



Current Committee Membership

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 - **Action** to nominate interim committee chair to serve until December 31, 2021
 - **Action** to extend terms of BMAC Citizens at Large positions until December 31, 2021

Overview of today's agenda item

- MPO staff seek to revisit BMAC and PMAC committee structures following:
 - Joint meetings of BMAC and PMAC over the past year
 - Previous goal setting discussions conducted by BMAC and PMAC early in calendar year 2020

Goals for today's BMAC meeting

- MPO staff seek to consolidate AAMPO's BMAC and PMAC into one committee
- In order to proceed with this item, MPO staff will present relevant supporting details and upon BMAC's approval to move forward with this process, a joint BMAC-PMAC working group will be created to formally begin the consolidation process.
- Additionally, action on current membership to fulfill committee needs is also being requested.

Outline of today's *Future of BMAC* agenda item

- Overview of today's agenda item
- Goals for today's BMAC meeting
- 2020 BMAC and PMAC Goal Setting Discussions
- Bike and Pedestrian Committee Examples
- Additional Findings
- Discussion
- Next steps for BMAC

2020 BMAC and PMAC Goal Setting Discussions

The following 8 slides are excerpts from February 2020 BMAC and PMAC meetings



What are the cons of having two separate bike and pedestrian committees?

- Both working to get people to use other mode of transportation, not car. Join forces and combine bike lanes and sidewalks in project.
- Its double duty and the groups could be heard together as many initiatives are similar. These really should be combined.
- Some of us serve on both and majority of information is identical.
- Having two separate silos can mean duplicate work & lack of communication/coordination between the committees.
- Efforts are duplicated and the product does not seem to warrant the separation.
- Duplication; many of the agenda items are the same. Staff time.
- Cyclist concerns are often the same as pedestrian.

What are the benefits of having separate bike and pedestrian committees?

- Allows for more people to be involved and input from more focused perspective.
- Separate bike/ped committees allow for more time and focus to the nuances and issues in that particular mode.
- Slightly more specialized care for each issue, but I believe efforts are duplicated and can be just as successful combined.
- Different infrastructure and modality.
- More time talking about relevant and important topics.
- Pedestrian issues are often neglected. Texas law requires bicycles be considered as vehicles; and so safe spaces for bicyclists are not safe spaces for pedestrians. Not every pedestrian or bicyclist is familiar with other modes.
- The two issues are deeply intertwined and in a city where infrastructure for both is so under built, it would make sense to coordinate efforts closely.
- Pedestrian accommodations provide TAS and ADA complaint facilities.
- Allows both committees to focus specifically on bike versus pedestrian issues allowing for more time and attention offered to these separate issues.

Committee Direction

- Increase meeting attendance per agenda topics
- Encourage or charge members to attend initiatives such as WCW
- Find ways to collaborate more with BMAC
 - organizations have similar goals in providing safer conditions for pedestrians and bicyclists
 - staff and agency time is duplicated between BMAC and PMAC

Committee Direction

- Find initiative that could be goal for entire area
 - Differentiate between goals or tasks
- Use this committee to review or suggest infrastructure design standards
- Increase committee education on pedestrian related topics
- Research active transportation committees from other regions to evaluate best practices and their organization

Committee Direction

- Set goals for bike infrastructure (on-street & trails)
- Have members share public meeting information and charge BMAC members to attend public meetings
 - Attendance of members could be a performance measure
- Provide better translation of commuter (from census) and Strava data
- Coordinated messaging amongst organizations on BMAC and track what we're talking about, what type of events, and where we're going to

New Projects and Direction

- Infrastructure: evaluate new projects and assess how they fit in the system
 - Greater project feedback opportunities from agency partners
- Greater discussion and collaboration amongst large and small communities in region
 - Learn and share each other's challenges and successes

New Projects and Direction

- Take messaging to new platforms
 - Greater collaboration with organizations such as SAMCo
- Include high education institutions
 - Provide a place on committee
 - Hear more updates
- Subcommittee or working group ideas
 - Safety committee
 - Employer relations

