

## MEETING AGENDA

TxDOT Bicycle and Pedestrian Advisory Committee (BPAC) Meeting  
 April 9, 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 January 15, 2021 BAC meeting. (Action)
4.	Report from TxDOT's Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters
5.	Discussion on Bikeway Design Effort interim guiding principles for bikeway conflict points. (Action)
6.	Discussion on next BPAC effort. (Action)
7.	Update on TxDOT's 2021 Transportation Alternatives Set-Aside (TA) Call for Projects evaluation criteria.
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 <a href="mailto:BikePed@txdot.gov">BikePed@txdot.gov</a> by April 19, 2021, to be included as part of the meeting record.
10.	Discussion of agenda items for future BAC 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 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

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#### Teleconference instructions:

Event address for attendees:

<https://us02web.zoom.us/j/84762519649?pwd=NTg2Sk5qb1pTSDVFC9jckJocjVIUT09>

Passcode: 123456

Or iPhone one-tap :

US: +13462487799,,84762519649#,,,,\*123456# or  
+16699006833,,84762519649#,,,,\*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  
+1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 847 6251 9649

Passcode: 123456

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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



## 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.**



## 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**



- 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:

### Bonnie Sherman, AICP

TxDOT – Public Transportation Division  
Statewide Bicycle and Pedestrian Coordinator  
[Bonnie.Sherman@txdot.gov](mailto:Bonnie.Sherman@txdot.gov)  
(512) 486-5972

### Noah Heath, AICP

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(512) 486-5973

### Carl Seifert, AICP

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(512) 486-5974  
**Jacobs**

# BPAC Future Work

## *Strategic Direction and other efforts*

April 9, 2021



1. Approach overview
2. Brainstorm results
3. Idea categorization
4. Prioritization and engagement



Purpose of BPAC is to advise the Commission on:

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

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*“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**.”*

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## 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.





## 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





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



## ***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



## *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



### *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





### ***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?



### ■ 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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**Jacobs**



# **TxDOT 2021 Transportation Alternatives (TA) Program: *Evaluation Criteria Update***

April 9, 2021



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

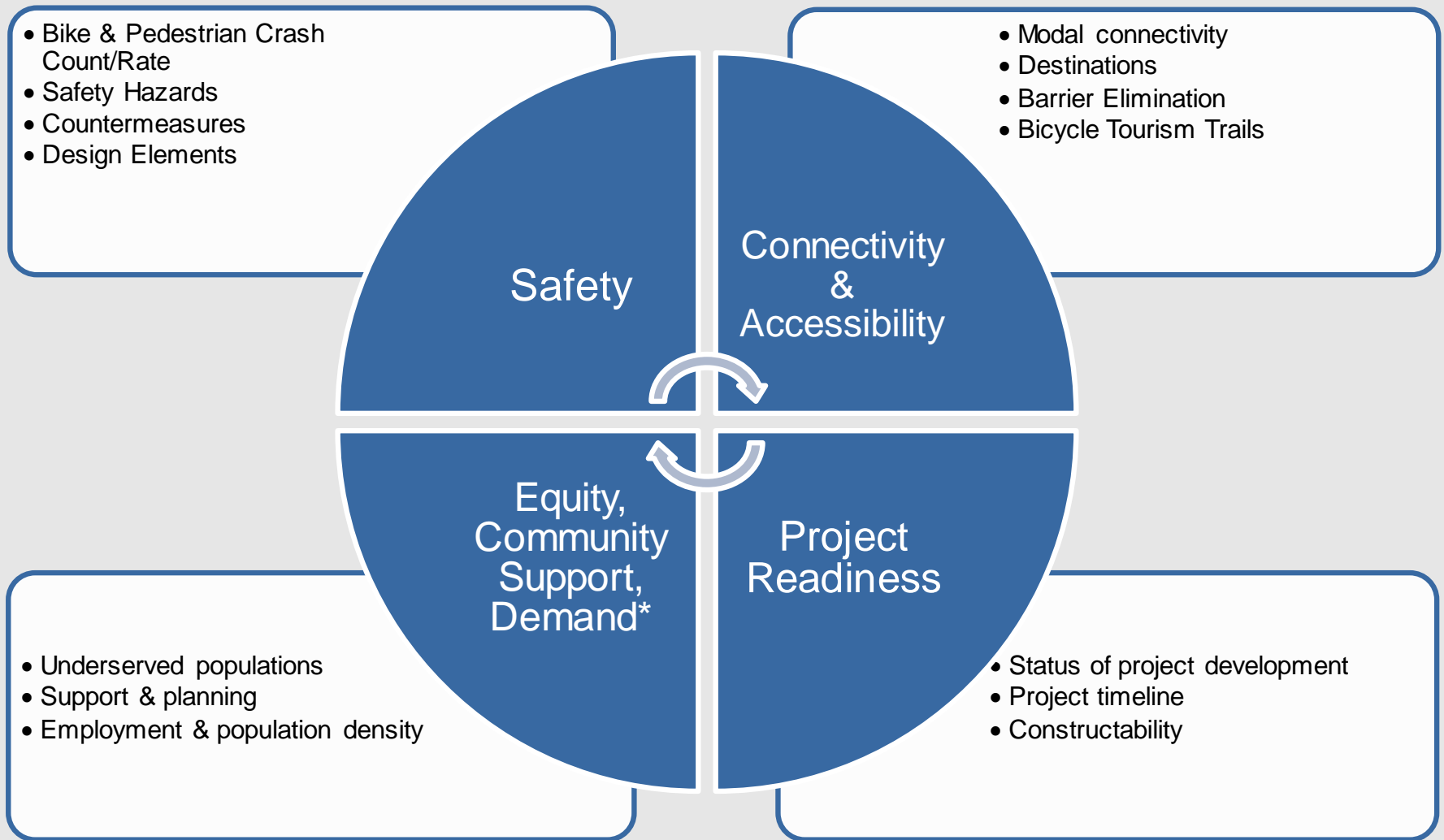


- Development of 2021 TA Evaluation Tool
  - 2019 TA criteria
  - TxDOT mission, vision, and goals
  - Identified best practices at State DOTs, MPOs
- Workshop with **District TA Coordinators** and **Small MPOs**
  - Identified criteria & measures
  - Weighted based on local priorities
- Refined TA Evaluation 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 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





\*Demand is evaluated for Small Urban projects only



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