



Pedestrian-Bicyclist Subcommittee Transportation Advisory Committee (TAC)

Thursday, May 29, 2025, 1:30 PM

The Pedestrian-Bicyclist Subcommittee advises the Transportation Advisory Committee in the consideration of pedestrian/bicycle travel, facility design, safety, and education within the regional transportation planning process.

A G E N D A

I. Introductions and Certification of Quorum

II. Public Comments

ACTION

III. Workshop – TASA Investment Category Focused Criteria

H-GAC staff will lead a workshop to refine the Transportation Alternatives Set-Aside (TASA) Call for Projects Investment Category Focused Criteria

INFORMATION

IV. Upcoming Ped/Bike Subcommittee Meeting Dates

- 7/17, Quarterly Subcommittee Meeting (9:30-11:00a)

V. Adjourn



Pedestrian and Bicycle Subcommittee May 29th, 2025



Agenda

I. Introductions and Roll Call / Quorum

II. Public Comments

Action Items

III. Workshop – TASA Investment Category Focused
Criteria

Information Items

IV. Upcoming Ped/Bike Subcommittee Meeting Dates

V. Adjourn

I: Introductions and Certification of Quorum

Representing	Primary	Organization	Alternate	Organization
Active Transportation	John Martin	Bike the Woodlands Coalition	Danny Wyatt	Harris County Pct. 2
Citizen Advocates	Joe Cutrufo	Bike Houston	Bryan Dotson	Citizen
Citizen Advocates	Dexter Handy	Citizens' Transportation Coalition	Kevin Strickland	Walk & Roll Houston
Citizen Advocates	Patricia Kievlan	Bike the Woodlands Coalition	Daryl Catching	Pearland Bicycles
Local Governments	Itay Porat	City of Houston	Robert Williamson	City of Houston
Local Governments	John McGowan	The Woodlands Township	Chris Nunes	The Woodlands Township
Local Governments	Carry Capers	City of Pearland	Kevin Carter	City of Pearland
Local Governments	Melanie Beaman	City of Sugar Land	Vacant	
Local Governments	Tyson Arnold	City of Galveston	Robert Winiecke	City of Galveston
Local Governments	David Fields	Harris County Pct. 1	Scott Barker	Harris County Engineering
Local Governments	Danielle Fain	City of Missouri City	Jorge Bustamante	Harris County Pct. 2
Local Governments	John Serrano	Harris County Pct. 4	Fatima Wajahat	Harris County Pct. 4
Management Districts	Jack Hanagriff	East End District	Nikki Knight	Greater SE Management District
Management Districts	Irma Sanchez	Westchase Management District	Anibeth Turcios	Greater Northside District
Management Districts	Natali Hurtado	International Management District	Eileen Egan	Near Northwest Management District
Management Districts	Sherry Weesner	Memorial Heights TIRZ 5	Michael D. Jackson	Energy Corridor Management District
Non-Profit	Lisa Graiff	Houston Parks Board	Peter Eccles	LINK Houston
Non-Profit	Andrea French	Scenic Houston	Christina Cabral	Transportation Advisory Group (TAG)
Planning	Madeleine Hirsch	TxDOT- HOU	Dr. Brenda Bustillos	TxDOT-HOU
State	Carolina Lopez-Herrera	TxDOT- BMT	Samantha Harris	TxDOT-BMT
Transit	Yuhayna Mahmud	METRO	Muxian Fang	METRO
Transit	Thien Cao	Harris County Transit	Robert Anders	Harris County Transit

II. Public Comments

- List of Written or Verbal Comments Received Prior to Meeting
- Open to Public Comment





III. Workshop: TASA Investment Category Focused Criteria



Brian D. Smith, II (H-GAC)
Pedestrian Bicycle Subcommittee
May 29, 2025

Workshop Agenda



- 1) Project Selection Process Overview
 - Process summary
 - Changes since last call
- 2) Past Evaluation Criteria (2018, 2021)
 - Carry overs
 - Possible gaps
- 3) Draft Criteria
 - Planning Factors
 - Benefits to Other Categories
 - Investment Category-Focused Criteria
 - Discuss both criteria and point distribution

Goal: Vote to submit draft criteria to TIP Subcommittee, TAC, and TPC.


Project Selection Process



- Approved by TPC in January 2023
- Starts with sponsors submitting Statements of Project Interest
 - Accepted on a Rolling Basis
 - SOPs are consolidated during CFP window
- Projects are selected based on 8 Investment Categories; All Statements of interest are considered for all categories
- 100 Point Scoring System
 - 50 Points: Investment Category Focused Criteria
 - 20 Points: Benefits to Other Investment Categories
 - 30 Points: Planning Factors
- Projects that score at least 50 points are invited to submit Benefit-Cost information

