

**Bicycle and Pedestrian Committee (BPC) Meeting
Tuscaloosa Area Metropolitan Planning Organization (MPO)
Monday, December 9, 2019, 10:00 a.m.
Agenda**

1. Introductions and sign-in
2. Review MPO structure and BPC functions
3. MPO Policy Committee Action Report (Page 2)
4. Old Business
 - a. Bicycle and pedestrian plan - Current conditions review (Separate documents)
 - b. Other items as needed
5. New Business
 - a. *Fiscal Years 2020-2023 Transportation Improvement Program (TIP) - Proposed amendments* [Action required] (Page 3)
 - b. Fiscal Year 2020 targets for the safety and transit performance measures [Action required] (Pages 4-5)
 - c. Bicycle and Pedestrian Plan - Recommendations [Action required] (Pages 6-7)
 - d. Other items as needed
6. Adjournment (Time: _____)

The next BPC meeting will be held on Monday, February 10, 2020 at 10:00 a.m.

MPO Policy Committee Action Report - October 2019

No.	Item	BPC Support	CTAC Support	TCC Support	Policy Committee Action
1	<p><i>Fiscal Years 2020-2023 TIP Amendment:</i> 1. (Deletion) 100061864 Frank Lary Road (CR-107) from Mitt Lary Road (CR-54) to Lary Lake Road (CR-98) - Patching, resurfacing, and striping; CN; 12/6/2019; \$881,752; 2. (Deletion) 100061867 Kennedy Mill Road from SR-216 to Holt-Peterson Road - Resurfacing; CN; 12/6/2019; \$454,833; 3. (Deletion) 100061868 Holt-Peterson Road from Kennedy Mill Road to Alabama Avenue - Resurfacing; CN; 12/6/2019; \$937,780; 4. (Deletion) 100061874 Sand Road from Romulus Road to Frog Ridge Road - Resurfacing; CN; 12/6/2019; \$473,040; 5. (Addition) 100070603 SR-69 from Mae Hinton Boulevard to 65th Street - Add turn lanes; UT; 12/1/2019; \$150,000; 6. (Deletion) 100066687 26th Avenue East at ABS Railroad (REF# 1318 (XVI-R), DOT# 306351X) - Railroad crossing improvements; Installation of advance warning signs, markings, legends, striping, signals, bells, and gates; CN; 2/15/2020; \$254,660.06; 7. (Addition) 100070899 Arts 'N Autism, Inc. Section 5317 - Operating FY 2020; TR; 11/1/2019; \$71,810; 8. (Addition) 100070900 Arts 'N Autism, Inc. Section 5317 - Purchased Transportation FY 2020; TR; 11/1/2019; \$12,500; 9. (Addition) 100070901 Focus on Senior Citizens of Tuscaloosa, Inc. Section 5317 - Operating FY 2020; TR; 11/1/2019; \$86,006; 10. (Addition) 100070903 United Cerebral Palsy of West Alabama, Inc. Section 5317 - Operating FY 2020; TR; 11/1/2019; \$106,000</p>	Yes	Yes	Yes	Amended TIP
2	Election of Officers for Fiscal Year 2020	NA	NA	NA	Chair: Judge Rob Robertson; Vice Chair: Mayor Donna Aaron

Proposed TIP Amendments - December 2019

1. **(Cost Increase)** 100068755 US-11 (SR-7) from Daimler Benz Boulevard to SR-5 - Add lanes; RW; 12/1/2019; Old estimate: \$6,120,600; New estimate \$8,814,500

PM1 - Safety Performance Targets for Fiscal Year 2020

Taken from the ALDOT 2018 Alabama Highway Safety Improvement Program

Number of Fatalities: 964

This performance target was developed through a trend line analysis of the five-year moving average for fatalities, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the fatality trend line plus a 1.7% increase associated with GDP correlated with the currently observed trends of fatal, serious injury, and non-motorized crashes. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term fatality trends.

Number of Serious Injuries: 8,143

This performance target was developed through a trend line analysis of the five-year moving average for serious injuries, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the fatality trend line plus a 1.7% increase associated with GDP correlated with the currently observed trends of fatal, serious injury, and non-motorized crashes. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term serious injury trends.

Fatality Rate: 1.35

This performance target was developed using the fatality trend line plus a 1.7% increase associated with GDP and an estimated vehicle miles traveled (VMT) growth of 1%. The target represents the projected fatalities as a ratio to 100 million VMT. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term fatality rate trends. This performance target was developed through a trend line analysis of the five-year moving average for serious injuries, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the fatality trend line plus a 1.7% increase associated with GDP correlated with the currently observed trends of fatal, serious injury, and non-motorized crashes. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term serious injury trends.

Serious Injury Rate: 11.08

This performance target was developed using the serious injuries trend line plus a 1.7% increase associated with GDP and an estimated vehicle miles traveled (VMT) growth of 1%. The target represents the projected serious injuries as a ratio to 100 million VMT. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term serious injury rate trends.

Total Number of Non-Motorized Fatalities and Serious Injuries: 384

This performance target was developed through a trend line analysis of the five-year moving average for non-motorized fatalities and serious injuries, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the non-motorized fatalities and serious injuries trend line plus a 1.7% increase associated with GDP correlated with the currently observed trends of non-motorized fatalities and serious injuries. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term non-motorized fatalities and serious injuries trends.

