

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE MEETING

200 East Riverside Drive
Building 200, Conference Room E (RA200E)
Austin, Texas 78704

January 26, 2015
10:00 a.m.

COMMITTEE MEMBERS PARTICIPATING:

- Allison Blazosky
- Margaret Charlesworth
- Jason Fialkoff
- Russ Frank, appearing telephonically
- Robert Gonzales
- Ramiro Gonzalez
- Billy Hibbs
- Howard Peak
- David Steiner
- Karla Weaver
- Anne-Marie Williamson

STAFF:

- Teri Kaplan
- Eric Gleason

OTHER PARTICIPANTS:

- Josh Ribakove
- Anita Bradley, appearing telephonically
- Robin Stallings
- Jesse Blouvin
- Stephanie Lind
- Genevieve Bales

TABLE OF CONTENTS

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

AGENDA ITEM 1:

Call to Order Page 04

AGENDA ITEM 2:

Safety briefing Page 05

AGENDA ITEM 3:

Approval of minutes from October 20, 2014
BAC Meeting Page 07

AGENDA ITEM 4:

Report from BAC Chair Page 08

AGENDA ITEM 5:

TxDOT's Public Transportation Division
Director's report to the BAC regarding
statewide bicycle and pedestrian matters Page 56

AGENDA ITEM 6:

Discussion of TxDOT's 2015 Transportation
Alternatives Program Call for Projects,
including: timeline, eligible activities,
eligible project sponsors, and funding available Page 58

AGENDA ITEM 7:

Discussion of TxDOT's bicycle and pedestrian
strategic direction initiative Page 82

AGENDA ITEM 8:

Update from committee members on local and
Statewide issues Page 94

AGENDA ITEM 9:

Public comment - Public comment will only be
Accepted in person Page 143

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

TABLE OF CONTENTS

AGENDA ITEM 10:

Discussion of BAC 2015 meeting schedule and Page 157
Agenda items for future BAC meetings; confirm
Date of next BAC meeting

AGENDA ITEM 11:

Adjourn Page 159

P R O C E E D I N G S

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
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MR. HIBBS: All right. Everyone, it's ten o'clock.

If it's all right with you, Teri, we'll go ahead and call the meeting to order; is that good?

MS. KAPLAN: We are ready, sir.

MR. HIBBS: Uh-huh. We are ready.

Well, I want to welcome everyone.

I hope the telephone is on, and I believe Anita Bradley is on the line.

Anita, are you there? Hello, Anita?

MR. GLEASON: Not yet.

MS. CHARLESWORTH: It doesn't look like she is. I think someone left.

MS. KAPLAN: She was there earlier and I think that she must have disconnected and is intending to reconnect somewhere close to 9:00.

MR. GLEASON: Or she has her phone on mute and doesn't realize it.

MR. HIBBS: All right. Anyway, if, Anita, if you do show up on the phone, we want to welcome you.

Is there anyone else on the phone at this time?

(No audible response.)

All right. We'll get rolling here. First of all, thanks, everyone for making the trip over. Usually I open

1 meetings with a prayer, but probably, this is not the right
2 context, so I will tell you that we are all blessed that
3 we're not in Snowmageddon right now and it's nice to be in
4 Austin, Texas where it's beautiful.

5 So we're going to get a safety briefing now from
6 Teri and at the same time I want to welcome Josh Ribakove
7 from the Communications Department at TxDOT; Josh, we're
8 glad that you're with us today.

9 MR. RIBAKOVE: Thanks, Billy.

10 Just to clarify, I'm actually in the division with
11 Eric and Teri.

12 MR. HIBBS: Oh, okay. Is that PTN?

13 MR. RIBAKOVE: Yeah. That's PTN, yeah.

14 MR. HIBBS: Okay. Apparently they didn't explain
15 to you that I know less about all of this stuff than anybody
16 in the room, so my apologies.

17 (Laughter)

18 MS. KAPLAN: And I'm going to defer the safety
19 briefing to Josh; he's our communications person in the
20 Public Transportation Division Office.

21 MR. HIBBS: Thank you for making that
22 clarification.

23 MR. RIBAKOVE: All right. Well, I am Josh
24 Ribakove with TxDOT. We are not expecting any inclement
25 weather today; it's a beautiful day in Austin. Should there

1 be, the room that we -- weather -- we stay in place in is
2 the large auditorium by the front doors of this building.
3 If we should have to evacuate for some reason -- and there's
4 certainly no reason to expect it -- but just go out either
5 of the doors from this room, turn to the right, walk down
6 the hall until you see daylight and then out the door. Once
7 you're outside go across the parking lot and head down
8 towards to the right, toward Riverside Drive. We'll
9 congregate down there.

10 Restrooms and water fountains are very close by.
11 The closest one is just go out there door, turn to the
12 right, and the very first hall on the left, you'll see some
13 mens' and women's rooms and some water fountains there.

14 I should also tell you that Austin has enacted a
15 "no handheld electronic devices in your car while you're
16 driving" law. Fines are going to be up to \$500. This month
17 is free month; you get off with a warning. But they're
18 pretty serious about it, and since a lot of folks here come
19 in from out of town, ya'll should be, should be aware of it,
20 and bicyclists, too, believe it or not. That's our safety
21 briefing.

22 MR. HIBBS: Thank you, Josh.

23 And as a reminder, everyone might want to switch
24 their cell phones off if you haven't done it already.

25 Okay. We --

1 MS. KAPLAN: Excuse me, Billy. We do have someone
2 on the phone, I believe, now.

3 MR. HIBBS: Anita, are you there? Russ?

4 MS. BRADLEY: I'm here.

5 MR. HIBBS: Oh, okay. Great.

6 MS. BRADLEY: Good morning.

7 MS. KAPLAN: Good morning.

8 MR. HIBBS: Russ, are you there, too?

9 (No audible response.)

10 MS. KAPLAN: Just one.

11 MR. HIBBS: Just one, okay. Well, welcome.

12 It's time for us to approve the minutes from the
13 October 20th meeting. The minutes were sent out, sent out
14 in advance and we appreciate that. Does anyone have any
15 comments or changes to the minutes?

16 MS. WILLIAMSON: I do.

17 MR. HIBBS: Anne-Marie?

18 MS. WILLIAMSON: Yeah. I was not at the meeting,
19 but my name isn't listed in the members not present. I
20 thought maybe I wasn't a member anymore, but ...

21 MR. HIBBS: Okay. Can you make that change,
22 please, Teri?

23 MS. KAPLAN: Yes. My bad.

24 Billy, I'm sorry. I forgot to ask everyone to
25 speak loudly and preferably give your name first for our

1 transcriber that's taking notes, and the microphones are on
2 the tables. Thank you.

3 MR. HIBBS: Thank you, Teri.

4 MR. GONZALES: Billy, with that change,
5 Anne-Marie's change, I make a motion to approve the minutes.

6 MR. HIBBS: All right. We have a motion to
7 approve the minutes with the change from Anne-Marie.

8 Are there any other discussions or matters related
9 to the minutes? Any other changes?

10 MS. WILLIAMSON: There's a typo on page 3. I
11 don't know if anyone was interested in having Agenda Item
12 9 -- I think it's supposed to say "Presentation on TxDOT's
13 section" rather than "Pretentation."

14 MR. GLEASON: I missed that.

15 MS. KAPLAN: Me, too.

16 MR. HIBBS: Yes, there is a typo. Thank you for
17 reading those carefully for us, Anne-Marie.

18 Any others? So we have a motion. Do we have a
19 second to accept the minutes?

20 MR. STEINER: I'll second; this is David.

21 MR. HIBBS: Second by David.

22 All in favor say aye.

23 (Chorus of "Ayes")

24 Motion carries.

25 All right. Let's move right along now to the part

1 of the program where it's listed as the report from the
2 chair.

3 So, again, as I mentioned before, thank you all
4 for being here. Thank you for coming, many of you long
5 distances. I'm Billy Hibbs and I know less about this stuff
6 than I guarantee any one of you in here. So, it's important
7 for me that things are simple and they're easy to
8 understand.

9 One of the things I wanted to try to accomplish
10 here is to give us more opportunity to talk about what's
11 going on in our particular regions and our areas. I have
12 met with Eric and talked to him about condensing some of the
13 TxDOT presentations that we give so we don't spend the full
14 two hours in the midst of receiving (indiscernible -
15 10:06:05). A little Tyler editing, Eric has promised that
16 and he's delivered to us, as you're going to see today.

17 We're going to have a little different meeting
18 format. I know that many of you were expecting a workshop
19 this afternoon, that was because of the fact that
20 historically, this room meets up against a hard twelve
21 o'clock deadline. That deadline is not here today and so
22 what we're going to do is be able to carry through our
23 meeting today more in the kind of, I guess, format, of what
24 I would prefer. I would prefer about half the time to --
25 beginning with, of course, the information from TxDOT, and

1 then throughout the other half of the time, us, as members
2 of this Committee, being able to share ideas and find out
3 what our needs are and what the solutions are that are
4 important to us.

5 So that's kind of the opening. I wanted to also
6 request Teri or Eric, would it be possible for Committee
7 members to get business cards? Is this something that TxDOT
8 can do for us?

9 MR. GLEASON: I have no idea, but we will find
10 out.

11 MR. HIBBS: Would you check into that for us?

12 MR. GLEASON: We will find out. You bet.

13 MR. HIBBS: Because I think if these fine folks
14 are serving on this Committee and they are going to meet
15 with someone, whoever that may be, a City official or
16 someone in some advisory, you kind of need to take something
17 with a level of credibility there, other than, Hey, I'm on
18 this Committee. So it would be nice if you guys could --

19 MR. GLEASON: You bet. Breaking new ground, I
20 like it.

21 MR. HIBBS: I'm not going to spend the whole
22 budget here on this.

23 MR. GLEASON: All right. All right.

24 MR. HIBBS: So the next thing that I want to talk
25 about is the fact that, from my perspective -- and, again, I

1 bring a very, very kind of primitive knowledge of all
2 this -- from my perspective, Texas is in full retrofit mode
3 right now. We basically built out a transportation
4 infrastructure that is ideally suited for SUVs and pickup
5 trucks, and I understand that and I understand why, but
6 cycling is continuing to grow. It's continuing to grow by
7 leaps and bounds.

8 In our particular area, where we are -- I'm in a
9 small town up in northeast Texas called Tyler -- Tyler City
10 planners decided years ago that we were going to be a tech
11 center kind of like Austin. We have a lot of tech there.
12 We have a lot of tech manufacturing that's moved and with
13 those jobs brings people who want to commute by bike, and
14 they can't do it. We have a very serious problem in Tyler
15 with people getting killed because there is no provision
16 virtually whatsoever for cycles or cyclists in the Tyler
17 area and that's very troubling to me.

18 And so a part of what my goal for this Committee
19 is to, by the end of our terms, is to feel like we made a
20 difference and we have done something that's positive; we
21 have done something that we can hang our hats on and say,
22 Okay, now, we took our time to come from El Paso and
23 Brownsville and, you know, spend the night away from our
24 jobs and our businesses, and we've got something here that
25 we can actually look back on and say our service and our

1 time to TxDOT was memorable.

2 And so with that introduction, I want to go around
3 the table. I want everyone to introduce themselves because
4 we have some new members here that I want to get a chance to
5 highlight here in just a minute, and it would be most
6 helpful for you to kind of share for just a moment, some of
7 your, you know, your passions for cycling and then we'll get
8 to a more -- say, a larger report a little bit later in the
9 program.

10 So, Howard, do you want to start us off?

11 MR. PEAK: Yeah, happy to.

12 Thank you for continuing what's been done so far
13 in just a -- from San Antonio we've got a lot of trail
14 programs either completed or on their way to being
15 completed. I don't know if ya'll have been to San Antonio
16 as of late, but when I established a program for trails,
17 particularly along the creeks that go through San Antonio or
18 vice versa, and so what we're doing is building trails that
19 will eventually circle the city of San Antonio, and, I
20 guess, that's the big news.

21 MR. HIBBS: And, Howard, when I first met you and
22 you showed me some of the things that you were doing down
23 there in San Antonio, I think it's safe to say that you know
24 more about building mountain bike trails and trail systems
25 than anyone I've ever met in my life.

1 MR. PEAK: Well, thank you.

2 MR. HIBBS: Howard is a tremendous resource to
3 those of us here who are on this Committee. If you plan to
4 have some kinds of these types of trails built in your area,
5 please call on Howard because he's -- how long have you been
6 doing this?

7 MR. PEAK: Ten or fifteen -- I don't know,
8 something like that.

9 MR. HIBBS: But awhile, right?

10 MS. CHARLESWORTH: Twelve to fifteen.

11 MR. PEAK: Fifteen.

12 MR. HIBBS: Yeah. But not your first rodeo.

13 MR. PEAK: Oh, no, no, no. Not at all.

14 MR. HIBBS: All right. Well, thank you, Howard.
15 I appreciate that.

16 Margaret, you used to chair this Committee as
17 well, because I think Howard did --

18 MS. CHARLESWORTH: No.

19 MR. HIBBS: -- as well. Didn't you -- weren't you
20 the chair at one point, Howard --

21 MR. PEAK: I don't --

22 MR. HIBBS: -- for the BAC Committee?

23 MS. CHARLESWORTH: No.

24 MR. PEAK: No.

25 MR. HIBBS: You weren't?

1 MR. PEAK: Huh-uh.

2 MR. HIBBS: Okay. I'm sorry, I'm confused.

3 MS. CHARLESWORTH: Oh, well, yeah, you were, about
4 15 years ago.

5 MR. PEAK: Oh, okay.

6 (Laughter)

7 MR. GLEASON: Just before you started the --

8 MS. KAPLAN: They all run together.

9 MS. CHARLESWORTH: Yeah. I'm Margaret
10 Charlesworth. I'm from San Angelo, which is not San
11 Antonio, and we -- in San -- we're kind of unique in San
12 Angelo. We're way out in West Texas. We're about 210 --
13 fifteen miles west, northwest of San Antonio, a little bit
14 south of Midland-Odessa and Abilene.

15 We have an MPO that has a project called the Red
16 Arroyo Project which is essentially a floodplain, if and
17 when it ever rains out there, that we have bike trails and
18 hiking trails. We now have benches that you can sit there.
19 Some of the project is already finished, but when it is
20 finished, we will have biking and hiking trails that will
21 connect the military base, which is on the east side of
22 town, with Angelo State University, which is kind of on the
23 south, southwestern part of town. Then we have a loop, and
24 that's kind of the commercial area where all the mall, the
25 mall, and, you know, Academy and Best Buy and those kinds of

1 stores and the new hotels are, with downtown, and eventually
2 the state park where we have really good mountain bike
3 trails. So we are moving forward with some bicycle-friendly
4 and bicycle-accessible trails and paths and ways to move
5 around the town.

6 But on the other hand, we are part of the Cline
7 Shale Project and the oil companies have moved in with these
8 humongous trucks. They've already ruined the roads --
9 attention TxDOT, the roads have been ruined out there -- so
10 the surface is not conducive to bike riding. But more
11 importantly, the increased traffic and the -- I don't want
12 to say they use bicyclists as targets, but it almost seems
13 like that. We have had a number of fatalities, not just
14 bicyclists, but people in cars.

15 I live about 40 miles out of San Angelo in a
16 little bitty town that has the crossroads of two highways
17 and a mile and a half to three miles outside of my town,
18 there have been four fatalities in six months from vehicles,
19 and only one of those fatalities did not involve an
20 oil-field equipment truck or was caused by one changing
21 lanes or passing on a curb and a hill and this sort of
22 stuff.

23 MR. HIBBS: You've got some legitimate safety
24 issues going on right now in San Angelo, that need to be
25 addressed.

1 MS. CHARLESWORTH: Well, it's to the point where
2 my friends and I, if we have to go to Midland-Odessa, we
3 will go up to Sweetwater and take an extra 40 miles to go on
4 Interstate 20, which is not empty of oil-field traffic
5 itself, but it is a big interstate, rather than drive State
6 Highway 158. That is a death zone. There is an average of
7 a fatality once a week.

8 MR. HIBBS: Wow. And, Margaret, what is your day
9 job?

10 MS. CHARLESWORTH: I'm a consultant for legal
11 firms on medical malpractice and other medical issues.

12 MR. HIBBS: Okay.

13 MS. CHARLESWORTH: My husband was an avid cyclist
14 until he was hit on 158, and I'm still very active -- I'm
15 not a cyclist myself -- I've got knee problems; I've had a
16 knee replacement -- but I think that cycling is very
17 important as part of a culture that we need to cultivate
18 there in West Texas.

19 I mean everybody's got a pickup and an SUV --

20 MR. HIBBS: That's right.

21 MS. CHARLESWORTH: -- and I have both, but I also
22 have five bicycles --

23 MR. HIBBS: Sure.

24 MS. CHARLESWORTH: -- and I like to ride, but
25 there's no safe place to ride --

1 MR. HIBBS: Right. Right.

2 MS. CHARLESWORTH: -- unless you haul your stuff
3 someplace --

4 MR. HIBBS: I hear what you're saying.

5 MS. CHARLESWORTH: -- and then that kind of
6 defeats the purpose.

7 MR. HIBBS: I understand.

8 MS. CHARLESWORTH: And we have reduced the number
9 of organized rides in our area because of all of this. It's
10 just not safe to get out on the road and that's a real
11 tragedy.

12 MR. HIBBS: Okay. All right. Well, we'll get a
13 chance to discuss this more because I think several
14 communities are feeling the pain of similar types of
15 situations. I think we need to have a large discussion
16 about that.

17 Bobby Gonzales is next. I had the pleasure of
18 getting to see Bobby in his office out there in El Paso. We
19 share an insurance claims office out in El Paso and when I
20 went out there to see them for the Christmas party I got a
21 chance to see Bobby. He is the reigning national champion
22 triathlete in, what, for your age group?

23 MR. GONZALES: Sprint Triathlon.

24 MR. HIBBS: Yeah, which to me, is a phenomenal
25 feat.

1 MR. GONZALES: I need to hire you as my PR guy.

2 (Laughter)

3 MR. HIBBS: I know how much you have to train to
4 do it that well.

5 MR. GONZALES: Well, my name is Bobby Gonzales --

6 MR. HIBBS: It must have been your day job.

7 MR. GONZALES: Thank you, Billy.

8 My name is Bobby Gonzales. I'm from El Paso. I'm
9 a civil engineer by education. I own my own company in El
10 Paso. I had the opportunity to write the bikeway study for
11 the City of El Paso in 1997, and at the time we didn't have
12 anything, any document whatsoever to go by. So now they use
13 that document to go after specific funds, funding sources
14 from that document, so it's cool to have authored -- I mean
15 I didn't author it by myself, but certainly I played a key
16 role in developing --

17 MR. HIBBS: And, Bobby, if you'd let me interrupt
18 you for just a minute here.

19 MR. GONZALES: Sure.

20 MR. HIBBS: He was kind enough to share that
21 document with me and I want to tell you that it is a piece
22 of work. And so let it not be lost on the members of this
23 Committee that if you need a resource for this type of
24 thing, he, basically -- well, ya'll reach down to El Paso.

