

January 14, 2022.  
TXDOT BPAC Meeting

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>> Windsor: Good morning, everyone, my name is Karla Weaver -- oh or Karla Windsor, excuse me, I got married, it's still new. We're calling this meeting to order, it's 9:31. This is the January 14th, 2022 meeting of the TxDOT bicycle Pedestrian Advisory Committee. Welcome, everybody, our first meeting of 2022, it's exciting, we have a great agenda today that we're looking forward to. I'm going to go down our roster of the committee members, and I'll say your name and your location, and if you will just let us know that you're present for the record, that would be great. Chelsea

Schultz from the Waco area.

>> Schultz: Good morning, I'm here.

>> Windsor: Thanks, Chelsea. Chris Tabb from Wimberly.

>> Tabb: Here, thank you.

>> Windsor: Thanks, Chris. Clint McManus from Houston area.

>> McManus: Good morning, and congrats on the marriage.

>> Windsor: Thanks, Clint, good morning. Eddie Church from cedar park.

>> Church: Present here, thank you.

>> Windsor: Eva Garcia from Brownsville?

I think she might be our only one not on the call. Hopefully she can join us.

Frank Rotnofsky from Laredo.

>> Good morning and present.

>> Windsor: Thanks, frank. Jeff Pollock from Corpus Christi. Good morning, Jeff. Mike Schofield from Austin.

>> Schofield: Good morning, I'm here.

>> Windsor: Hey, Mike. Rick Ogan from San Angelo.

>> Ogan: Good morning, here and congratulations.

>> Windsor: Thank you, good morning. And finally, Zack Magallanez from San Antonio.

>> Magallanez: Good morning and happy new year.

>> Windsor: With that call to order complete, I'm going to turn it over to Bonnie Sherman who is going to give today's safety briefing. Bonnie?

>> Sherman: Good morning, for this month's safely briefing, if you can pull up the slide, Ray --

>> Where did Karla go?

Stand by.

>> Sherman: For this month's safety briefing we will be reviewing preliminary crash data from 2021. Because 2020 was so unusual travelwise, we have included 2019 monthly totals in the charts that you see here. Overall, 2021 continued to see a year over year increase in fatal and serious injury crashes among bicyclists and pedestrians on Texas roadways since

2019, and while there was an increase in total crashes involving bicyclists and pedestrians since last year, total bicyclists and pedestrian crashes have declined compared with 2019.

39% of documented pedestrian crashes are serious or fatal. There was a 12% increase in pedestrian deaths and an 18% increase in pedestrian serious injury crashes in 2021 compared to 2019. Total crashes involving pedestrians increased 8% over last year.

For bicyclists, 18% of documented cyclist crashes on Texas roadways are serious or fatal crashes. The number of fatalities increased 10% and serious injuries increased 13% in 2021 over 2020.

Total crashes involving bicyclists increased 3% in 2021 over the previous year. This underscores the performance of the BPAC's work and all of the items on the agenda today, so I want to thank you for your role on this committee, and let's have a good meeting. Thank you.

>> Heath: Ray, Karla just e-mailed me and said that she was removed by the host and she's not able to join -- rejoin the meeting.

>> I apologize. Let me send Noah -- can you send her what I just sent you and I'll get her back in?

>> Seifert: In the meantime, it looks like Eva has joined us.

>> Garcia: Good morning, everyone, sorry about being a few minutes late, but good morning.

>> Seifert: No worries.

>> Garcia: Does the vice chair not normally sit in for the --

>> Gleason. That's a good suggestion, perhaps the vice chair could pick up the agenda.

>> Schultz: I'm here, I could try. I didn't have any agenda prep. Let's see, so the next item on the agenda is the approval of minutes from October 8, 2021. Do we have any comments or corrections for the minutes?

>> Rotnofsky: This is frank Rotnofsky, I move to approve the minutes of the last meeting.

>> Schultz: Great, looks like the minutes stand. The next item is the

report from TxDOT Public Transportation Division director regarding statewide public and pedestrian matters.

>> Thank you, Chelsea: Happy new year.

>> All: Happy new year.

>> Gleason: Bonnie's previous discussion on the safety -- the safety topic, very sobering information, I think just underscore what she said, it really, really lends a tremendous amount of significance to the work of this committee. This is an enormous issue for the department right now. There's a lot of focus on it. And I'm excited about the work I think that lies ahead with this committee, both in terms of supporting the safety Task Force work through the bike ped sub comet that Bonnie leads within the department, and I think also in your discussion coming up today, I would encourage you to look strongly at the efforts that you can help us with with respect to dealing with this very, very difficult issue.

For my report today, relatively short on my end, I'm going to turn it over to Bonnie shortly here to provide the committee with some information on the infrastructure investment and jobs act, and what it means for our bicycle and pedestrian program here in Texas. But I will provide a brief update on our work on transportation projects around the state.

Since we met last in October, the commission approved \$55 million in TA funding, and a small amount of overall school funding to 41 projects in areas of the state of over 200,000 in population. And because of the investment act, we have an opportunity to revisit that complete list of projects that we received proposals about in the 2021 call. I have an opportunity to revisit that list in the context of additional FY '22 and (indiscernible) funding. So we will be hopefully here shortly in the process of looking for some additional projects to approve off of that call.

Where we stand right now with respect to our overall program between 2015 and 2021 call, we have 172 projects that are in various stages of initiation all the way through completion. So significant number of projects, just over a quarter of those have been completed, about a quarter are under construction and the rest are in some stage of project initiation or project development, so accumulating quite a large number of projects, and

while I have to say each of these, you know, if you're to look at a map of the State of Texas, each of these would be little dots on that map, but in the communities that they're being constructed in, they are enormously important, exciting, and significant efforts, so we are more than happy to be a part of that, and look forward to funding more of these in the future.

So any questions for me on our TA program update, and if not, I'm going to turn it over to Bonnie.

>> McManus: I do have one question. I think it's great that we're able to look at more potential applicants. I'm just curious if you think it will also require reopening the application process or there was enough interest in the last application?

>> Gleason: So we have more than enough interest in the last application process to look for the next -- the next group, and make it a part of the conversation in each we do that. There may be opportunities, downstream opportunities from the call for additional awards. The only (indiscernible) that we would have of course is if we actually undertook our next call, our 2023 call, that would be an effort, that would mean we couldn't go back to this -- (indiscernible) I'm going to turn it over to Bonnie and she's got some slides.

The brought the committee through what we know so far about what the infrastructure and job acts means programs, Bonnie?

>> Sherman: Right. Ray, here, the IJA has a lot for bicyclists and pedestrian programs in it. There are major changes to the transportation alternative set aside funding. Most significantly, the amount of funding in the program.

We are still waiting to receive what our statewide distribution will be, and then how that filters down across the state, but we do know that there will be an increase in funding coming to the state, and there will be a change in the way the so called flex funds are handled. In the past, states could flex 50% of TA funds to other programs, and as of this Bill, they will be -- that flex amount will be reduced to 41% of the state TA distribution and the flexing can only occur after a state DOT holds a competitive call, provides technical assistance and demonstrates that no suitable applications remain.

We're also looking at a new population sub category, the small urban areas are being broken out into two, 5,000 to 49,999 in population, and 50,000 to 200,000. So the statewide TA program will have three population breakouts.

Safe routes to school is also being reinstated. It will have a portion of the TA funds will be earmarked or targeted toward safe routes to school projects, and not sure how much that will be. There are also new eligibilities for MPOs that are I think between 50,000 and 200,000, and also nonprofits, and TA funds will be also made available for technical and application assistance to project sponsors.

Next slide. There's also a number of safety changes included in the IIJA. There are changes to the highway safety improvement program, including additional eligibilities for noninfrastructure programs such as educational programs, some traffic calming speed reduction, and other pedestrian safety improvements.

The Bill also includes definitions for safe systems approach and vulnerable road user and requires that at least 15% of HSIP funds be used toward vulnerable road user projects when those vulnerable road users comprise 15% or more of roadway fatalities which unfortunately is the case in Texas.

It also adds vulnerable road user assessments to the strategic highway safety plan. There's also recommendations for added protections for vulnerable road users in the manual on uniform traffic control devices, and increased funding for nonmotorized user programs that are funded through *NHTSA*, *NHTSA*, and a new discretionary program to fund Vision Zero plans. Next slide.

There it is. There are also a number of new programs included in the bill. There's a complete streets program which identifies funding for policies, standards and plans that improve safe accessible and connected intermodal networks.

There is also a new competitive grant program called an active transportation infrastructure investment program that would fund safe connected active transportation networks that have broad community

support and commit to safety, financial incentives, have public private partnerships or partnerships in their development, and that program also provides for expedited project delivery.

So perhaps advancement of bicycle tourism trails could be an eligible component under a program such as this.

And then there are a number of other pilot programs that are recommended associated with bicycle and pedestrian accessibility and safety and there -- like I said, this just is highlights of the bicycle and pedestrian components of the new Bill. There are summaries available online if you look up ASHTO, or you can contact me, or I can provide a summary that ASHTO has provided of the detailed pedestrian program elements in the IJJA, but time will tell how they all get implemented, so there's plenty more to look forward to from that.

And then finally, I'm going to go ahead and kick off the next item on the agenda the communication strategies for the bicycle and pedestrian program. This item was a result of a suggestion from Commissioner Vaughn to obtain the BPAC's insights on specific messaging for bicycle and pedestrian communications, what resonates with your communities?

How do we get the word out about TxDOT resources that are available?

So these are some of the things that we want to hear from you, and today we have Adam Hammons from TxDOT's communications division to give y'all an overview of TxDOT's communications opportunities and get your input. So we look forward to your feedback.

>> Hammons: Thanks, Bonnie, as she said, my name is Adam Hammons, basically run the social media channels, press releases, that kind of thing. Let me see if I can start.

