

# **PEDESTRIAN-BICYCLIST SUBCOMMITTEE MEETING AGENDA TECHNICAL ADVISORY COMMITTEE (TAC)**

HOUSTON-GALVESTON AREA COUNCIL  
3555 TIMMONS LANE, 2<sup>ND</sup> FLOOR CONFERENCE ROOM B  
THURSDAY, September 5, 9:30AM

1. Introductions
2. Public Comments

## **ACTION**

3. Approval of Minutes for May 8, 2019 Meeting
4. Safety Implementation Plan Collaboration with Transp. Safety Cmte. – **30 minutes**  
*H-GAC staff will review the purpose and tasks for collaboration with the Transportation Safety Committee on developing an Implementation Plan for Pedestrian and Bicycle Safety.*

## **DISCUSSION**

5. Pedestrian-Bicycle Policy Workgroup Recommendations – **30 minutes**  
*Clint McManus, H-GAC, will present the draft recommendations for the Transportation Improvement Program developed for the Project Prioritization and Development Workgroup.*
6. Request for Member to Report on Implementation Experience – **5 minutes**  
*Yuhayna Mahmud, METRO, will provide background on implementation reporting for future meetings.*

## **INFORMATION**

7. Report on Status of Pedestrian-Bicyclist Activities from Members – **2 minutes each**  
*Subcommittee members may briefly discuss current and future active transportation efforts.*
8. Upcoming Meeting Dates:
  - Project Development Workshop – October 1, 2019 – 1:30-4:30pm
  - October 17, 2019 – 9:30-11 AM
  - January 16, 2020 – 9:30-11 AM
9. Adjourn

**PEDESTRIAN-BICYCLIST SUBCOMMITTEE**

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**MEETING SUMMARY**

May 8, 2019 – 1:30pm

Houston-Galveston Area Council

3555 Timmons Lane, 2<sup>nd</sup> Floor, Houston, Texas 77027 (Agency Conference Room 2B)

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<b><u>Organization</u></b>	<b><u>Primary Member Present</u></b>	<b><u>Alternate Member Present</u></b>
Citizen Advocacy	Clark Martinson (Bike Houston)	Kathryn Nowlin (Citizen advocate)
City of Angleton	Megan Mainer	
City of Fulshear	Zach Goodlander - Phone	
City of Houston	Megan Campbell	Melissa Beeler
City of Houston PW	Maria Town	
City of Missouri City		Kevin Cummings-Phone
City of Pearland		
City of Sugar Land	Monique Johnson	
Management Districts	Jorge Bustamante (Greater Northside Management District)	Natali Hurtado (International District)
Harris County		
Harris County		Tanya Makana-Rivera
H-GAC		Anita Hollman
Citizen Advocacy	Jonathan Brooks (LINK Houston)	Jessica Sarpu (Looscan Elementary School, HISD)
METRO	Yuhayna Mahmud	Megan Kennison (Phone)
Management Districts	Eileen Egan (Near Northwest Management District)	
The Woodlands Township	John McGowan (Phone)	
TxDOT	Ana Ramirez-Huerta	

<b><u>Other Interested Parties Present</u></b>	<b><u>H-GAC Transportation Staff Present</u></b>
Robert Benz, TTI Oni Blair, LINK Houston - Phone Henry Morris, Houston Bicycle- Phone Rick Houdek – Bike Shop- Phone Louis Jullien, Westchase District Dustin Schubert, City of League City-Phone Lauren Arnold, City of Conroe-Phone	Clint McManus, H-GAC Lucinda Martinez, H-GAC Allie Isbell, H-GAC Pramod Sambidi, H-GAC Chuck Wemple, H-GAC

**1. Call to Order/Certify Quorum and Introductions**

Mr. Clint McManus, H-GAC, briefed the subcommittee on voting procedures by Primary and Alternate members on action items that require approval by the subcommittee.