25 MR. GONZALES: Well, every opportunity, whether

1 it's through a TxDOT project or through a City of El Paso
2 project or a County project, if the trails and lanes that I
3 designated in that report or that study, if it falls within
4 a project that they're reconstructing or retrofitting, they
5 use that document. And I had had numerous cost estimates
6 and what size of lane it should go in, and so now they're
7 implementing that plan. So, yeah, since 1997 they have made
8 some serious headway and any opportunity they get, they use
9 that study to put a trail or lane or whatever the facility
10 is on it. And El Paso has come a long way since those
11 times, but it took a long time. I mean it took eight to ten
12 years before they even started looking at that plan.

13 MR. HIBBS: Wow.

14 MR. GONZALES: But there was nothing there before,
15 so whatever, you know, whatever they had -- and, in fact, we
16 did it for the MPO at the time, that study. But, yeah, now
17 they're using it and it's great.

18 I recently designed all the hike/bike lanes and
19 trails on the University of Texas at El Paso campus and that
20 was cool because now -- before, it was all
21 automobile-oriented; now, it's turned into more pedestrian
22 and bicycle-friendly facility, and so they completely have
23 redone the campus. So it's really cool to have that --

24 MR. HIBBS: Those of you on the Committee, this
25 guy is an amazing resource. And for somebody like me

1 that's -- that really can't even understand all the initials
2 to all of these things, Bobby is so helpful that he'll help,
3 you know, me and maybe even you, understand how to get these
4 things done. And so I would encourage you to use him. He's
5 a fantastic resource.

6 MR. GONZALES: Well, it wasn't all me. I had help
7 with the County, with the MPOs and --

8 MR. HIBBS: But you've actually done it.

9 MR. GONZALES: But I've actually done it, yes.

10 MR. HIBBS: A lot of people talk about this, but
11 you've actually done it in El Paso and you can see the
12 results, so thank you for that.

13 MR. GONZALES: Thank you.

14 MR. HIBBS: Anne-Marie, will you tell us about
15 yourself and what you do in Wichita Falls?

16 MS. WILLIAMSON: So I'm from Wichita Falls and I
17 have -- I'm a nurse practitioner, so my primary interest in
18 cycling is related to health and safety. Whether it's with
19 regard to exercising or reducing obesity or whether it's
20 keeping the rubber side down and head injuries at a minimum.

21 We also have the Hotter'N Hell Hundred in Wichita
22 Falls. For those of you what aren't familiar with it, the
23 largest sanctioned bike race in the U.S. with anywhere from
24 12,000 to 14,000 participants annually, and we do quite a
25 bit of medical research related to endurance -- the

1 endurance event and heat injury which is something that's
2 very important.

3 One of the great things that's going on in Wichita
4 Falls is we're developing a concrete trail system around the
5 city, more in terms of exercise, rather than commuting,
6 because it's more on the outside. But once again, a way for
7 people to be on their bikes and away from cars, so I'm
8 really happy about that.

9 And the Public Health Department is -- we just got
10 a smoking ban in Wichita Falls -- yay -- and now we're
11 moving towards targeting obesity. And so hopefully we will
12 be able to have a cooperative effort with the cycling
13 community and all the public health interests with regard to
14 that, as well.

15 MR. HIBBS: Okay. Great.

16 Well, having ridden the Hotter'N Hell several
17 times myself, I will say that I will never forget the sound
18 of about 20,000 clicks.

19 MS. WILLIAMSON: That's right.

20 MR. HIBBS: You know, when one foot clicks in and
21 it just seems like it goes on for five minutes. You hear
22 just click, click, click, click, click, click. I mean it
23 really is -- next time I'm going to record that.

24 MS. WILLIAMSON: I hadn't really thought about
25 that, but, yeah.

1 MR. HIBBS: Yeah, it's quite the deal.

2 Now, you're new to the Committee, and this is your
3 first visit --

4 MR. GONZALEZ: First meeting.

5 MR. HIBBS: -- first meeting. Why don't you tell
6 us a little bit about yourself and what you do in your day
7 job and what your interest is in cycling.

8 MR. GONZALEZ: Well, thank you very much for
9 having me.

10 Thank you, Teri, for recognizing me to the
11 Committee for appointment to this Committee.

12 My name is Ramiro Gonzalez and I was born and
13 raised in Brownsville, Texas and left for college. I went
14 to school in D.C. at GW, and then I came back for a year and
15 then I decided I wanted to go into urban planning, so I
16 applied to all of the Texas schools, wanting all in all, to
17 go to UT. So I got accepted to UT and I spent three years,
18 here in Austin.

19 And then I had an opportunity to go back to
20 Brownsville and give back to my community in a way of urban
21 planning. So I've been there for about five years.
22 Probably three and a half of those years I've been involved
23 in the bicycling movement in Brownsville. If you had asked
24 me when I first moved back would I have been involved? No.
25 But -- well, would Brownsville adopt something like this?

1 No, but we've quickly become -- gotten a lot of political
2 support from our mayor and a couple of our commissioners to
3 build this bike movement.

4 And I'm glad you brought up public health because
5 that is the primary reason why it is that we're moving --
6 what we're doing in Brownsville. You know, one of the
7 things that when you read the media on Brownsville you
8 usually say that we're the fattest city; we're the poorest
9 city. And we feel that this is a way to transform our city.
10 So we have a very good partnership with the UT School of
11 Public Health in Brownsville and they provide a lot of the
12 data and a lot of the research behind things.

13 We've done -- just a couple of things of what
14 we've done -- we've done -- we're up to four CycloBias a
15 year: one a quarter, two during the day and two during the
16 night. And the night ones are during the summer because,
17 once again, the heat. And we have put about, maybe about 35
18 miles of bike lanes down. We are working on a seven-mile
19 trail that was actually funded by Category 7 money. The
20 money won't be available until about 2020, but we're very
21 excited about that.

22 And I have some other notes. We are just
23 completing a project where we actually eliminated a lane of
24 traffic on one of our roads to build a seven-foot sidewalk
25 with a good bike -- a bike facility as well. So that was a

1 lot of controversy. Robin was there and helped us out a
2 little bit with Hernando. So that's a pretty exciting
3 project. It finally -- and it happened quickly; in six
4 months we got it done. The funding was available, we had
5 the idea and we just got it done.

6 MR. HIBBS: Do you remember which of the various
7 branches of funding that you received your money from?

8 MR. GONZALEZ: And, actually, the sidewalk money
9 is TxDOT money and it's New Freedom sidewalk money that we
10 were able to put down.

11 So we're very excited about the opportunity in
12 Brownsville and we're -- you know, I'm excited to be here.
13 You know, one of my main reasons for really becoming
14 involved is I like the experience of -- the experience you
15 get when you experience a city on a bike. I'm not the
16 bike -- the guy who's going to get on and ride for fifty or
17 a hundred miles, obviously, right? But I do like to, when I
18 do visit bigger cities, I do like to get on a bike. So, you
19 know, the D.C. Bikeshare system. I've been in Montreal.
20 I've been in Vancouver, you know, so -- and every time I go
21 now, it seems like I rent a bike. I either rent a bike or I
22 use their Bikeshare system, one or the other. So it's just
23 a unique experience that you have with it. So that's what I
24 like to do.

25 MR. HIBBS: Thank you, Ramiro, and welcome to the

1 Committee.

2 MR. GONZALEZ: Thank you.

3 MR. HIBBS: We appreciate that.

4 Dave, this is your second meeting now, right?

5 MR. STEINER: Correct.

6 MR. HIBBS: All right. And Dave is from Lufkin,
7 also up in East Texas, so we've got us some more East Texas
8 representation. Why don't you tell the group a little bit
9 about what you do as it relates to cycling.

10 MR. STEINER: Certainly. David Steiner, as Billy
11 mentioned, out of Lufkin, Texas. For a day job, to support
12 my many habits, I'm a chemical engineer by education. You
13 know, I work for a company that supplies various building
14 products into the building products industry, and I lead
15 their energy efficiency program which gives me the
16 opportunity to travel to a lot of different towns and cities
17 and experience various aspects. And like Ramiro, I like to
18 participate, when I'm in other cities, Bikeshare programs or
19 just ride in general, whether it's rent a bike or bring my
20 own.

21 But part of my hat -- part of my other interests,
22 in Lufkin, a number of years ago -- I've been associated
23 with them about nine years -- I lead a nonprofit trails
24 route access group that was instrumental and actually has
25 volunteer-built a trail system within Lufkin. We advocate

1 for additional hike and bike trails in the parks. We've got
2 another one going in, in the county.

3 I also -- so I mountain bike, but I also do a lot
4 of road cycling. Similar to what Margaret mentioned very
5 well, a lot of what we see is, you know, we, at times, feel
6 like -- there are the fraction of one-percenters that view
7 us as targets, and I have some personal friends who have
8 been hit by bikes [sic], thankfully not fatally. But that
9 has raised enough awareness and has changed cycling habits.

10 So part of my interest is seeing that, and it's
11 from a safety aspect, but also, as my awareness, as I look
12 in the city, lack of even good sidewalks. Definitely in a
13 small town like that, lack of even bike lanes. So even
14 interest of improving just getting around the city more
15 often because it's very troubling when I see people have
16 to -- not only is there no sidewalk, but the only place to
17 walk is in the roadway, and literally have seen mothers
18 pushing their strollers in the center left-turn lane, which
19 is frightening, and bicyclists, uninformed, using that as a
20 travel.

21 So, that's my interest six months ago in getting
22 on the advisory committee because I feel I can sit and
23 complain, but that's not worth it; I need to put my time in
24 where my interests are. And that is where my passion is and
25 where my interests lie; lie with the community, so I

1 certainly intend to carry this back into the community, also
2 in the planning department in the cities and try to build
3 more supports.

4 MR. HIBBS: Great. Thank you, Dave.

5 Ali -- we have a new member, Ali Blazosky from San
6 Antonio. So, Ali, why don't you tell us a little bit about
7 yourself.

8 MS. BLAZOSKY: Thanks. I am really happy to be
9 here joining the Committee again and to get to know
10 everybody.

11 In San Antonio, I am the bike and pedestrian
12 transportation planner at that area's MPO; so we're
13 technically the Alamo area MPO. San Antonio is the largest
14 city within our boundary, but we also get to plan now for
15 New Braunfels, for Boerne, for Seguin, Texas, too.

16 I started getting into riding a bike when I went
17 up to College Station to start a graduate program there in
18 urban planning -- and I think I wrote about this in my
19 letter of interest here, too -- but the reason I started
20 getting on a bike is I didn't want to have to apply for one
21 of the parking permits there on campus.

22 (Laughter)

23 MR. HIBBS: It was a practical reason.

24 (Laughter)

25 MS. BLAZOSKY: It was a very practical reason.

1 This was about three, four years ago, and it was
2 tough, actually, re-learning to ride a bike, but my
3 classmates there kind of saw me attempting to do it every
4 day and they thought I was a pro at it, but they -- they
5 thought I was like -- had been doing this for ages and I
6 didn't want to let them down and see I was a newbie, so I
7 kind of took on identity that was a little different for me,
8 but really has shaped now, where I have taken my career. I
9 got into transportation and really believe I could start to
10 tool a safer and healthier, more effective transportation
11 system.

12 And about the same time that I had my personal
13 transformation, San Antonio has grown leaps and bounds in
14 their trail network in having a couple of SíClovías. It was
15 a terrific participation in the thousands with having a bike
16 sharing system. So there's been a lot of greatness that's
17 been coming out of the San Antonio area. We've had some
18 challenges, too, with a road guide that was actually urged
19 by the City.

20 So we are still -- we still have lots of room for
21 improvement, but we are -- I have noticed across all
22 generations, kind of a new appreciation for bicycling and I
23 intend to keep that momentum going.

24 MR. HIBBS: Well, great, and welcome to the
25 Committee.

1 MS. BLAZOSKY: Thank you.

2 MR. HIBBS: And, Karla, from VFW --

3 MS. WEAVER: Yes.

4 MR. HIBBS: -- why don't you tell us a little bit
5 about your day job and your interest in cycling.

6 MS. WEAVER: All right. So my name's Karla
7 Weaver, and I'm with the North Central Texas Council of
8 Governments and I work for the Transportation Department,
9 which is the MPO for the Dallas/Fort Worth region or the
10 Metropolitan Planning Organization.

11 So our region is really large. We are,
12 land-wise -- you know, Texas is big in general. Our area is
13 the size of Connecticut; we have six and a half million
14 people. I work with 12 counties in 200 cities. So we have
15 a bicycle/pedestrian advisory committee that I'll actually
16 be going to report what happens on this Committee. I told
17 them that every quarter I'll come back and keep them
18 informed and get ideas from them then I can pass them
19 through.

20 We are doing a lot of different things. I manage
21 our sustainable development program. So within that,
22 bicycle/pedestrian planning is sort of an arm of that. We
23 also do land-use planning, transit, things of that nature
24 which really tie in well with bicycle/pedestrian
25 initiatives. We are doing data collections. We bought

1 regional counters and we are trying to determine where
2 people are biking. We've got road counters. We've got
3 trail counters. We've got global counters so we can loan
4 them to cities. We've got permanent counters that we can do
5 annual, certain times of the day, does the weather effect
6 it, and those types of things. We are very interested in
7 that.

8 We have a safety campaign that we're launching.
9 We're looking -- we do a lot of our own safety data. We got
10 information from the State. We do heat maps. We look and
11 see what are our highest fatality areas for bikes and for
12 peds. We're looking now at analyzing data. Is it age? Is
13 it time of day? Is it certain intersection types? Trying
14 to figure out what are the causations that can help us with
15 the engineering improvements.

16 Our safety campaign is geared towards Hispanic
17 populations, universities, children, motorists and cyclists,
18 we're looking at aging communities and how they interact.
19 We think a lot of education is needed for motorists because
20 they don't know about bike facilities and what to do with
21 cyclists on the street.

22 We do a -- we have in our region, what we call a
23 Regional Veloweb. So it's close to 2,000 miles of
24 interconnecting trails. We call it the superhighway of
25 trails, almost an interstate version, if you will.

1 We do a lot of time -- we do spend a lot of time
2 coordinating with cities because everyone calls things
3 differently, and when residents change jurisdictions they
4 don't know they've gone from one city to the next. The
5 treatments might be different or the signage might be
6 different. So how can we get consistency within our region
7 so it's a seamless system and it's safe?

8 And we are involved heavily with funding. We did
9 the Transportation Alternatives Program for our region. At
10 the MPO level, I wrote the application and the process and
11 the procedures. We evaluate the projects and we select the
12 projects. Last summer we awarded our funding.

13 We also are working -- we have what we call a
14 TIGER grant that we got from the Feds on land use and school
15 siting coordination. So we're working with ISDs and cities
16 to come together to talk about where are we putting schools
17 and how kids are getting there and what does infrastructure
18 look like. And school districts are independent for a
19 reason; they don't want to -- they want to do their thing
20 and don't get in their business, but how schools and cities
21 work together is super important especially for our
22 vulnerable population.

23 And then finally we have what we call a "how-to
24 for urban thoroughfares" that we're putting together. So
25 state facilities, how we work with those; what can be done;

1 what TxDOT examples we have across the state, across the
2 region. We have a lot of aging state highways that used to
3 be (indiscernible - 10:37:09) before the interstates. So
4 we're doing corridor studies to have the 193, the 199, a lot
5 in our region -- those are expensive. We need right of way.
6 How do you add more facilities? That needs a lot of money.

7 And so I'm very focused on the money, the policy
8 and prioritization bicycle and pedestrian infrastructure.
9 So, hopefully, those are discussions that we will get to
10 have. I think the Committee is a great voice in the
11 commission on how to prioritize dollars. There are a lot of
12 different funding pots out there and we want to make sure
13 that bicycle/pedestrian dollars have their place and are
14 being used for all of these safety improvements that we're
15 going to see.

16 MR. HIBBS: Amen to that and well said, Karla.

17 All right. And, Jason from Austin. Jason, it's
18 good to see you again.

19 MR. FIALKOFF: It's good to be here again.

20 My name is Jason Fialkoff. I'm a transportation
21 planner at Atkins. I got into the bicycle and pedestrian
22 transportation planning shortly after graduate school. I
23 worked for the City of Austin for a couple of years. I
24 helped implement some of the bike and ped facilities around
25 town.

1 At Austin, it's probably easier to come in and do
2 that kind of work because there's a strong support in the
3 area. There are people like Robin and my predecessor Tommy
4 Eden who'd been working on bike/ped issues in the area for
5 decades. And what we're seeing now is with that support and
6 with the right staff in place and the elected officials who
7 are behind it and the density of users in the area, we're
8 really seeing this explosion of bicycle use in the area.

9 The City of Austin has recently adopted a new
10 bicycle plan, an updated bicycle master plan, as well as an
11 urban trails plan. The City is going to the point of saying
12 that, you know, off-street trails through parks are -- they
13 silently serve a different purpose, but deserve their own
14 recognition, in addition to on-street parallel facilities to
15 roadways, which is a great position to be in for us. The
16 MPO is updating its transportation plan which will also make
17 bike/ped funding available. We've recently implemented a
18 bike trail system in Austin.

19 My interest in this is, you know, I came to
20 Austin. I hadn't ridden my bike since maybe I was 10 or so
21 and I arrived here kind of knowing that it was a place that
22 I could do it about 10 years ago, and I went to a community
23 bike shop and learned how to essentially build my own bike
24 and that launched me into getting around town. Like Ramiro,
25 I don't go a lot of -- I don't go hundreds of miles. I go

1 from my house to the supermarket or my house to the
2 restaurant because, you know, traffic is really bad. It
3 saves me time at this point to get on the bike, and I have
4 also found that it is very empowering and it saves me money.

5 So I do transportation planning in different parts
6 of the country now, and being able to serve on the Bicycle
7 Advisory Committee to me, is a way to help kind of guide the
8 conversation with Texas.

9 MR. HIBBS: All right. Thank you, Jason.

10 For those of you that are new, I'm Billy Hibbs
11 from Tyler, Texas. My day job, I'm CEO of an insurance
12 company and long-time cyclist, mountain bike racer, roadie,
13 you know, all that kind of stuff, so I take all these issues
14 very seriously, particularly in regards to safety, because I
15 happen to be in an industry where it pays big bucks to
16 people in claims to people who are injured and it's a very
17 serious concern.