Apologize. Okay. This will work.

All right. So basically, we just want to hear from you as Bonnie said. This is kind of our chance to communicate with you and see what your priorities are, what you want to communicate with the public, what kind of issues you're seeing, so before we do that, though, we want to go through what kind of avenues we use to communicate with the public, several different ways we can do that, we can go into what kind of things we want to

talk about, safety issues, lots, finally, we have questions for you guys as far as what you guys want to see.

So big thing that we use when we get in the public is social media, these are the big three, Twitter, Facebook, Instagram, these our biggest followers, more than six figures of followers. We kind of use these the most for kind of social media pushes. There is an example of a post we did with Public Transportation Division for bicycles, Twitter posts we did in December, and we kind of had fun with, kind of made it kind of Christmas themed, and you can't see it, but the GIF is actually Kramer from "Seinfeld" riding a bike. So we had fun with these on social media. The other platform is LinkedIn. This is kind of a different strategy that we use this for. It's kind of more for people in the industry. It's for HR post, job posts, that kind of thing. This is a post we worked on with the division back in November, and it's talking about design, updated design guidance for bike lanes, and this is specifically for engineers and professionals you can see. That is why we just used that for LinkedIn, because that's the audience on LinkedIn, more professionals. And then one big avenue we like to use is the TxDOT home page. This is a good strategy to use to kind of push to different things on our TxDOT site, you can see on the front page ...

What kind of topics are you thinking about right now?

>> I can kick this off. One thing that comes up in our local BPAC is how to share the road with cyclists, and getting -- vulnerable road user, safe passing distance, things like that.

>> Adam, do you remember the campaign for three foot rule. I occasionally see a guy that has a shirt with the arrow on the back. I'm not sure that resonated with motorists, can you give us a background on that and where that began and how it's still going?

>> Actually not familiar with that campaign. That might have been before my time, but --

>> McManus: Statewide (indiscernible) I know, I could be wrong, but I'm pretty sure that's local.

>> If I may say something, this is Rick. Legislature actually passed the 3-foot law, but the Governor at the time refused to sign off on it, so basically



it died.

That's for statewide.

>> McManus: But I do think it does raise a question about -- I don't know if it's TxDOT elevating local laws, like we have a 3-foot passing law in Houston, the Police Department probably does the best job of educating folks about it, but I don't know -- like Adam, do you think that is a role that TxDOT could play or it's not if you're delivering more of a statewide message, could that be effective?

>> Hammons: We could do a role in that, that might be more districtwide. We have (indiscernible) in every single district, so if there are laws that we want to highlight in a certain area, then we can work with that local team to kind of highlight that and feeds or whatever that might be in that specific area, may not be statewide on our statewide fees, but it would be more localized to -- if it's Houston, we could have our Houston team, you know, come up with something for that.

>> This is Mike from Austin. I'm wondering, maybe this is a question for PTN folks, but whether TxDOT messaging has to be restricted to State Law as well, whether its could be messaging about safe passing, best practice, even in the absence of the State Law.

>> I think it probably depends -- this is Bonnie -- sorry. Turn on my video. I think it depends on how its message, like Adam was mentioning, through the districts, they can share messaging that is associated with local programs or local law, local ordinances, but statewide, you know, I think it just depends on the message. But our focus would be on State Laws, statewide.

Programs that affect everyone statewide.

>> This is Jeff: If I can just put a plug in for sort of the emotional and empathetic dimension to this. Our experience locally is that message is about legality and consequence don't resonate as much as something that feel as little more human, you know, to the -- I guess I'm trying to corroborate the merit of videos that are personal, but something that helps motorists who are noncyclists, as users, as opposed to the consequence if you have to get caught within 3 feet for example. To me I think there's real

value in that.

>> Yeah, to echo that, I think the big part about the videos that I was talking about is the low production value of it, it's almost like a person took over our social media feeds and did their own posts and that resonates with people a lot more. It's much more casual, much more conversational, that usually does a lot better. Having a person doing a selfie style video next to a bike lane. Look how close cars are getting to this, this is crazy, you know, something like that.

>> I think there are a couple of hands raised. Eva, I think you were first if you want to go ahead.

>> Garcia: Yes, thanks, a little about what Jeff said about how content about laws cannot be -- not get as many hits, basically. I was thinking what I've been seeing on social media, it's like this ten year difference, challenge, what's that, trend where you see what the difference is in an area, so our city in Brownsville highlighted how they, you know, closed some roads to connect pedestrian friendly areas, another on a road diet, I was thinking as a topic to be promoted, project completion would be a good one, especially if those projects, you know, implemented the design guidance that we just put out, if that project has seen a significant safety improvement because of the investment, you know, just different things, and I think it could be highlighted in a very, you know, low production value kind of way where just like, hey, I'm in my city, this is the project that we did. This is the law that was being, you know, like a lot of people were not following this law.

If we wanted to incorporate information about laws, the excitement is the project and highlighting that region, and taking it around the state would be kind of a fun thing to do.

Thank you.

>> I agree on that, are you referring to how it started, how it's going kind of deal?

>> Yeah, uh-huh.

>> Yeah, that would be a really neat idea especially for social media purposes.

>> Tabb: This is Chris, just a suggestion for educating motorists in terms

of pedestrians and the hybrid beacons, I don't know if there's a way to target that in areas where they are being installed where they haven't previously been could be fun as Anna mentioned having someone in the pedestrian to draw some personal impact for that. But I don't know of any other place where that driver education happens for new traffic control devices that are installed unless it's a new driver and most of us aren't 16 anymore.

>> This is frank. I would like for us to consider promoting a campaign what active transportation is for Texans, you know, all of the benefits as well as the opportunity to produce congestion and traffic. I think that would be a good message coming from TxDOT.

>> I was just going to highlight, I know this is another law, but state did pass the Torrey Smith act this past year. I -- I say that (indiscernible) drivers class something, misdemeanor, a driver hits a pedestrian in a crosswalk, but I know that -- I want to say that and also say I completely agree with what Jeff was saying about trying to focus on the humanizing legal consequences, but I do think that is an important new law if not, even outside of the law, I think it is a good recognition that there are -- that pedestrians are -- encounter unsafe situations and I'm glad that the State Legislature recognized that, but, yeah, any -- any way to humanize that would be great too.

>> Hammons: Can I ask real quick, I think it was Chris who was talking about pedestrian hybrid beacons, I may have missed that, but what about the PAC we should highlight or just highlight that they're there, what about 'em?

>> Tabb: Basically, sorry, the instructions for using a pedestrian hybrid beacon are written on the sign, but most people are not I think going to be paying attention to the signs, so especially for new installations, I see them much more commonly for bus connections and things, but helping drivers to understand how to work with them correctly, as you said, it may not gather interest on social media if it's just an infomercial, but if there were a pedestrian standing there or something like that next to the sign, that might be more engaging for Facebook scrolling.

>> Hammons: Yeah, that's not a bad idea, and I'll -- you know, people fly by those when they're flashing red or almost hit people, so I think that

would be a good highlight.

>> McManus: Just in general a lot of bicycle infrastructure can be unfamiliar to folks who don't use it, so definitely the pedestrian hybrid beacons, but I think, you know, protected bike lanes, people didn't see those fifteen years at all, there's like some series about, you know, bike infrastructure, these things that might be unfamiliar to people, humanizing that would be great.

>> I agree, this is Zack from San Antonio. I would like to see information regarding like complete streets and what that looks like in each -- I don't know if this can be done, but like in each community.

For -- I'm speaking, personal experience, you know, some people that are in this industry that are, you know, work in this field like know relatively what complete streets are, but every community has like their own kind of definition and what that looks like for their own, you know, community, so anything that can be pushed, you know, taking a look at Brownsville or San Antonio, or Austin, and like what they're doing, as far as promoting and building complete streets.

>> Garcia: I think that's a great idea, Zack, and to kind of build on that, I think to make sure that the PSAs and the topics are not just targeted toward the urban areas, but maybe how some of these bicycle and pedestrian safety topics apply in rural communities, I think that could also be useful.

>> Windsor: Can you guys hear me?

>> Garcia: Yeah, welcome back.

>> Windsor: Okay, great, sorry I missed the last hour, but I'm on my phone now. Sorry if this was already said. I would say for the Dallas - Fort Worth region, we're focused on messaging about being seen at night, so we have completed our safety data and the majority of pedestrians are killed in dark lighting conditions, so we're focusing on you have to wear bright colors, reflective colors, everyone is out late at night, wearing black hoodies, walking their dogs, so we're working with cities on the importance of pedestrian lighting, especially at dangerous intersections and crossings, and then from the user end, bicyclists and pedestrians need to wear bright clothing, reflective clothing, we think that is one of our most important

messages just because of the data that we've seen of the number of people killed, the time of day, and those conditions.

>> Hammons: Great, thank you. These are all great ideas. We also kind of wanted to ask you if you knew if there were any social media influencers you know about maybe you want to reach out to, or any other thoughts you guys might have about what kind of content, what avenues you guys would like to see this information brought out to the public.

>> McManus: Any other thoughts or ideas, I just want to ask that, just any messaging TxDOT be really aware of coming across too victim blamey, and I don't think that is anybody's intention, but the one thing that came to mind in Houston there was an end of a street that are no sidewalks and no pedestrian crossing infrastructure, and it was targeted to pedestrians saying, you know, make sure to press the button before you cross the road, it's hypocritical, at least that is how it came across to me, and I don't think anyone at TxDOT was intending to blame the victim, but it did seem a little insensitive, I just want to make sure that any communication that comes from TxDOT is aware of those types of things.