Chair Louis Jullien called the meeting to order and confirmed quorum was met. The 2019 members of the Pedestrian-Bicyclist Subcommittee introduced themselves for the record.

**2. Public Comments**

No public comments were presented.

**3. Approval of Minutes for January 24, 2019 (Chair Louis Jullien)**

Chair Jullien made a motion for the approval of the minutes of the January 24, 2019 Pedestrian-Bicyclist Subcommittee. A motion was made and seconded. Minutes were approved as presented by the subcommittee.

**4. Election of Officers (Chair and Vice Chair)**

Chair Jullien requested nominations for the position of Chair of the Pedestrian-Bicyclist Subcommittee. Yuhayna Mahmud, METRO was nominated as Chair. A motion was made and seconded. Yuhayna Mahmud was approved as Chair by the subcommittee.

Chair Jullien requested nominations for the position of Vice-Chair of the Pedestrian-Bicyclist Subcommittee. Monique Johnson, City of Sugar Land was nominated as Vice-Chair. A motion was made and seconded. Monique Johnson was approved as Vice-Chair by the subcommittee.

Chair Jullien vacated his position as Chair of the Pedestrian-Bicyclist Subcommittee and Clint McManus, H-GAC, acknowledged his service and thanked him. Mr. Jullien was applauded by the subcommittee.

Yuhayna Mahmud, METRO, assumed the position as Chair of the Pedestrian-Bicyclist Subcommittee.

**5. Approval of the 2045 Active Transportation Plan**

Mr. Clint McManus, H-GAC, presented the draft of the 2045 Active Transportation plan to the subcommittee for approval by the Pedestrian-Bicyclist Subcommittee. Upon approval, the 2045 Active Transportation Plan will be presented to the Technical Advisory Committee for approval.

Mr. McManus proceeded to give an overview of the plan contents and let the committee know that the 2045 Active Transportation Plan was included in the Regional Transportation Plan Public Comment period which ends in two days. As of the date of this meeting, the Active Transportation Plan had not received any comments that would require any major edits of the 2045 Active Transportation Plan and if comments were received within the next two days, comments would be documented, and the subcommittee would be notified. Mr. McManus explained to the subcommittee how the data in the plan was collected. He continued to describe the Existing conditions portion of the plan and briefed the

subcommittee by defining the Pedestrian and Bicycle Focus areas and the 2045 Vision Plan. He concluded his presentation with the 2045 Active Transportation Plan recommendations.

A lengthy discussion period, comments, questions and some revisions were suggested by subcommittee members during and after the presentation. Mr. McManus agreed to incorporate those revisions.

A motion was made and seconded. The 2045 Active Transportation Plan was approved by the subcommittee. Chair Mahmud acknowledged Mr. McManus as well as past and present subcommittees on their work in completing the 2045 Active Transportation Plan.

## DISCUSSION

**6. Overview of Current H-GAC Transportation Initiatives and Timeline (Mr. Clint McManus, H-GAC.)**

Item was deferred to the next meeting due to meeting going over scheduled time

**7. Sidewalk Layer Update (Kat Vo, H-GAC)**

Item was deferred to the next meeting due to meeting going over scheduled time

**8. Counter Program Update (Clint McManus, H-GAC)**

Item was deferred to the next meeting due to meeting going over scheduled time

**9. 2019 Subcommittee Agenda Roundtable**

Members discussed and offered priorities for the subcommittee for the duration of its term. Specific priorities mentioned included (1) providing formal feedback on the 2018 TIP Call for Projects process, (2) reviewing, refining, and offering formal recommendations on the use of Pedestrian and Bicycle Focus areas *before* they are considered as a tool for funding, and (3) providing formal recommendations on the next TIP Call for Projects to address issues identified by the subcommittee. In all cases, subcommittee members recommended including input from the region's rural counties, particularly those not represented on the subcommittee itself. H-GAC staff agreed to hold a special meeting of the subcommittee to create a plan of action for the priorities mentioned.