Project Selection Process

Investment Categories

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- Regional Goods Movement
 - Highways classified as Urban Critical Freight Corridors/Rural Critical Freight Corridors
 - Roadways providing connectivity to large warehouses and big box stores
 - Facilities with high truck volumes
 - Operational Improvements & Congestion Management
 - Projects that reduce congestion and travel delay (includes HOV expansions and BRT)
 - High-Growth Area Needs
 - Facility development to avoid future congestion in high-growth areas
 - Projects addressing safety, congestion, multimodalism in high-growth areas
 - Projects that promote coordinated planning, continued economic development
 - Active Transportation: On/off-road Bike and ped projects
 - Transit: All transit projects except HOV expansion and BRT
 - Major Projects: Projects with an estimated cost of \$100M or more
 - Resiliency & State of Good Repair: Projects focused on resiliency improvements and extending useful life of the facility
 - Safety: Projects solely focused on safety improvements in high-crash areas

Former Project Evaluation Criteria (2018-2021)

- Used for the 2018 Call for Projects
- Revised by Ped-Bike Subcommittee in 2021
- 160-Point Scoring; 14 Criteria



Former Project Evaluation Criteria (2018-2021)



Criteria	Points
1. Does the project provide safe and convenient routes across barriers?	13
2. Will the project connect to an existing ped/bike facility?	12
3. Will the project improve ADA accessibility, functionality, and comfort?	12
4. Is there local support for the project or is it part of a regional/local plan?	15
5. Is the project contributing to an existing or potential transit facility?	8
6. Does the project promote AT investments in areas with high activity/amenity but low connectivity?	10
7. [RURAL ONLY] Is the project in close proximity to regionally or locally significant modes?	5
8. Will the project add design elements to improve safety?	14
9. Is the project in close proximity to AT-related high-crash locations?	13
9a. Does the project actively reduce crashes in those locations?	13
10. Is the project in an area with a higher population of zero-car households?	12
11. If the area is within a vulnerable population or EJ community, has the area benefited from AT projects in the past decade?	5
12. Is the project benefiting a vulnerable population community?	12
13. Is the project in a rural or suburban area?	10
14. Will this project implement innovative ideas to improve regional connectivity and access?	6
TOTAL	160

- [In draft criteria]
- [Potential linkage to draft criteria]

Workshop Exercise



- Review and refine Criteria
- Order: Planning Factors, Benefits to other Investment Categories, Investment Category Criteria
- Consider suitability and point distribution
- Opportunity to discuss criteria and metrics
- **Goal: Vote to submit draft criteria to TIP Subcommittee, TAC, and TPC.**

Planning Factors



- Safety (7 Points)
 - Existing Conditions: crash rates compared to regional average
 - Improvements included in scope to reduce expected fatal and serious crashes
 - Crash reduction factor
 - Former criteria #9, #9a
- Resiliency (5 Points)
 - Vulnerability to flooding
 - Improvements to reduce vulnerability
- Access/Connectivity (5 Points)
 - Low-income, minority hh within ¼ mile
 - Connectivity to medical facilities, schools, social services
 - Former criteria #12
- Impact on Vulnerable Populations (5 Points)
 - Vulnerable populations within ¼ mile
 - Improvements to improve connectivity for vulnerable populations
 - Former criteria #10, #11, #12
- Impact on Natural/Cultural Resources (5 Points)
 - Mitigating adverse impacts to natural environment and cultural sites
 - Reducing NOx, VOC emissions
- Innovation (3 Points)
 - Implementation/Installation of new technologies to enhance mobility

❖ Criteria and point distribution are universal for **all** investment categories

Benefits to Other Investment Categories



- High Growth Area Needs (5 Points)
 - Provides access to development of residential, retail, other uses
 - OR Alleviates future congestion due to potential economic development (Unclear for AT)
- Transit (5 Points)
 - Project is located on or connects to a transit route
- Operational Improvements/Congestion Management (5 Points)
 - Improves daily traffic operations
 - Project reduces conflict points between motor vehicles and vulnerable road users
- Not Used
 - Regional Goods Movement
 - Resiliency/State of Good Repair
 - Safety (in Planning Factors)

Benefits to Other Investment Categories



- High Growth Area Needs (5 Points)
 - Provides access to development of residential, retail, other uses
 - OR Alleviates future congestion due to potential economic development (Unclear for AT)
- Transit (5 Points)
 - Project is located on or connects to a transit route
- Operational Improvements/Congestion Management (5 Points)
 - Improves daily traffic operations
 - Project reduces conflict points between motor vehicles and vulnerable road users
- Feedback / Option
 - High Growth: Potential economic development is unclear / Incorporate former criteria #6—high activity/low connectivity
 - Incorporate last-mile connection issues / Add to transit criteria

Investment Category Focused Criteria

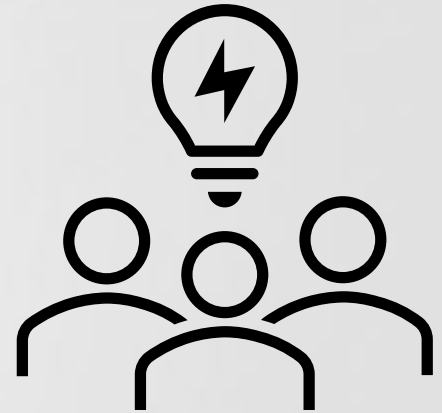


Criteria	Score
Investment Category Focused Criteria	
Project is recommended in an existing plan or study	5
Project improves or provides new connectivity to community and economic destinations	15
Project addresses existing high-crash spots for pedestrians/cyclists	10
Project removes physical barriers to walking/bicycling	10
Project fills a critical gap in the existing bike/ped network	10
Project readiness	5
TOTAL	55