Transit Asset Management Performance Targets for 2020

Taken from the Tuscaloosa County Parking and Transit Authority (TCPTA) Transit Asset Management Plan - 2019/2020 Update

TCPTA has set the performance targets under the SGR by January 1, 2020 as follows:

TCPTA Transit Asset Performance Measures – Tier II			
Asset Category	Performance Measures	Performance Targets	Comments
*Rolling Stock <i>All Revenue Vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceed their Useful Life Benchmark	Vans – reduce by 10% of current active inventory	Benchmarks have been set for each class of vehicle based on its current active inventory
		Cutaway Buses – reduce by 10% of current active inventory	
		Body-in-Chassis – reduce by 10% of current active inventory	
		Full Size Buses – reduce by 10% of current active inventory	

TCPTA has set a target to reduce vehicles that have exceeded their useful life by 12% each year. In order to meet this target, at least one bus and one van will be replaced each year. TCPTA also plans to replace at least one full size bus that has exceeded its useful life in 2019. At the end of 2019, TCPTA will evaluate whether or not the 12% reduction target has been met. If not, TCPTA will revisit the target to ensure that it is realistic and if so, TCPTA will revise methodologies to meet the target in future years.

ASSET CONDITION RATINGS: 1 = WORN, 2 = MARGINAL, 3 = FAIR, 4 = GOOD, 5 = EXCELLENT

TCPTA Transit Asset Performance Measures -- Tier II (Continued)			
Asset Category	Performance Measures	Performance Targets	Comments
Equipment <i>Non-revenue vehicles</i>	Age - % of non-revenue vehicles within a particular asset class that have met or exceed their Useful Life Benchmark	Overall reduction that current inventory by 10%	Equipment is defined as nonexpendable, tangible property, having a useful life of at least one year. TCPTA will inventory only FTA purchased equipment over \$25,000
Facilities <i>Intermodal Facility</i> 60123 rd Ave <i>Bus Maintenance Facility</i> 2450 Hargrove Rd E	Conditions -- % of facilities with a condition rating below 3.0 on an FTA Transit Economic Requirement Model (TERM) Scale	No more than 20% of FTA funder Facilities to have a rating of below 3.0 (Fair) Condition	TCPTA will only rate FTA funded facilities.

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2020 Bicycle and Pedestrian Plan Recommendations

3.1 U.S. Department of Transportation (U.S. DOT) Bicycle and Pedestrian Policy

The MPO encourages the local governments and the Alabama Department of Transportation to follow the current U.S. DOT policy regarding bicycle and pedestrian facilities. The guidelines require bicyclists and pedestrians to be accommodated in the design of new and improved transportation facilities unless certain limited conditions are present.

Almost every transportation improvement is an opportunity to enhance the safety and convenience of walking and bicycling. Bicycle and pedestrian needs must be given "due consideration" under Federal surface transportation law (23 U.S.C. 217(g)(1)), and this should include, at a minimum, a presumption that bicyclists, pedestrians, and persons with disabilities will be accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists, pedestrians, and persons with disabilities should be included as a matter of routine, and the decision to not accommodate them should be the exception rather than the rule.

Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met: (1) bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor; (2) the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project; and (3) where sparsity of population or other factors indicate an absence of need. *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*, Signed on March 11, 2010 and announced March 15, 2010

3.2 Americans with Disabilities Act (ADA) Issues and Existing System Gaps

The MPO encourages the local governments and the Alabama Department of Transportation (ALDOT) to upgrade areas of the transportation network that do not meet current ADA standards and to add non-motorized facilities to close existing gaps in the transportation network. The local governments and ALDOT have prepared transition plans that identify ADA transportation issues and schedule the necessary work to bring the network into compliance with the current law. The MPO Bicycle and Pedestrian Committee identified gaps in the transportation network that when closed, will make bicycling and walking safer and more convenient. **The ADA issues and sidewalk gaps are mapped on Figure ___.** Areas around schools and bus stops, and routes that connect neighborhoods with shopping and employment centers should be given a high priority.

3.3 General Road Improvement Projects

The MPO encourages the local governments and the Alabama Department of Transportation (ALDOT) to add non-motorized improvements to all transportation projects, regardless of funding source. Unlike federally-funded projects, locally and state-funded projects do not require non-motorized transportation consideration. These types of improvement, generally, do not add substantial cost to a project. Adding the facilities as part of a larger project also minimizes disruptions. In the recent past, the City of Tuscaloosa has included pedestrian facilities, and sometimes bicycle elements, in their locally-funded transportation projects.

3.4 Stand-Alone Projects

The MPO encourages the local governments and the Alabama Department of Transportation (ALDOT) to build non-motorized transportation projects independent of other projects. The entities can use the un-funded section of this plan as a guide for selecting projects. The Bicycle and Pedestrian Committee utilized input from local groups and individuals, as well as reviews of current conditions to choose projects for that section. Possible funding sources include local governments, the University of Alabama, ALDOT, federal grants, and private grants.