>> Windsor: As far as social media influencers, we did a video with the Texas Rangers mascot, he's a horse of some kind, sorry I'm not a sports fan, I apologize, but maybe there are connections that can be made to the various sports teams in Texas that has a huge audience already built in, their mascot, some of the more popular players, maybe they would be also to do PSA. That's an idea.

>> Garcia: If I could just add, I do think any like, you know, these people with platforms, especially athletes, but maybe like some bicyclists that race, some racers, or people that use the street, I don't know what they're called, but, you know, they champion the Tour de France kind of things. Anyway, the other thing I was thinking about is a couple of the topics or highlights were about accessibility for people with disabilities, and maybe just kind of what their experience is like on the road and how a difference in like informing the population, you know, to be sensitive to others and that not to have like such an ableist kind of mind frame, but anyway, that's it. Thanks.

>> Hammons: These are all great suggestions. I really appreciate y'all.

Is there any kind of -- any more safety issues that you guys have seen in your areas that you really want to point out that you have seen, Karla you talked about lighting is an issue. People walk at night. Is there any kind of specific things?

I know the distance between cars and cyclists as well. Is there any other things that you guys have noticed?

>> Ogan: Here in Austin, vehicles yielding to pedestrians crossing is a big issue and I don't know if there has been a statewide campaign since the State Law changed to be a stop for pedestrian state instead of a yield for pedestrian state. That could be something.

>> Adam, this is Rick, when you're asking about safety issues, they talk about things that can be fixed easily like stop signs, fixing intersections. You talk to way roads are built?

>> Hammons: Really anything, you know, if there's -- is there anything you guys want to address, just let us know.

>> Ogan: Well, one of our pet peeves some of the roads in TxDOT building in more rural areas, such as the super 2s, where the shoulders of the highways almost completely device appear when there's a passing lane, you know, if cyclists are traveling from town to town, those type of roads become extremely dangerous, especially when there's culvert crossings or bridge crossings where the road narrows even more.

>> Windsor: I have one more. The other thing that we found in our data is that most pedestrians are hit mid block, so they're not going to the intersection or the corner to cross; they're making a dash, so something messaging about, you know, you know, not that crosswalks are impenetrable, because I've had a friend hit by a car in a cross walk, but something about that messaging that it might be safer to be in the crosswalk, or make sure people see you. I really stress before people cross the street, they need to look at the driver and make eye contact. I say that a lot to everyone I know. I think ha is the important safety tip that is not shared anymore. So just something about that, you know, being in a designated area, but also making sure the driver sees you and acknowledges you is really important.

>> McManus: Speed came to mind, I don't know if anybody has mentioned speeding. If there's anything TxDOT communications can do to make sure folks are going the appropriate speed.

>> So what kind of action should we take here for the communication strategy?

>> Hammons: I think for us it's kind of getting your -- your goals, your priorities, as far as communications goes, and we can draft out certain posts. We're planning on having at least one post every single month, minimum, over the next several months, maybe year, and really just kind of focus on bike pedestrian safety moving forward. If you want something else, let us know if you want, you know, like I said, things on the home page of TxDOT, if you want any other communication, just let us know.

>> Windsor: Adam, if you could have Bonnie send out the link to maybe where your Facebook or your Instagram or whatever that is, several of us work for Government agencies and we can use our social medias to forward those or send those out to our contacts and, you know, within our regions and then maybe we can help multiply your message and get it out further.

>> Hammons: That's a great idea. Yeah, I'll do that.

>> Magallanez: Adam, one more, this is Zach. I would like to see sorry, I got cut off. I would like to see information about how vehicles can share the road with micromobility, transportation, you know, the rise of electronic bicycles, scooters, et cetera.

>> Hammons: Yeah, thank you so much, I have a great list of priorities so I really appreciate you guys and your feedback.

And if there's nothing else, move on to the next item.

>> Windsor: Okay. I can jump back in here. Chelsea, thanks for taking the lead while I was out of commission. I don't know that we need a particular action. It sounds like Adam has got a lot of ideas and information that he's going to take back and work on which is exciting. Our next item on the agenda is an update on TxDOT safety Task Force, pedestrian and bicycle subcommittee. That is going to be presented by Noah Heath. Noah?

>> Heath: Thank you, Karla.

I'll wait for Ray to pull up the presentation.

Thank you. So as Karla said, I'll be giving an update on the pedestrian and bicycle safety subcommittee activities that have occurred since we last met with the BPAC.

Next slide.

The agenda for the presentation today is to go over the North Central Texas Council of Government Pedestrian Safety Action Plan. There's a few slides that is just basically a summary of the information that we shared with the subcommittee. We'll do the same with the UT Center for Transportation Research Statewide Pedestrian Crash Analysis.

This is a TxDOT research project with UTCTR and we'll also give a summary of the information that was shared with the subcommittee. And then we'll talk about the next steps or activities that the pedestrian and bicycle safety subcommittee is -- has been talking about as its path forward, as it starts to complete task and create or develop items.

And then we'll open it up for discussion with BPAC, and there is the possibility for action on this agenda item if y'all choose to take action, that's an option.

So next slide. Just as a reminder, the pedestrian and bicycle safety subcommittee is a subcommittee to TxDOT safety Task Force and the goal is for subcommittee members and BPAC to identify data driven outcome focused recommendations on a series of actions that hold promise to effectively reduce pedestrian fatalities.

So ideally, the goal would be to identify a set of pedestrian counter measures by reviewing research, planning, and analysis and engaging with stakeholders, and these counter measures, we would want to be able to recommend a set of counter measures that could be applied across a state, basically, do similar context. Next slide.

Now, this slide kind of gives an overview of the subcommittees' activities. The subcommittee kicked off in July and so these are each of the meetings and the topics that were covered in November, they covered the two topics that I shared in the agenda.

Next slide.



So Karla was actually going to give the summary. I don't know if you still want to do that, Karla, or if you want me to do that or --

>> Windsor: Yeah, I'm happy to cover these next few slides. So our regional pedestrian safety plan was completed last year. It took us a couple of years to put it together. We did it in house. And we wanted to have a guide for our region to sort of focus strategies and priorities for pedestrian safety. So the document looks at demographic contributing factors which the University of El Paso was leading a day of research project for TxDOT, that we actually submitted to their research division if you will.

And so they -- it was great timing. We kind of slowed down our process to catch up with them, and they did a lot of the data collection analysis and reviewing the crash records for causation and attributing factors.

So from there, we created a series, worked with them to create a series of crash density maps. We then started breaking down the region into corridors by zones and sort of we gridded it out, and then we created various goals and policies and created some action items, and so this will be referenced in our long range transportation plan, but we have more flexibility to update this more frequently if we like than our long range which has a lot of different layers. So we're moving to a in our region we want a lot of accompanying documents that can be added on as appendixes, or live on their own, or referenced, go to those documents to find out what you need.

So with your rules, you know, there was a lot of -- we met with a lot of local Governments. We engaged them with our top pedestrian safety corridors, and you can see from the next slide sort of how we broke out the region, let's see, our next slide should have a map. There it is. Of sort of areas that were high risk corridors, and so how you define a corridor, what the limits are for that, you know, some areas would have a lot of crashes and some of our more rural areas would be very small, but sort of breaking those out geographically we thought was important because we can do -- pedestrian crashes are sometimes very random, then sometimes they're very localized, then you've got that five year moving window of data,

you know, they can change, so this is our best bet. No surprises. A lot of our downtown central business districts near our Universities or some of our historic downtowns where we have a lot of pedestrian activity. The next slide will show you how we tried to link it up with goals that are already in our long range transportation plan and these will be familiar to a lot of you.

We wanted to sort of focus on like a Vision Zero type approach of reducing serious injuries and pedestrian crashes in our region by 2050. Our regional council or policy board has adopted a goal like this, balancing the safety and needs of all users, we've heard the phrase maybe, from 8 to 80, so does your 8-year-old nephew and your 80-year-old grandma feel comfortable using the facilities constructed in your region?

A high level of comfort is highlighted in our long range plan, and this plan matches up with that. We worked with the City of Fort Worth to do a comfort analysis on all of their sidewalks, and infrastructure for bikes and peds to kind of know where they need to make improvements based on the speed of the road, the size of the sidewalk, or the bike infrastructure, there were a couple of different factors involved there, so we highlight that plan and recognize that in various areas. Integrated roadway design with prioritizing pedestrian safety, because they're the most vulnerable user, and then implementing counter measures. And then we highlight federal highways recommendation of the top counter measures to target areas with unsafe pedestrian crossings or other issues.

And then finally, my last slide just shows from this, okay, know what our goals are, what do we want to do about it?

We went back to the classic 5Es, and grouped some activities into did education, evaluation, encouragement, engineering and also enforcement, and so these action items become activities. Our programs can take on. We can look for money to prioritize and we can encourage our local Governments to do the same, and this would be the types of partnerships or programs if they're interested in doing them in our region, we might want to partner with them or help fund those, so it really created a framework for us which is exciting. And then after this, we're going do look about later this year starting regional bicycle pedestrian -- excuse me, regional bicycle safety

plan as well that will be a companion piece. So that's kind of a very high level, a copy of the final report that was approved by our policy board is available on our website at NCTCOG.org. You could search for pedestrian safety plan. Noah?

>> Heath: Thanks, Karla.

So the next topic that was presented to the subcommittee was the research that UT, central for transportation research completed at the end of this year, they're still wrapping up some of the deliverables, making final touches, responding to comments from TxDOT, but the research portion and the general results have been completed, so this research project was focused on pedestrian crashes in the State of Texas. It was a statewide research project and the focus was to develop counter measures to decrease pedestrian deaths.

So the key elements were to identify and rank the highest pedestrian crash corridors in Texas, identify pedestrian crash Hotspots within those corridors and then develop a methodology for estimating cost ratios, benefit cost ratios for pedestrian counter measures.