18 So with that, thank you all for the
19 introduction --

20 MS. KAPLAN: Billy?

21 MR. HIBBS: -- that was extremely helpful for me.
22 Yes?

23 MS. KAPLAN: There's several folks on the phone.

24 MR. HIBBS: Oh, yes, on the line.

25 Okay. Is that Anita? No.

1 MS. KAPLAN: I believe Russ Frank is on now.

2 MR. HIBBS: Oh, Russ is on the phone now.

3 Russ, are you there?

4 MR. FRANK: I am.

5 Hi, Billy, how are you?

6 MR. HIBBS: Good, Russ.

7 Thank you so much for joining us here. I
8 understand that you couldn't make it today, but we're happy
9 to have you. Do you want to give a quick introduction?

10 MR. FRANK: Sure. This is Russ Frank in Houston
11 and I work in the administration of Metropolitan Transit
12 Authority, so we do buses and Light Rail and HOV lanes and
13 hot lanes and paratransit, as well as promoting all modes,
14 including bike. And I'm a cyclist, mostly road cycle, but I
15 do some commuting on my bike.

16 And I just apologize for not being there. I had
17 planned on coming there today, and I had some things in the
18 office I had to deal with, so I needed to stay in Houston,
19 but I hope to join ya'll again at the next meeting.

20 MR. HIBBS: We look forward to having you, Russ.

21 Russ is the vice-chair, I guess, of the meeting,
22 and so we're glad to have him here and welcome him. He's
23 usually easy to spot because he's the guy in the coat and
24 tie.

25 MR. FRANK: That's my work costume.

1 MR. HIBBS: That's right. It looks like he just
2 stepped out of GQ magazine.

3 (Laughter)

4 MS. KAPLAN: I like it.

5 MR. FRANK: Well, thank you.

6 MR. HIBBS: As a point of clarification to TxDOT,
7 do we continually have new members coming on every new
8 meeting or is this pretty much what we've got for the next
9 year?

10 MR. GLEASON: There is Eric Gleason.

11 This is pretty much what we've got for the next
12 year, sir.

13 MR. HIBBS: Okay.

14 MR. GLEASON: We have a lot of new members. I'm
15 sure Howard and Margaret and Anne-Marie are looking around
16 the room and thinking, My gosh, a year ago it would be a
17 totally different look to the Committee. But you can expect
18 once a year in the August/September time frame, if we have
19 appointments that need to be made, that's when we'll be
20 making them.

21 MR. HIBBS: Okay. Well, from a time standpoint, I
22 thought it was very useful, particularly the new members, to
23 kind of to get to know the rest of us in here. So thank you
24 for spending the time to get us through that.

25 And with that, what I'd like to do now is go ahead

1 and -- I'm sorry.

2 Yes, Teri?

3 MS. KAPLAN: Billy, I thought we might introduce
4 the TxDOT folks. Just a quick -- no?

5 MR. GLEASON: Teri, we've got a time constraint.

6 MS. CHARLESWORTH: Is there another member on the
7 phone --

8 MS. KAPLAN: Okay.

9 MS. CHARLESWORTH: -- or is that all the members?

10 MR. GONZALES: There was somebody else.

11 MS. BRADLEY: Yes, actually, I'm on the phone.

12 MR. HIBBS: Is this Anita?

13 MS. BRADLEY: I was on mute and I couldn't --
14 yeah, this is Anita Bradley. I couldn't unmute quick enough
15 before you introduced the next person.

16 I'm with TxDOT. I'm with the commission office.
17 I have an environmental background. I was working with
18 environmental affairs and I'm working with the commission
19 office now. So we support the commissioners in the
20 different policy areas; that is, I guess you would say, our
21 expertise.

22 I am an avid cyclist. Unfortunately, I live in
23 East Texas now in Fairfield, where I have a ranch, and we
24 don't have a lot of the facilities that I would to see us
25 have for bicycling. We have the same type of issues that

1 San Angelo has with a lot of the oil and gas trucks being a
2 little bit scary to go out on Highway 75 or I-45 or
3 something with the big trucks running past you.

4 I came from Washington, D.C.; I worked as the lead
5 policy advisor for the Energy and Commerce Committee for the
6 U.S. House for three years before I joined TxDOT, and I'm
7 very happy to be home and I'm very happy to be sitting
8 actually on the phone today, unfortunately, but, you know,
9 as a TxDOT individual and member to be working with you guys
10 on bicycling and what we can do to get more funding and get
11 more facilities for us throughout the state.

12 MR. HIBBS: Thank you for that, Anita.

13 As a point of clarification, should we recognize
14 the people who are here with the public and get their names
15 on here for the record or do we not do that?

16 MR. GLEASON: That is up to the Committee, Mr.
17 Chair. I think that, typically, we could, just as a matter
18 of informality -- it's a small group -- on the other hand,
19 there's no requirement. There's a public comment period
20 where they can sign up to speak on agenda items that they
21 would like.

22 MR. HIBBS: Well, I think anyone that's from the
23 public that's here, can you please stand up and be
24 recognized?

25 MR. STALLINGS: Hi, I'm Robin Stallings, the

1 executive director of BikeTexas. I chaired this Committee
2 for a few years, so I've been attending for quite a few
3 years, and BikeTexas is the statewide group that promotes
4 bicycle access, safety and education. We are long-time
5 partners with TxDOT and traffic safety grants. We are one
6 of the originators for the Safe Routes to School at the
7 legislative level, the State level, and at the Federal
8 level.

9 And why you see my face the most? We've got
10 plenty of bench strength and smarter people than I -- thank
11 goodness -- back in the office. But -- including, we also
12 have an office in Brownsville now staffed by Fernando
13 Martinez. We've got -- and Jack, now, is based in San
14 Antonio, and we think this year we will be opening an El
15 Paso office, and so anyway, that's it. Thanks.

16 MR. HIBBS: Thank you, Robin.

17 Anyone else from the public that needs to be
18 recognized?

19 (No audible response.)

20 So I'm guessing that everyone else is TxDOT
21 personnel; is that correct?

22 MR. GLEASON: That's correct.

23 MR. HIBBS: Okay.

24 MR. GLEASON: We have two consultants here from
25 CH2M HILL, Jesse Blouin and Stephanie Lind --

1 MR. HIBBS: All right.

2 MR. GLEASON: -- and they'll be a part of a topic
3 a little later in the agenda.

4 James Koch is here.

5 And you had expressed an interest in hearing a
6 little bit about Prop 1?

7 MR. HIBBS: Yes.

8 MR. GLEASON: James is here for that.

9 And then Genevieve and Steve are from our
10 colleagues and partners at the Federal Highway
11 Administration.

12 MR. HIBBS: Great. Well, welcome to all of you.

13 At this point, I would like to pass this on to
14 Eric and let him tell us a little bit about his report.

15 MR. GLEASON: Okay. Real quickly, Mr. Chair, you
16 had expressed to me an interest in Prop 1 --

17 MR. HIBBS: Yes, sir.

18 MR. GLEASON: -- and so I thought that would be an
19 appropriate place to address that.

20 If I could ask James to come up.

21 MR. HIBBS: Sure.

22 MR. GLEASON: I will tell the Committee that James
23 does have an eleven o'clock meeting, but he is very much in
24 touch with what the Department is doing at the part of Prop
25 1 and could answer any questions you may have and give you a

1 quick update on what it is and the schedule for making
2 decisions on projects to be included in that.

3 James?

4 MR. HIBBS: James, to you.

5 MR. KOCH: Hello. My name, again, is James Koch.
6 I'm the director of transportation planning and programming.
7 Eric is my brother under Marc Williams, director of planning
8 for the agency, so we work closely on things.

9 For those of you who may not know, TxDOT has
10 actually posted a -- on our TxDOT.gov website we have a
11 link. If you go in and type in Proposition 1 or you can,
12 right here, you can click on this link right here on the
13 banner -- let's go ahead and do that -- and in the second
14 paragraph there, Prop 1, Projects and Locations, this is an
15 interactive table where you can go and pull down by Texas
16 county, TxDOT district, legislative district, or statewide,
17 if you want to look at the statewide list. And you can go
18 through there and you can click on any district, any county,
19 and it will pull up the projects in that particular county.
20 And then if you actually click on one of the -- in the blue,
21 the project IDs -- oh, this is Internet Explorer -- I'm
22 sorry. TxDOT, I'm sorry, has an older version of Internet
23 Explorer on our internal computers and the maps don't show
24 up on here.

25 Sorry.

1 MR. HIBBS: That's all right.

2 Can we start with what is Proposition 1?

3 MR. KOCH: Okay. Proposition 1 was approved by
4 the voters last November. Basically, it's providing
5 additional funding to TxDOT for on-system roadways, okay.
6 The last -- there's a series of -- or a process it needs to
7 go through. The voters passed it, then it went to the
8 Legislature. A Committee looked at it. They basically have
9 to set a floor for how much they want to stay in the Rainy
10 Day Fund, and then this amount would be above that, and for
11 this particular year, it was \$1.74 billion.

12 And so we also get from the OBB, recommendations
13 for how that money is to be spent throughout or delegated
14 throughout the districts and the MPOs and whatnot.

15 MR. HIBBS: And so of that \$1.7 billion, it's
16 divided into slices?

17 MR. GLEASON: Right.

18 MR. KOCH: Right.

19 MR. HIBBS: And so which of those slices would
20 apply to grants and projects potentially under consideration
21 by this Committee?

22 MR. KOCH: There's basically four buckets --

23 MR. HIBBS: Okay.

24 MR. KOCH: -- congestion, which is really looking
25 at, you know, the metro or urban-type situations;

1 connectivity, which is providing connections between our
2 rural areas; maintenance, just regular maintenance-type
3 projects; and then the last bucket was for energy, energy
4 sector needs. I think some folks had mentioned the roads
5 being torn up in the energy areas. So those are the four
6 buckets.

7 And if you -- going back to the website -- if you
8 click on a project in there, a map comes up, shows you where
9 the project is. And then under that is a funding table that
10 tells you which of the four buckets the project would be
11 funded under.

12 MR. HIBBS: Okay. If we could go back to that
13 slide, which was one that came up in some of my economic
14 material that I was reading, it talked about -- it looked
15 like, to me, that of this \$1.7 billion, it was going to be
16 split into kind of three different ways. And what you're
17 telling us is that of those three different ways, there's
18 four different buckets that we can potentially access to --
19 through these additional money for our projects; is that
20 correct?

21 MR. KOCH: Well, there's different ways of looking
22 at that. Yeah, the energy sector and the maintenance are
23 pretty much the same thing.

24 MR. HIBBS: I see.

25 MR. KOCH: It's addressing current roadway issues.

1 MR. HIBBS: So would that be under the one that's
2 down there at the bottom, the \$261 million to address road
3 problems in areas of the state affected by growth,
4 (indiscernible - 10:51:50)?

5 MR. KOCH: No, that specific amount is for the
6 energy sector itself.

7 MR. HIBBS: Okay. All right.

8 MR. KOCH: There's a like amount there up above
9 that is covered -- it covers just regular maintenance-type
10 work.

11 MR. HIBBS: For connectivity, I understand.

12 MR. GLEASON: And let me interrupt.

13 There's the maintenance portion of \$1.7 billion is
14 not up there dollar-wise.

15 MR. KOCH: Okay. If you're adding that money up,
16 yeah.

17 MR. GLEASON: -- if I'm adding those numbers up
18 right, that doesn't add to 1.7, so the difference is going
19 to be the maintenance portion of it.

20 MR. HIBBS: Okay.

21 MR. KOCH: Yeah, the 261, that figure is the same
22 thing for maintenance.

23 MR. HIBBS: Okay.

24 MR. KOCH: But, indirectly, that could address
25 your issues about, you know, if there's roadways out there

1 that bicyclists want to use in those energy sector areas,
2 that's addressed in some of those menus.

3 MR. HIBBS: Okay. So as a practical matter, if
4 the voters approved this and if the Legislature, everyone
5 signed off on it, signed by the governor, it's a done-deal,
6 and now the people that are sitting around this table, who
7 you've heard them identify challenges and issues in every
8 single part of state --

9 MR. KOCH: Uh-huh.

10 MR. HIBBS: -- what's next? What should they do,
11 then, to be able to access these funds to alleviate many of
12 the problems that we have discussed here today?

13 MR. KOCH: Okay. Probably, the easiest thing to
14 do is work with your local MPOs, because these projects,
15 although we can't spend money, Prop 1 money directly on a
16 bike trail, if we're widening the facility and we widen it
17 enough for bike lanes on either side, that could be done
18 with this funding.

19 The thing a lot of people don't understand is we
20 have to go -- this is not a -- every year, you know, we've
21 got to go back to the Legislature. They have to reaffirm
22 what that ceiling is and we have to talk to them about how
23 it's going to be spent, so those formulas may be adjusted.
24 The dollar amount may be adjusted.

25 Senator Hegar last week came out with his -- not

1 senator, he's the comptroller now -- but he came out with
2 his projections and he's saying over the next two years of
3 the biennium, he's looking at probably about \$1.2 billion.
4 So the \$1.7 is going down to \$1.2.

5 That's one of the problems with this particular
6 funding stream is, you know, from a planning standpoint,
7 it's hard to say, you know, Am I going to get a billion
8 dollars? Am I going to get five hundred million? And
9 that's -- right now we are in the middle of a comment period
10 for this program and I encourage all of ya'll to go to the
11 website, get informed, make comments. You can look at all
12 the projects on here. You can look at the projects in your
13 local area. Unfortunately, there's 201 projects on this
14 list. I don't have them all memorized and what all they do,
15 but you can work with your local districts and your local
16 MPOs to find out exactly the projects on here.

17 One of the challenges with this round of money is
18 that the Legislature, in their letter, backed up. Indicated
19 they wanted it all spent by the at the end of the year, the
20 calendar year, which is actually -- it's crossing a fiscal
21 boundary for us. For those of you who don't know, our year
22 runs from September to August, so going into the calendar
23 year a little bit is on our next fiscal year. But that's --
24 from a planning and project-development standpoint, it's
25 very challenging to access this year's money.

1 MR. HIBBS: So this is additional money, right --

2 MR. KOCH: Right.

3 MR. HIBBS: -- over and above. So this is
4 additional \$1.7 billion is supposed to be spent during the
5 next two years; is that correct?

6 MR. KOCH: No, by the end of '15, the Legislature
7 wanted all of this money allocated.

8 MR. HIBBS: Okay.

9 MR. KOCH: So there's different things between
10 being allocated on a project and actually being spent.
11 Because some of these projects will last probably a
12 two-to-three-year construction duration, so the money will
13 not all be spent, but it will be obligated on those projects
14 by the end of the year. So from a planning standpoint --
15 because we've already gotten, you know, comments and things
16 back from various MPOs and entities that say, I don't really
17 have a good project ready, you know, can I trade money next
18 year with San Antonio or Austin?

19 And the challenge there is, you know, if you say,
20 Okay I'm going to give you my allocation of money this year,
21 you know, you may not get the same allocation next year to
22 pay that back and that may create some potential issues
23 there. But we're just thankful that it's additional money
24 to address needs. You know, we're seeing prices go back up
25 on a number of things. You know, asphalt prices are coming

1 down in some areas, but overall, we're seeing a stair-step
2 in our bid prices. So the faster we can get these to
3 contract, the better.

4 MR. HIBBS: I'd like to ask the Committee
5 members -- and, Russ, chime in here because this includes
6 you as well -- how many of you are actively working towards
7 getting a portion of this money right now? Anyone?

8 MR. GONZALEZ: I think that most of it, like he
9 said, most of it is already kind of allocated on
10 shovel-ready projects. So, like Cameron County I know has a
11 project that's been shovel-ready for a couple of years so
12 that money's going to go -- however, it does impact you down
13 the line because for example, like that trail project that I
14 said we got four and a half million in Category 7, well, the
15 number one project was the project that Prop 1 money is
16 going to cover. So that kind of comes off the board and
17 everything moves up.

18 MR. HIBBS: Okay. Okay.

19 MR. GONZALEZ: So that's the way that we're being
20 impacted as far as the Category 7 money was going to hit in
21 2022, now we've kind of moved up to 2019 or 2018.

22 MR. HIBBS: Okay. Thank you, Ramiro.

23 Is there any consternation among anyone --

24 MS. WILLIAMSON: So --

25 MR. HIBBS: -- here we are sitting with \$1.7

1 billion worth the new money and none of us are even geared
2 up to even talk about it.

3 MS. WILLIAMSON: Right. But that doesn't sound
4 like it's new money; it's already been spoken for?

5 MR. KOCH: Well, no.

6 MS. WILLIAMSON: When did the Call for Projects --

7 MR. KOCH: Ramiro brought up a very valid point,
8 that this year, with the constraints they put on the overall
9 package, you know, we're looking at more shovel-ready type
10 projects, because we've literally -- to let by the end of
11 the year, you know, you lose -- letting through our process
12 we lose three months just getting through the advertising
13 process and all of that. It's very challenging having
14 projects that can beat that particular deal. Now that we
15 know that it might be renewed year after year after year,
16 you can do some planning in saying, Okay, you know, what can
17 I do next year or the following year?

18 The other potential issue is working through the
19 MPOs, they may, like what he's suggesting there, they might
20 have picked a project that was funded by some other means in
21 a later year and are advancing that project with that money
22 which then allows you to backfill that funding source with
23 other projects. So it can be like a domino effect that can
24 help you as well.

25 MR. HIBBS: So, my very limited understanding of

1 this is that there's already a bunch of projects all in line
2 waiting for this money --

3 MR. KOCH: Two hundred and one projects are on the
4 website right now.

5 MR. HIBBS: -- and, likely, those are going to be
6 the ones that are going to get all of 1.7; is that right?

7 MR. KOCH: Yes.

8 MR. HIBBS: And so there's not any need to spend a
9 whole lot of time and effort gearing up to make comments
10 about this or do anything else in regard to it because all
11 of the money has already been allocated; is that a fair
12 statement?

13 MR. KOCH: Well, if there's projects on here that
14 have buy plains on them, for instance, I mean you can send a
15 comment in that you're supportive of that particular
16 project.

17 MR. HIBBS: Has any of that money been allocated
18 towards cycling-related type issues?

19 MR. KOCH: I don't know, specifically, the -- I
20 mean our system is not really set up to identify that. I
21 believe they're doing some projects here in Austin on 35.
22 They're supposed to have some pedestrian and bike components
23 that will assist, you know, those efforts here.

24 MR. HIBBS: Okay. Eric, are you aware of any?

25 MR. GLEASON: Let me make this suggestion to the

1 Committee. James, I wonder if you could provide the
2 Committee with a schedule for commission action --

3 MR. KOCH: Okay.

4 MR. GLEASON: -- on this first set, and then after
5 that, I would suggest to the Committee at your April meeting
6 would be a time to come back and discuss this more
7 completely.

