



MEETING AGENDA

TxDOT Bicycle and Pedestrian Advisory Committee (BPAC) Meeting

April 12, 2024 - 9:30 A.M.

Note: 6230 E. Stassney Lane, Auditorium

Austin, TX 78744

1.	Call to Order.
2.	Safety briefing.
3.	Approval of minutes from January 26, 2024 BPAC meeting. (Action)
4.	Report from TxDOT's Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters.
5.	Update and discussion on TxDOT's Statewide Active Transportation Plan.
6.	Presentation on TxDOT's District Bicycle Plan Pilot.
7.	Presentation from North Central Texas Council of Governments on Safe Routes to School.
8.	Updates from committee members on local and statewide issues.
9.	Public comment – Comments will be accepted by email to BikePed@txdot.gov by April 22, 2024, to be included as part of the meeting record.
10.	Discussion of agenda items for future BPAC meetings.
11.	Adjourn. (Action)

The BPAC meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided for you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend or participate in the BPAC meeting, please contact Greg Reininger, PTN, at (737) 285-6184 no later than 4 p.m. CT, April 8, 2024. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.



Karla Windsor, Chair, Dallas/Ft. Worth
Philip Hiatt Haigh, Vice Chair, Dallas
Andrew Bernet, Austin
John Brigham, Houston
Ericka Cornejo, El Paso
Eva Garcia, Brownsville
Kim Hooker, Amarillo
Norman Kieke, Austin
Will Parrish, San Marcos
Frank Rotnofsky, Laredo
Lynnette Wood, Lindale

TxDOT Technical Staff

Eric Gleason, Director, Public Transportation Division (PTN)
Bonnie Sherman, Planning & Program Development Director, PTN
Noah Heath, Transportation Alternatives Program Manager, PTN
Greg Reininger, Planning Lead, PTN
Greg Goldman, Data Manager, PTN
Carl Seifert, Transportation Planner (Contractor), Jacobs
Lauren Osborne, Transportation Planner (Contractor), Jacobs

* * *

Teleconference instructions:

Event address for attendees:

[https://cmd-txdot-
gov.zoomgov.com/j/1601569748?pwd=dGkvbmZvSXhpdG9VZHovL0FBR3ZOZz09](https://cmd-txdot.gov.zoomgov.com/j/1601569748?pwd=dGkvbmZvSXhpdG9VZHovL0FBR3ZOZz09)

Passcode: 331881

Or One tap mobile :

+16692545252,,1601569748# US (San Jose)

+14154494000,,1601569748# US (US Spanish Line)

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

+1 669 254 5252 US (San Jose)

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+1 551 285 1373 US (New Jersey)

Webinar ID: 160 156 9748

MINUTES FOR ADOPTION

Bicycle and Pedestrian Advisory Committee (BPAC) – Via Zoom Teleconference Meeting
January 26, 2024

BPAC Committee Members Present and Participating:

Karla Windsor, Chair, Dallas/Ft. Worth
Philip Hiatt Haigh, Vice Chair, Dallas
Andrew Bernet, Austin
John Brigham, Houston
Ericka Cornejo, El Paso
Eva Garcia, Brownsville
Kim Hooker, Amarillo
Will Parrish, San Marcos
Frank Rotnofsky, Laredo
Lynnette Wood, Lindale

BPAC Committee Members Absent:

Norman Kieke, Austin

TxDOT Present and Participating:

Eric Gleason, Director (PTN)
Bonnie Sherman, Statewide Bicycle / Pedestrian Program Supervisor (PTN)
Noah Heath, Transportation Alternatives (TA) Program Manager (PTN)
Greg Reininger, Statewide Bicycle / Pedestrian Planner (PTN)

Also, Present and/or Participating:

Carl Seifert, Jacobs Engineering Group
Lauren Osborne, Jacobs Engineering Group
Jeff Whitacre, Kimley-Horn and Associates
Tim Sorenson, CDM Smith
Bahar Dadashova, Texas A&M Transportation Institute

AGENDA ITEM 1: Call to Order.

Karla Windsor, calls the meeting to order at 9:31 A.M.

AGENDA ITEM 2: Safety briefing.

Greg Reininger presented this item beginning at 9:32 A.M.

Comments: No comments

AGENDA ITEM 3: Approval of minutes from October 27, 2023 BPAC meeting. (Action)

Karla Windsor introduced this item at 9:33 A.M.

MOTION Philip Hiatt Haigh moved to approve the October 27, 2023 BPAC meeting minutes.

SECOND John Brigham seconded the motion.

The motion passed unanimously at 9:34 A.M.

Comments: No comments

AGENDA ITEM 4: Report from TxDOT’s Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters

Eric Gleason presented this item at 9:35 A.M.

Comments/Questions: Eva Garcia, Karla Windsor

AGENDA ITEM 5: Update on TxDOT’s Statewide Active Transportation Plan.

Jeff Whitacre presented this item at 9:43 A.M.

Comments/Questions: John Brigham, Philip Hiatt Haigh

AGENDA ITEM 6: Statewide Active Transportation Plan Workshop.

Jeff Whitacre presented the item at 10:05 A.M.

Questions/Comments: Eva Garcia, Philip Hiatt Haigh, Andrew Bernet, Karla Windsor

AGENDA ITEM 7: Presentation on TxDOT’s Statewide Multimodal Transit Plan.

Tim Sorenson presented the item at 10:46 A.M.

Questions/Comments: Philip Hiatt Haigh

AGENDA ITEM 8: Presentation from Texas A&M Transportation Institute (TTI) on bicycle safety research.

Karla Windsor introduced the item at 11:05 A.M.

Questions/Comments: Philip Hiatt Haigh, Will Parrish, John Brigham, Frank Rotnofsky

AGENDA ITEM 9: Updates from committee members on local and statewide issues.

Karla Windsor introduced the item at 11:34 A.M.

Questions/Comments: Philip Hiatt Haigh, Andrew Bernet, John Brigham, Eva Garcia, Kim Hooker, Will Parrish, Frank Rotnofsky, Karla Windsor

AGENDA ITEM 10: Public comment – Comments will be accepted in person during the meeting or submitted by email to BikePed@txdot.gov by February 5, 2024, to be included as part of the meeting record.

Karla Windsor introduced this item at 11:49 A.M.

No public comments were submitted for the January 26, 2024 BPAC meeting.

AGENDA ITEM 11: Discussion of agenda items for future BPAC meetings. (Action)

Karla Windsor introduced this item at 11:50 A.M.