And so they analyze statewide pedestrian related crashes between 2010 and 2019, and created an algorithm for selecting the worst intersections or the highest risk intersections in the crash areas. They analyze over 78,000 pedestrian-related crashes, and then they further looked at approximately 300 pedestrian-related crash reports in more detail for the areas that they had identified as high risk intersections in block crashes. So they looked at more detail to be able to determine exactly what were the contributing factors to that pedestrian crash.

And then they created a process and identified benefit cost ratios for pedestrian counter measures.

So the results, they identified the highest pedestrian crash corridors and some counter measures for those corridors. And they created a preliminary guidebook to help identify and implement pedestrian countermeasures.

So basically, the guide book would take you through the process that they went through. They provided detailed information for about ten

corridors in Texas, so really the guidebook was the major result of the research because it would be something that could be used to sort of recreate their analysis and do the same thing at different locations.

Next slide. So this is some of the results. I would like to caveat the crash modification factors. These are the crash modification factors that were used in the research. Es they got these crash modification factors from the crash modification factor clearinghouse, so the crash modification factors are an important tool in projecting reduction in pedestrian crashes, but these modification factors are based on studies that may be in different locations or may be an average of studies, so the figure isn't 100% accurate at any given location, but it's a very hopeful tool in understanding different treatments, different situations, and how much it can reduce the occurrence or the likelihood of crashes, pedestrian crashes in the future.

So they basically looked at those ten locations that they had selected that is having the highest risk. They looked in detail to the contributing factors for those crashes, and then looked at counter measures that would sort of mitigate or reduce the likelihood of a crash like that occurring again.

They took the cost to implement those counter measures at those locations and then they took the projected reduction in crashes and applied a cost to that for fatalities, you know, I think they used like 3.5 million, and then for serious injury, half a million in cost, and then created the ratio based on the total cost for the countermeasure against the cost savings and the reduction of crashes in the future.

Next slide.

So that was interesting feedback for the subcommittee to take in to look at that research. We also have the UTEP research. So subcommittee members and TxDOT divisions are discussing a statewide pedestrian safety action plan as a next step. In coordinating this plan, the Texas Strategic Highway Safety Plan is currently being updated and there's a pedestrian emphasis area within that safety plan, so we would want to make sure that we work along with the SHSP and make sure that we have consistent goals and that a safety action plan would supplement and add to the SHSP.

And then we're also looking into tapping into resources and already

reached out to FHWA and they're aware of these discussions. Their focused approach to safety, we're looking at working with them to assist with creating pedestrian safety action.

Next slide?

So part of the action plan and really one of the fundamental elements would be to develop a methodology in a process to systematically look at safety and counter measures that could be applied throughout the state. And this is a real simplified version of that, in both research projects, they kind of did a version of this that had a lot more steps, but for the purposes of the presentation, and kind of giving you a summary, we would analyze crashes in the context of the crashes, determine appropriate counter measures for each crash type, and proactively and systematically apply those countermeasures to high risk locations and then monitor the results, make adjustments as needed and repeat the process.

So that -- that's where we're at right now with the subcommittee and activities that they've been working on, and so we would like to get your feedback on this or comments or questions at this time.

>> Windsor: Any comments or questions for Noah?

And what do people think about a statewide pedestrian safety plan?

Let's get some feedback on that.

>> McManus: This is definitely -- one of the comments I had for, we're about to talk about with the next steps, and I think this would be a really great next step for us to help push through. I think it's important to -- I like what you said, Noah, about analyzing, excuse me, the crashes and the context. I think it would be really helpful to identify the infrastructure types where we're seeing a lot of crashes, that way, you know, maybe there isn't a high number of pedestrian crashes at a certain location in Waco, but a similar design has a lot of crashes in Houston and really it's because maybe there are more people walking in that area in Houston, but I think it would be good to take a look at the design context as well is all that I'm saying and I think that would be really useful, and then TxDOT -- it just makes it so much easier to say, okay, any place that we've got, what, Rick, like a Super Two, this is the kind of strategy that we want to take there. I think that makes it

so much easier on TxDOT, and I'll stop talking. (chuckles).

>> Windsor: Other comments or feedback. Go ahead.

>> So, the City of Austin, what he just said is true, we have to drill it down to the local level, because each area has their own concerns and issues, like Waco is a great example, you know, they may not have as much bike incidents or barriers as maybe pedestrian and vice versa. So these committees, we're already broken up into areas, I mean that's kind of the start of it, you have to go to the local level and identify. Literally we sat in rooms for hours and talked about the bike plan and where there was issues. So at the state level we can identify ways that we can mitigate these issues and maybe be a resource to a local level, because we -- I don't think we can say, well, at every particular type crossing we must do this type of fix, because like we said earlier, it's at the local level, so it needs -- we need to be support to all of these different committees and groups and cities so they can help identify, and then out of that particular committee, Austin had an on-call list and things were identified and they went out, and they were able to go and fix all of these things, and have projects and they had a budget and the projects and they did it and it worked great, so I'm sure this is happening everywhere else, but I think we have to bring it down to the local level.

>> Windsor: Good feedback. Eva, you wanted to add something?

>> Garcia: Yes, I guess I mean I love the idea of a statewide safety plan. I personally have referenced the highway traffic safety plan quite a bit, I find that the resources they have available are pretty useful for countermeasures, and, you know, to the point of finding the localized, the best approach for local communities. You know, there's options in there. I think for me, when, you know, coordinating with the plan, I think it's like how do we coordinate the pedestrian strategies and countermeasures identified in the safety plan with kind of what we're trying to promote with the bicycle tourism trails and the other work and -- and, I mean, I guess just basically making sure that we're not leaving those counter measures on the shelf, and figuring out ways we can incorporate those -- excuse me -- incorporate those strategies into projects or complement those counter measures with some of the other stuff we're doing. Excuse me.

>> Windsor: Thanks, Eva. Any additional comments or questions?

>> Yeah, agree with the other speakers, here in Austin, I think it's been about four or five years since we adopted our pedestrian safety action plan, but it was helpful step towards identifying the causes of the program before we tried to solve them and synthesizing all of the great data that's out there, but can be a little bit overwhelming, you know, the amount of it that is out there, and then getting community input on, you know, what tools seem like the right tools to solve individual problems given the context and, you know, I would say even five years later we're still trying to hone that and come up with the best counter measures for particular problems in particular context, but the action plan was a really good first step to kind of getting the problem and the goals and the next steps out there.

>> Windsor: Thanks. I will mention that I'm on the subcommittee as the chair of the BPAC, and this slide ten that Noah presented on from the research project 7048 on the selected pedestrian countermeasure crash modification factors, it takes awhile to understand what you're looking at. The lower numbers are actually the better numbers, and so we've been trying to have a conversation about lighting, which I mentioned earlier, and this shows that there's -- you basically take 100 minus 44, and 66 is your benefit. So having, you know, when this full report comes out, I think everybody needs a copy of it, because they ransom models and scenarios and it will tell you in theory the benefit of some of these counter measure and treatments, and so I was like really jazz and excited about this when I saw it. Because you can spend money a lot of different ways to make improvements, and so understanding where these counter measures, the percent of benefit to it, I thought was huge, so I wanted to be sure to flag that, when I first saw it, I wasn't sure what I was seeing, to your point, Mike, about what improvements and where, this is a really cool resource that TxDOT has developed. Just want to mention that.

>> Schofield: Sorry if I missed this when Noah might have said it, but when is -- when is that being released.

>> Heath: Well, they finished the research 2021, so we are currently reviewing their final board report provide comments by the end of this

month and then they will make some changes and basically it's done. So it should be available fairly soon within the next few months I would think, and maybe by February.

>> Windsor: Awesome. Any other final feedback that you want to share with Noah and our TxDOT team?

All right.

I think we're good, then, thank you so much, Noah, appreciate that.

>> Heath: Thank you. Thanks for the feedback.

>> Windsor: The next item on our agenda is item number 7, Carl is going to talk to us about a workshop and updating the strategic direction report for TxDOT's bicycle pedestrian program. Carl, are we in the workshop?

Is this the workshop?

>> Seifert: Welcome to the workshop. Exactly. I will steal the screen. Well, thank you, everyone, and this was going to be our second meeting to talk about the update to the strategic direction report and thank you so much to our members who have already started to review some materials in preparation for this meeting. We had a good response and we will get to all your good work in a little bit.

To start with, I will have a few slides. Some of the materials that we sent prior to the meeting require a little discussion in a great way. So to start off with, we're going to kind of position everyone in what we're doing, which is what is the strategic direction report, its purpose, and what we hope to get out of it: And then following last meeting, there was a healthy amount of interest in micromobility, and we realized we don't have a cohesive definition of what we mean when we say that word, despite the fact that that's in the BPAC's mission, or guiding information from the TAC.

So we'll go over hopefully a short discussion on that, and we can all come to an agreement on what micromobility means. And then we're going to go into our engagement part of the time here, and we're going to jump into the strategies that we have so far, then we'll close out with brief schedule and next steps. So to start with, what is this -- reminder for some, new to others, perhaps, but just as a -- we had an original strategic direction



report for TxDOT's bicycle program back in 2015, and we're updating it, and the intent of this strategic direction report is to provide short-term guidance to TxDOT, and it is a reference document for the future for TxDOT for the BPAC, you know, in the past, we've used it, hey, what should we as a BPAC do next, we look to the strategic direction report for guidance, you know, as additional capacity comes up on the TxDOT side, maybe that is an opportunity to look back at it as a reference document. It's an important thing. It reflects the BPAC's values and vision, and it will help to prioritize your future efforts.

So as I mentioned, we had one in 2015, and just as a reminder, this update will hopefully reflect progress in the last six years, so we'll remove things from the list that we feel majority accomplished, and then we'll get into the meat of it, pedestrian modal concerns and then considering how pedestrian and bicycle issues are affected by micro mobility devices.