## INFORMATION

**10. Report on Status of Pedestrian-Bicyclist Activities from Members (Chair Yuhayna Mahmud)**

Item was deferred to the next meeting due to meeting going over scheduled time

**11. Upcoming Meeting Dates**

**July 18, 2019 – 9:30am – Room B**

**October 17, 2019 – 9:30am – Room B**

**12. Meeting adjourned at 3:30pm**

**Next meeting of Pedestrian-Bicyclist Subcommittee is July 18, 2019 at 9:30am**

# Pedestrian-Bicycle Subcommittee

5 September 2019

# Welcome

- Introductions
- Public Comments
- Minute Approval: July 18, 2019

# Safety Implementation Plan Collaboration

- What is the Safety Implementation Plan?
- Collaboration with TSC
- What is needed from the Ped-Bike Subcmte.
- Action: Approve Resolution



# Policy Workgroup Recommendations

- 5 recommendations (policy-level)
- Compared against national best practices
- TPC workgroup convenes this week

# Recommendation 1: Fund Complete Streets

- All roadway projects should consider infrastructure improvements for other modes of transportation including pedestrians, bicycles, and transit vehicles. At a minimum, roadway projects should include Americans with Disabilities Act (ADA) accessible sidewalks unless the context does not allow or require it.

# Recommendation 2: Establish a CMAQ Set-Aside

- Establish a CMAQ set-aside for active transportation projects, pilots, and programs with a separate call process from roadway and transit projects to ensure continued investment in walkways and bikeways.

# Recommendation 3: Prioritize Safety

- Place greater emphasis on safety improvements in all project types.

# Recommendation 4: Encourage Equity

- Place greater emphasis on active transportation improvements in environmental justice areas.

# Recommendation 5: Decrease Weight of BCA

- Decrease the weight of the benefit-cost analysis on project selection AND/OR consider using it as a filter or prioritization tool instead.

# Information

- Volunteer to share implementation experience
- Report on member activities
- Upcoming Meeting Dates
  - October 17, 2019 (9:30-11am)
  - January 16, 2020 (9:30-11am)

# JOINT COMMITTEE RESOLUTION

## A RESOLUTION APPROVING COLLABORATION TO DEVELOP AND ENDORSE RECOMMENDATIONS OF AN IMPLEMENTATION ACTION PLAN FOR BICYCLE AND PEDESTRIAN TRAFFIC CRASHES IN THE HOUSTON-GALVESTON METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION MANAGEMENT AREA.

### PREAMBLE

This resolution is made by and between the **Transportation Safety Committee**, a duly appointed subcommittee of the Houston-Galveston Metropolitan Planning Organization Transportation Policy Council, and the **Pedestrian–Bicycle Subcommittee**, a duly appointed subcommittee of the Technical Advisory Committee of the Transportation Policy Council.

Be it known that approval of the joint committee resolution (1) does not temporarily or permanently alter the bylaws of either committee; (2) does not change the respective purposes or area(s) of concern of each committee; or, (3) alter the membership, voting rights, standing rules, meeting procedures, or other privileges that are inherent and/or exclusive to each committee.

WHEREAS, fatalities resulting from pedestrian and bicycle traffic crashes in the Transportation Management Area constitute approximately one-quarter of all traffic crash fatalities annually, and,

WHEREAS, the Transportation Policy Council adopted a Regional Safety Plan on August 28, 2018 that identified pedestrian and bicycle crashes as an area of concern for the Transportation Management Area, and called for the creation of an Implementation Action Plan to address the causes of pedestrian and bicycle crashes, and,

WHEREAS, the Transportation Safety Committee is charged with developing an Implementation Action Plan to address the causes of pedestrian and bicycle crashes, fatalities, and injuries, and,

WHEREAS, the Pedestrian–Bicycle Subcommittee has an interest in promoting traffic safety for pedestrians and bicyclists in the Transportation Management Area, and further has expertise that will aid



in the development of an implementation action plan to address the causes of pedestrian and bicycle crashes, fatalities, and injuries,

THEREFORE, BE IT RESOLVED, that the Transportation Safety Committee and the Pedestrian–Bicycle Subcommittee should collaborate to jointly develop and endorse recommendations for the Implementation Action Plan to address the causes of pedestrian and bicycle crashes only,

BE IT FURTHER RESOLVED, that the committees will endorse the jointly developed recommendations, and present the same to the Technical Advisory Committee and the Transportation Policy Council.