Questions/Comments: Eva Garcia recommended a presentation from Philip Hiatt Haigh on his work with The Loop and also a presentation from Karla Windsor on Safe Routes to School. Philip Hiatt Haigh requested a representative from the Johns Hopkins Narrow Lane study. John Brigham requested a presentation on near miss crash analysis. Karla Windsor requested a presentation on micromobility.

AGENDA ITEM 12: Adjourn. (Action)

Karla Windsor adjourned the meeting at 11:57 A.M.

Prepared by:

Approved by:

Greg Reininger
Public Transportation Division

Karla Windsor
Chair, Bicycle Advisory Committee

Statewide Active Transportation Plan

BPAC Update

April 12, 2024

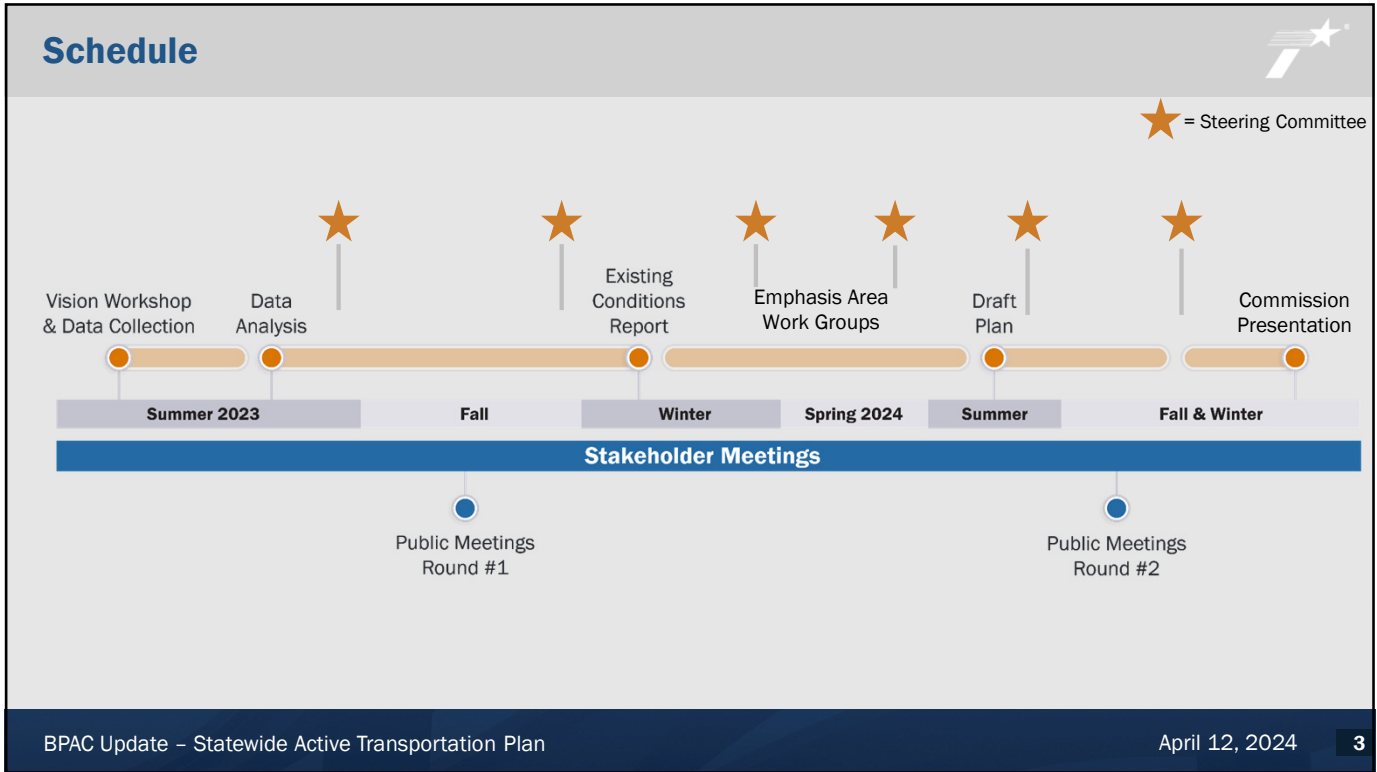
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Agenda



1. Schedule Overview
2. District Interview Highlights
3. Discuss Initial Analysis
4. Goals and Emphasis Area Working Group Updates
5. Next Steps and Wrap Up

2



3

District Interviews

April 12, 2024

4

District Interviews



INTERVIEW PROGRESS

- 22 complete
- 3 TBD

KEY TAKEAWAYS

- Rural districts are focused on maintenance, sidewalk upgrades, highway crossings, and ADA compliance.
- Difficulty bridging gap between on-system and off-system facilities.
- Funding is a barrier for active transportation. Some suggested funds should be dedicated specifically for active transportation projects.
- Design guidelines make implementation difficult in areas with limited ROW

5

Discussion



- What are your reactions to the key takeaways from TxDOT Districts?

6

Initial Analyses

April 12, 2024

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Analysis Goals



1. Improvement Need Analysis

Establishes a framework for the prioritization of active transportation investments

- Understand existing infrastructure
- Identify need
- Quantify demand

2. Economic Impact Analysis

Quantifies the value of active transportation investments

- Improved health outcomes
- Fewer traffic fatalities
- Smaller environmental impact of travel

BPAC Update – Statewide Active Transportation Plan

April 12, 2024

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8

Developing Tools to Determine Active Transportation Improvement Need



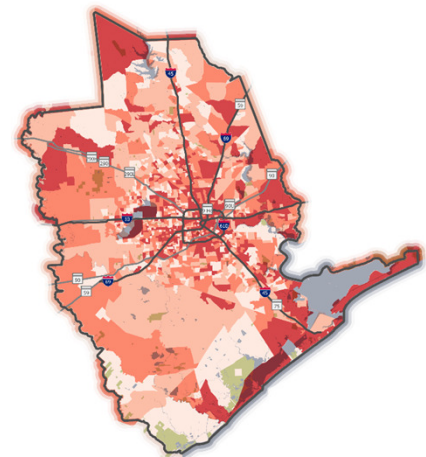
- Identified geographies with the greatest need for new/improved active transportation infrastructure.
- Factors considered :
 - Safety Risk + Community Need + Health + Demand + Connectivity = Active Transportation Improvement Need
- Analyses are still under development. For example, we are currently reviewing some of the more rural areas with large Census tracts.
- Following slides will show more detail about the factors considered.

Safety Risk



Crash analysis to understand the most dangerous geographies for active transportation users.