New Projects and Direction

- Find means to have diverse citizen input on committee goals
- Continue to assess projects and initiatives brought forward by partner agencies
- Find ways to stay up to date and educated on pedestrian issues
- Upcoming projects or initiatives from partner agencies to consider:
 - CoSA complete streets policy
 - TxDOT detour policy

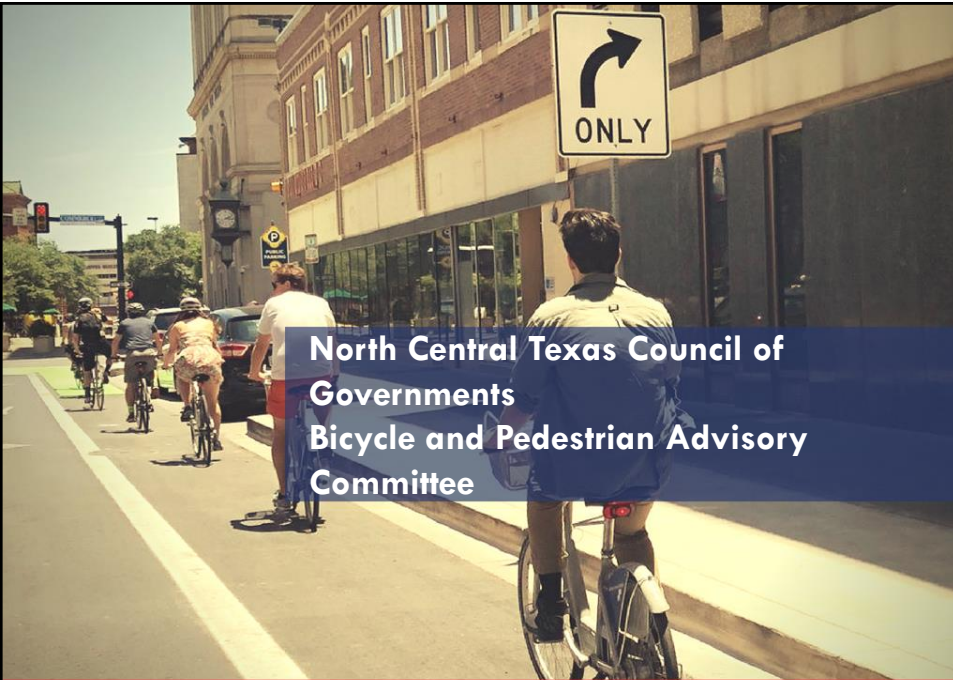
Bike and Pedestrian Committee Examples

Statewide and National Examples



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**North Central Texas Council of
Governments
Bicycle and Pedestrian Advisory
Committee**

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NCTCOG BPAC Overview

- The Bicycle and Pedestrian Advisory Committee (BPAC) was assembled to provide:
 - technical expertise,
 - public outreach support,
 - review of regional bicycle and pedestrian planning efforts,
 - assistance in the selection of bicycle and pedestrian projects funded by the Regional Transportation Council and the Executive Board of the North Central Texas Council of Governments (NCTCOG).

Example NCTCOG BPAC Agenda Items

- Local community updates
- TxDOT Comprehensive Accessibility Program (TCAP)
- TxDOT Interim Guidance for Design Practices to Accommodate Bicycles
- Trinity Trails Mural Gallery Project and Trail Improvements
- Miovision Technology for Baseline Data Collection in Fort Worth
- Regional Pedestrian Safety Action Plan (PSAP) Update
- NCTCOG Updates

NCTCOG BPAC Membership

- Number of members: 50
- Names of orgs and agencies represented
 - Local cities and towns (38 members)
 - Counties (6 members)
 - Transit agencies (3 members)
 - TxDOT districts (2 members - Fort Worth, Dallas)
 - Tollway authority (1 member)

NCTCOG BPAC Meeting Frequency

- Meeting Frequency: BPAC meets on the third Wednesday of the month on a quarterly basis (Quarterly)



HGAC Pedestrian-Bicyclist Subcommittee Overview

- The Pedestrian-Bicyclist Subcommittee has the following responsibilities:
 - Advises the Transportation Advisory Committee in the consideration of pedestrian/bicycle travel, facility design, safety, and education within the regional transportation planning process
 - Reviews and recommends updates to the Regional Pedestrian & Bicycle Plan

HGAC Pedestrian-Bicyclist Subcommittee Overview (contd.)

