>
</thead>
<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>
</tr>
<tr>
<td></td>
<td>Create a plan to sustainably utilize TA Flex funding</td>
<td>TxDOT</td>
<td>5 years</td>
<td>Actions</td>
</tr>
<tr>
<td></td>
<td>Create a pipeline of TA projects</td>
<td>TxDOT, MPOs, local gov’ts</td>
<td>5 years</td>
<td>Actions</td>
</tr>
</tbody>
</table>

One or more action items comprise a strategy
**Proposed SDR Update Focus Areas**

- Expand the **bicycle and pedestrian networks**
- 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

**Discussion item:**
Do BPAC members want to consider modifications to focus areas?

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**Virtual engagement activity**

**Purpose:**
- Refine and generate additional strategies to implement the agreed upon Focus Areas

**Tool:**
- Social Pinpoint
- Links sent directly to BPAC members (only participants)

**Details:**
- Stepping through each Focus Area, we will walk through members’ most important initial strategies
- Discuss, revise, comment, and “like” strategies
- Project team is taking notes and saving ideas under “parking lot”
- Facilitator will call on people as necessary

*Initial strategies identified by project team and BPAC*

*BPAC strategies originated from email-based brainstorming responses following the January 2021 BPAC meeting*
Virtual engagement activity

Switch to virtual engagement software in internet browser...

Schedule and next steps

**January to April**
- TxDOT to review and refine strategies internally

**April BPAC**
- Activities to prioritize strategies and identify 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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