- Purpose
 - Mitigate risk associated with active transportation trips already occurring.
- Methodology
 - Crash density (2021-2023)
 - Weighted by severity
 - Normalized by population
- Findings
 - High risk prevalent in large metros:
 - Austin, Dallas-Fort Worth, Houston, and San Antonio
 - Pockets of risk throughout the state, often coinciding with clusters of fatal crashes



Houston District



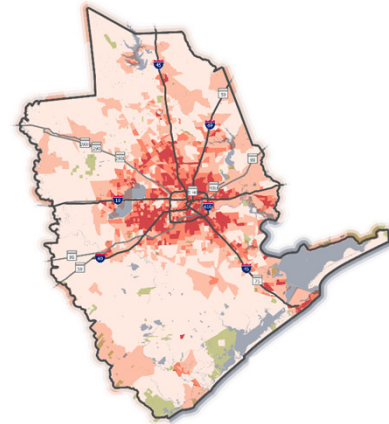
Safety Risk
 Very High
 High
 Moderate
 Low



Demand

Demographic analysis, Identifying areas with residents most likely to engage in active transportation.

- Purpose
 - Provide transportation infrastructure aligned with local priorities.
- Methodology
 - Evaluate:
 - Population density and composition
 - Age
 - Income
 - Vehicle ownership
 - Disability
- Findings
 - Demand concentrates in more densely developed areas, where a larger number of people and destinations are potentially connected by active transportation trips



Houston District

0 20 Miles

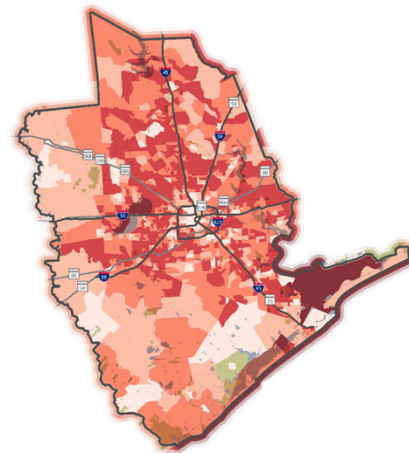
Demand
Forecast Demand for
Active Transportation
Infrastructure

- Very High
- High
- Moderate
- Low

Connectivity

Examine connections between people and nearby points of interest, highlighting areas where infrastructure discourages active transportation.

- Purpose
 - Identify areas with the largest number of missing connections to target improvements that connect residents and destinations.
- Methodology
 - Evaluate ratio of residents, jobs, and points of interest accessible by bicycling along low-stress infrastructure (network connectivity) to residents, jobs, and points of interest within three miles (theoretical connectivity)
- Findings
 - The highest connectivity occurs in dense urban areas and small towns with a gridded street network
 - Suburban development is associated with poor connectivity scores, as subdivisions are frequently surrounded by high-stress roads that create barriers between people and destinations



Houston District

0 20 Miles

Connectivity
Magnitude of
Infrastructure Gaps

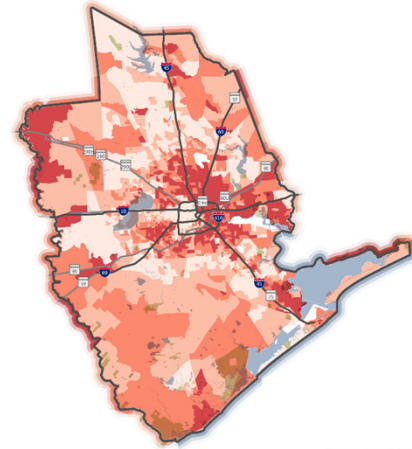
- Very High
- High
- Moderate
- Low

Community Need



Demographic analysis, Identifying communities with concentrations of historically disadvantaged groups.

- Purpose
 - Invest in areas where residents stand to benefit most.
- Methodology
 - Applies Social Vulnerability Index to the identification of potentially disadvantaged geographies
 - Developed by the Centers for Disease Control and Prevention/Agency for Toxic Substances and Disease Registry
- Findings
 - Need exists throughout the state, and is highly correlated with income



Houston District

Community Need
Concentration of Historically Disadvantaged Groups

- Very High
- High
- Moderate
- Low

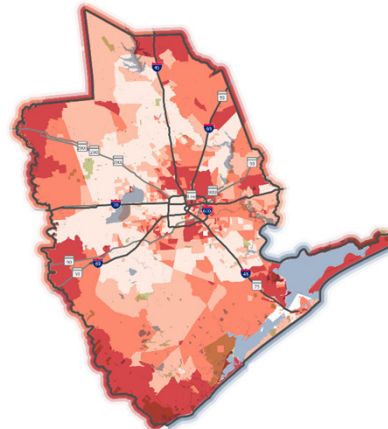
0 20 Miles

Health



Analysis of health data, Identifying communities disproportionately impacted by outcomes associated with sedentary lifestyles.

- Purpose
 - Identify infrastructure opportunities that encourage active transportation as a means of improving health outcomes.
- Methodology
 - Evaluate prevalence of obesity, asthma, diabetes, mental health conditions, and cardiovascular disease
 - Developed in coordination with the Texas Department of State Health Services
- Findings
 - Populations throughout the state face health issues for a variety of reasons, but historically disadvantaged populations living in auto-oriented areas (where sedentary lifestyles are common) generally experience the worst health outcomes



Houston District

Health
Prevalence of Poor Health Outcomes

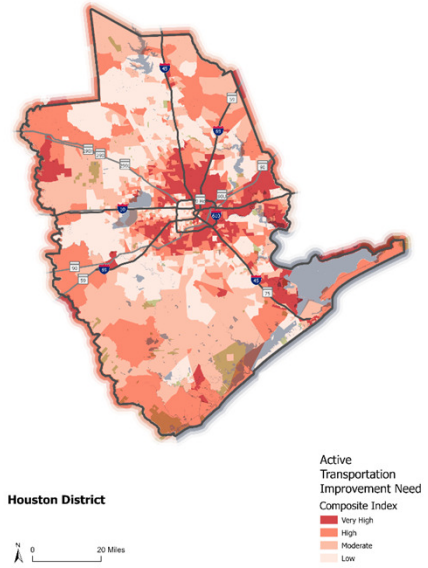
- Very High
- High
- Moderate
- Low

0 20 Miles

Improvement Need

Combine safety, community need, health, connectivity, and demand analyses to identify overall need.