8 It's not on our agenda today for any particular
9 action on the part of the Committee, so we just -- a general
10 discussion is fine. But we can come back in April and we'll
11 know the projects by then, I assume, that have been picked.
12 We may know enough about those to be able to describe to the
13 Committee the elements in those projects --

14 MR. HIBBS: That would be tremendous.

15 MR. GLEASON: -- and then the Committee could also
16 discuss the next year and year after that, if there's an
17 approach.

18 MR. KOCH: So right now there's an open comment
19 period from January 23rd to February 23rd. So that's your
20 window for being able to make comments on this particular
21 pot of money.

22 And as Eric mentioned, I will be going to the
23 commission this Thursday. We're giving, as part of our UTP
24 update, this money coming into our system, that's how we
25 incorporate the money into our system. It's a discussion

1 item this month and it will be adopted in February by the
2 commission. So in that time period we're looking for public
3 comments. MPOs are having their public comments and things.
4 So this list is draft -- it says right at the top, subject
5 to revision during the public comment period -- so anything
6 that the MPOs here, the districts here, the local level,
7 this list can and will be adjusted.

8 MR. HIBBS: Okay.

9 MR. GLEASON: So, James, just to be clear, between
10 now and the February commission meeting is when these
11 projects will be identified and selected or recommended to
12 the commission --

13 MR. KOCH: Yes.

14 MR. GLEASON: -- for approval in the UTP.

15 MR. KOCH: Right.

16 MR. GLEASON: So the UTP will be amended at the
17 February commission meeting to include a list of projects to
18 be funded from this new source of funding?

19 MR. KOCH: Right.

20 MR. HIBBS: So within 30 days, the decision is
21 going to be made on where the money is going to be spent?

22 MR. GLEASON: Yes, sir.

23 MR. HIBBS: Okay.

24 MR. STEINER: Just for clarification -- this is
25 David Steiner -- you know, our input right now that sounds

1 like would be helpful is if we would go in and look at an
2 area and if we see projects that we think are worthy, then
3 comment and get it in before February 21st to have an
4 influence on the selection of the projects?

5 MR. KOCH: Correct.

6 MR. GLEASON: You, as individuals -- not as the
7 Committee -- but as individuals can go back to your
8 communities as individuals and get hooked into whatever
9 process is happening, whatever projects are being thought
10 about, yes, as an individual, but not as the Committee.

11 MR. GONZALEZ: Through the MPO?

12 MR. GLEASON: Yes.

13 MS. WEAVER: Yes.

14 MR. HIBBS: Okay. Karla, would you like to be
15 heard?

16 MS. WEAVER: From the MPO perspective, we started
17 a list last summer in the positive hope that the Proposition
18 would pass. So we've been working seven, eight months with
19 local governments developing lists for if it came through,
20 we knew we had to move quickly. Regions know they've got to
21 get the money spent, and so we've been going through a
22 series of meetings with our technical committees, which are
23 made up of our local governments. We've got various
24 agencies on that Committee, and then it's gone to our
25 elected officials which represent a variety of our

1 communities as well. And so it's also going out to public
2 meetings. And the bulk of these initial projects are larger
3 roadway projects that need to move, provide this
4 connectivity.

5 I think it's a great suggestion at the April
6 meeting we sort of look at the make-up of some of the
7 infrastructure, and then that could help us with next year's
8 cycle or even future years to kind of look at the types of
9 projects that we thought maybe had the biggest bang for the
10 buck or bicycle-pedestrian type improvements, as well.

11 MR. HIBBS: Okay.

12 MS. WILLIAMSON: Because, hopefully, with a
13 roadway project you're including the sidewalks and the bike
14 facilities as a complete project?

15 MR. HIBBS: And apparently there's a fair amount
16 of lead time --

17 MS. WILLIAMSON: Yes.

18 MR. HIBBS: -- in order to get these projects kind
19 of in the queue --

20 MS. WILLIAMSON: Exactly.

21 MR. HIBBS: -- so that when monies do appear, then
22 you can step up there and say, We're ready to go.

23 MS. WILLIAMSON: It's all about being ready.

24 MR. HIBBS: Okay. That was very helpful.

25 Any other questions or comments?

1 Robin, in the public area, would like to make a
2 quick statement.

3 MR. STALLINGS: Okay. So she's pointing out that
4 there's a public comment period for Agenda 9, but I had a
5 question about this topic if it's possible. There's no
6 comment cards today.

7 MS. KAPLAN: There's your comment card there.

8 MR. HIBBS: There's your comment card, and write
9 it down on there and we'll get to you at the public comment
10 part.

11 MR. STALLINGS: Okay.

12 MR. HIBBS: All right. Thank you.

13 All right. Any other questions on Prop 1? Any
14 other clarification or anything else?

15 (No audible response.)

16 Thank you very much. That was most helpful.

17 MR. KOCH: Thank ya'll.

18 MR. HIBBS: And we look forward for the April
19 meeting when we get a chance to see where these projects are
20 moving forward.

21 MR. KOCH: For you guys that are new, we are
22 planning and programming. We do the coordination with the
23 MPOs and things, so if there's anything that we can do to
24 help any of ya'll understand the process -- I know it's a
25 government bureaucracy -- and we can help walk you through

1 that, so if you have any questions, don't hesitate to ask.

2 MR. HIBBS: That's great.

3 MR. KOCH: Thank ya'll. Thanks for the
4 opportunity.

5 (Chorus of "Thank yous")

6 MR. HIBBS: All right. So, Eric, I'm going to
7 pass it back to you at this point. Do you have some matters
8 to report on your side?

9 MR. GLEASON: I just want to mention real quickly
10 to the Committee that we now have some consultant services
11 on board to help us with our bike and pedestrian efforts in
12 the division, Jesse Blouin and Stephanie Lind back there.
13 Stephanie actually sits in our office, most of the time
14 anyways. She's stretched between our office at Camp Hubbard
15 and Riverside.

16 And so the good news there is that we'll be making
17 a lot of progress over the next six months, not only on a
18 Strategic Direction Report that we'll talk about later, but
19 we've mentioned to you some of the things that we'd like to
20 do, a bicycling manual for Texas, some mapping stuff. And
21 all those little things, I would say, in the next six months
22 we'll be in a lot better position to be producing products
23 because of this. So just a sign of a lot of work to come.

24 MR. HIBBS: I know Commissioner Austin was --

25 MR. GLEASON: Yes, sir.

1 MR. HIBBS: -- was pretty emphatic that we have a
2 bicycling manual --

3 MR. GLEASON: Yes.

4 MR. HIBBS: -- and provide those with materials
5 from Colorado, I believe --

6 MR. GLEASON: Yes.

7 MR. HIBBS: -- and asked for us to take a serious
8 look at that.

9 MR. GLEASON: So we'll be able to make some
10 progress on those, some meaningful progress on those over
11 the next six months.

12 MR. HIBBS: All right. Thank you very much.

13 MR. GLEASON: And I think the only other thing
14 that I would report on, basically, since we met last, we've
15 been 110 percent focused on our Transportation Alternatives
16 Program Call for Projects and that is an item later in the
17 agenda, so I would defer any further comment until then.

18 MR. HIBBS: Okay. Thank you very much.

19 Teri, at this point, do you want to make your
20 report?

21 MS. KAPLAN: Donna, if you wouldn't mind to bring
22 up the PowerPoint presentation?

23 MR. GLEASON: Mr. Chair, if I could?

24 MR. HIBBS: Yes.

25 MR. GLEASON: Let's do a time check, if I could?

1 MR. HIBBS: Yes.

2 MR. GLEASON: It's 11:07. We're more than half
3 the way through. Do you want to set a goal for us in our
4 two items?

5 MR. HIBBS: Actually, no, I think --

6 MR. GLEASON: Okay.

7 MR. HIBBS: -- since we don't have a hard twelve
8 o'clock meeting ending period and many of the members came
9 prepared to stay here a little longer anyway, we'll just go
10 on continue working until we need to take a break. We'll do
11 that for a few minutes and then we'll carry on.

12 MR. GLEASON: Okay. Thank you.

13 MR. HIBBS: Things are going well.

14 MR. GLEASON: Okay. Go ahead.

15 MS. ROBERTS: Teri, is this it?

16 MS. KAPLAN: Yes.

17 I believe everyone's familiar with the
18 Transportation Alternatives Program -- Teri Kaplan, TxDOT
19 PTN, for our program.

20 I just wanted to let you know that for those of
21 you that aren't as familiar with the Transportation
22 Alternatives Program, it's a combination of previous
23 programs from other transportation bills including --

24 MS. ROBERTS: I don't know what I did, Teri.

25 MS. KAPLAN: There we go; you're back.

1 It includes the Transportation Enhancement
2 Program, the Safe Routes to School Program, and the
3 Recreational Trails Program and wrapped them into one
4 program. And we'll put a little note there at the bottom,
5 the Recreational Trails Program is managed by the Texas
6 Parks & Wildlife and the State of Texas.

7 Next.

8 And, basically, this is just an outline of our
9 time frame for the program. The Call for Projects was
10 initiated earlier this month on the 16th. The announcement
11 was posted in The Texas Register. The application deadline
12 is May 4th at 5:00 p.m. to TxDOT, whether it's being
13 submitted electronically or in hard copy -- I mean not hard
14 copy, but by CD or DVD -- it must be delivered to TxDOT by
15 5:00 p.m. on the 4th. We will do project evaluations
16 following submission, and anticipate project selection by
17 the commission by September, 2015.

18 These TAP funds are for construction only.
19 They're limited to ped and bike projects. And as this
20 Committee knows, we included flexibility in the local
21 funding. We were very effective in our comments to include
22 "economically disadvantaged county reduction" as part of the
23 TAP program rules and ultimately, it will be TxDOT's
24 Transportation Commission that selects projects.

25 This next slide is just to show you that the

1 information regarding economically disadvantaged counties is
2 included in the program guide, of which you have a copy at
3 your disposal there in your package. Also, the eligible
4 activities, if you'll notice, they're, as I mentioned, all
5 bicycle and pedestrian-related, off-road/non-road
6 infrastructure projects, as well as projects for Safe Routes
7 to School and conversion of railroads to Rails-to-Trails
8 projects, and to improve students' abilities to walk and
9 bicycle to school.

10 The next slide shows you some examples. The top
11 left is actually a photograph taken down in Brownsville on a
12 visit I made there in 2014. The stop right is in Austin
13 here. The bottom left is a photograph of the Columbia TAP
14 Rails-to-Trails project in Houston, and on the right is --
15 are some sidewalk improvements, including ADA-compliant
16 wheelchair ramps in a school zone. Off to the right, you'll
17 notice that this is actually school ground and that's down
18 in Texas City.

19 We do have -- the commission and TxDOT staff are
20 very interested in safety as a primary goal, and to improve
21 the connectivity between our communities and our major
22 activities centers, and a high degree of collaboration among
23 the project sponsors and those that they're developing
24 projects for, and also projects that contribute to larger
25 initiatives.

1 Next, we have a list of those who are eligible and
2 the details of the eligibility are spelled out in FHWA
3 guidelines, as well as TxDOT's program guide. I'm not going
4 to read them there for you, but I would like to also point
5 out that these projects that TxDOT are managing in this Call
6 for Projects are limited to those projects from areas within
7 Texas whose populations are less than 200,000 that are
8 outside of the U.S. Census urbanized areas and for
9 populations of 5,000 and less. And this map is also
10 included in your package and is included in the program
11 guide.

12 Also, for your convenience, I have provided you
13 all a list of the TAP coordinators for each of the
14 districts; that is also included in the program guide. And
15 here you have a list of some websites that may be useful in
16 developing the project nominations and becoming more
17 familiar with the TAP program as a whole.

18 And that's it unless there are any questions?

19 MR. HIBBS: Teri, that was extremely helpful, and
20 as far as I can tell, TAP applies to about four of us on
21 this Committee; am I correct? That would be San Antonio,
22 Wichita Falls, Lufkin, and Tyler, because everyone else is
23 outside in the urban areas, correct?

24 MS. KAPLAN: Actually, if you were to take --

25 MS. ROBERTS: You probably meant San Angelo, not

1 San Antonio.

2 MR. HIBBS: Oh, I meant San Angelo, not San
3 Antonio.

4 MS. KAPLAN: If you were to take a look at this
5 piece of paper as an eight and a half by eleven and draw a
6 circle in the center and call that the urbanized area,
7 projects that are within the urbanized area would be -- that
8 are in the U.S. Census urbanized areas, identified by the
9 U.S. Census. We do have a couple of large urbanized areas
10 that weren't recognized as U.S. Census -- with the
11 U.S. Census large urbanized area designation. But for those
12 entities, whether they're 200,000 or 5,000, if they are
13 within the urbanized area, they would have to submit to the
14 MPO during their competitive TAP Call for Projects.

15 Entities outside of those boundaries are eligible
16 to compete in either the MPOs Call for Projects or TxDOT's
17 Call for Projects, but they have to select which program
18 call, if they're submit to TxDOT.

19 MR. GLEASON: Hang on. Teri, let's hang on.

20 MS. KAPLAN: Yes?

21 MR. GLEASON: So, the reason that happens is that
22 the MPO boundary typically is larger than the urbanized area
23 boundary, and so there's kind of an area of the state which
24 can go either way. The only thing they can't do is put the
25 same project into both calls.

1 MR. HIBBS: Okay.

2 MR. GLEASON: Trying to avoid, you know, sort of
3 people trying to, you know, play both sides.

4 MR. HIBBS: Right.

5 MR. GLEASON: And so that's going to be an area --
6 it's going to be a gray area. It's already been the source
7 of probably ten questions since Friday that we've had so far
8 as people look at that. We've even got one community that
9 straddles the MPO boundary and the urbanized area or the MPO
10 boundary and the rest of the state?

11 MS. KAPLAN: Just the boundary.

12 MR. GLEASON: Yeah. So we've even got a community
13 that straddles, so lots of questions for that one group.

14 But the rest of the state, and geographically, an
15 enormous part of the state --

16 MR. HIBBS: Sure.

17 MR. GLEASON: -- is within our Call for Projects.

18 MR. HIBBS: See, in my very simplified mind I look
19 at this and say, All right, well, if DFW, Houston, San
20 Antonio, El Paso, and Brownsboro can't qualify for this.
21 But now you're telling me that, Well, they probably can, as
22 long as they meet some of the --

23 MR. GLEASON: Well, no, no, no.

24 MS. KAPLAN: No, no, no, no, no.

25 MS. WEAVER: We have 89 cities that are outside

1 the urbanized planning area --

2 MR. GLEASON: But within your boundary.

3 MS. WEAVER: -- the metropolitan planning area.

4 MR. HIBBS: Oh, okay.

5 MS. WEAVER: There's smaller cities that don't
6 touch.

7 MR. HIBBS: Now, I understand. I understand.

8 MS. WEAVER: And then we've got about 85 that
9 straddle the boundary.

10 MR. HIBBS: I gotcha.

11 MS. WEAVER: So that will be one of our questions:
12 It land usage percentage? Is it pop -- it might not affect
13 it at all, we don't know. So we'll be able to get with the
14 State on that.

15 MR. GLEASON: Yeah, we'll be working closely. The
16 main idea is to build some projects, but it's going to get a
17 little complicated and require a lot of coordination,
18 particularly in these close two boundary areas or
19 cross-boundary areas.

20 MR. HIBBS: And when I was reading the materials,
21 the 20 percent match we've talked about before -- in a
22 smaller community it could be an in-kind contribution; it
23 could be cash; it could be a variety of different ways of
24 going about it -- to me, this is still a pretty high burden.
25 I think that in a community that wants to do, you know, a

1 reasonably large project, say five million bucks, having to
2 come up with a million dollars in cash, that's probably not
3 going to come from the voters and taxpayers. Most of the
4 smaller cities don't have that just laying around in the
5 budget, so it's going to be a little bit problematic.

6 The monies in the TAP, are they, in other words,
7 going to be -- are they all going to be spent on something
8 or are they going to be reserved over a period of time for
9 only those projects that meet exactly those qualifications?
10 And maybe I didn't ask that question right. I'm trying to
11 figure out if that TAP money, is it there for like one
12 year's period of time and everybody who qualifies for it,
13 you know, gets consideration, and then if half of it is
14 still left in there, it just goes back to the ...

15 MR. GLEASON: No, I think our approach since --
16 we're going to learn a lot with this first call --

17 MR. HIBBS: Oh, okay.

18 MR. GLEASON: -- and we'll be in a lot better
19 place six to eight months from now to kind of ask ourselves,
20 Are we doing this the most effective way that we could?

21 MR. HIBBS: So this the first time we've had a
22 TAP --

23 MR. GLEASON: Correct.

24 MR. HIBBS: -- is that right?

25 MR. GLEASON: That's correct.

1 MR. HIBBS: Okay.

2 MR. GLEASON: But the way we have phrased the
3 request for proposals is we have up to \$52 million to award,
4 and that's inclusive of what we expect to get in Federal
5 fiscal year '16. So it's '13, '14, '15, and '16; it's about
6 \$13 million a year. We don't need to award all of that. If
7 we don't award all of it, it doesn't go anywhere.

8 MR. HIBBS: Okay.

9 MR. GLEASON: It will be available for the next
10 call.

11 MR. HIBBS: Thank you.

12 MR. GLEASON: We want -- we would like to award
13 all of it, but we are only going to award to projects that
14 we think makes sense; can be done within a reasonable time
15 frame. And one of the things that we -- you know, while we
16 don't envision this Committee at a project-specific level
17 with this, we do imagine that we can come to you in April,
18 for example, if you want, with a discussion of the criteria
19 that we are thinking about using. You can see them in the
20 guidelines and, you know, any sort of feedback from the
21 Committee at that point in time before we begin scoring
22 proposals would be an appropriate conversation at a policy
23 level for this group to have. We can certainly come back at
24 the end and in a very general sense describe to you the
25 kinds of projects we got and the kinds of projects that we

1 recommended funding for.

2 MR. HIBBS: That would be very helpful.

3 MR. GLEASON: But I don't envision this Committee
4 in at the project level making choices on projects and
5 things like that because that's just too great of a level of
6 detail, but I think certainly upfront and then afterwards,
7 directing and redirecting, very appropriate for this
8 Committee.