- Feedback
 - Can bicycle level of stress be a critical gap?
 - Reconsider point division for destinations
 - Connections to transit are key destinations/critical gaps
 - Population density should be a factor

IV. Upcoming Meetings

- Next Quarterly Ped/Bike Subcommittee Meeting
 - Thursday, July 17th at 9:30 a.m. – Hybrid Event



V. Adjourn



Draft Transportation Alternatives Set-Aside Criteria



Planning Factors (30 Points)	Score
Safety-Existing Conditions (3 Points)	
Projects in locations with a fatality and serious injury crash rate higher than regional average	3
Projects in locations with a fatality and serious injury crash rate the same as regional average	1
Projects in locations with a fatality and serious injury crash rate lower than regional average	0
Safety-Crash Reduction Narrative Scoring (4 Points)	
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) > 50%	4
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) = 30-50%	3
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) = 10-30%	2
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) < 10%	1
Resiliency-Existing Conditions (2 Points)	
High vulnerability to flooding score on regional resiliency tool	1
High criticality score on regional resiliency	1
Resiliency-Flooding Vulnerability Reduction Scoring (3 Points)	
Proposed project scope includes drainage above and beyond minimum federal standard	3
Proposed project includes drainage to a minimum federal standard	1

Draft Transportation Alternatives Set-Aside Criteria



Planning Factors (30 Points)	Score
Access/Connectivity (5 Points)	
# of low-income and minority households within a ¼ mile of proposed project	2
Proposed project improves or provides new connectivity to medical facilities (Medical facility exists within a ¼ mile of the project)	1
Proposed project improves or provides new connectivity to schools/colleges/universities (within ¼ mile)	1
Proposed project improves or provides new connectivity to social services facility	1
Impact on Vulnerable Population (5 Points)	
# of vulnerable populations within a ¼ mile of proposed project (if population is zero, full points are provided because no mitigation or avoidance of impacts is required)	5
Narrative explaining how proposed project provides benefits (safety, bike/ped facilities, improves connectivity to transit stops) to vulnerable populations	3
Narrative explaining how proposed project avoids or mitigates adverse effects to vulnerable populations	2
Impact on Natural/Cultural Resources (5 Points)	
Narrative explaining how proposed project avoids or mitigates adverse impacts to natural (flood plains, wetlands) and cultural (historic and archeological sites) resources	3
Reductions in NOx (nitrogen oxides), VOCs (volatile organic compounds)	2
Innovation (3 Points)	
Implementation of new infrastructure or technologies intended to enhance accessibility, mobility, multimodalism, resiliency, or reliability, or traffic operations. Installation of new technology such as autonomous/connected vehicle technology	3

Draft Transportation Alternatives Set-Aside Criteria



Benefits to Other Categories (15 Points)	Points Up To
Project benefits high growth area needs (5 Points)	
Proposed project provides access to development of residential, retail, or other land uses - OR -	5
Proposed project will alleviate future congestion due to potential economic development	5
Project improves traffic conditions for transit users (5 Points)	
Proposed project is located on or connects to a transit route (local, express, signature, commuter	5
Project improves daily traffic operations (5 Points)	
Narrative explaining how proposed project reduces conflict points between motor vehicles and vulnerable road users (peds and bikes) (i.e. intersection improvements, crossings, grade separation)	5

Draft Transportation Alternatives Set-Aside Criteria



Investment Category Focused Criteria (55 Points)		Points Up To
Project recommended in an existing plan or study (5 Points)		
Yes / No (with reference to plan)		5
Project improves or provides connectivity to destinations (15 Points)		
Narrative explaining how proposed project provides access to community destinations (parks, libraries, clinics)		5
Narrative explaining how proposed project provides access to economic destinations (jobs, employment centers, businesses)		5
Narrative explaining how proposed project provides access to schools		5
Project addresses existing high-crash spots for pedestrians/cyclists (10 Points)		
Project along corridors with bike/ped fatality and serious injury crash rate higher than regional average		10
Project along corridors with bike/ped fatality and serious injury crash rate at regional average		7
Project along corridors with bike/ped fatality and serious injury crash rate lower than regional average		3
Project removes physical barriers to walking/bicycling (10 Points)		
Narrative explaining how proposed project reduces physical barriers (bridges without bikeways, railroad crossings, freeways and limited access roads, bayous, geographic barriers, etc.) to walking and/or bicycling		10
Project fills a critical gap in the existing bike/ped network (10 Points)		
Narrative explaining a critical gap in the existing bike/ped infrastructure network and how the proposed project closes that gap		10
Project readiness (5 Points)		
Narrative explaining applicant's ability to obligate funds and initiate construction quickly (within three years)		5