So without -- unless there's any questions about the SDR from our panel, I will go ahead and go into into our definitions.

To give a little more context in general there are three commonly cited definitions for micro mobility across the industry, and this slide provides them, and it's a lot of text, I won't go through all of it, but it goes from broad to more technical, and at the top here, you will see the FHWA definition includes regular bicycles, scooters, eBikes, around scooters, and just a general other wheeled conveyances. There's no like stipulations or thresholds or much of that, and then as we move farther down the PBIC definition goes into -- well, it's only motorized for them, so that takes out regular bicycles, and then it has speed restrictions and size restrictions regarding their dimensions and their weight.

And then lastly, you see the SAE definition has a little more technical aspects. And it has much bigger curb weight threshold there which -- so through all of these, we can take a look at those attributes in the box on the right, and we can say, well, there's specific attributes about device weight and speed and how it's propelled, is it motorized, power assisted, human powered, nonmotorized, and then there's a question none of these really talk about but maybe there's some assumptions in there, are these shared

vehicles or are they docked vehicles or dockless vehicles if it's a shared enterprise?

So those are all things that kind of come up here that are yet to be ironed out. So here is where I'm going to take a breath and I'm going to start hopefully getting some feedback from y'all, because when we look at this host of -- I mean, really like a dozen different vehicles here, where do we draw the line?

And I think we need to use some of those attributes to help set some parameters on what we mean when we say micro mobility. So for the -- for the BPAC folks, does micro mobility include both share and personal, small mobility devices?

>> Yes, it does, because they're going to be using the same facilities whether or not they're shared, so like you have on your graphic here, it's great. There's some overlapping needs for share and private and some distinct needs.

>> Windsor: I agree, whether I bought my own or rented one for the afternoon, I think they're all included.

>> Agreed.

>>

>> Pollack: I also agree.

>> Seifert: Well, considering that was darn near unanimous, we'll move on to the next question, I think our next slide here provides kind of a different way to look at it, I think a nice way to look at it, these are the two areas, and I probably should have done this first. Do we think as a group that we can agree on a size and speed threshold?

Of 100 or less pounds and 20 miles per hour or less or is that a --

>> Garcia: Is there a precedent for this in other states?

>> Seifert: I'm sorry, go ahead.

>> I was going to ask the same. Is this based on benchmarking and sort of national breaks in the equipment marketplace or these just sort of -- is this arbitrary?

>> Seifert: It is based on the definitions from -- so PBIC had generally less than 20 miles an hours and list than 20 miles per hour. When we

looked at the SAE, it being 500 pounds seemed a little much to be considered a micromobility vehicle, so that is kind of the -- where does this come from question answered, and the other how do other states do this, honestly, there's not a lot from the state level. Some cities might have created some notions, but like the idea of coming up with one specific definition is not widely seen yet. There's not a lot of efforts that have been done on that one yet.

>> Windsor: Carl, I think a problem for me is I don't have a good sense of what these things weigh to even weigh in, pun intended. So I don't know what a Segway weighs, versus an electric bike or a scooter. I don't have a concept of that. So is there any sort of general guidance or information on that?

I would only -- the only thing think for the 500-pound, are they thinking of motorized wheelchairs perhaps or segues?

I don't know how big some of those could get.

>> McManus: I really quickly going to say also define micro mobility devices less than or equal to 500 as well.

>> Seifert: I'm sorry, who is that.

>> McManus: ITD.

>> This is Chris. Sorry for not being very technical, but another perspective for size, I guess, when I think of size more important than weight would be its dimension. I'm thinking about something that fits into either a traditional sidewalk size or a shared use pathway or a bike lane as opposed to a vehicle lane, and so I would be more concerned about its distance size than its weight size.

>> This is Jeff. I totally agree with Chris. I think dimensionality -- I mean weight is consequential, but I don't think it's a primary differentiator, it's first travel speed, and secondarily, exactly how much room does it command?

>> This is Frank. That's my question as well. I mean, when does a micromobility device take itself out of like say a bike lane, because some of these even electric bicycles now can ride alongside -- with traffic.

>> Seifert: Right. I will give a little teaser here. I believe the April

meeting we're going to have a whole discussion about micromobility so we were intending to dive deeper into this. The project team has created research brief on this and we'll send it after this meeting. It's about 20 pages, and it does go into a little more detail about some of these things, and I -- so I really appreciate the input and the insights into some of the things that are most important to y'all, you know, specifically the size in the road, we didn't come -- provide a dimensionality to these proposed things at this point, but we've certainly gotten consensus on this aspect of it, is it shared or not?

Maybe it's a good moment right now to talk about power. What do people feel like a micro mobility device is something that's powered, either powered assist or motorized, or it can be anything?

>> Garcia: I guess in my mind, micro mobility the -- you know, the equipment tends to have a motor with the exception of like skateboard, not -- I guess like a motor, but powered by something, but before I get into that, I guess I just wanted to, you know, when we talked about is the micro mobility shared, you know, does it include both shared or personal small ability device, just going back to that a bit. I was reflecting and thinking is there a way to prioritize them, with the assumption that a personal small mobility device is more than likely to help someone get around versus use as recreation or as a choice, so I was just thinking about prioritizing the difference between the purpose of that mobility device, I guess, and then going back to what were we just saying about power.

I think it depends, right, like heavily pedestrian area, I wouldn't want it to be too powered or high speed, but how do you gauge that?

There's so many different (indiscernible) out there.

>> Windsor: I will say for the City of Dallas, when we had in the city the electric scooters that were being -- there was a company that was running them and they were redistributing them in different locations, there were two things that were of interest, that they limited the amount of speed that you could get on that scooter. The scooter itself was able to get to X miles, but they had a way of restricting it so that they wouldn't go over. I think it was 20. It might have been 15 even. And then when you rented the

electric scooter on your app, it told you not to ride on sidewalks, so I know the one page piece that you gave mentioned about that's where accidents tend to happen, and I think what's going to come down to being important is speed and location and where you're mixing with pedestrians and cyclists versus cars, and so what facilities are best and where they need to be and we had elected officials ask us to come up with a regional definition for this, and I'll tell you in Dallas - Fort Worth, we were like, no, local Governments need to determine for themselves what works best, because everyone has different types of infrastructure currently on their streets. So I think the speed, the power type of a pedestrian is going to wear out. A standard cyclist may on a hill, but these are going to act differently. So on your question, though, just to answer your first question, I consider micromobility for the most part motorized in my mind.

>> To offer a different.5, let me turn my camera on, we might be able to think of micromobility as the bigger umbrella, right, the bigger umbrella, like, of human scale small transportation devices that help one or maybe at the most two people get around, right?

And then you might have motorized power assist, and not motorized falling under that umbrella, but some of them are traditional devices like we're used to like eBikes, I don't know, skateboards, to me, skateboarders are pedestrians, things like that. So maybe if we think of micromobility of a new term bigger umbrella small human scale means of getting around, that might be an easier way to think of things, that might also help us avoid the trap of too narrowly defining this, and then having to update it every time the technology changes which, you know, happens rapidly, there are going to be things we haven't even thought of, so one idea.

>> Seifert: So keeping it a little broader in terms of future changes.

>> Windsor: Rick, your hand is up, and then we'll go to Clint.

>> Ogan: Getting back to the definition of 500 pounds, I'm looking at where that definition is coming from, the Society of Automotive engineers, and I'm thinking that they might be talking about golf carts or small ATVs that are powered under 30 miles an hour, and that is just food for thought on that.

>> Windsor: Good feedback. Clint, and then we'll go to Mike.

>> McManus: I was -- I think -- (indiscernible) something that has power or motorized, and I -- I think that's a good point you raised, Rick. I feel like I wouldn't want to include something like a golf CART in this definition, I'm wondering if there's also the category about these -- technologies intended to be used by one person, like they're designed for single person use. I haven't seen that anywhere (indiscernible) maybe there are. I don't know, maybe there's like a tandem E bike, but I think they're motorized, I also think, I feel like active transportation is kind of our broad umbrella term, to Chelsea's point, but I -- I'm not sure. Seifert totally, always remind us the concern of the BPAC is how micromobility devices impact bike and ped modes, so that is always a good reminder. Go ahead, Mike.

>> Schofield: Yeah, I think I generally agree about keeping it a little more broad. There was a big discussion about this at the conference a couple of years ago, and lots of cities weighed in and had similarly spots and it was hard to come to consensus, I think, about active versus nonactive micromobility so it's a little complicated, because there are kind of active versions of bike shares and sometimes the same dock will have an active and a powered version, so yeah it gets complicated, yeah, I was just curious too, about the speed speed and what we would hope defining that speed threshold in terms of knowing cyclists can go over 20, you know, it's even in ASHTO, they suggest using over 20-mile-an-hour design speeds, I could see as the technology keeps advancing, it could get a little tricky when we put a definition on something that is ever-evolving.

>> Windsor: Ever?

>> Sorry, I'm clicking the wrong buttons here, this is great discussion. I think generally I would advocate for having as few parameters in the definition as possible, and wherever possible to reference a national/international standard or otherwise, I just think we can get wrap around the actual trying to anticipate the shape that emerging technology will take, you know, the physical form, and I think that that's a recipe for on sew less sense, I think the more we have the more use we'll get out of it, and by way of reference not by specificity in our own case.

Seifert great. I'm going to let Zack go next, but I did want to make sure that we wrap this up soon so that we can move on to the next part, with the anticipation that we will discuss this in more detail in April, so I see your hand, Zack, so go ahead.