- Purpose
 - Provide a framework for the prioritization of active transportation investments.
- Methodology
 - Combine each index score (i.e., safety risk, demand, connectivity, community need, and health) in an equally weighed index
- Findings
 - Need clusters (i.e., tracts with high improvement need, tend to be located adjacent to other tracts with high improvement need)
 - High need often coincides with historically disadvantaged populations (e.g., low-income households), with the notable exception of highly urbanized areas
 - Attributable to high connectivity scores, and better health outcomes in these areas



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Economic Impact Analysis

- Forecast the economic impact of active transportation improvements based on:
 - *Health outcomes (mortality)*
 - *Traffic fatalities*
 - *Environmental impact*
- Leverages safety risk analysis and travel flows modeled using [Replica](#)
- Utilizes World Health Organization [Health Economic Assessment Tool](#)
 - Validated by Texas A&M Transportation Institute/TxDOT Economic Impact of Bicycling in Texas report

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Analysis Next Steps



- Finalize Economic Impact Analysis
- Update Hub Site
- Document findings

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Discussion



- Takeaways from Steering Committee Members Philip Hiatt Haigh and Kim Hooker
- Was there anything you saw in our analysis that was unexpected or surprising?

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Framework, Goals, Emphasis Area Work Group Updates

April 12, 2024

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Sample Framework



- Plan vision – inspiration and aspiration
- Goals – Desired long-term results
- Actions/strategies – Methods to advance progress on goals
- Performance Measures – Monitoring progress

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Plan Goals and Working Group Strategies

<p>GOALS</p> <p>Improve Safety, Comfort, and Accessibility Design for safety and comfort by providing low stress level facilities.</p> <p>Enhance Connectivity Connect community destinations through plans and project identification activities; and build more connective infrastructure.</p> <p>Address Community Needs Providing mobility options for people who don't have vehicle access or rely on active transportation modes.</p> <p>Support Economic Vitality Increase accessibility and connect our workforce.</p> <p>Promote Healthy Communities Make it easier for Texans to live healthy and safe lifestyles.</p>	<p>ACTION/STRATEGIES - POSSIBLE EAWG TOPICS</p> <ul style="list-style-type: none"> • Context-based design • Supportive policies (ex. speed limits) • ADA compliance measures • All Ages and Abilities (AAA) facilities • Identifying gaps and key destinations • New/increased funding, eliminate barriers • Connect people with opportunities and essential needs • Modernize prioritization • Support creation of vibrant places • Support tourism • Connect workforce with jobs and education • Increase accessibility to safe and comfortable bike and pedestrian facilities. • Connect people with community features
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BPAC Update – Statewide Active Transportation Plan
April 12, 2024
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Discussion

- Are we missing any important goals or actions/strategies?

BPAC Update – Statewide Active Transportation Plan
April 12, 2024
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Emphasis Area Working Groups (EAWG) Update



The initial stakeholder process identified 6 key emphasis areas for more in-depth study and engagement.

EAWG's are taking a deeper dive to develop action items.

- Safe Design
 - First meeting held March 6
 - Second meeting scheduled April 18
- Urban Context Considerations
 - First meeting held March 7
 - Second meeting mid to late April
- Multimodal Integration
 - First meeting held March 20
 - (TTA Conference presentation on March 18)
- Community Need, Demand, And Health
 - First meeting held March 21
- Rural And Suburban Context Considerations
 - First meeting held March 27
- Micromobility
 - First meeting held March 28

ACTION ITEMS WILL BE COMBINED AND PRESENTED TO THE STEERING COMMITTEE, WHO WILL DEVELOP PERFORMANCE MEASURES.

Discussion



- What performance measures would you suggest?

Next Steps: April – July 2024



Continue District Interviews

Continue Work Group meetings

Communications Campaign & Outreach Round 2 Prep

Plan Analysis & Development

Greg Reininger

Active Transportation Planning Lead

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Planning and Program Development Director

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TxDOT District Bicycle Plans Update

Bicycle and Pedestrian Advisory Committee
April 12, 2024

1

Four Pilot District Bicycle Plans



- Participating Districts:
 - Bryan
 - Laredo
 - Pharr
 - San Antonio
- Basis for future district planning and project development
- Establish methods that other districts can replicate

2

District Bike Plans Overview



- Gather existing conditions related to bicycling on TxDOT highways
- Identify bicycling needs
- Prioritize routes/crossing locations across the district
- Refine BTT routes
- Provide guidance for future projects

District bike plans will not adopt a list of biking projects (i.e. specific design solutions at specific locations)

3

Pilot Plan Schedule



4

Major Work Products and Analyses

5

5

Plan Outputs



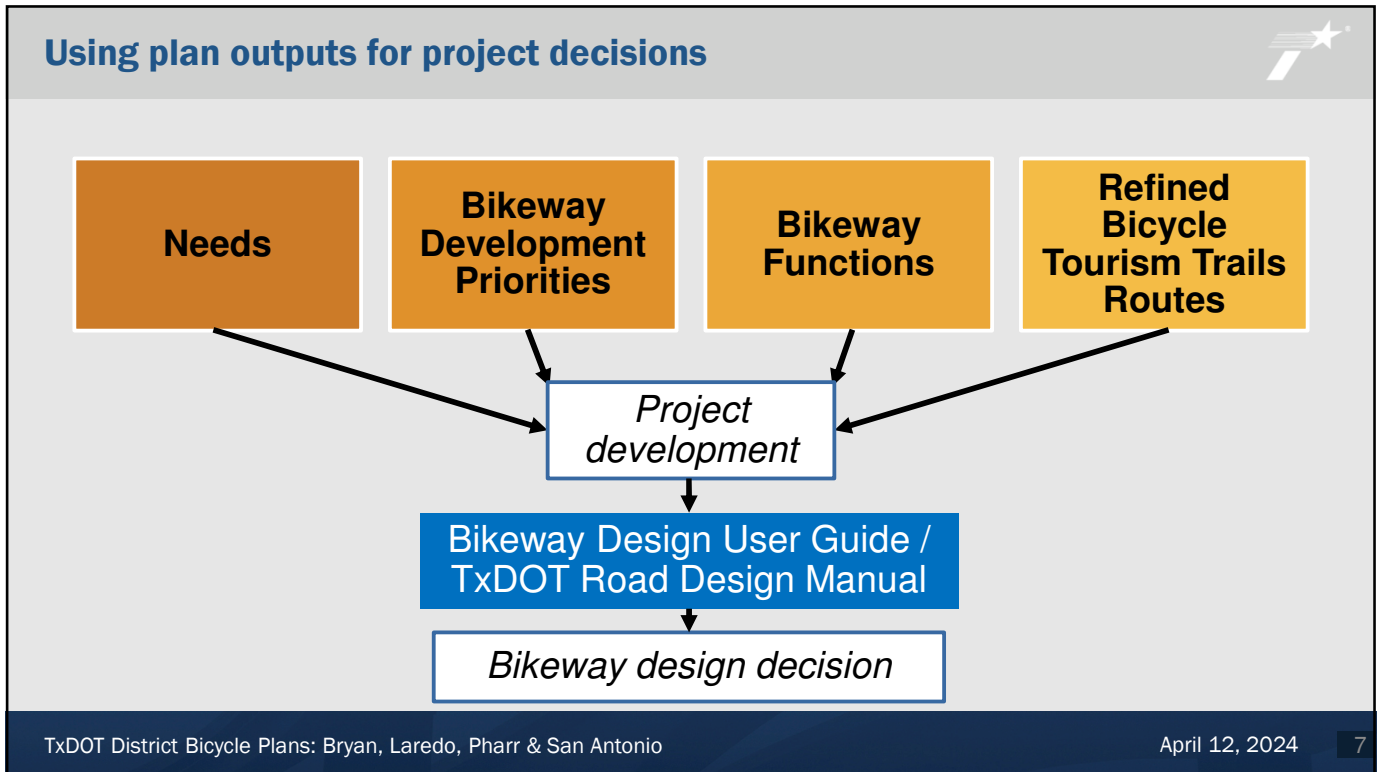
- What's wrong with this location
 - Needs