9 MR. HIBBS: And would you encourage those of us
10 who may not be directly involved with the MPO part of it, to
11 contact the people that Teri had put in the packet of
12 materials for us in those local areas, and if we have
13 various projects that we want to do, to work directly
14 through them --

15 MR. GLEASON: Yes, sir.

16 MR. HIBBS: -- to get a proposal put together?

17 MR. GLEASON: Again, not as a Committee --

18 MR. HIBBS: Not as a Committee, right.

19 MR. GLEASON: -- but as an individual in those
20 communities, you bet.

21 MR. HIBBS: But as an individual representing
22 cyclists in a particular part of the state?

23 MR. GLEASON: You bet.

24 MS. KAPLAN: Absolutely.

25 MR. HIBBS: And is this, in your opinion, Eric,

1 the best way for us to get a project funded if we're a
2 member of this Committee? Because I know there's multiple
3 levels of money from different entities out there, but if
4 you were a new member on this Committee, let's say, and
5 let's say it's a hike and bike trail, and you're looking for
6 funding for that hike and bike trail because you know it's
7 important for whatever community you're in, is this TAP
8 money -- is that, in your opinion, the best way to get that
9 project financing?

10 MR. GLEASON: Right now, today, sir?

11 MR. HIBBS: Yes.

12 MR. GLEASON: Yes, sir.

13 MR. HIBBS: The answer is yes.

14 MR. GLEASON: In areas of under 200,000 --

15 MR. HIBBS: Okay.

16 MR. GLEASON: -- in the state, this is the
17 opportunity that's out on the street right now.

18 MR. HIBBS: Okay.

19 MR. GLEASON: You may qualify for the
20 Parks & Wildlife Rails-to-Trails Program funding. There may
21 be other sources, but from an infrastructure/construction
22 standpoint -- again, these funds will only be used for
23 construction --

24 MR. HIBBS: Okay.

25 MR. GLEASON: -- the match, we can bring in

1 project-specific eligible documented match for
2 project-development expenses. So we can marry those two
3 together in an overall project proposal, but the TAP money
4 itself will only be used for construction.

5 MR. HIBBS: And did I remember reading in there
6 that there is a May deadline for --

7 MR. GLEASON: May 4th. May 4th, I believe is our
8 deadline for projects to be submitted.

9 MR. HIBBS: So, as a Committee member, if you want
10 a project funded out of this TAP money, the clock is
11 ticking.

12 Yes, Anne-Marie?

13 MS. WILLIAMSON: So, I have a question, then,
14 because several times you've been very clear that what we
15 can do as individuals, but we're a Committee, and so my ears
16 weren't working as fast as you were talking because I'm not
17 very smart when it comes to this stuff, but way back -- and
18 I mean I'm an old fogey on this Committee and so I'll
19 probably need your help because I think you were at that
20 meeting -- when you came in for three or four days --

21 MR. GLEASON: Safe Routes to School.

22 MS. WILLIAMSON: -- for the Safe Routes to School,
23 and we went through every single project that we were given
24 to grade it and we put them in rank order. And at that time
25 I believe we put a rubric together, a modified -- the way we

1 would have, from the Committee, would have liked the points
2 score to go. I have no idea where that is, but -- and I
3 know it's a different sort of thing -- but as a Committee,
4 then, did I hear you say that we can have input into the
5 ranking rubric?

6 MR. GLEASON: If you look at the guide which is
7 out there to accompany this current Call for Projects, there
8 is a description of the evaluation criteria that we will use
9 to evaluate the projects. Now, what I said was at your
10 April meeting we can put that up and we can talk more
11 extensively about what they mean, and it would be an
12 opportunity for this Committee to shape our thinking on how
13 to apply those criteria. That's an April time frame.

14 And then the other thing I said is after it's all
15 said and done and we have recommended projects to the
16 commission, we can come back to this Committee, and again,
17 not at the project-specific level, but grouping those
18 projects in their different types of projects and things
19 like that, we can have a conversation about whether or not
20 we're going in the right direction.

21 Does that make sense?

22 MS. WILLIAMSON: Yeah. And I'm not going to say
23 this in a politically sort of way and I just know it's not
24 going to come out that way and this isn't how I mean it, but
25 a lot of it -- my experience has been that it's a lot of

1 talk so that -- and sometimes I think that we hear ourselves
2 more than other people hear ourselves. And I'm okay with
3 that as long as I know that that's what it's about --

4 MR. GLEASON: I agree.

5 MS. WILLIAMSON: -- it's about for me to be able
6 to hear myself talk, than to actually influence someone
7 else.

8 What frustrates me and makes me feel disrespected
9 is when it's implied that when I speak, I can actually
10 influence. And so if it's -- and I don't think that very
11 much influence occurs retroactively, and so, at that -- I'm
12 all about, yes, let's have a conversation about what the
13 rubric means, because we use rubrics because we want to be
14 objective, but the reality is when you look at the research,
15 it's all subjective anyway, it's about how people interpret
16 what's on that rubric.

17 MR. GLEASON: You bet.

18 MS. WILLIAMSON: So when we're having a
19 conversation as a Committee, are we actually influencing how
20 that rubric is interpreted?

21 MR. GLEASON: My commitment to this Committee, to
22 be as clear as I can be on exactly that point when we engage
23 you in a conversation -- because I could not agree with you
24 more -- it does this Committee a tremendous disservice for
25 us to suggest that you have more influence than you may in

1 any one situation. So I will be as upfront about that as we
2 possibly can be, Anne-Marie, and you can judge us on that
3 and hold us accountable to that.

4 And so, you know, we will put before you -- I'm
5 trying to remember that page in the guide -- but it has the
6 areas -- it has a listing of the different kinds of areas
7 that we will look at and use to evaluate, and I think it is
8 open to conversation.

9 MR. BLOUIN: Page 14, Eric.

10 MR. GLEASON: And we can structure -- wait a
11 minute. Here is it, in your handout, page 14, Jesse?

12 MR. BLOUIN: Yes.

13 MR. GLEASON: Do you have page numbers here? I
14 don't have page numbers on mine.

15 MS. KAPLAN: They're on the bottom; they're very
16 hard to see.

17 MR. GLEASON: Oh, that's what those are, okay.

18 All right. Page 14, there it is. Thank you.

19 So you can see from that chart, the left-hand side
20 had some general criteria categories. We provide a
21 description of what is intended with that and we talk about
22 factors which are kind of the things that we can use to
23 assess whether or not a specific project proposal is related
24 to that criteria at all.

25 And so I am willing to invite this Committee -- I

1 think, honestly, that right-hand column where it says
2 factors, where we've thrown out some bullets on what we
3 think would contribute to that criteria, if this Committee
4 wants to look at those bullets and talk about them and
5 suggest some additions, that would be a very valuable
6 exercise for us in April because we won't -- we aren't in a
7 position yet of evaluating anything. So that right-hand
8 column, yes. The left-hand column, problem not.

9 Is that fair enough?

10 MS. WILLIAMSON: It is, and I have one -- now I'm
11 on a roll, you know?

12 MR. HIBBS: Please, go on.

13 MS. WILLIAMSON: So given my experience several
14 years ago when we did that ranking, I wonder -- and when I
15 looked at the rubric, I thought I knew exactly what it meant
16 until I sat down next to someone else who was looking at the
17 exact same rubric and the exact same project, and I would
18 rank it as number one and my colleague, who I respected,
19 would rank it number 395.

20 I wonder if there -- although we would not be
21 doing the ranking -- if we could, as a Committee, in advance
22 of the April meeting, if there are any projects, a couple,
23 just two that have been submitted, that we, if we wanted to,
24 before we came to the meeting, could have the opportunity to
25 look at a couple of projects along with the rubric and then

1 be better-equipped to have a conversation, because sometimes
2 you don't know that -- we don't know what to ask or what
3 we're thinking until we actually have an example in front of
4 us.

5 MR. GLEASON: We're not going to be able to do
6 that.

7 MS. WILLIAMSON: Okay.

8 MR. GLEASON: We have to -- you know, because
9 people have up until May 4th, and I think to have a public
10 conversation about one or two of them might predispose
11 others who have not yet submitted yet to modifying theirs to
12 score better, so we can't do that.

13 We could do that in hindsight for the next call,
14 for sure.

15 MR. HIBBS: One of the -- one of the things that
16 came up pretty quickly when Tom was the -- well, it would be
17 the chair here, was do we want to go through individually on
18 a project and look at them like you have in the past? And
19 my inclination was to say no because exactly what you just
20 expressed to me, first of all, and you could give me a
21 project and I wouldn't even know what I was looking at and
22 to ask me to judge it or rank it or anything else, other
23 than probably knowing what part of the state it was in, I
24 would be largely unhelpful, and not to mention the
25 tremendous amount of time it would take for us to go through

1 them project by project.

2 And I heard the story that ya'll did this for
3 the -- I think it was the safe trails?

4 MS. WILLIAMSON: Safe Routes --

5 MR. HIBBS: Safe Routes to Schools. And that was
6 an enormous commitment of time.

7 I think that the direction that Eric has outlined
8 for us here is probably a good one, and the second thing, I
9 think we need to -- we need to have input into the process.
10 At the same time, I think that the people who have the most
11 experience in working with these projects can determine
12 which one, you know, should be eligible for funding, should
13 be ranked on a scale of 1 to 10, and whatever the metrics
14 are that are being used, I think they're in a better
15 position sort of than I am, and maybe some other members of
16 the Committee who are, you know, don't necessarily
17 (inaudible - 11:30:46) their day job.

18 And so with that, is there anyone else that has
19 any other questions or comments about TAP?

20 Yes, Margaret?

21 MS. CHARLESWORTH: I have a question.

22 On page 5 of this Agenda Item 6, the economically
23 disadvantaged counties in Texas, who made up this list and
24 what's the criteria?

25 MS. KAPLAN: This -- I would have to direct you to

1 the website that is identified there because this is managed
2 through our Texas -- our Transportation Planning and
3 Programming folks; they evaluate a lot of the criteria about
4 the counties and --

5 MS. CHARLESWORTH: The reason I ask is Coke
6 County, where 58 percent of the people live below the
7 poverty level, and we only have two cities -- well, not even
8 two cities -- two little villages, is not here. Runnels
9 County is not here. Irion County is not here. Tom Green
10 County is not here. Schleicher, Sutton, they're not even on
11 this list.

12 MS. KAPLAN: That's not a -- that may not be a
13 complete list there.

14 MR. GLEASON: Now, wait, please.

15 MS. ROBERTS: You still have to apply for the
16 status of the -- I'm sorry, I'll let you explain.

17 MR. GLEASON: So this is something -- this list of
18 disadvantaged counties is something James, who was with us
19 here earlier, James Koch can come back and provide this
20 Committee with a description of what goes into that. I
21 don't know what goes into that. What I do know is that
22 every year the commission takes an action to adopt a list of
23 disadvantaged counties and then a match ratio associated
24 with each county. So I can't answer for you today why those
25 counties you listed aren't on the list. This is something

1 that the commission has been doing for a number of years.

2 And so what I would recommend is if the Committee
3 is interested in learning more about what goes into that
4 list, that we invite James back to the next meeting and ask
5 him to go through the criteria that they use to come up with
6 that list of counties.

7 MS. ROBERTS: There may be an application process
8 and --

9 MS. KAPLAN: Right. I believe -- but in order
10 to -- for the economically disadvantaged counties, they can
11 get a discount on the amount of match required on these TAP
12 projects --

13 MS. CHARLESWORTH: I know.

14 MS. KAPLAN: -- and they still have to go through
15 the process to apply.

16 MR. GLEASON: But I think Margaret's question is
17 how do you get on the list to begin with.

18 MS. KAPLAN: How do you get on the list to begin
19 with?

20 MS. CHARLESWORTH: Yeah. I mean because in Coke
21 County, like I said, we have two little villages. My little
22 town, we're on -- has, I don't know, 600 people at the most
23 and that includes people who have weekend homes; Robert Lee
24 has maybe 800 people. And 58 percent of the people in this
25 county are -- live below the poverty line, officially.

1 MS. KAPLAN: Well, think that it's -- Margaret,
2 you're probably right. It probably should be identified and
3 it would be something that we would have to look into and
4 have that county applied.

5 MR. GLEASON: No. No.

6 What I want to say to you, Margaret, is we here
7 today, the staff here today cannot answer that question for
8 you, and we will get information for this Committee; in
9 fact, we can send information out to you after this meeting
10 about the current, you know, what goes into the current set
11 of counties, what criteria the Department uses, and then we
12 can go from there with this conversation.

13 MS. CHARLESWORTH: Because if we apply for
14 something, it would mean -- if we're not on this list -- it
15 means that we have to come up with a hundred percent.

16 MR. GLEASON: With twenty percent -- yeah.

17 MS. CHARLESWORTH: Well, a hundred percent of the
18 twenty percent.

19 MR. GLEASON: That's correct.

20 MS. CHARLESWORTH: We couldn't do that. I mean
21 we -- we had to have an individual sponsor the Christmas
22 decorations for the streets, you know.

23 And I would be willing to bet that our County
24 Judge who is our presiding officer for the county has no
25 clue -- well, let me rephrase that -- probably is not

1 informed as to, you know, what this is. I mean ...

2 MR. GLEASON: Again, let me go back to get some
3 information for you --

4 MS. CHARLESWORTH: Please do, because I would like
5 to get that to Judge Blair as soon as possible.

6 MR. GLEASON: Judge Blair.

7 MS. KAPLAN: Well, in the meantime, if you'll look
8 at the bottom on page 7, H is the website that's managed by
9 TPP on that subject.

10 MS. ROBERTS: It's in the actual guide, itself.

11 MS. KAPLAN: The guide. The guide.

12 MS. WEAVER: There's a webpage on TxDOT's website
13 that gives the criteria for it, too.

14 MS. KAPLAN: Yeah, and also on PTN's website, I've
15 provided a link to the same information so that you can also
16 become more educated.

17 Are there any other questions?

18 Yes, Karla?

19 MS. WEAVER: I have a question about the local
20 match. It's my understanding that design costs would be
21 eligible perhaps and count towards the local match.

22 MR. GLEASON: For this project, for the project
23 being applied for, yes.

24 MS. WEAVER: Exactly.

25 My question on that is would that include costs

1 that have already been incurred or do costs have to be after
2 the contract is executed and you have an authorization to
3 start the project? Or can you submit -- if we already have
4 a project designed, that is included in the documentation
5 for the construction dollars to be met on the project?

6 Do you understand what I'm saying about timing?

7 MS. KAPLAN: Because you are not seeking federal
8 reimbursements for those costs --

9 MS. WEAVER: Uh-huh.

10 MS. KAPLAN: -- if you can demonstrate that those
11 costs incurred, that they meet state and federal
12 guidelines --

13 MS. WEAVER: Okay.

14 MS. KAPLAN: -- then we may be able to consider
15 them. We'll be evaluating those on a case-by-case basis.

16 MS. WEAVER: Okay. Sounds good.

17 MR. HIBBS: Okay. Any further questions for Teri
18 regarding TAP?

19 (No audible response.)

20 All right. Thank you very much, Teri.

21 MR. FRANK: Wait a minute. This is Russ, Billy.

22 MR. HIBBS: Yes, sir?

23 MR. FRANK: And I was just going to say I've
24 always agreed with what you had to say and that is to take
25 on an evaluation Committee for these grants. I've been on a

1 lot of evaluation committees and it seems like we need to
2 have whoever TxDOT picks to kind of be on those who review
3 these grants and we just help to advise on the types of
4 things that we're trying to promote. Because I think it
5 would be really hard for us to be from all around the state
6 and try to, you know, have time to go through all the
7 applications and everything.

8 MR. HIBBS: Amen to that. Thank you.

9 MS. BALES: I have a quick comment.

10 Generally, with federal projects we don't
11 accept -- before the project is authorized, no other kind of
12 donation or in-kind match would be eligible before the
13 project is authorized. So if you designed something a year
14 ago, now it's a federal project, we wouldn't necessarily
15 allow that portion that you designed a year ago to be
16 counting towards your match.

17 MR. GLEASON: So what we like to do I think is
18 case-by-case basis, if a community has incurred expenses,
19 project-development type expenses, I would encourage them to
20 go ahead and list those out and we'll address the issue that
21 Genevieve brings out in context of talking with that
22 community about the specific project.

23 MR. HIBBS: So once again we have a May
24 deadline --

25 MR. GLEASON: May 4th.

1 MR. HIBBS: May 4th --

2 MR. GLEASON: 5:00 p.m., I think, right?

3 MS. KAPLAN: Yes.

4 MR. HIBBS: -- and be so advised.

5 All right. Thank you very much, Teri, for that.

6 MS. KAPLAN: You're welcome.

7 MR. HIBBS: Eric, I think you're up to discuss
8 TxDOT bike and pedestrian Strategic Direction.

9 MR. GLEASON: Right. So in your packet you have a
10 very short Agenda Item 7, one page. I mentioned that we
11 have brought on board the consultant expertise of CH2M HILL
12 and their team. Jesse and Stephanie are with us today, just
13 by way of introduction.

14 The handout you have summarizes at a very general
15 level what the major scope and focus for a Strategic
16 Direction Report that we want this Committee to be a part of
17 helping us shape. And you can see that we have identified
18 four general areas of effort: Objectives and strategies for
19 bike/ped program education and facility development; looking
20 for criteria to help us determine how we can most
21 effectively use the funding we have in the program;
22 performance measures; and then an exercise associated with
23 making sure the bike/ped objectives that we come up with
24 also align with the regional MPO organization's bicycle and
25 ped programs.

1 We also have, as a part of their scope, the
2 expectation that they will work with this Committee to help
3 facilitate conversation along the way to meaningfully engage
4 you in the development of this report.

5 And I think -- looking ahead toward your April
6 meeting, Mr. Chair, we can discuss -- I really think we're
7 probably talking about a workshop format for that meeting.
8 Ideally, what I would like to be in a position to do would
9 be to have some sort of a series of one-pagers, if you will,
10 on key issues or strategies that we think might help shape
11 this overall report and use those one-pagers as the basis
12 for a conversation with this Committee on those issues, and
13 to get some feedback from this Committee on priorities,
14 different directions you want us to take, thoughts on those
15 issues, and whether there are other issues we should
16 consider.

17 MR. HIBBS: And this report is going to be used by
18 whom?

19 MR. GLEASON: It will be used by us to help shape
20 our TAP program call. It will be used by this Committee, I
21 would imagine, to talk about on a quarterly basis to see
22 what kinds of specific efforts we may be doing, how they're
23 coming along in relation to those general strategies. It
24 will help shape the Department's focus when it takes a
25 multimodal look at investments it may make things about how

1 to better incorporate bike/ped program initiatives into its
2 overall work.

3 MR. HIBBS: So, in the business world would this
4 be like a strategic business statement, some type of a
5 document that outlines the basic thoughts and processes that
6 we expect the Department to go through in regards to issues
7 relating to cycling and pedestrians?