>> Magallanez: Yeah, thank you, I just wanted to agree with a couple of things, the gentleman earlier said that I believe like the active transportation should be the umbrella, and then the micromobility are more of like the electronic motorized small human scale travel, and when I think of those things, I think of like first mile last mile trips, so, you know, I think that's what we should focus on, but like you said, we e-mail speak about it next meeting, so I appreciate it.

>> Seifert: I agree. This has been a good discussion, I hate to cut it short. I'm glad we're anticipating additional talk on this later so I don't have to feel that bad, and between this meeting and next meeting, we will send y'all our research brief, and it will discuss a number of these things from a national scale and kind of like what we see when we look at the research and literature that's out there, so that will be another way that we can have a shared perspective on this discussion coming into April. So thank y'all so much.

So as we kind of transition here, just wanted to remind all the structure of the SDR, so today we'll be talking about strategies. We focused on -- focused on focus areas in the October meeting and we discussed seven that would be in the strategic direction report update.

And we have a much larger number of strategies so far, and then after that, when we cull this list down, the strategy list down, we'll also start talking about action items that would help to execute these different strategies so they kind of nested order here is strategies are policies, programs, and initiatives, that support focus areas, and then actions are specific steps that specific responsibility parties can take to contribute to those strategies.

So there's probably one or more action items comprising each strategy.

So in October, these are the seven focus areas that we came up with or we kind of ended on, and I think before we go on to wrap up October's

discussion, and with an understanding of pedestrian and micromobility as the areas we haven't covered, are these focused areas good with the BPAC numbers?

>> Yeah, I think these are good. I don't have any problem with any of these strategies.

>> Windsor: Covers a range of things I think almost anything can fit under these umbrellas.

>> Seifert: Is that good or bad.

>> Windsor: I think that gives us some flexibility for the detailed strategies action items.

>> Seifert: Great. We wanted to circle back with y'all because we wanted to get some closure on that. Didn't assume anything. So I appreciate that. So for our virtual engagement activity, we're going to focus on the strategies, and we have already -- all the BPAC members have had a chance to review kind of our big list and they've already come using a tool before the meeting. They have looks through those and highlighted their top five, so we're going to go back into that tool in a moment, we're going to review the prioritized list so that we don't have to go through all of the identified strategies in the meeting, because that would be cumbersome.

Instead, we're going to look at a narrow list, about fifteen of them. So what I would love is opportunities for us all to hear back from what you -- everyone mentioned in the tool. One of the shortcomings of that social pending point tool, if you filled out your comments and your likes first, then you didn't see the privilege of seeing the person who filled them out last. They might have had discussion items or thoughts that might influence you. So I do appreciate everyone's work on that, and the first thing I'll ask is the anyone have -- did not have an opportunity to fill out the tool, so if so, we can focus some thoughts on what you missed.

>> I did do it. I think I did it yesterday morning.

>> Seifert: We got yours. I also mentioned Frank said he had trouble and he e-mailed some stuff, and I included those as well.

Great. One of the things about this particular virtual engagement tool is we chose to make it anonymous, so we don't have a way of specifically



tracking like -- that's why I asked now because just to be available for anyone who had some troubles with that.

Great. So what I will do -- let's see if I can do this.

Switch screens here. Okay.

Can everyone still see that?

>> Windsor: Yes, thank you.

>> Seifert: Wonderful. This is virtual engagement tool called social pinpoint and BPAC members had an opportunity to come in here. I've sorted everything by popular, so it's going to come up with the ones that received the most likes and for purposes of this meeting, I will go ahead and only look at one focus area at a time.

So it looks like for the building safer and better accommodations section, we had the most liked version -- strategy was developed system safety policies to reduce bike and ped fatalities, identify system safety Hotspots and safe patterns, which if I could volunteer sounds a lot like what we were talking about in Noah's presentation, a statewide pedestrian safety action plan.

It looks like we had one piece of discussion which is kind of reiterating the point here and it's emphasizing that it must be accompanied with an action plan to address the findings which I think is very valuable. Do any members want to add anything?

Anyone who made this their top five, do you want to share why?

>> McManus: This is definitely in line and I think in keeping with what you said about Karla and Noah's presentation earlier, and I think it would be wonderful if we're able to tie any sort of pedestrian safety action plan with potential funding, particularly given that there's a lot more funding coming down with the IJA and so, yeah, I think that this would be a great opportunity for TxDOT to prepare for that funding.

>> Seifert: Great. Thank you. It looks like another one that had a lot of votes was create chip seal best practices and there was a discussion item that that was an important thing to help support TxDOT's goal to zero or road to zero. Anyone who chimed in with these top five votes want to share?

>> I didn't choose, but more and more I like create a statewide safety action plan.

>> Seifert: That's great. Thank you, Eva. We generally -- we only got one down vote, so I'm going to take that as a -- if I could interpret that as the committee likes a lot of these strategies and doesn't think that they're bad, but perhaps there's some that they like more than others.

So moving on, complete streets policy. I know Frank chimed in during discussion earlier about a complete streets policy, and there was the comment here that was freed that says it's an effort to develop one for TxDOT as a whole which is very true. Very true. And I think the BPAC and TxDOT have made significant strides in the consideration of the bike and ped in every project, especially thinking of the new roadway design manual, maintenance, or update, which has yet to come up, but having seen drafts, I think this is -- we're doing pretty well here. Does anyone else want to comment.

>> Rotnofsky: This is Frank. I would like to reinforce that, because of course it was looked at federally, it was passed over the last legislation, it was passed at the federal level, and then even this morning we heard in our funding updates what the new infrastructure bill being passed, there's going to be a lot of availability of funds for complete street, so for us as a state, it would be great for us to be able to do this at the state level.

>> Seifert: I think that is totally true.

>> Schofield: Completely agree on that.

>> Windsor: Karl, there's a score card every state gets how bike friendly it is, Texas always got scored down because we didn't have a statewide complete street policy, so I think that would help there. We're looking at this in the Dallas - Fort Worth region, I think just due to some history of some bad blood with complete streets, our more rural areas get very vapory about this, we're trying to say they have to have a bike lane on every street, which we've indicated many times we're not saying that, we tend to use design language which accomplishes a lot of the same goal, so something to think about as we move in that direction, but I definitely think it's the right direction to go.

>> Seifert: Totally agree. Wording matters.

>> Schofield: And on that point, I think that the bikeway design guidance is a good way to show that complete streets policy doesn't mean a bike lane on every street. You know, there's like a whole spectrum of what would make a street safe for cycling and walking.

>> Seifert: Great. Very good points.

So for the -- we've got a couple more here. So next one that we'll go through is develop barrier guidance, safe crossing policies, and revised engineering guidance to allow for safer crossing, TxDOT facilities in urban and suburban areas. And looks like we had someone reiterating that point saying crossing is the most critical safety concern in on-system roadways.

All right. Hearing no discussion, we will just move on. There's another one here that's create a statewide pedestrian safety action plan. I do think there's some overlap between this one and the one up here, I think these are a lot of attributes in an action plan. I like that. I shows some consensus. And there was a comment that said I support this if it includes identifying systemic safety issues on TxDOT roadways, name specific sections of the on-system network that need to be improved and sets out a framework and dedicated funding for implementation. Now, the dedicated funding part would be the -- a challenging aspect, but I understand the idea. It makes a lot of sense.

Does anyone want to talk about that one?

I do think we have discussed that a little bit already, so I will feel free to move on. But if anyone feels the need, please interrupt me. I'm totally okay with that. So I'm going to move on. I'm only going to go through the one that had two or more top five marks, so I'll move on to the educate, train and encourage section, and in here, we have our number one winner, we had sticks of top fives, and it was provide training for the engineers, planners and construction staff on new bikeway accommodation guidance and roadway design manual chapters.

And there were two comments. One was requesting that TxDOT road builders need to know how to accommodate cyclists on public roadways, and that we need to make sure there's equitable distribution, or consistent

distribution or this training across the state to make sure it's implemented.

>> I said something to Noah earlier about it was a toolbox, and that was the City of Austin's attempt to help educate their, because you can't require them to educate themselves on bike plans. What you can do is put policy in place.

And here are the options, really, the client is what drives what happens, the City says we shall have bike lanes, we shall have bike boxes, the engineers will learn how to do it. We're in the place where we can push policy, give guidance, exactly what we're doing, this is how things will happen, training, I mean, is just -- they know what to do. They have the same manuals, they're looking what we're putting out there, so they know what to do, and that's my thoughts on that one.

>> Garcia: I guess I want to add for the training, I like getting trained, especially, you know, obviously new information comes out all the time, new guidance, best practice, so I really support training, but I think-- I'm curious about TxDOT's capacity for training just simply because I think like the LGP101 training courses, they get full really quickly, and that's because you're offering them virtually right now, and my understanding, I just spoke with a small community in my region, and they, you know, they're -- they said they're full until April, it's January 14th. So while I mean I love training, I want more training, you know, especially throughout the state, equitably, because I think the need is higher in smaller communities and in rural areas, however, is that realistic for the department to undertake, you know, trainings, webinars, I love the bike Texas conferences for -- because TxDOT really does a lot with putting out all of your guidance, your sources, et cetera, but I just wanted to bring that up as a potential challenge for the strategy while I fully support it.

>> Seifert: That's a really good point.

>> Windsor: I wonder if there would be a way for Texas to engage federal highway administration in that conversation. They host usually one or two trainings for us each year, in my region, I always hold 20 to 30 seats for TxDOT districts to sign up first. They get first registration in my region, and then I open it up to cities and consultants, because I've got to have

TxDOT who's contracting with everyone to build their TA projects aware of the latest and greatest bike ped design guidelines. So -- but federal highways is helping us with that. If it's through the TxDOT system creating whole new modules and process, that may be a big lift, but maybe we need to look at areas that are already available to partner or how regions and cities can invite TxDOT to the table of training they're already doing. Like I can imagine the amount of training Austin probably does on, you know, cool innovative design, and does the cross pollination work both ways?