This resolution is duly approved by the:

Transportation Safety Committee, at its meeting

on \_\_\_\_\_, a quorum being present,

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Robert Benz, Chairperson

And, the Pedestrian–Bicycle Subcommittee, at its meeting

on \_\_\_\_\_, a quorum being present.

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Yuhayna Mahmud, Chairperson



## Strategic Highway Safety Plan (SHSP) Inventory of Safety Projects and Programs

We are collecting information on existing safety projects and programs within Texas as part of the State's Strategic Highway Safety Planning effort. This information will be used to identify a base level of safety activity, identify gaps in our current efforts and help safety professionals determine what other efforts might be needed.

**Please use a separate page for each project/program.**

Agency or Organization Name: \_\_\_\_\_

Name: \_\_\_\_\_ Position/Title: \_\_\_\_\_

Phone #: \_\_\_\_\_ E-Mail: \_\_\_\_\_

May we post your contact information on the SHSP website ?                      Yes                      No

<b>Project or Program Name:</b>		
<b>Project or Program Website:</b>		
<b>Please provide a brief 1-sentence description of the actions or tasks that make up this project or program.</b>	<b>What are the primary goals or objectives of this project or program?</b>	
<b>Does this project or program address any of these crash issue categories? Select all that apply.</b>		
Distracted Driving	Pedestrian Safety	Motorcycle Safety
Impaired Driving	Roadway & Lane Departures	Occupant Protection
Intersection Safety	Speeding	Other Safety Category
Older Road Users	Bicycle Safety	Please specify: _____
<b>What geographic location does this project or program target? Select all that apply.</b>		
City. Please specify: _____		
County. Please specify: _____		
Region. Please specify: _____		
State. Please specify: _____		
Native American Territory. Please specify: _____		
Other. Please specify: _____		
<b>How are you measuring this project or program implementation? Select all that apply.</b>		
Number of intersections treated. How many? _____		
Number of miles treated. How many? _____		
Number of officer-hours of enforcement. How many? _____		
Number of people trained/educated. How many? _____		
Number of people contacted. How many? _____		
Number of crashes or injuries reduced? How many? _____		
Other measure or effort. Please specify: _____		
<b>What is the current status of this project or program?</b>		
Planned, but not started. Anticipated start date: _____		
Underway. Anticipated completion date: _____		
Ongoing (Annual Program) : _____		
Complete, no current activity. Completion date: _____		

# **DRAFT** Recommendations for the TIP

## from the Pedestrian-Bicycle Policy Workgroup

### **RECOMMENDATION 1 FUND COMPLETE STREETS**

All roadway projects should consider infrastructure improvements for other modes of transportation including pedestrians, bicycles, and transit vehicles. At a minimum, roadway projects should include Americans with Disabilities Act (ADA) accessible sidewalks unless the context does not allow or require it.

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### **RECOMMENDATION 2 ESTABLISH A CMAQ SET-ASIDE FOR ACTIVE TRANSPORTATION**

Establish a CMAQ set-aside for active transportation projects, pilots, and programs with a separate call process from roadway and transit projects to ensure continued investment in walkways and bikeways.

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### **RECOMMENDATION 3 PRIORITIZE SAFETY**

Place greater emphasis on safety improvements in all project types.

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### **RECOMMENDATION 4 ENCOURAGE EQUITY**

Place greater emphasis on active transportation improvements in environmental justice areas.