8 MR. GLEASON: Yes, sir. I would say in a
9 three-to-five-year time frame --

10 MR. HIBBS: Okay.

11 MR. GLEASON: -- the most important areas of
12 emphasis for furthering the bike/ped program within the
13 Department.

14 MR. HIBBS: That sounds very important.

15 MR. GLEASON: Absolutely.

16 MR. HIBBS: I don't want that to be lost on the
17 Committee. To me, this is like a -- almost like a strategic
18 plan moment where we really need to put a lot of thought
19 into this.

20 And are ya'll going to draft the verbiage and
21 we'll take a look at it in this one-page format? It's a
22 "you need to tweak it here and there" and then we adopt it?

23 MR. GLEASON: Well, I don't know.

24 MR. HIBBS: What are your thoughts on that?

25 MR. GLEASON: My thought was that the one-pagers

1 for the April workshop would be written in such a way as to
2 provoke and promote discussion, and that we would not
3 suggest that those be something you simply wordsmith and
4 adopt, one way or another. I see them more as: Here's an
5 issue; here's some thoughts that we have on it; here's
6 what's going on, on this issue in other parts of the country
7 or whatever; have at it. And that we would have a
8 conversation at that meeting where perhaps at the end of a
9 discussion of each of those issues, there might be two or
10 three or four key points that are important to that
11 Committee that we carry forward and that I could easily see
12 you keeping track of those points as we went through and
13 then reaffirming them through some kind of an action at the
14 end of the meeting that yes, indeed, these are the points
15 that this committee wants us to move ahead with.

16 But I don't -- I wouldn't pose these things as
17 let's adopt this page or that page; more like, you know,
18 it's not the words specifically, it's the ideas.

19 MR. HIBBS: And is this document, then, is it part
20 of like some great big TxDOT journal that all the
21 commissioners have to read and give their position, and then
22 that way they know exactly -- but I'm trying to figure out
23 once the information is adapted, who uses it?

24 MR. GLEASON: I think at this point it would lead
25 toward something being updated and adopted as part of the

1 Department's long-range plan.

2 MR. HIBBS: Okay.

3 MR. GLEASON: It is not, itself, a plan, per se,
4 because I don't think we're in a position to just launch out
5 on that. I think what we really need right now is some good
6 thinking strategically to help us shape some of our
7 decisions, perhaps on the TAP Call for Projects, kind of a
8 work-in-progress. We have a couple of things going at the
9 same time. We're going to try to shape those a little bit
10 with something here. And then, you know, we'll get done
11 with this and that will let us know in the next, say, update
12 of the long-range plan how we may approach the bike/ped
13 program more specifically there.

14 So, just as an example, one of the issues might
15 be, you know, what's the focus for this plan? Do we want to
16 invest in -- or what emphasis should be placed on
17 recreational trail development with part of the funds we
18 have versus the development of an everyday bike network
19 within a community for commuting purposes and things like
20 that.

21 MR. HIBBS: Uh-huh.

22 MR. GLEASON: You know, just posing some
23 questions, trying to get some sense of emphasis or priority
24 where we think the choices might lie.

25 MR. HIBBS: I understand. Okay. So, for a layman

1 like me, I think what he's saying is we may want to maybe
2 come up with a possibly a phase to do the things. For
3 example, if we determine that striping bike lanes is very
4 important in communities, you know, those may be phase one
5 projects. If we want to do the connectivity of cities and
6 county to different other areas, those may be like kind of
7 phase two kind of projects, and help us kind of get
8 organized so that for -- and recreational things, that may
9 be phase three projects.

10 And it helps us kind of come together as a group
11 and give you direction in terms of, all right, well, here's
12 where our focus needs to be on these particular areas. It
13 allows us to get a little better organized; is that what
14 we're talking about?

15 MR. GLEASON: Yes.

16 MR. HIBBS: Okay.

17 All right. Margaret?

18 MS. CHARLESWORTH: Just for clarification, what is
19 CH2M HILL?

20 MR. GLEASON: They are an engineering -- an
21 internationally known consultant --

22 MR. BLOUIN: It's not a chemical equation.

23 MR. GLEASON: -- firm.

24 (Laughter)

25 Well, Jesse, why don't you briefly describe your

1 organization?

2 MR. BLOUIN: Yeah, sure. Let me just give an
3 introduction real quick.

4 And, Mr. Chairman, and Members of the Committee,
5 we appreciate your time.

6 I'm a project matter of CH2M HILL. We're a firm
7 that was founded in Oregon and have been doing work out here
8 in Texas for quite a few years. We are a civil engineering
9 firm. Stephanie Lind and I are both transportation
10 planners. We both focus on bike/ped, multimodal transit,
11 and have worked with the Department on the 2040
12 transportation plan and some other stuff that I'm working on
13 with Eric. So we are very excited about this. That's who
14 we are in a nutshell. We're here to support the Committee
15 in really shaping the direction of what we do on the
16 planning end of things, so that's us.

17 CH2M HILL actually stands for Cornell -- what is
18 it -- Cornell, Howard, Howard [sic] and Merryfield, and so
19 they did -- there was a C, there was two Hs, and then an M,
20 and then they acquired Hill & Associates later, so it's a
21 little confusing. It helps when you need something as
22 simple as an e-mail address, you know, CH what?

23 That's us. Our contact information is here and we
24 certainly look forward to working with you.

25 MR. HIBBS: Okay. Thank you.

1 MS. CHARLESWORTH: You're one of the good guys?

2 MR. BLOUIN: I'd like to think so.

3 (Laughter)

4 MS. CHARLESWORTH: Works for me.

5 MR. HIBBS: Yes, Jason?

6 MR. FIALKOFF: So, it sounds to me like the
7 Strategic Direction is maybe going to end up in the
8 long-range transportation guide which will guide major
9 funding decisions and policy outlook for the next five years
10 at a state level. And what I see in the Strategic Direction
11 is really important in terms of developing criteria and
12 processes, but the statewide plan, that's going to include
13 funded projects, right, like for other modes of
14 transportation?

15 MR. GLEASON: Yes.

16 MR. FIALKOFF: And it looks like a bike and ped
17 Strategic Direction is going to be policies and objectives,
18 not necessarily funded projects.

19 MR. GLEASON: That's correct.

20 MR. FIALKOFF: So, I guess what I'm a little
21 concerned about is that we are about to outline funded
22 projects at a statewide level for the next five years and,
23 you know, I don't know, it sounds like we're trying to get
24 forward-thinking about bike/ped transportation in the state,
25 but to just outline criteria and processes seems like we're

1 missing an opportunity to maybe fund some of the next steps
2 that will come after Strategic Direction.

3 So, like at a city or MPO level, you might set the
4 Strategic Direction and then say, now we're going to go out
5 and we're going to take that Strategic Direction and we're
6 going to really look at how to make a -- how we're going to
7 plan for the next things.

8 And I see in here it's open to performance
9 measures -- you mentioned action items -- and my question
10 is, are we going to come away from that conversation in
11 April with items that could be included as fundable items
12 for bike/ped transportation in the state? Like in my head,
13 one of the most important things that we can do is, you
14 know, we're going to put the -- say we put this plan in
15 front of the Legislature and say, Please fund me, all. It
16 seems important to me that if we're going to try to have a
17 plan that's completely funded, it should included something
18 about a statewide bike/ped plan.

19 And I guess, a little -- this Strategic Direction
20 Report, is it just going to outline a direction or is it
21 going to be an opportunity to include funded projects and
22 the long-range plan?

23 MR. GLEASON: Okay. So, at the beginning you said
24 we're about to make decisions on the next five years'
25 project funding. Is that the current TAP program's Call for

1 Projects?

2 MR. FIALKOFF: I'm not thinking about TAP.

3 MR. GLEASON: You're not thinking about that,
4 okay.

5 MR. FIALKOFF: I'm thinking about where the --
6 putting together the --

7 MS. KAPLAN: The 2040 plan, are you talking about
8 that, Jason?

9 MR. GLEASON: So what I would say to you, Jason,
10 and to members of the Committee, is this Strategic Direction
11 Report, we look at as the fairly short-lived focused effort
12 to simply try to get the Department kind of pointed in the
13 right general direction.

14 MR. HIBBS: Right.

15 MR. GLEASON: I think if you look back over our
16 history and you think about whether or not you know of
17 anything written down anywhere that says, this is what we're
18 trying to accomplish with the bike/ped program, I don't
19 think that you'll find it in any sort of one place.

20 MR. FIALKOFF: Right.

21 MR. GLEASON: In fact, I'm not sure that we can
22 describe to this Committee any sort of a thematic effort on
23 our part when we look back over how we did things.

24 And so I'm interested in a relatively short
25 exercise that doesn't get caught up in a "how do we pick

1 funded projects selection" effort, because I think from a
2 public involvement and just a whole level scope of activity,
3 that's a much bigger bite to take at first. So I want to --
4 what I'm looking at is a very focused effort over six to
5 eight months, at the end of which we'll have some Strategic
6 Direction that could very well then take the next step as
7 part of a plan and end up with funded projects.

8 MR. FIALKOFF: So --

9 MR. GLEASON: It's kind of a first step --

10 MR. FIALKOFF: Right.

11 MR. GLEASON: -- of what might ultimately
12 transition and transform itself into a funded program, a
13 project-level funded program.

14 MR. FIALKOFF: And what's the transportation
15 planning horizon, when is there going to be a --

16 MR. GLEASON: For the strategic plan?

17 MR. FIALKOFF: Yeah.

18 MR. GLEASON: I think strategic plans are best if
19 they are sort of in the three-to-five-year time frame. I
20 think what strategic plans are is they are a recognition of
21 opportunities and issues that we know about and they help
22 any specific decision in that time frame to get made.

23 So if I have a half a dozen projects that roll in,
24 then I would go to the Strategic Direction and say, What
25 does that say about which of these six projects I should

1 pick first? And so that's how I see it.

2 The long-range plan that we talked about has a
3 2040 time frame on it, and I don't necessarily see it as
4 setting Strategic Direction for the next 25 to 30 years. I
5 think that, you know, let's look at the opportunities that
6 are out there and let's try to influence them in the near
7 term with some specific statements. I think more like a
8 business might think about in terms of, you know, Yes, our
9 overall goal is this, but in the next three to five years,
10 we're going to look at this part and we're going to make a
11 significant investment in opportunities in that area.

12 MR. HIBBS: I kind of see it, Eric, as being our
13 mission statement that we are going to direct you guys, This
14 is what we want you to do. And it is important, as I said
15 before, and so I think next meeting, let's set aside some
16 time where we can put some serious thought into this and
17 come up with something that would really give the Commission
18 the chance to seek their teeth into and say, Okay, this is
19 what the committee is suggesting on what you need to do.
20 And it's exciting to get input from everyone on that and
21 say, Well, this is what we think about between now and then.

22 I'm watching the clock up there. It's about five
23 until twelve. Is there anything else to report, Eric on
24 that matter?

25 MR. GLEASON: I think that is it on Item 7.

1 MR. HIBBS: All right. So what I would like to do
2 right now is this is a good time for a break. Take like a
3 little ten-minute break and let everybody stretch their legs
4 and get a fresh cup of water or coffee or something and
5 we'll reconvene again at about five after twelve as we
6 continue to kind of work through this meeting and workshop
7 period that we've put together today.

8 Is that all right with everyone?

9 (No audible response.)

10 All right. We'll see you back at five after
11 twelve.

12 (Break taken from 11:54 a.m. to 12:08 p.m.)

13 MR. HIBBS: All right. We'll let the record show
14 that we're about to reconvene the TxDOT Bicycle Advisory
15 Committee. We lost Russ Frank due to other business
16 matters.

17 And do we still have Anita on the phone?

18 MS. ROBERTS: No, I think everyone on the phone is
19 gone. They can log in again, but ...

20 MR. HIBBS: I believe Anita is gone as well.

21 All right. So at this point of the agenda, we are
22 at Item 8. I intentionally did not discuss Agenda Item 4
23 until now because I wanted to get your response and reaction
24 to what we've -- to what we're about to talk about here in a
25 little bit, and that has to do with bicycle lanes.

1 Since I'm not the only one on the Committee that
2 has very, very limited experience in regards to striping,
3 what I wanted to do was make sure that all of us had a
4 common understanding of when we're talking about bike lane
5 striping, what it is exactly we're discussing. And so
6 there's this great website, peopleforbikes.org. I encourage
7 you to log into it. I can't remember who it was who
8 referred to it me -- it could have been Robin -- but this is
9 a wonderful information source.

10 So there's basically a mix of different ways to
11 going about striping, and let's start off with the first
12 slide here which is going to be basically a striped buffer.
13 And the cost is low on these -- let's see, is this the first
14 one; yeah -- so the cost is low. It's pretty easy to do.
15 My understanding is that when you talk about retrofit -- and
16 as you mentioned -- as I mentioned earlier in the meeting
17 today, Texas is in full retrofit mode because we just, you
18 know, we didn't make accommodations for this when we were
19 building out our infrastructure. That in terms of
20 low-hanging fruit, to me, this seemed like a way to get the
21 furthest with the least amount of money and be able to do it
22 without necessarily having to worry about serious issues
23 like eminent domain and seizing people's property and doing
24 different things like that.

25 So a striped buffer was kind of the first one.

1 The next one that showed on there was delineator posts,
2 which, of course, are the little posts that you've seen. I
3 know they're used extensively in the Dallas/Fort Worth area,
4 in the toll ways. It's a little more expensive. It's a
5 little better protection. As you can see, there's different
6 variables as you can see in regards to trash collection and
7 sweeping and things like that.

8 Next one, please: turtle bumps, does anyone use
9 those in any of your communities? I have never seen turtle
10 bumps being used.

11 MR. FIALKOFF: We have some downtown in Austin.

12 MR. HIBBS: Oh, you did?

13 MR. FIALKOFF: But they separate a bike path from
14 a Light Rail line.

15 MR. HIBBS: Okay. All right.

16 Next item, large bumps: you're getting into some
17 pretty expensive types of things now. Also, I don't know
18 about you, but have you ever fell and hit one of those
19 things?

20 (No audible response.)

21 It looks like to me it would really hurt.

22 (Laughter)

23 Potentially, it could be a real safety issue.

24 So next item, oblong, low bumps: again, this is
25 something I don't know is that I've seen in Texas. Is

1 anybody familiar with those?

2 (No audible response.)

3 All right. Next item, parking stops: not so
4 much.

5 MR. GLEASON: Do you have an elephant?

6 MS. KAPLAN: I'm looking at the elephant.

7 MR. HIBBS: There is an elephant in that picture.
8 That was a curious picture of the elephant.

9 MR. GLEASON: That's definitely a multiuse path.

10 MR. HIBBS: That's right. That's right.

11 The next item, linear barriers: now, you're
12 getting just really, really high-dollar expense things, and,
13 again, you know if you fall on one of them things, I'm not
14 exactly sure what would happen.

15 Next item, parked cars: I think this is an
16 interesting concept, but the reality is that it's going to
17 take so much of the roadway, and in my opinion it's going to
18 be difficult for communities to pull that off.

19 Next one, Jersey barriers: I'm not exactly sure
20 why it's named Jersey, but apparently there must be barriers
21 like that. They're extraordinarily expensive, but they do
22 provide a lot of protection.

23 Any more or is that it? Planters -- planter
24 boxes, yeah.

25 And then what's the next one: rigid bollards.

1 Does anyone use bollards in their -- do ya'll got some got
2 some in El Paso?

3 MR. GONZALES: We do, a lot of them.

4 MR. HIBBS: Do you really?

5 MR. GONZALES: But not specifically for
6 delineating travel, vehicular travel with bike, but we used
7 them like in pedestrian malls on campus.

8 MR. HIBBS: Okay. All right. All right.

9 Next item, cast-in-place curbs: again, I have
10 never seen those. Is anybody familiar with those? They
11 must make the curb like that.

12 Jason?

13 MR. FIALKOFF: And maybe it's because we're Austin
14 and some of the situations are really unique. We don't see
15 them everywhere, but we have -- we are redeveloping an old
16 airport just outside of the downtown area and one of the
17 roads which is going to become an important arterial in east
18 Austin that's running -- it's going to be running through a
19 residential shared-use area -- they're trying, not as large
20 gaps as this, but longer concrete pieces. But, again,
21 that's not really a retrofit situation; that's kind of a new
22 development.

23 MR. HIBBS: Okay. Next: a 12-inch precast curb.

24 MR. FIALKOFF: It's more like that.

25 MR. HIBBS: Okay. Ya'll are -- ya'll are --

1 MR. FIALKOFF: It's more like that, yeah.

2 MR. HIBBS: And so is that high enough or I should
3 say is that low enough so that if a car became disabled and
4 it needed to get off the roadway, the car could actually run
5 up over that curb there?

6 MR. FIALKOFF: So, what they do is -- and
7 specifically on this road -- again, this is a unique road,
8 and because parking is at a premium over there -- they have
9 put an on-street parking area next to it. And at the same
10 time, I believe on the other side right now there's an
11 available shoulder and there's areas to turn off. This is
12 much more of an urban design setting, rather than something
13 that -- I haven't seen it in a rural setting.

14 MR. HIBBS: Any more? That was the last of them.

15 MS. ROBERTS: I think there's one more.

16 MS. KAPLAN: There's one more.

17 MR. HIBBS: Raised bikeways, okay. Yeah, it takes
18 a little imagining to have a whole completely raised area
19 for bikes.

20 Yeah, Jason?

21 MR. FIALKOFF: And I don't -- you know, we all --
22 people come in from all over the state to do this, but if we
23 ever decided that we wanted to do like a tour of some of the
24 more unique things done in Austin, I could help arrange that
25 with some of the city engineers and we could either ride

1 bikes and do it or we could get a van and do it. Well, I
2 shouldn't say we can get a van. I'm sure we can figure
3 something out.

4 (Laughter)

5 MR. HIBBS: Hey, Eric, seeing how this is the
6 Texas Department of Transportation -- we could do that.

7 (Laughter)

8 So is that all of 14 now?

9 MR. GLEASON: Yeah.

10 MS. KAPLAN: Yeah.

11 MR. HIBBS: So, the reason I wanted those slides
12 up today is because it helps a person like me who doesn't
13 have a lot of understanding of engineering costs. So when I
14 look at the state of Texas and I think we have this massive
15 problem -- and kudos to Austin and El Paso and San Antonio
16 and some of these urban areas -- Dallas -- where they've got
17 some bike lanes striped and other things, but for the rest
18 of us, you know, if there's no striping, there's for
19 delineation for cars or bikes or anything, it's a real
20 challenge.

21 And so I would like to ask Eric some questions and
22 these have to do specifically with striping. And is there a
23 TxDOT mandate or is there a federal guideline that says how
24 wide lanes need to be? Does the State of Texas determine
25 that or does the national folks at your area determine that?