- The Pedestrian-Bicyclist Subcommittee has the following responsibilities:
 - Reviews Transportation Improvement Program submittals, makes recommendations to the Transportation Advisory Committee
 - Reviews proposals and assists in the selection of Special District studies
 - Serves as an information sharing and issue forum

Example HGAC Pedestrian-Bicyclist Subcommittee Agenda Items

- Bicycle Safety and Skills Training
- Implementation Experience – First Colony Trail Project
- Regional Bike Month
- Update on the City of Houston Safer Streets Initiative
- TIP Call for Projects Update

HGAC Pedestrian-Bicyclist Subcommittee Membership

- Number of members: 17
- Names of orgs and agencies represented:
 - Local cities and towns (7 members)
 - Citizen Advocacy (2 members)
 - H-GAC
 - TxDOT (1 member)
 - Management Districts (2 members)
 - Harris County (2 members)
 - Transit Agency (1 member)

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HGAC Pedestrian-Bicyclist Subcommittee Meeting Frequency

- Meeting Frequency: Every other month or as needed

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MWCOG Bicycle and Pedestrian Subcommittee Overview

- The Bicycle and Pedestrian Subcommittee provides advice and assistance to the Technical Committee and is responsible for the update and evaluation of the Regional Bicycle and Pedestrian Plan, as well as advising the pedestrian and bicycle aspects of the long range transportation plan. The group oversees the Street Smart Pedestrian and Bicycle Safety Campaign. Lastly, the group facilitates technology transfer and information sharing, as it relates to state and local programs.

MWCOG Bicycle and Pedestrian Subcommittee Street Smart

- The Subcommittee oversees the Street Smart Pedestrian and Bicycle Safety Campaign, a semi-annual media and enforcement campaign aimed at changing pedestrian and motorist behavior. For details see <http://bestreetsmart.net>.

MWCOG Bicycle and Pedestrian Subcommittee Example Agenda Items

- Bicycle and Pedestrian Plan Project Database (MWCOG)
- Regional Safety Program
- COG Regional Travel Survey
- Commuter Connections Bikeways Paper Map
- Capital Trails Network Impact Report
- National Capital Region Trail Count Program

MWCOG Bicycle and Pedestrian Subcommittee Membership

- Number of members: 17
- Names of orgs and agencies represented:
 - Local cities and towns (3 members)
 - State Departments of Transportation (3 members)
 - Counties (8 members)
 - Maryland Highway Safety Office (1 member)
 - Local transit agency (1 member)
 - MWCOG staff member (1 member)