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### **RECOMMENDATION 5 DECREASE WEIGHT OF THE BENEFIT-COST ANALYSIS**

Decrease the weight of the benefit-cost analysis on project selection AND/OR consider using it as a filter or prioritization tool instead.

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## Recommendation 1 Fund Complete Streets

All roadway projects should consider infrastructure improvements for other modes of transportation including pedestrians, bicycles, and transit vehicles. At a minimum, roadway projects should include Americans with Disabilities Act (ADA) accessible sidewalks unless the context does not allow or require it.

### JUSTIFICATION

By incentivizing the construction of complete streets, this recommendation will increase the number of designated facilities for pedestrians and bicyclists of all ages and abilities. New facilities reduce the number of conflicts between pedestrians, bicycles, and vehicles, thereby improving safety for all users. New facilities also fill gaps and expand the regional network of walkways and bikeways to allow for better connectivity.

This recommendation supports the following stated goals of the Regional Transportation Plan (RTP) and Active Transportation Plan (ATP):

#### RTP Goals Supported

- Improve Safety
- Achieve and Maintain a State of Good Repair
- Move People and Goods Efficiently

#### ATP Goals Supported

- Prioritize Safety
- Connect
- Maintain & Monitor

Furthermore, this recommendation supports policy statements from the U.S. Department of Transportation (DOT), including the inclusion of Complete Streets in the 2015 Fixing America's Surface Transportation (FAST) Act and [guidance](#) issued by the Federal Highway Administration (FHWA) regarding designing for pedestrian and bicycle uses. In its 2010 [Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#), the U.S. DOT "encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities."

### EXAMPLES

- Mid-America Regional Council (MARC) has a regional complete streets policy and all proposed TIP projects are required to adhere to the policy with reasonable exceptions allowed for rural roadways and where cost is prohibitive.
- The Atlanta Regional Commission (ARC) and the Georgia DOT both have complete streets policies. Projects must adhere to those policies to be eligible for any TIP funding.

## **Recommendation 2 Establish a CMAQ Set-Aside**

Establish a CMAQ set-aside for active transportation projects, pilots, and programs with a separate call process from roadway and transit projects to ensure continued investment in walkways and bikeways.

### **JUSTIFICATION**

Public comments for the 2018 TIP call and 2045 RTP planning process emphasized a need for more active transportation funding beyond the Transportation Alternatives funds. A CMAQ set-aside will answer these public comments by securing a designated pot of funding specifically for active transportation. Creating a CMAQ set-aside will also allow H-GAC to tailor selection criteria specific to active transportation, making it easier to select projects that support the goals of the RTP and ATP.

A set-aside can be customized to fit the region's current needs. For example, the set-aside funds could be used specifically for infrastructure that supports Safe Routes to Schools, Transit and Major Employers.

This recommendation supports the following stated goals of the Regional Transportation Plan (RTP) and Active Transportation Plan (ATP):

#### **RTP Goals Supported**

- Improve Safety
- Move People and Good Efficiently

#### **ATP Goals Supported**

- Prioritize Safety
- Connect

### **EXAMPLES FROM OTHER REGIONS**

- **H-GAC** effectively employs CMAQ set-asides for air quality programs and transit pilot projects. The set-aside allows for a separate timetable for project selection and specialized selection criteria.
- **ARC** sets aside STBG funds specifically for the implementation of their Livable Centers program (\$20 million annually).
- **MARC** sets aside 15% of CMAQ funding for active transportation projects and has an application process specifically for that set-aside. Note: roadway and transit projects both have 37% of CMAQ set-aside. Sponsors can submit for funding from TA, CMAQ, or both. regional complete streets policy and all proposed TIP projects are required to adhere to the policy with reasonable exceptions allowed for rural roadways and where cost is prohibitive.

## **Recommendation 3 Prioritize Safety**

Place greater emphasis on safety improvements in all project types.