- How should we advance projects to meet needs?
 - Bikeway Development Priorities

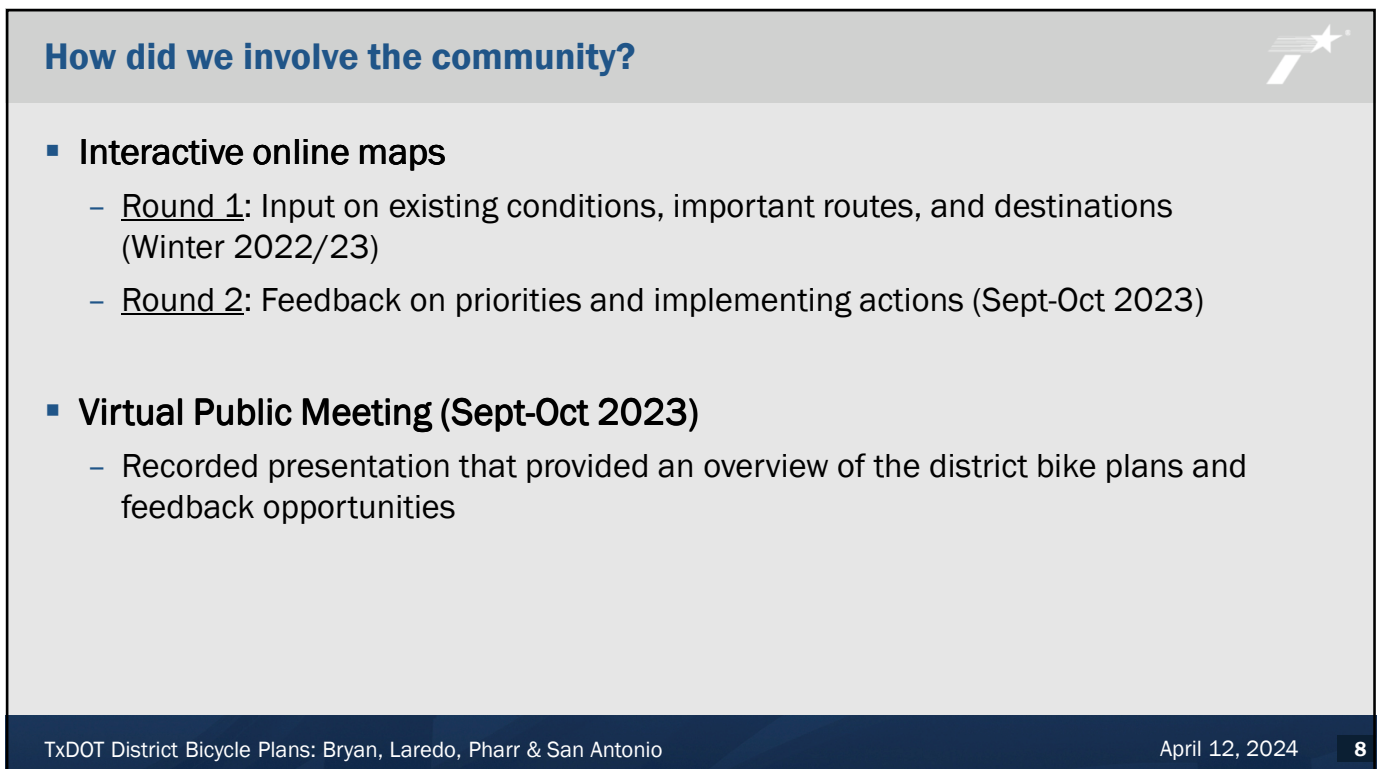
- Who will use this bikeway, and for what kinds of trips
 - Bikeway Functions

- Where will the district plan for long-distance biking routes?
 - Refined Bicycle Tourism Trails Routes

6



7



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Plan Recommendations Survey



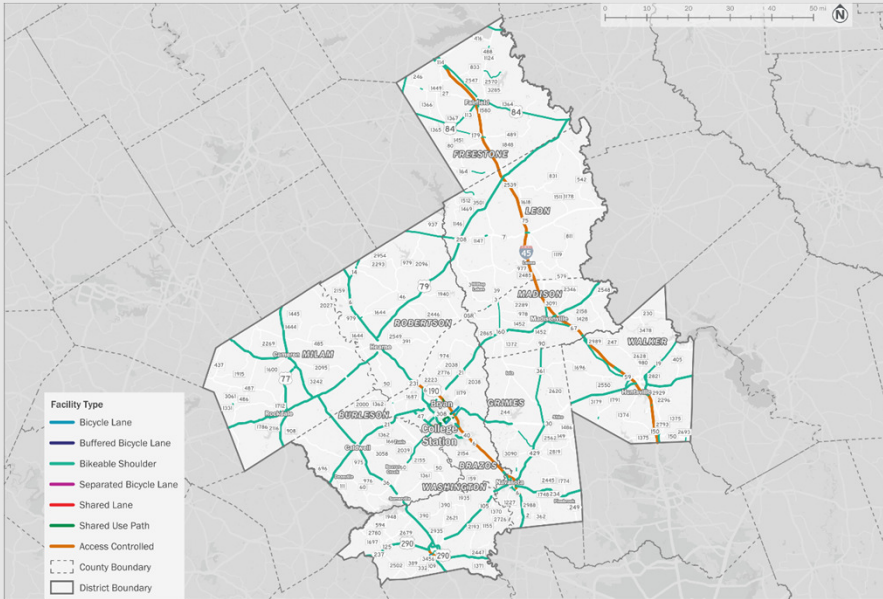
- District surveys open during public meeting period
- Collected location-specific comments on:
 - Bike network functions
 - BTT routes (example network and refinements)
 - Prioritization results
- Participants could “agree” or “disagree” on plan recommendations
- District staff reviewed comments and provided direction on whether to update plan contents