Maybe there's a way to incentivize that or recommend that.

>> Garcia: Obviously Karla works at an MPO, I work at an MPO, wondering if we can kind of -- like the league of American cyclist used to have some instructor course, but I'm just wondering if we could utilize MPOs to do the training. You trained the people to train the people. Anyway, just some thought. Thanks, Karla, for that.

>> Seifert: No, these are great ideas. When we start thinking about the actions necessary to implement these strategies, I think these are exactly the kinds of things we're going to talk about. I know I've been on calls with FHWS and they've volunteered their services before too. It's a matter of matching up their training with the specifics of the roadway designer manual for TxDOT so that as Eddie said, the consultants understand we're having an opportunity do ask for the things we want, and that's important.

The next one here, if there's no more discussion, is work with partners, like the League of American Bicyclists and like Texas to continue to educate on complete streets, Vision Zero, et cetera.

And our discussion items were isn't this already happening and they were referencing the presentation from Adam Hammons earlier this morning, and then also sometimes we focus on specific areas and we need to think about the whole state equally around the state. And I will say the other part of it is what we learned from Adam Hammons discussion this morning is maybe that's a strategy in itself is coordinated social media campaign that is focused around the state and targeted toward specific districts based on the things that they have going on in those districts.

Anymore thought --

>> McManus: I do like similar to what (indiscernible) was talking about, that this is partnership focused and I think that is important.

>> Rotnofsky: Yeah, this is Frank. Agreed. These are applicants already, they have a base themselves, being able to pool resources, getting out the word would be great if we could do that with these organizations and others.

>> Seifert: Thank you. Yes, totally, totally agree. Does anyone feel like based on the discussion this morning that we need an additional strategy that's around this social media specific effort or does this -- can this be modified?

What do y'all think?

>> Windsor: Maybe it could be brought in to include that.

>> Seifert: Okay. I'm just going to make a note. All right.

The beauty of these tools, right, we can do it in realtime. So the next one here is develop school based safe mobility programs. And this was adjacent to some other discussions-- I'm sorry, I didn't mean that -- about creating and promoting different materials that were directed either toward cyclists or toward motorists or specifically about micromobility safety, and there was a discussion item about what does this mean, and I will give a brief attempt that this would be perhaps elementary or Middle School age directed programs about using bicycle and pedestrian facilities, safe habits that are distributed toward school age kids.

Do you want to talk about that one?

>> Windsor: I personally feel that getting into the schools is a hard task at the state level. It's a hard task at the regional level, and we are reaching out to our 127 School Districts in the Dallas - Fort Worth region, in their communication directors, how material is distributed to schools.

For me, at a state level, this would be lower priority. I think it works at the local level much better, but that's just my two cents. And I think the state has a lot of material that has been developed over the last decade that those resources are out there that people can pull from, and it's one of those not necessarily reinventing the wheels type things, then falls on to the

regions and the local communities to take that material and just get it and coordinate with the schools and get it out. That would be my take on it.

>> Rotnofsky: This is Frank. I believe that actually many years ago TxDOT funded Texas to help organize the program, does that -- I believe it exists, so are we --

>> Seifert: It totally exists.

>> Rotnofsky: Yeah.

>> Seifert: And I would say actually TxDOT sent out boxes of safe route to school materials to over 4,000 -- there may be someone from TxDOT on the call that knows the real number. 4,000 Elementary Schools around the state. My kids' school got it, and it helped us to organize a really cool safe routes do school day with lots of free posters and classroom materials and blinky lights and so there is efforts out there, so I -- looking good.

>> Garcia: I guess, you know, I don't have kids. I understand it's hard to work with the School District, but I do think, you know, the state level thing, what Karla was talking about, it's so hard, it's difficult to work with the schools, but that being said, you know, for me, it's about who do we start having conversations with at a regional level from the Texas education system, you know?

There has to be like a wellness coordinator, especially right now with the pandemic and the situation like a Mental Health kind of campaign that encourages walking and biking or just spending more time outside, but -- but it's really about how do we create opportunities at a state level, because if the state doesn't do it, you know, through their system, then there will be areas that aren't going to benefit from our initiatives in our programs, so -- for me, that's like on a lower tier, but like enough to start having conversations with the education professionals and how that is even possible right now.

>> Seifert: Uh-huh.

>> Tabb: This is Chris. If you really want to impact the educational component, it's a much longer advocacy approach, but having something added to what they call the TEKS, or the Texas education knowledge standards would be a way to go about that, because you have made it required for every student in the State of Texas to receive that, but that

would take advocacy with TEA.

>> I agree, as an educator myself, I would love to see something like that implemented in Texas education.

>> Seifert: Great.

>> Ogan: Comment on. This is Rick. I think that long-term education starting at a young age would ingrain into people that bicycles belong on the road and to watch out for them, and I've had experience with my kids in fact in the third grade that learned how to ride through safety city program, but it's for one day in the third grade, and when these kids get back home and tell their parents what they learned in school, the parents say, no, you're not going to ride your bike that way or operate that way, and they go back to riding against traffic. So I would think a long-term education program throughout the grades would help and have it standardized through the State of Texas would be fantastic. It may take a lot of work, but I think in the long run, that would benefit everybody in the State of Texas, just for our concerns here, many people say it's a lower tiered item compared to what we're talking about right now, and I would agree with that, but I think some strides need to be made in that direction.

>> Seifert: Thank you, Rick.

>> Schofield: Yeah, I just want to say I agree with Karla about, you know, it's probably more effective at a local level than a statewide level, like the programs themselves, and maybe from our group we could focus more on like the infrastructure policy side of it, just from working with our safe routes to school group. One of their biggest struggles as it relates to TxDOT facilities is, you know, Middle Schools or Elementary Schools where they're on a TxDOT facility or near one and kids have to come from the other side of that facility and attempts to get the speed limit lowered or get a PHB crossing has hit a brick wall, so if there could be a policy level statements about some changes that could occur in terms of design to safely get kids to school. I think that could be a promising thing.

>> Seifert: On point. So our challenge for today is to try and get through as many of these as we can. So I'm going to keep going. The next one here is create, promote or share micromobility safety guide, and that did



receive two votes as well. Does anyone want to talk about that one?

>> Just based on our conversation earlier that we would -- we kind of need to get our arms around that more definitionally before we -- I think it would be decent to head in that direction, but I do like the idea of leaning more on experts who have had more time to give that thought and maybe distributing that information from (indiscernible) or whoever it may be.

>> Seifert: Okay. Yeah, that makes sense. And at the end of the day the SDR goal would be to help give vision to the BPAC for the next five years, and we will be able to kind of create a time line of short meeting and long-term, so certainly this could be something that might be longer term.

So moving on, and I will say those are our two most highest numbers of likes categories, so we'll go a little quicker after this. In the statewide management systems focus area, we have one strategy to talk about, which is regularly complete statewide, pedestrian and bicycle crash analysis to look for patterns and circumstances of ped bike fatalities.

Does anyone want to talk about that one?

>> McManus: This makes sense as something that could be started with the pedestrian safety action plan, at least on the pedestrian side, conduct that analysis in the plan first and set up something that is replicable every year or two years from at that plan, and also it seems like, you know, presented today, there's already some analysis that's going in every year, maybe it's not as -- maybe it could be deeper. I don't know, but I feel like this could be sewn into that.

>> Seifert: Right.

>> McManus: And continued after.

>> Seifert: Sure. I think that makes a lot of sense. TxDOT does track bike and ped fatalities specifically, up to the Commissioner level, get reports on that, so I do know that's an aggregate, so what would be probably most helpful for making a dent in the impacts and the outcomes would be understanding it not in the aggregate, but in the specific, and I think that's what you're getting at, as a result of a pedestrian safety action plan, or bicycle and pedestrian safety action plan, perhaps.

Okay. There was one more, but we're going to focus on just those

that have more than one like, so moving on into the expand networks focus area, the top vote getter was support long distance bikeways, underutilized Right of Way along high speed roadways, bar ditches, road diet -- not sure what road diet would be.

Two discussion items here. It's a very important topic. It needs to be discussed that roads aren't promotor traffic only, bike operations becoming dangerous, oh, specifically, about super twos, unhappiness related to the design of super twos and accommodations for bicyclists.

And this is the high value opportunity but only if we're talking about actually physically separated facilities not unprotected shoulders. Those both make a lot of sense, things to keep in mind as we think about that one.

Any thoughts?

Okay.

Well, we will go ahead and move on. The next -- go ahead. No, no, you just said next one, I don't have anything on the first one, but go ahead.

>> Seifert: That's fine. Formalized USDS process and the developed strategy for building infrastructure along the BTT network. I bet Eva has something to say about that.

>> Garcia: Yeah, exactly, sorry, let me turn on my camera, but basically, you know, I got your e-mail, looking at the network, I suppose developing a process and strategy would be super helpful because as you know we're working along three counties here at the RVG MPO, and the US route that we have in our region is specifically for one county, Cameron county, and so with that now we're having discussions about needing route, you know, to be in the other counties as well, but that's not what the United States bicycle route system is, right?

It's a highway, so that being said, you know, we're now challenged with developing or designating USBR routes in our region because some are wanting them in theirs and that's just a challenge for us moving forward when we already had a route proposed and a little bit late and old data, but it's just kind of a hiccup, so formalizing a designation process, strategy and then also kind of why or what routes will be eligible would I think be beneficial just --

>> Seifert: Sure.

>> Garcia: Yeah, so --

>> Seifert: Sure.

>> Garcia: Thank you.

>> Seifert: And we will talk more about that later.

>> Garcia: I also think the USBR is low hanging fruit. You don't need to have marking signage protection to be designate and having the designation could help encourage safer streets and consideration for those spaces. So just --

>> Seifert: Okay.