### **JUSTIFICATION**

Improving safety is the first stated goal of both the RTP and the ATP. Stronger commitment to safety in the TIP process will also help achieve the safety goals reflected in H-GAC's performance measures and in TxDOT's May 2019 announcement to eliminate all traffic-related deaths by 2050. While safety was included in the benefit-cost analysis in the 2018 TIP Call for Projects, the planning factor portion of the application did not allow sponsors to describe the specific safety-related components of their project. Including safety as a planning factor in both active transportation and roadway projects will re-shift the focus to safety.

This recommendation supports the following stated goals of the Regional Transportation Plan (RTP) and Active Transportation Plan (ATP):

#### **RTP Goals Supported**

- Improve Safety

#### **ATP Goals Supported**

- Prioritize Safety

### **EXAMPLES FROM OTHER REGIONS**

- The **Miami-Dade Transportation Planning Organization (MD-TPO)** give projects more points for including proven crash countermeasures and high-comfort walkways and bikeways.
- **ARC's** TIP application gives the greatest weight to their "Improved Safety" planning factor. In addition, high-comfort facilities and projects with proven safety improvements for pedestrians and bicyclists are given more points.

## **Recommendation 4 Encourage Equity**

Place greater emphasis on active transportation improvements in environmental justice areas.

### **JUSTIFICATION**

The ATP includes equity – both geographic and socioeconomic – as one of its five goals. In 2018, all projects received an automatic 10 points for environmental justice and the application materials included a base assumption that all projects negatively impact environmental justice. The TIP process should do more to encourage the construction of active transportation and transit projects in environmental justice communities.

This recommendation supports the following stated goals of the Regional Transportation Plan (RTP) and Active Transportation Plan (ATP):

#### **ATP Goals Supported**

- Ensure Equity

### **EXAMPLES FROM OTHER REGIONS**

- The **New Orleans Regional Planning Commission (NORPC)** includes equity as a goal in its regional plan and scores active transportation projects based their location within a “community of need.”
- **ARC** assesses “Social Equity” as one of its active transportation criteria and gives points for projects that may be outside of environmental justice areas but can still prove that they serve low-income populations through transit or employment access.

## **Recommendation 5 Decrease Weight of the Benefit-Cost Analysis**

Decrease the weight of the benefit-cost analysis (BCAs) on project selection AND/OR consider using it as a filter or prioritization tool instead.

### **JUSTIFICATION**

Benefit-cost analyses often do not capture the full range of benefits for submitted projects and are unable to provide accurate comparisons across mode type and project context. BCAs can also rely on assumptions that can lead to unintended preferences for certain types of projects. The BCA should count for a smaller portion of the overall project score or be used as a tool to filter eligible projects or prioritize projects that have been selected. Reducing the influence of the BCA also puts greater emphasis on planning factors, which are easier to tailor toward regional goals outlined in the RTP and ATP.

Minimizing the role of the BCA as a project selection tool can benefit environmental justice and rural communities who are often unable to hire consultants to calculate BCAs for project proposals.

This recommendation supports the following stated goals of the Regional Transportation Plan (RTP) and Active Transportation Plan (ATP):

#### **RTP Goals Supported**

- Improve Safety
- Achieve and Maintain a State of Good Repair
- Move People and Goods Efficiently
- Strengthen Regional Economic Competitiveness
- Conserve and Protect Natural and Cultural Resources

#### **ATP Goals Supported**

- Prioritize Safety
- Ensure Equity
- Connect
- Maintain & Monitor

### **EXAMPLES FROM OTHER REGIONS**

- **ARC** uses a BCA only as a tie-breaker and to prioritize projects once selected. ARC staff indicated that difficulty measuring benefits was a primary reason for not relying on BCAs for active transportation projects.
- **MARC** uses a BCA ratio to calculate emissions reductions for projects seeking CMAQ funding but does not compare those emissions across project type. The BCA results only count as 35% of the project selection criteria.