Pharr District:
166 votes +
138 written comments

Bryan District:
488 votes +
240 written comments

District Plan Highlights

Bryan District Plan



TxDOT District Bicycle Plans: Bryan, Laredo, Pharr & San Antonio

April 12, 2024

Key Takeaways From District Plans: Bryan District (1 of 2)

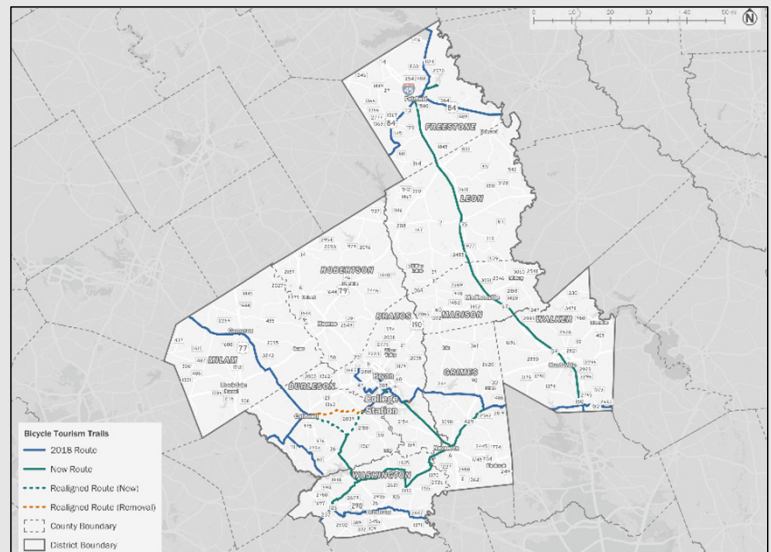


Key Priorities

- Improving **safety** (clear top priority)
- **Access** to key destinations
- Building a **connected network**

Bicycle Tourism Trails

- High level of interest in new routes to connect more destinations and communities
- Proposed 6 new routes and 2 realignments



TxDOT District Bicycle Plans: Bryan, Laredo, Pharr & San Antonio

April 12, 2024

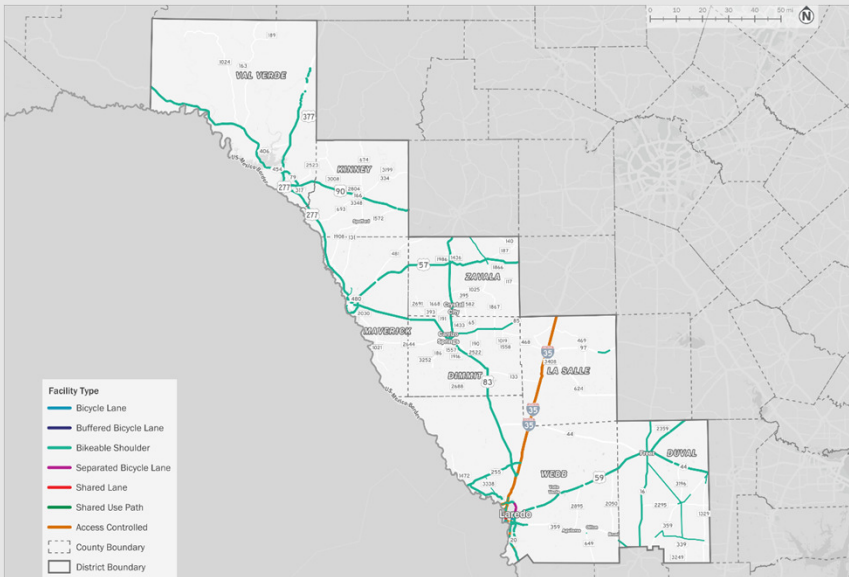
Key Takeaways From District Plans: Bryan District (2 of 2)



Community Benefits

- High share of residents below 200% of federal poverty line (36.8% versus 33.6% statewide)
- High share of residents living in housing cost-burdened households (31.4% versus 29.5% statewide)
- Large student and young adult population
- 76% of survey respondents have access to a bike

Laredo District Plan



Key Takeaways From District Plans: Laredo District (1 of 2)



Border Crossings and Freight Travel

- Freight routes create stressful conditions within and surrounding Laredo and other cities
- Daily border crossings by bicycle require supportive facilities

High Potential for Impact from Bikeway Investments

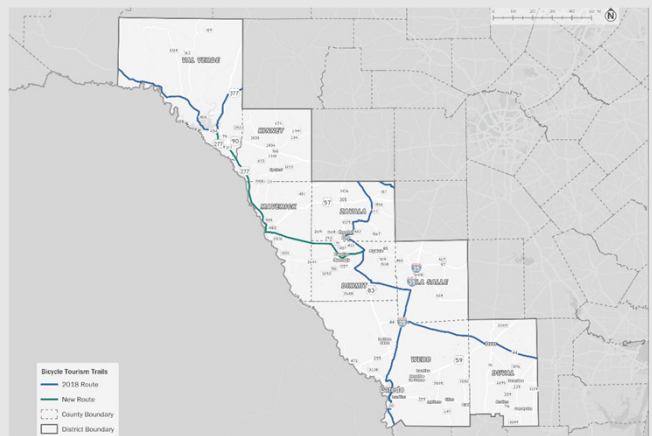
- On and off-system bicycle facilities are concentrated in the city of Laredo
- 52% of the district lives 200% below the federal poverty line
- 30% of households are housing-cost burdened
- Of survey respondents, more than 60% rode a bike at least once a week
- Strong interest in protected facilities and bikeways along routes with lower traffic speeds and volumes

Key Takeaways From District Plans: Laredo District (2 of 2)