1 MR. GLEASON: Teri?

2 MS. KAPLAN: There are design guidelines for both
3 vehicular lane widths depending on the posted speed and
4 traffic volumes and type of roadway, and there are also
5 constraints on designated bike lanes. TxDOT defers to the
6 AASHTO Guide For the Development of Bicycle Facilities in
7 determining appropriate widths for bike lanes, that they --
8 at a minimum, they must be at least four feet wide if there
9 is a shoulder without a curb and gutter section. And the
10 widths can increase as traffic volumes as speeds increase.

11 MR. HIBBS: Okay. All right.

12 Are those -- when you say "at a minimum," is that
13 a state guideline that the State of Texas is hard and fast
14 on, or are these recommended minimums?

15 MS. KAPLAN: We have safety responsibilities, and
16 if it's a state-maintained roadway, we're going to have a
17 fixed width of four feet without a curb and gutter section
18 and a five-foot minimum on a curb and gutter section and if
19 there are federal funds involved in a project, we are going
20 to adhere to TxDOT's minimum requirements.

21 MS. ROBERTS: So, is it safe to say those are the
22 minimum requirements?

23 MS. KAPLAN: If it's a federally funded or a
24 state-funded, yes. Cities have their own guidelines.
25 Counties have their own guidelines.

1 MR. HIBBS: All right. So if you had a street and
2 you wanted to stripe it and there was a median in that
3 street right now and maybe it allowed -- it was not a raised
4 median with plants and flowers and things in it; it's, you
5 know, cars can pull in and center-turn kind of thing -- are
6 there state or federal guidelines --

7 MS. KAPLAN: Absolutely.

8 MR. HIBBS: -- that are hard and fast that say how
9 wide that can be?

10 MS. KAPLAN: There are, yes.

11 MR. HIBBS: Or is it possible to go in and cheat
12 those in a little bit and create bike lanes by changing the
13 width of the median?

14 MS. KAPLAN: There are absolute minimums. Again,
15 it's going to be determined on the roadway type, traffic
16 volume, and posted speed limit. These are design criteria
17 issues and that information is available in TxDOT's design
18 manual.

19 MS. WEAVER: I have another thing to add.

20 MR. HIBBS: Yes?

21 MS. WEAVER: It also matters who owns the road and
22 whose money is being used. So when she's saying facility
23 type, if the City owns a road or the County owns the road,
24 they can use their own standards if they're not using
25 federal funds --

1 MR. HIBBS: Okay.

2 MS. WEAVER: -- compared to if it's a state
3 facility; they have very strict guidelines if it's their
4 quality. If it's federal money there are very strict
5 guidelines. So there's different combos depending if it's a
6 local downtown street owned by the City of X --

7 MR. HIBBS: Yeah.

8 MS. WEAVER: -- versus State Highway XYZ or
9 something like that.

10 MR. HIBBS: All right. Thank you.

11 MR. GONZALES: Billy?

12 MR. HIBBS: Yes.

13 MR. GONZALES: I wanted to follow up with what
14 Karla said, she's right. And then the other thing is that I
15 think the City -- I don't think TxDOT uses NACTO, which is
16 already -- I know the City of El Paso has already approved
17 using those guidelines -- we used to use AASHTO, but now
18 we're allowed to use NACTO, which is the National
19 Association of State Transportation --

20 MR. GONZALEZ: City Transportation.

21 MR. GONZALES: -- City Transportation Officials.

22 MR. GONZALEZ: Brownsville did it like an hour
23 after you guys.

24 MR. GONZALES: Okay, there you go.

25 (Laughter)

1 MR. GONZALEZ: Your commission meeting was 4:00;
2 ours was 5:00.

3 MR. GONZALES: Cool.

4 (Laughter)

5 So -- but, yeah, she's right. It depends on whose
6 jurisdiction it falls in.

7 MR. GONZALEZ: A lot of it, like, from my
8 experience is getting your traffic engineer for the city to
9 kind of -- they're used to kind of a standard, which is
10 usually like a 14-foot travel lane for cars. But they
11 really have a buffer anywhere between 11 to 14, so a lot of
12 times it's just convincing your traffic engineer that, you
13 know, if you go down to 13 or 12, it's not going to affect a
14 car that much, but you're going to get a bike lane.

15 And those, I mean -- I guess that's, in a way,
16 it's a road guide. I mean to the layman, to the guy driving
17 a car not on this Committee or not, you know, in planning or
18 not in the engineering world, you're not going to notice
19 whether it was a 14 or a 12, but usually, you know,
20 subconsciously you'll slow down because, you know, that
21 other car is now that much closer to you. You don't have
22 that three-foot buffer. You have the foot-or-two buffer, so
23 you're going to have to slow down. We've had success doing
24 that with our traffic engineers, just reducing that lane
25 width.

1 MR. HIBBS: And you go to your city traffic
2 engineers to do that?

3 MR. GONZALEZ: If it's a TxDOT road, you know,
4 then that's a different animal, but on city streets we've
5 had that success.

6 MR. HIBBS: So if you have a city and you've got
7 state highways that are crossed like this, then those are
8 going to be TxDOT issues.

9 MR. GONZALEZ: Uh-huh.

10 MR. HIBBS: If the rest of it is city-related, the
11 city traffic guy is --

12 MR. GONZALEZ: City engineer.

13 MR. GONZALES: If you have those crisscrosses,
14 then you deal with TxDOT on the approaches and stuff, but
15 for the most part, it would be the city. And then you
16 include them in the conversations as to how you do the
17 approaches at their intersections.

18 We had an issue because we have these articulated
19 buses and they didn't want to squeeze into the ten-foot
20 lane. We were trying to move the lane width -- well,
21 shorten it up or make it narrower and they had issues with
22 it, so on the outside lane we may have done an 11-foot lane.
23 So we kind of have to try to accommodate all vehicles,
24 long-wheel base, as well as semis.

25 MR. GONZALEZ: One of the, you know, for example,

1 a lot of the green lanes, green paint, TxDOT or -- I mean
2 the organizations that follow the AASHTO manual or MUTCD,
3 FHWA, all those -- they don't -- they piloted the green
4 paint -- correct me if I'm wrong -- but they have now gone
5 back on that and said we're not going to allow green paint
6 on our roads, and I believe that TxDOT is there, correct?

7 MS. KAPLAN: Let's verify that issue. I'm not
8 sure that it's hard and fast. They're not allowed.

9 MR. GONZALEZ: Okay.

10 MS. WEAVER: What's green paint?

11 MR. GONZALES: We're doing a pilot in --

12 MR. HIBBS: Green paint as in green paint to paint
13 the stripes?

14 MR. GONZALEZ: It's one of those examples you
15 showed.

16 MR. GONZALES: Yeah, it's one of those examples
17 that you showed, the green paint.

18 MR. GONZALEZ: So I'm just saying those are some
19 of the issues between the code and a different code. It's
20 really about different codes AASHTO and NACTO, the MUTCD,
21 all those other things.

22 MR. HIBBS: Right. Well, if you guys will --

23 MR. GONZALEZ: I think Teri has a comment over
24 there.

25 MR. HIBBS: Oh, I'm sorry.

1 MS. KAPLAN: I just wanted to make a correction
2 that it's really not codes; they're guidelines.

3 MR. GONZALEZ: Okay.

4 MS. KAPLAN: And there are both AASHTO guidelines
5 and there are NACTO guidelines, and, really, decisions are
6 based on just those guidelines. You have to look at the
7 land use that's adjacent and the purpose. There's so much
8 more -- the terrain, the -- what's the -- the vertical and
9 horizontal alignments. So it's really a case by case and
10 that's where good planning comes in.

11 MR. HIBBS: Okay. All right.

12 MS. KAPLAN: Yes?

13 MR. HIBBS: Well, the guidelines was the keyword
14 that I was looking for.

15 MS. KAPLAN: Guidelines.

16 MR. HIBBS: That's very helpful to know if you're
17 going to try to retrofit a community, for example. And I
18 want to use that as a segway to talking a little bit about
19 Tyler, in specific, because of the fact that we have a lot
20 of problems and a lot of issues, as ya'll have heard me say
21 many times, virtually nothing is taking place there from a
22 cycling standpoint.

23 In looking at Tyler, it's kind of a -- almost a
24 beta test of what we might be able to put together in other
25 communities. Tyler is laid out like a lot of towns and that

1 is with a hub and spokes. You know, the downtown part of it
2 is the downtown and then the spokes emanate from it all.
3 And I had asked for some maps of the city and I took them to
4 the University of Texas at Tyler to the engineering
5 professor there and I said, Would you be able to outline a
6 hub-and-spoke system for me using TxDOT guidelines and put
7 together a grid so that a cyclist doesn't have to go more
8 than about a half a mile either way to get on one of the
9 spokes, so that we could have better connectivity. And I
10 delivered those to the engineering class. They were very
11 excited to do it.

12 And this is a note to self, for those of you that
13 have these projects in your areas, there are community
14 colleges and engineering schools who love to do this kind of
15 work. Not that it's not going to be blessed by TxDOT, not
16 that it's not going to be blessed by the City folks and all
17 of that, but at least to get a start, because on these
18 engineering parts, so many times, that's where it dies.
19 These projects die because nobody has the time at the local
20 level to put them together or at TxDOT.

21 So what I'm trying to do is hasten that process by
22 having some people who want (indiscernible - 12:27:00)
23 roads, have the abilities and the resources to get it done.
24 So if they come back with a hub and spoke and it looks like
25 something that falls within these guidelines that I know

1 nothing about, but as you have all described, there's a lot
2 of different moving parts in terms of making sure those
3 guidelines are met, and I'm sure they're extensive like a
4 lot of government-related projects, and very specific.

5 But in terms of if those guidelines are met and we
6 have a grid and a map of the city of Tyler, what I would
7 like to do is to put forth that as a pilot project for this
8 Committee and I would like to look at the entire kind of
9 flowchart, for those of you who are engineers in here, in
10 terms of going from inception to funding. And I think it's
11 important for small communities who don't have sophisticated
12 people who are working within the city's planning areas to
13 be able to have a roadmap.

14 And so -- for a community like Lufkin, for
15 example, to be able to say, This is what works; we know that
16 this will work; this is how to go about doing it. And then
17 for those cities who want to participate in a plan like
18 this, as a Committee, we have kind of a quarter plan that we
19 can say, If your town wants to re-stripe, here's how you do
20 it, and it works, and this is how you do it.

21 MR. GLEASON: Mr. Chair, if I can just --

22 MR. HIBBS: I'll get to you in just one moment,
23 Eric.

24 MR. GLEASON: Okay, thanks.

25 MR. HIBBS: Right before we left, we were talking

1 about this plan that we're going to discuss next time, that
2 Eric discussed before. And that Strategic Direction piece,
3 I think it's important because of the fact that if we can
4 pull this off, then I think we're going to begin the process
5 of the retrofit, which right now, is a mess in the state of
6 Texas. And it will provide a roadmap for people who are in
7 small communities who are not as nearly sophisticated as the
8 rest of ya'll around this table here, so that they can begin
9 to put these things in place where we can start a striping
10 project.

11 And I think it's got to be a simple one. It's
12 not, you know, barriers and all this other stuff that's
13 expensive and all. And from a dollar cost amount, I think
14 it's very doable, particularly, in regards to these projects
15 that we've discussed today.

16 And so what I want you to do today is just kind of
17 throw this hub and spoke concept out there and give everyone
18 a chance to think about it a little bit. I think a striping
19 project like this, you know, you need to probably call it
20 something, and I've been trying to come up with something
21 catchy, and I can't figure out anything better than "bike
22 stripe." So from our standpoint, in Tyler, we would like to
23 call this a bike-stripe beta test or a pilot project, to see
24 if we can get the whole thing done from start to finish and
25 then have a blueprint that we can use and actually recommend

1 to the TxDOT commission and say, We would like your blessing
2 on this for future committees -- I mean for future
3 commissions for any community that wants to have a striped
4 community, this is how you do it.

5 So, with that, Eric, do you want to start us up
6 with comments?

7 MR. GLEASON: Well, let me start us off with a
8 little bit of refereeing here. If we go much further on
9 this topic, the Committee is going to start talking about
10 the pros and cons and the directions associated with it. In
11 this conversation today, what we can do is lay it out as an
12 idea. We can say, Let's talk about that in more detail at
13 our next agenda meeting. We can ask questions of
14 clarification.

15 But what the Committee can't do, because it was
16 not listed on their public agenda, is to get into a
17 conversation about what to do with that idea. So if
18 that's -- it's a -- it can be frustrating. It's not meant
19 to dampen the enthusiasm or the conversation, but we just
20 have to kind of watch that since it was not an itemized item
21 on our agenda, something that the public knew we were going
22 to talk about and could be here to comment if they wanted
23 to --

24 MR. HIBBS: Right.

25 MR. GLEASON: -- but we can certainly identify it

1 as a topic for our next meeting.

2 MR. HIBBS: As everyone can clearly tell, this is
3 OJT for me and I apologize for stepping outside of my
4 bounds, here, but --

5 MR. GLEASON: You're still within bounds. It was
6 the next step.

7 MR. HIBBS: -- having said that, does anyone have
8 a specific question that they would like to ask about the
9 proposal that was just laid on the table?

10 Yes, sir, Jason?

11 MR. FIALKOFF: This is more of a procedural
12 question because it's all new to me, as well. If, say like
13 April was too far off to -- for this kind of conversation,
14 are we allowed to establish a subcommittee that could meet
15 before then to kind of get a better idea so that when we
16 come in April to sit down and talk, it's not a fresh start?
17 Because this sounds like this is important too. I'm curious
18 about it, and I understand why we can't talk about it, and I
19 can also understand if people don't want to do it, but I'm
20 curious to know where it might go.

21 So would we --

22 MS. ROBERTS: You're discussing -- Josh has
23 researched the rules --

24 MR. FIALKOFF: Procedural questions, right.

25 MS. ROBERTS: -- so he's --

1 MR. GLEASON: So, procedurally, we're not sure if
2 you can do that.

3 MR. FIALKOFF: Right.

4 MR. GLEASON: I need to spend a little more time
5 on the nuances. I struggle a bit with the notion that you
6 can't, but procedurally, there doesn't seem to be a
7 mechanism in the Committee charter or what have you to allow
8 the establishment of subcommittees.

9 Now, we do that with a Public Transportation
10 Advisory Committee; they're specifically allowed to do that
11 and there's a process. So let me do a little bit of
12 research on it. Committees like this, it is an effective
13 way to get work done in between meetings, and so why don't
14 you see if we can't come up with some mechanism that we
15 think works under the Open Meetings Act.

16 MR. FIALKOFF: When I worked at the City of
17 Austin, we dealt with our Bicycle Advisory Committee on a
18 similar space saving to get work done in between meetings.

19 MR. GLEASON: Yeah, I can appreciate the desire,
20 because it is frustrating to me four times a year and --

21 MR. FIALKOFF: It's tough.

22 MR. GLEASON: -- getting work done in between does
23 seem helpful.

24 MR. FIALKOFF: Thank you, that's all.

25 MR. HIBBS: Any other questions?

1 MS. WILLIAMSON: No, but I will make a comment
2 about that.

3 MR. HIBBS: Please.

4 MS. WILLIAMSON: Because, yeah, meeting quarterly
5 is an issue. The rules that govern whether or not we can
6 have subcommittees or a meeting within a meeting or even
7 whether or not the agenda has to be posted ten days in
8 advance or whatnot, are not law; they're decided. And so
9 maybe the question we would want to consider is how do we
10 influence that so we can get stuff done?

11 MR. HIBBS: Okay. Teri?

12 MS. KAPLAN: Well, I just wanted to throw out that
13 we could have special meetings in between meetings and that
14 we can have workshops following meetings.

15 MR. HIBBS: So, for example, if we adjourn this
16 meeting, we can immediately have a workshop; is that right?

17 MR. GLEASON: Not today.

18 MS. ROBERTS: No.

19 MR. HIBBS: But not today.

20 MR. GLEASON: We have to post it.

21 MR. HIBBS: Okay. Very good.

22 Margaret?

23 MS. CHARLESWORTH: I think that's a pretty good
24 idea and, you know, we obviously can't make any kind of a
25 decision today, but I will tell you I sat on -- I was a

1 citizen member of San Angelo's MPO when we were talking
2 about the Red Arroyo Project and there were, you know, other
3 bicyclists that had ideas and the hiking groups and we have
4 volksmarches and that sort of stuff. And it would have been
5 very helpful to have something like that to say, Okay, this
6 is what other people have done.

7 As it was, we hired some people from, I think it
8 was from Dallas, at a tremendous amount of money to come in
9 and start from the ground level. I mean we knew
10 conceptually what we wanted, but we had no clue how to even
11 start there. And, gosh, I sat on -- I was on that Committee
12 before I joined this one, so it's been maybe ten years or
13 something, and it took us probably four or five years to
14 even get to the place where we had pictures we could look
15 at. This is our plans and everything.

16 So just having an idea of, Okay, well, you know,
17 in West Texas they pave over the cow pads and that's how you
18 get your roads, so they're not always straight and
19 connected. So maybe stuff in Tyler wouldn't exactly work in
20 San Angelo, but, you know, here's something that would, and
21 here we can expand on this. And, personally, I think as
22 having a product, if you want to call it, from this
23 Committee is a great idea. I mean --

24 MR. HIBBS: Thank you, Margaret.

25 MS. CHARLESWORTH: -- why not, I mean we're here

1 working.

2 MR. HIBBS: Yeah, I believe that there's
3 committees all the time, so in communities all over the
4 state of Texas, that if they knew that there was something
5 like this even available, that the local cycling community
6 would put the pressure on the mayor and city councils to
7 take a look at this. And TxDOT had guidelines and TxDOT --
8 the Commission had blessed these plans, it would be very
9 easy for them to adopt them, and then at that point, I think
10 defining them and all of that is really kind of secondary.

11 Now, in most communities, the engineering piece is
12 expensive and a lot of these proposals that we've even
13 talked about today, there was a certain percentage of, you
14 know, skin you had to have in the game or, you know,
15 pre-engineering studies done and all. And I'm a big
16 proponent in trying to get stuff done for free if you can,
17 and that was the reason why going to the University of Texas
18 at Tyler to see what I could get done. And I will tell you
19 that there are a lot of civil engineering subpoena students
20 at UT that really want this résumé fill-in. And they are
21 falling all over themselves -- most of them are cyclists
22 anyway -- to be part of a project that is going to make a
23 difference to big clients.

24 And I believe --

25 MS. WILLIAMSON: Well, see, that's giving me an

1 idea because ASU is going to start their engineering program
2 I believe in the fall of 2015. You know, they're part of
3 the Texas Tech, so they're going to have students in civil
4 engineering. I know one of the guys who's going to be one
5 of the professors.