MWCOG Bicycle and Pedestrian Subcommittee Meeting Frequency

- Meeting Frequency: Monthly or as needed

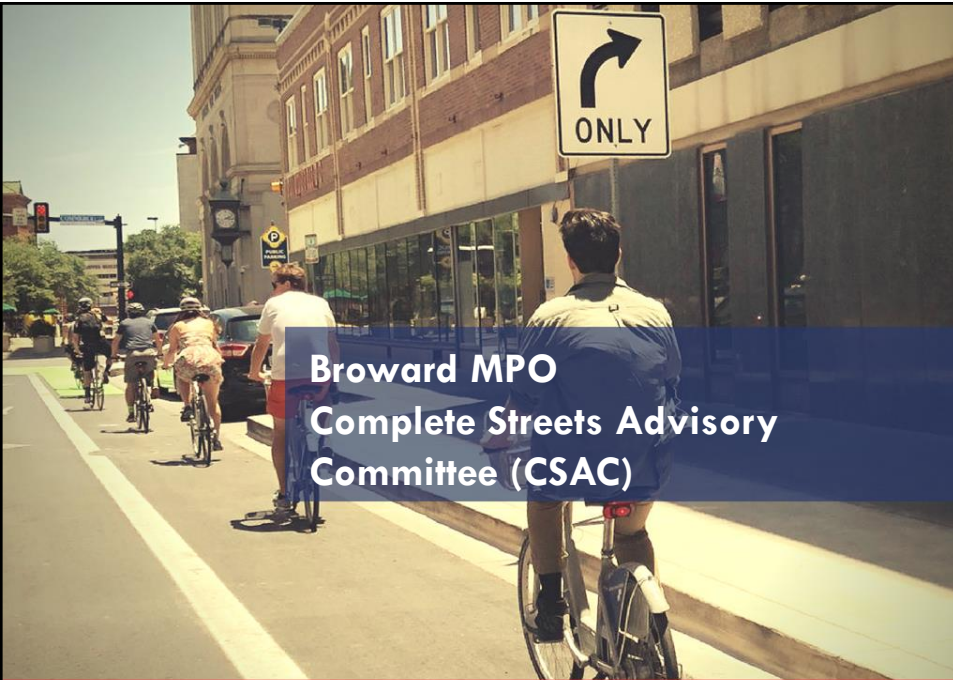
Bike and Pedestrian Committee

Similar in focus, non-traditional name



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Broward MPO Complete Streets Advisory Committee (CSAC)

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Broward MPO CSAC Overview

- To include all modes of transportation, the Broward MPO formed the Complete Streets Advisory Committee (CSAC) as a holistic approach to address the bicycle/pedestrian needs of the region.
- This multidisciplinary group (comprised of municipal and partner agency staff, representatives of non-profit groups, and advocacy groups) developed the Complete Streets Guidelines to facilitate and assist local governments in the implementation of Complete Streets.
- The CSAC also serves as a forum for exchanging new ideas and projects, as well as allowing members to showcase their individual Complete Streets efforts. More importantly, it is responsible for providing and guiding the Broward MPO Complete Streets Initiative.

Broward MPO CSAC Example Agenda Items

- MPO updates
- Broward County Greenways
- Road Improvements
- Doing More with Less: Implementing Complete Streets through Resurfacing Projects
- Broward MPO, Mobility Hubs
- South Florida Commuter Service-Transportation Demand Management
- Complete Streets Design Guidelines 2.0
- Pedestrian and Bicycle Treatments at Alternative Intersections, Interchanges and Midblock Crosswalks

Broward MPO CSAC Membership

- Number of members: 21
- Names of orgs and agencies represented:
 - Local cities and towns (11 members)
 - County (5 members)
 - Local transit agencies (2 members)
 - Local department of transportation (1 member)
 - Other local organizations (1 member)
 - AARP (1 member)

Broward MPO CSAC Meeting Frequency

- Meet Frequency: Monthly

Additional Findings



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Additional Findings: Other MPOs

- Information about many active transportation committees was hard to find; many MPOs did not have an active transportation committee.
- Some areas, such as Austin, have bike/pedestrian citizen committees on the municipal level, but do not have one within their MPO.

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Additional Findings: AAMPO Committees

- TA funding allocation – MPO BMAC and PMAC committee members are tasked working together to help to assess projects and decide how a single source of funding is distributed amongst bike, pedestrian, and active transportation multi-use projects.
- In future settings, there could be greater flexibility to setup regional working groups tasked with items such as: safety, regional trail connections, etc.

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Discussion



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Next steps for BMAC



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Working Group

- Working Group
 - Volunteers for joint work group with PMAC
 - Review committees' bylaws and structures over approximately 3 meetings in Fall 2021
 - Review recommendations with BMAC in November 2021

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