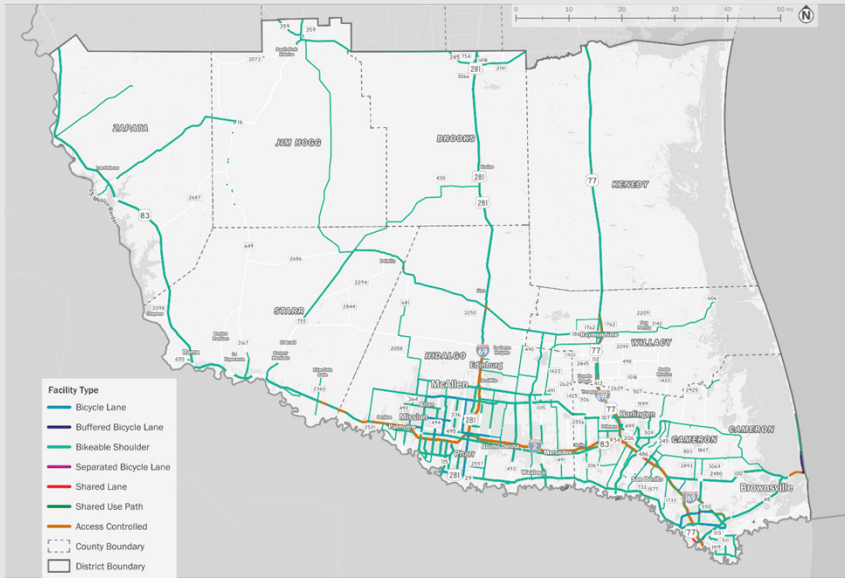


Bicycle Tourism Trails

- Proposed refinements fill gap along Rio Grande corridor
 - Provides connection to Eagle Pass
 - Complements planned highway project along corridor
- Opportunities to address high-stress access to parks, paths, and schools; support outdoor recreation
- On-system highways that function as main streets identified as high priorities (e.g., Carizzo Spings, Eagle Pass, and Del Rio)



Pharr District Plan



Key Takeaways From District Plans: Pharr District (1 of 2)



Latent Demand and Potential Community Benefits

- **Strong interest in biking**, if conditions were improved
 - 88% of respondents bike for recreation
 - only 31% bike for utilitarian purposes
 - Bicycling rates among participants increased since pandemic
 - Key priorities
 - Improving safety
 - Building a connected network
- **Transportation costs:** High share of residents below 200% of federal poverty line (56.1% versus 33.6% statewide)
- **Public health:** Local initiatives promote active transportation to counter disproportionately high rates of obesity and heart disease
 - *Lower Rio Grande Valley Active Transportation and Active Tourism Plan*
 - *Pharr Pedestrian Safety and Wellness Plan*

Key Takeaways From District Plans: Pharr District (2 of 2)



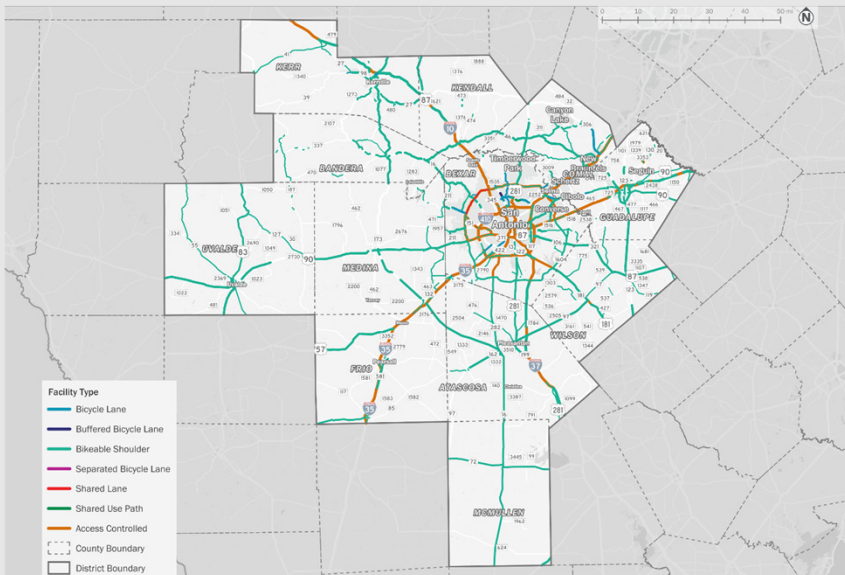
Emphasis on Bicycle Tourism Trails

- Opportunity to build upon regional planning and emphasis on outdoor recreation
- Improve access to tourism destinations (National Wildlife Refuges, battlefield sites, South Padre Island)
- Complement statewide BTT with regional trails network

Border Dynamics

- High levels of freight travel → stressful conditions for bicyclists
- Transnational communities
- High number of daily pedestrian and bicycle crossings

San Antonio District Plan



Key Takeaways From District Plans: San Antonio District



Bicycling Trends in SAT

- 18% of survey respondents use a bicycle as their primary mode of transportation
- Most biking trips are for recreational or social purposes
- Culture of on-street biking in San Antonio:
 - Most survey respondents (61%) are comfortable riding on roads with bike lanes or wide shoulders
 - Preference for wider shoulders that provide buffers from vehicle traffic

Community Needs

- Large and demographically diverse district
- SAT district is aligned with the state averages for health, economic, age, vehicle access, and physical ability

Wheel and Spoke Roadway Network

- Wide variety of land uses and density: SAT District encompasses a mix of very urban and very rural areas
- Road network designed to connect region to central San Antonio → potential role for bicycling in regional mobility

San Antonio District Plan



Emphasis on Bicycle Tourism Trails

- Desire for new east-west connections, including a recommended connection from Guadalupe to Uvalde Counties
- Hill Country in the northwest of the district is a popular recreation destination
- Integrate regional transit with bicycle network planning to support access for commuters and recreationists to and from outlying destinations

General Takeaways Across District Plans



- Most bicycling trips are for recreational purposes → opportunity to support a wider range of trip types
- Heavy trucks/freight travel are barriers to bicycling
- Strong preferences among survey respondents for separated facilities
- Bicycle Tourism Trails network consistently generated public and stakeholder interest and enthusiasm

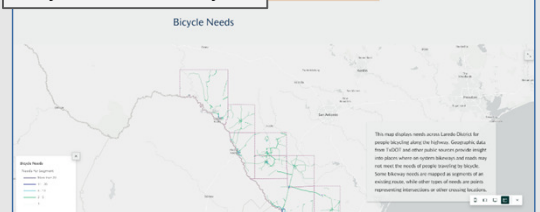
Online Story Maps

- Story Map *in development* for each district; contents focus on state highway system
- Will contain publicly-accessible interactive maps for each of the key plan products and components
 - Bicycle needs analysis
 - Bikeway network functions
 - Priority segments
 - Bicycle Tourism Trails Network

Where Bicycling is Permitted / Prohibited



Bicycle Needs Analysis



Bicycle Tourism Trails Network



Steps for Finalizing District Plans



- **Spring 2024:** Public review draft and online story maps
- **Summer 2024:** Finalize plans

Questions?