Anymore thoughts?

Okay, hearing none, we're coming toward the end here. There are three or four under the fund more projects category -- focus area. First off, the create a plan to sustainably utilize TA flex funding. Someone likes this. This would be huge. Lots and lots of dollars, and we also heard from Bonnie earlier today about how the IIJA changes, how TxDOT will be able to use flex funding, so part of this is kind of still up in the air, because we haven't heard from FHWA specifics how to implement IIJA, and we have a call in a year or two from now, so -- but I totally understand the excitement about this one. Does anyone have any thoughts?

All right. In the interest of time, I'll go on. Review TxDOT funding mechanisms and criteria to -- and develop recommendations for how bicycle and pedestrian accommodations can be better factored into project level funding decisions.

Does anyone want to talk about why they like that one?

>> Garcia: I didn't choose that one, but I found these interesting. When Mr. Gleason was talking about his report on the TA projects, you know, he threw out some numbers there, you know, what we might be able to see and what opportunities there might be to highlight, so I was just wondering, you know, especially with the flex funding, I'm unaware of what projects get funded that way and what those projects even look like, their scope of work, so when it comes to, you know, reviewing funding mechanisms, criteria, development for recommendations, I guess I'm just

also -- I mean, I'm interested in seeing what will be used now and how we can make improvements better align ourselves with the safety goals that we've discuss and some of the more national level initiatives.

>> Seifert: Sure. Sure.

>> Windsor: Karl, I think is a good one because a lot of times the history of implementation is often for a standard level of accommodation or treatment, and there may be incidences where local Governments are asked to contribute additional, if it's above and beyond a TxDOT standard minimum, so I think this may allow for more flexibility in that area and should -- would be interesting to explore, and then I didn't speak up earlier on the first one, but it's actually one I voted for because any urban area over 50,000 has been the most affected by the discretionary funds and not coming to the large urban areas and that's where 85% of the state lives, so I think that there's -- there's hundreds of millions that we've lost out on bike ped in the last 8 years, so reopening that conversation is extremely important, because, you know, where these urban centers are, and we're drawing people from all over the country, and we've got to build more bike ped faster, quicker, make it a priority. I think both of these are huge, because it comes down to resources, because how you spend your money and do it well, because we still need to build road, and we still need to keep our freight system open and all of that, but we want to make sure the best bike ped facility matches up with that, so I think both of these are truly important.

>> Agree with that, a lot of time by the time the City of Austin see a larger TxDOT project, it's often been scoped like what is included in the project has been scoped already, and things that we would consider to be vital like additional safe pedestrian crossing for example, they're just not funded at the point that we have an opportunity to comment to having, you know, some of these funding mechanisms understood that might be able to pitch in for that kind of thing would be great.

>> Windsor: Yeah, because the design contract -- a contract has been signed usually, and a budget has been set for construction, so before those things are finalized, kind of going through this prioritization process with

locals I think would be -- would be huge.

>> Seifert: Sure. Off-the-cuff, in my head it sounds amazing to have a fund available to help local Governments cover the ideal facility that that may be above and beyond.

>> McManus: Yep. The way I read this too is also what existing TxDOT -- what are the existing TxDOT criteria whatever the facility is what are the ped bike -- partially the P bikeway design stuff that we've been talking about, but I'm just curious how that can work, like a new highway expansion project or something, and also I completely agree with everything everyone has said and I would love to get a break down of both how the ped bike funding works at TxDOT now, like what are the pots of money and how are they distributed just at a broad level, and then give them if TxDOT has any ideas how they think that will change given all of the new federal both requirements and funding buckets.

>> Seifert: Those all sound like they would be very interesting to better understand. Totally agree.

So I'm looking at the time, it's 11:48. We are almost done going through these, Bonnie and Noah, should I wrap up and we can handle this more offline so we have time for the remaining items?

>> Windsor: I was going to suggest that we table the updates from committee members on local and statewide issues and then at our April meeting, we make sure we've got plenty of time for that, people can bring really exciting things to share with us.

>> Seifert: Good, sounds fun. Okay. Well, then, I will go ahead and go through, I think there's maybe four more. And this one might be something that we don't need to talk about. Evaluate IJJA to plan for increased transportation funding opportunities. I think Bonnie just expressed this morning with her presentation that she's already starting to go through that. I know FHWA will get to us as soon as possible when they have an understanding how that's going to affect Texas, so we'll -- I'm glad there's interest, but we'll continue on here. Identify funding sources for pedestrian safety projects. So, you know, this one is a little more focused, this has just pedestrian safety projects as opposed to up here, where it's how

do we fit these into project level funding decisions, and someone wrote, oh, rewording, allocated funding sources for safety projects -- okay. So it's specifically about not identify the funding sources, but like take action, so that's the rewording, right?

Allocating or we're increasing, so there's the different action word there. Do we want to have any talk about this one?

Okay. Hearing none, we'll go to our last category. So the other category, you know, I could have also named it -- we could have also named it parking lot, but we did receive, you know, a top choices for several of these, but one of them received four, so we'll definitely go through that one. Creative working group, to explore innovative, bicycle and pedestrian planning guidance, for example, integration into plans, better integrate sidewalks into planning or development, support stand alone sidewalk projects, et cetera.

And then there was I want more details about how we would participate in this, and there was an understanding that don't want to spend time on something TxDOT does not currently do and has no plans to do soon. I will say that that commenter is probably -- I mean, has a decent understanding here. This is something that was suggested by BPAC member in the past, and I think it borders on how it's currently worded, something that TxDOT may not do, right?

They don't get involved in land use planning. That is certainly an outside of TxDOT's jurisdiction, and Bonnie, jump in if I'm incorrectly representing anything.

>> Sherman: That is correct. We don't have control over land use decisions. We can because of the four likes on this one by committee members, we can look at it and see if there might be ways that we can adjust to something, strategy that is within TxDOT's purview or something that we can explore further, and we'll bring that back to y'all between now and April.

>> Seifert: Well, that sounds pretty good to me, and that -- I mean, I welcome other discussion.

>> Windsor: Yeah, I think for this, what might have the most impact is understanding, you know, when TxDOT began a project, you know, how are

they reviewing local plans?

Is it the thoroughfare plan?

Is it the actual land use comp plan of what's coming there, what the future looks like for that area?

It may be a wheat field today, but maybe it's going to be multi-family in 20 years, and so thinking through just what's on the checklist of reviewing local conditions and who all gets talked to, you know, maybe there's some conversation about that or some best practices of what's done today and maybe what needs to be added to the mix.

>> Seifert: I will give a plug for work that PTN and TxDOT and the BPAC has done in the past based on previous work, there is a active transportation plan inventory tool that has been created and we'll talk about it, has not been officially released, but it will be a tool for the public to use around the state to identify active transportation plans. And we're really excited about it. We've had a consultant working super hard on it, and we look forward to talking more about it in April, probably.

So with that, it's 11:53. I have gone through all of the identified my top fives that had more than one. I don't think we have enough time to go through anymore, so I will allow Karla or Bonnie or Noah, if y'all have any final thoughts for my section, I appreciate everyone's input, it's been really valuable.

>> Windsor: Thank you, Karl. We may have time for one final question or follow-up. I know we're going to have a lot more conversation on this in April. This is just introduce the idea of make sure that the team heard everyone correctly on where the priorities are to move forward.

Any final questions or clarifications needed?

All right. Hearing none, I would like to table item 8, updates from the committee members on local and statewide issues. If there's anything particularly excited that's going on in your part of the state that you want to share with the committee, if you will send those to Noah or Bonnie, and they can send them out to committee members, that would be great. Or if you hold it for our April meeting, we would love to hear more about it, and this will be things that have occurred or activities that are underway in your

community since our last meeting I believe which was in October.

For -- let me just state as part of item 9 for public comment, due to the virtual format of the meeting, public comments may be submitted by e-mail to [bikeped@TxDOT.gov](mailto:bikeped@TxDOT.gov), you can see the e-mail on the screen by January 24th. Mark done that date, if there's additional comments or questions what you have heard here today or the discussion. Those will be included as part of the meeting record. So again, January 24th, all public comments, please submit to [bikeped@TxDOT.gov](mailto:bikeped@TxDOT.gov). Are there any items for future meetings that anyone would like to suggest or bring up to the team?

>> Garcia: Yes, this is Eva. As you know, we -- the region had received an FHWA flap grant for the feasibility study, so that feasibility study is set to be done before our next meeting in April, and so I was wondering if we could do a presentation on sort of what came out of that feasibility study, just because it's collaborative with federal land access and potentially leveraging other funding services for active transportation projects.

>> Windsor: Okay. Let's look and see how the year is shaping out and see if there's an opportunity to fit in with the programming.

>> Garcia: It does look like it's going to be a busy April. So no pressure. Thank you.

>> Windsor: Sounds good. Any other comments or suggestions in this area?

I know that we've talked about several things today that are coming back in April, so I think it's going to be a really good conversation. Looking forward to more discussion on micro mobility as well as continuing to flush out the strategic direction report, which is really the guiding document of work for the committee. All right. With hearing no other comments or questions, I would like a motion to adjourn today's meeting.

>> Garcia: Motion to adjourn, Eva.

>> Windsor: May we have a second.

>> This is Chris, I'll second.

>> Windsor: Thank you, Chris, all in favor say aye.

(Chorus of Ayes.)

You're welcome to hang on, but the rest of us will be signing off.



Thank you, everybody, we'll see you on April 25th will be the next meeting of the state BPAC. Everyone have a great rest of your day. Thank you.

>> Garcia: Thank you, everybody.

>> Windsor: Bye, guys.

>> Thanks, everybody, for dealing with the technical difficulties.

>> Windsor: Bye, guys.