Greg Reininger –
Gregory.Reininger@txdot.gov

Bonnie Sherman, AICP –
Bonnie.Sherman@txdot.gov

Talia Jacobson –
tjacobson@tooledesign.com

Aaron Sussman, AICP –
asussman@tooledesign.com

NCTCOG PRESENTATION

Community Schools and Transportation in Dallas-Fort Worth

Karla Windsor, AICP
TxDOT Bicycle and Pedestrian Committee
4.12.2024

1

North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region

Metropolitan Planning Area (MPA)

12 counties
209 cities
13 cities larger than 100,000 pop.

MPA Population

2018 Estimate = 7.4 million
2045 Forecast = 11.2 million

2

2

In the 12 counties:

Total Public Schools: 1,869

- Elementary schools: 1,207
- Middle schools: 361
- High schools: 301

Total Private and Charter
Schools: 569

- Charter: 225
- Private: 344

Independent School Districts: 143

3

3

Regional Transportation Council Policy Supporting School Districts (2013)

Active Transportation:

Advocate for:

- Safe Routes to School Program
- Precious Cargo Program
- Transportation Alternatives Program

Outreach & Engagement:

- Engage students to design the cover of Progress North Texas
- Advocate for Science, Technology, Engineering, and Mathematics (STEM) fields



School Siting:

- Pilot school siting Programs
- School bus stop coordination
- Technical assistance for school districts

Air Quality:

- RTC Clean Fleet Vehicle Policy
- Clean school bus Programs
- Energy audit Programs
- Vehicle idling-reduction Programs
- Air quality-friendly contracting initiatives

4

4

Community Schools and Transportation Program

Safe Routes to School:

Encourage and enable children to safely walk and bicycle to school.

www.nctcog.org/SRTS

School Siting:

Encourage location of schools that enable safe routes, avoid unsafe traffic conditions, and promote efficient development.

www.nctcog.org/schoolsiting

Activities:

Planning, technical assistance, facilitation/coordination, education, encouragement, special topics studies, tools and resources

5

5

Bike & Roll To School Day

- Annual event where students at schools and communities around the country and the world bike and roll to school on the same day
- Typically held in early May. 2024 Bike & Roll to School Day is May 8
- Schools can register on the Safe Routes to School National Partnership's Walk Bike & Roll to School website walkbiketoschool.org
- Highlights the importance of bicycle safety
- NCTCOG helps schools participate by providing fun, safety-themed giveaways for schools to hand out to students

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Walk & Roll to School Day

- Annual event where students at schools and communities around the country and the world walk to school on the same day
- Typically held first Wednesday in October (10/9 in 2024)
- Highlights the importance of pedestrian and bicycle safety
- NCTCOG helps schools participate by providing safety-themed giveaways
- In 2023, 24 schools participated, and we received over 900 safety pledge entries for a new bike.

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Bicycle And Pedestrian Safety-focused Giveaways

- Giveaway items generate excitement for students and families to participate in Walk & Bike to School Days while spreading safety messages
- Bicycle raffle to incentivize students and parents to participate and continue biking to school

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Transportation Alternatives Call For Projects

- Four Calls for Projects: 2014, 2017, 2020, 2022
- SRTS applications funded: 44
- Total funding \$33.1 M
- Next TA Call for Projects anticipated late 2024

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Safe Routes to School Technical Assistance

- Safe Routes to School Plan Development
 - City of Richardson – In Progress
 - Webb Elem – Arlington (2019)
 - Salazar, Leila, Cowart Elem and Stockard Middle – Dallas (2019)
 - Speer Elem – Arlington (2019)
 - Zaragoza Elem – Dallas (2017)
 - Delaney Elem and Arthur Intermediate – Kennedale (2017)
 - Applied Learning Academy – Fort Worth (2017)
- Recommendations for SRTS Infrastructure Project Implementation
 - Denton, Forney, Fort Worth, Wylie, and more
- School Siting Planning
 - Aledo, Arlington, Benbrook, Little Elm, McKinney, Sasche and more

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Safe Routes to School Plans

Local governments request; dependent on funding and staff capacity

Planning activities include:

- Existing conditions evaluation
- Pickup/dropoff observations and walk audit
- Outreach and issues identification
- Infrastructure improvement recommendations
- Cost estimates and potential funding sources

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Community Schools Workshops and Training

- Connected Street Network and Subdivision Design for SRTS Webinar (2022)
- RTC Community Schools and Transportation Workshop (2019)
- Safe Routes to School Regional Training (2019)
- Building Schools, Building Communities: A School Siting and Collaboration Workshop (2019)
- RTC Community Schools and Transportation Workshop (2015)
- RTC School Policy Workshop (2013)

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Education/Outreach Materials

- SRTS and Safety Materials, Tools for Parents/Schools (www.nctcog.org/saferoutestoschool, www.nctcog.org/schoolsiting)
 - SRTS Brochure
 - Tips for Safe Bicycling and Walking
 - School Zone Safety Tips
 - Other Resources
 - Safe Routes to School National Partnership
 - Local Examples
 - EPA Smart School Siting Tool

- Look Out Texans Program (www.lookouttexans.org)
 - Safety tips for walking, biking, and driving safely
 - School Resources: lesson plans, educational videos (TEKS)

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Safe Streets for All 2023

Awarded \$5 M Planning and Demonstration Grant

Develop Road Safety Audits and Safe Routes to School Plans in high-injury corridors identified by NCTCOG Pedestrian Safety Action Plan and Roadway Safety Plan

Demonstration activities: Before and After Speed Study

- education/enforcement (messaging, outreach, signage)
- evaluation of countermeasures

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Next Steps

- Safe Routes to School Regional Action Plan
 - Finalizing regional traffic safety analysis ranking > 1,800 DFW schools by need for SRTS infrastructure improvements
- School Crossing Guard Analysis and Regional Strategy
 - Conduct stakeholder meeting and survey; applying for SS4A 2024 Planning and Demonstration Grant: Crossing Students Safely in DFW (CroSS-DFW)
- Develop additional educational opportunities
- Increase outreach to ISDs, school boards, PTAs in region

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