6 MR. GONZALES: The university, I mean I've done a
7 lot of work with -- well, now I'm working with the community
8 college and the university on -- they have -- the community
9 college actually has an architecture program. Brownsville
10 is a little difficult. They're getting -- the community
11 college and the college were together and now they're
12 getting a divorce and now UT Brownsville is now UTRTB so
13 there's just a lot going on there.

14 But nonetheless, I mean I agree with you, the
15 students are more than willing to -- professors, even, want
16 real, live examples of work. So with the architecture
17 program, we've done a lot of conceptual ideas and now I'm
18 working with an urban policy professor to kind of invent
19 some policies and have the students do kind of like all the
20 research and stuff that we don't have time for.

21 MR. HIBBS: Well, not every community is blessed
22 to have a Bobby Gonzales who can sit in and do all this, so
23 probably the next best thing to Bobby is to go in -- is to
24 go to an engineering school where they do have some
25 expertise -- and in no way am I suggesting that, you know,

1 TxDOT doesn't bless it or the City people or the MPO or
2 anyone else -- they all need to have a chance to look at it
3 or at least to just get it started. This is, in my opinion,
4 a way to move forward.

5 I promised Eric that after my first meeting, it
6 would not be a to-do list of all the things that Eric has to
7 go do. But I do have one thing, for the record, Eric, I
8 need, and that is, I need those specs.

9 MR. GLEASON: Yes, sir.

10 MR. HIBBS: That's what I need.

11 And so we will take those specs and we will
12 deliver them to the University of Texas at Tyler to the head
13 engineer over there -- or the head professor in charge of
14 this project so that he can then begin the process of laying
15 out a hub and spoke system for the city of Tyler.

16 Now, for those of you on the Committee, I will
17 tell you that this project already has the blessing of the
18 mayor and the City of Tyler is one hundred percent behind
19 it. So I think in terms of if they beta test, all of the
20 stars have aligned pretty well so we're not going to be
21 spinning our wheels and at the end of the day, I hope that
22 we're going to be able to deliver some type of, like I said,
23 some type of flowchart plan to other communities to help
24 them get the ball rolling in terms of the areas we stripe
25 and other areas where people can be safe.

1 MR. GONZALEZ: I will add one thing that I think
2 you should be looking at or Tyler might want to consider, at
3 least in certain sections, is the pilot, right. Pilot --
4 physical separation, I think a lot of people would agree
5 that if you stripe you get certain type of riders and if you
6 physically separate, you get other riders and I think that's
7 what we're looking at in Brownsville. But research will
8 show that physically separating, you'll be getting more
9 riders than with (indiscernible - 12:48:02).

10 MR. HIBBS: Thanks.

11 A question for you, Ramiro, since you do this for
12 a living and I don't, when you have those separations, were
13 you able to accomplish that by retrofitting an existing road
14 or is that with new road?

15 MR. GONZALEZ: Well, we haven't -- I mean we
16 haven't done actually a physical separation yet on the road.
17 We've done some things on getting those lane widths reduced
18 by the Department, adding a four-foot bike lane. The next
19 step is this -- that physical separation. Now, that little
20 white stick, that's a maintenance issue. You know, which
21 one do you use? Which one is the best one? We haven't
22 really delved into those details, but perhaps the University
23 of Tyler, you know, they can actually find the difference.

24 MR. HIBBS: And where did you find the width of
25 the lane? So did you take it out of the medians or is this

1 a new road that's going in and it was already prearranged?

2 MR. GONZALEZ: For example, most roads in the city
3 of Brownsville have a 14-foot car lane, so you start -- I
4 mean the easy one is, you know, you start when you say,
5 Okay, I have a 40 feet of right of way that are already
6 paved and I have, for example, three 14-foot lanes, or
7 whatever that ends up being, right. So then you, you know,
8 the draft Department, you go and say, Hey, well, how about
9 we reduce it -- I need a four-foot bike lane. So if we go
10 two feet -- if you narrow that 14-foot travel lane to 12
11 feet, which is possible -- 12 feet is enough -- and if you
12 have two lanes, you can -- all of a sudden you just found
13 your four feet. So that's the best way to do it, you know,
14 you get what you have and then try to see how you can fit
15 those four feet in.

16 MR. HIBBS: Anne-Marie?

17 MS. WILLIAMSON: One of the other things as we're
18 talking about a potential beta test, as I read this and it
19 talks about cyclists' perceived safety with these
20 different -- what is the actual? Are there -- perhaps TxDOT
21 has done some data gathering with regard to lives saved,
22 morbidity and mortality, whether you're talking about a
23 stripe, whether you're talking about a barrier of some other
24 sort. I mean it would seem in my head that if you had a
25 bike lane, yes, that's going to improve safety. Do I know

1 that? Do I know that some paint is going to be just as
2 effective as something else or not? Because cost is an
3 issue, but I think as a beta test, we want it to be
4 evidence-based. Don't just do this because it worked, but
5 do this because it's effective.

6 MR. HIBBS: That's a great point.

7 Has enough of Texas been striped at this point now
8 or with barriers or anything to even have any data on that,
9 Eric?

10 MR. GLEASON: We can see what we can get from our
11 database to get a sense of that and we can bring that to the
12 next meeting. I think we've probably gone about as far as
13 we can go with this conversation today, Mr. Chair --

14 MR. HIBBS: All right.

15 MR. GLEASON: -- and we'll try and shape it for an
16 item on the agenda for our next meeting if that works for
17 you.

18 MR. HIBBS: Okay. Very good.

19 A final comment, Margaret?

20 MS. CHARLESWORTH: Oh, no. A quick question,
21 totally different topic, and it's really for Eric with your
22 indulgence, sir.

23 We have state and US highways out in our area that
24 are now 75 miles an hour with, what I consider narrow
25 shoulders, about the width of this table. Some of them,

1 actually, are nice five- and six-foot shoulders, but 75
2 miles an hour on a two lane, undivided highway, curves and
3 hills and everything. A lot of us just think it's too fast.

4 How do we go about getting the speed limit
5 reduced? I know the Legislature raised it, but how do we go
6 about getting the speed limit reduced. I know that certain
7 counties do. Every time I travel Interstate 20, when I hit
8 I believe it's Erath County, the speed limit drops to 65.
9 So how do we -- how do I do that?

10 MR. GLEASON: I don't know, but we can get --
11 again, I can sound like a broken record, but I know the
12 topic. I know what you want. We can put it on an agenda
13 and we can get someone in here who can answer that question
14 for you.

15 MS. CHARLESWORTH: Because I would like to give --

16 MR. HIBBS: Margaret, you actually asked a
17 question that I can actually answer.

18 (Laughter)

19 MR. HIBBS: Out of all the things today, you asked
20 the one thing that I have first --

21 MS. CHARLESWORTH: Because I would like to get
22 that information to our county judge.

23 MR. HIBBS: -- firsthand experience with.

24 MS. CHARLESWORTH: What?

25 MR. HIBBS: When the TxDOT Commission meets, the

1 five members --

2 MS. CHARLESWORTH: Yeah.

3 MR. HIBBS: -- I have actually seen
4 representatives of counties be on the agenda to appeal to
5 those commissioners to lower those speed limits, and it is
6 usually the county judge that goes up to do those things,
7 along with some assistants. And they are granted some time
8 during their presentation to make their remarks.

9 And I have sit there and heard stories from dads
10 who lost daughters because the speed was so high that the
11 child was killed and it is very compelling. And so that is
12 the way I would suggest to you, is that you find out when
13 the next Commission meeting is going to be. You can do that
14 through our folks over here and then show up, be there, and
15 make an appeal to them.

16 MS. CHARLESWORTH: Does that only apply to state
17 highways or does it apply to US highways, too?

18 MR. GLEASON: Both.

19 MS. CHARLESWORTH: Both?

20 MR. GLEASON: Yeah, both.

21 MR. HIBBS: I would think the Commission
22 probably -- I don't know what the US highways, technically,
23 but the Commission is clearly the place to make that case,
24 you bet.

25 MS. CHARLESWORTH: Gotcha. Thanks. Appreciate

1 it.

2 MR. GLEASON: What I can do -- that's one option,
3 absolutely -- I can bring folks in who could talk about how
4 it gets safe to again with and the kinds of things that are
5 thought about, which could be an opportunity for this
6 Committee to weigh in on that thought process, as well.

7 MS. CHARLESWORTH: Because it's -- like I said,
8 it's not safe for cars, much less people on bicycles. It
9 just --

10 MR. HIBBS: I understand. I understand.

11 And to keep this moving along, since we're still
12 on Agenda Item 8, what I wanted to do was to start the
13 discussion about what was going on in our area and be
14 respectful of the time of -- I know Dave's got to catch a
15 flight at 1:00; is that right?

16 MR. GONZALES: Good luck.

17 MR. GLEASON: If he's at one o'clock, he's not
18 making it.

19 MR. GONZALEZ: I'm here until 4:00, so you've got
20 me until 4:00.

21 MR. HIBBS: Okay. So Rob is okay, but Dave, don't
22 you have a short time frame?

23 MR. STEINER: Yeah, I need to get on out of here
24 in the next half hour.

25 MR. HIBBS: Okay. All right.

1 Would you like to go next and talk about some
2 concerns or issues that you may have in the Lufkin area; and
3 if not, that's fine, we can pass the time to someone else.
4 But if you do, this would be a good opportunity to share
5 these with the Committee.

6 MR. STEINER: No, I appreciate that. I appreciate
7 that, Billy.

8 You know, a couple of things. You know, my
9 involvement and issues we have in the area, we kind of
10 alluded to them some, and it's a good segway off what you
11 just talked about, you know, sidewalks and striping for
12 non-vehicle transportation in the city is one item, and it's
13 something that I wanted to spend a little time, you know,
14 talking just within Lufkin itself, with our own planning
15 department to see where they are and what they're working
16 on.

17 The number two item, and you introduced the safe
18 routes, the striping in cities as a way of building
19 awareness of cycling is something I think is also very
20 important. It's something I personally believe -- I can't
21 back it up with statistics -- but do vehicle drivers
22 recognize cyclists? And now I'm referring out to the more
23 rural roads because a lot of us who do travel recreation
24 that may be out there for 20 or 30 miles on these rural
25 roads. There's no signage that even indicates that this is

1 a normal constant route. So that's another area.

2 We have actually seen in the Woodlands area,
3 signage that says, you know, "Share the Road" -- some type
4 of signage that bicyclists are traveling along there.

5 MR. HIBBS: Okay.

6 MR. STEINER: And --

7 MR. HIBBS: Let me speak here for just a minute.

8 David, this is a great point, and, Eric, either
9 you or Teri, one, for communities that want better signage,
10 what's the process to go about doing that? Do they go to
11 the local TxDOT office and they say, Hey, we need some signs
12 up that say, Watch for bicycles? What is that process?

13 MR. GLEASON: That is what I would recommend for
14 communities, is work with your district engineer and their
15 staff on these issues. Absolutely.

16 MR. HIBBS: Okay.

17 MR. STEINER: And that's something -- you know,
18 one of our -- a friend of mine, a cycling member who has
19 been hit, actually approached the local Lufkin District
20 about that and what we were informed is that those signs in
21 Woodlands, actually, the bike club paid for them with the
22 approval for TxDOT. So we're actually looking at that in a
23 similar fashion.

24 Whether it's true or not, I hope I don't get
25 anybody into trouble, but my thought is, you know, as I ride

1 along I see the sign that says, "Share the Road with
2 Cyclists." That gets flipped up in the summertime coming up
3 with a bridge and it has a picture of a motorcyclist. I
4 think of that as, Well, yeah, that's obvious, but what about
5 me as a bicyclist, who isn't as obvious? Because it sends
6 the impression of I belong here also, and we do battle that,
7 you know, vehicles that say, You don't belong on the road;
8 you don't pay taxes as a bicycle, which isn't true because
9 we also own cars, but --

10 MR. HIBBS: Right. Right.

11 MR. STEINER: So those are two of the areas, I
12 think appropriately, I want to bring up issues for this.

13 MR. HIBBS: Okay. So, Eric, it sounds like Dave's
14 concern about signage can be handled through the local TxDOT
15 office?

16 MR. GLEASON: That's where I would start, for
17 sure.

18 MR. HIBBS: And you or some representative of the
19 club or someone can go to them. Are there dollars that are
20 appropriated for bike signage in different districts or is
21 that some grant that you'd have to give?

22 Yes, Teri?

23 MR. GLEASON: Teri, do you have experience, as a
24 district coordinator?

25 MS. KAPLAN: Let me address that because I was a

1 lot responsible for those signs that were posted in the
2 Woodlands. The Woodlands Cycling Club came to -- TxDOT has
3 25 districts, but within each district we have area
4 offices -- came to the area office in Montgomery County and
5 said, We want signs on our roads, what can you do to help
6 us?

7 We said, Well, what roads do you want? We asked
8 them to show us a plan of where they would like to see signs
9 and then we, as an agency, with our design folks, we went
10 out and I road every roadway in Montgomery County to
11 evaluate its land uses, the curvature and the condition of
12 the shoulders, because there's not a one-solution-fix all;
13 you have to look at the conditions.

14 And when I did, we came up with working with the
15 area office and the design folks, what was appropriate, and
16 we determined that six feet, given the terrain out there, a
17 clean six-foot shoulder with good sight distances was
18 appropriate for putting "Share the Road" signs up. And we
19 came up with a plan, and it was paid for by TxDOT, through
20 the TxDOT area office's maintenance funds and we did it on
21 an incremental page stage because we did not have a funding
22 mechanism, but it may be something that we could look into
23 in the future.

24 MR. HIBBS: Well, it sounds like it's important.
25 I know that this has come up in our region, too, that a lot

1 of cyclists would like to have signs posted on the routes
2 that are most commonly used out in the country where they do
3 their Saturday morning rides and their training rides and
4 things like that.

5 MS. KAPLAN: We did have some negotiating with
6 them where they had roadways that had absolutely no
7 shoulders that they wanted "Share the Road" signs out there
8 because, by law, bicycles are allowed to ride on these
9 roads, but we, as an agency, had to say, No, because there
10 were not safe conditions that met our concerns for the
11 safety of those bicyclists and we did not want to give a
12 false impression to bicyclists that some kind of treatment
13 had been done to the roadway for them.

14 MR. HIBBS: Well, that's kind of a secondary
15 issue, but it sounds to me like you've got a pathway now to
16 go get some signs and get rolling there.

17 And what I would suggest, David, maybe by the time
18 of the next meeting, if you could get your bike club members
19 to get with the local TxDOT people that are working in that
20 area and maybe give us a ruling, you know, tell us how it
21 went. You know, are they going to be able to do them or are
22 you going to have to apply for a grant or if it's going to
23 require some kind of a big proposal that someone's got to do
24 or something to do. It would be very interesting to find
25 out in your district how well that is received.

1 MR. STEINER: Yeah, and I do want to research it,
2 because what you were saying, Teri, is a little different
3 than what I was hearing, and what I was hearing is
4 secondhand, by the way, but that's very helpful. You know,
5 we've been in contact with the local TxDOT office, which, by
6 the way, I think has worked very closely with us over the
7 past number of years, so I compliment them for that.

8 MS. KAPLAN: I'll call with you and discuss it
9 with you on a one-to-one basis after the meeting.

10 MR. STEINER: Perfect.

11 MR. HIBBS: Thank you very much. All right.
12 We're going to go kind of counterclockwise, here.

13 Jason, if it's okay with you, do you want to give
14 us a quick update on what's going on in Austin?

15 MR. FIALKOFF: You know, I think I mentioned a lot
16 earlier in the past half year, the City has passed
17 district-wide bicycle master plan, a rural bike plan. I
18 haven't spoken with Bonnie, who's our TxDOT Austin District
19 rep in awhile, but the last we spoke, she was working with
20 TTI, the Texas Transportation Institute to develop a
21 district-wide bike plan.

22 A lot of the questions I hear coming up and a lot
23 of the issues I hear, it's people have their issues about
24 bike/ped, and, to me, my background of working in the City,
25 and you have that plan and you can -- as a City -- or as an

1 engineer, and you can look at a plan, it helps when there's
2 that guiding document. That's why I made my point earlier
3 on.

4 So it's nice to see the District taking that lead
5 in the Austin area, and, again, that has to do with the
6 momentum that we have going on here.

7 MR. HIBBS: Okay. Thank you.

8 Karla?

9 MS. WEAVER: I also think I mentioned a lot of
10 what we've got going on in our region. Other things that
11 are kind of percolating are we have more seeing an interest
12 in Bikeshare, and then we have a few cities that have added
13 bicycle coordinators, which is positive.

14 One question I would have regarding our Committee
15 is, we talk about a lot of initiatives that are bicycle and
16 pedestrian-related in the plan as well, but we're
17 technically called the Bicycle Advisory Committee, so do we
18 also have jurisdiction to coordinate or discuss pedestrian?
19 Is there a separate committee for pedestrian? Or can we
20 modify our name to include pedestrians? I'm wondering how
21 that fits into the commitment of our mission statement.

22 MR. GLEASON: Well, I've had the same questions,
23 Karla.

24 MS. WEAVER: Yes, yes.

25 MR. GLEASON: Technically, it is the Bicycle

1 Advisory Committee. Many, many things we think about for
2 bicycles are also meaningful for pedestrians. In my view, I
3 would encourage and appreciate both as a part of our
4 discussions here. Technically, I think it is a Bicycle
5 Advisory Committee. You know, to modify it formally, we
6 would probably have to go into the state statute in some
7 fashion because I think that's where the name comes from.

8 MS. WEAVER: Okay.

9 MR. GLEASON: So we can kind of work on that
10 formality, if you want. It might not be a front-burner item
11 for me if we can kind of make our way through it.

12 MS. WEAVER: Sure.

13 MR. FIALKOFF: Is there a pedestrian committee?

14 MR. GLEASON: No, there is not.

15 MR. FIALKOFF: Okay.

16 MS. CHARLESWORTH: Can I give a little history?

17 MR. HIBBS: Yes, please.

18 MS. CHARLESWORTH: I think Anne-Marie and I were
19 the oldest members -- or the ones who are actually here
20 longest, rather than oldest; I may be old, but not
21 Anne-Marie -- we had this discussion about four years ago
22 and we kind of decided that we were a bicycle committee.
23 That our primary goal was access and safety for bicycles in
24 the state of Texas, and that whatever we accomplished for
25 bicycle access and safety would also carry over to

1 pedestrian. And so we decided not to dilute our impact by
2 adding "and pedestrian" to our name, but always keeping in
3 mind that, you know, whatever we did, I mean where it's safe
4 to ride a bicycle, it's also safe to walk or push a baby
5 carriage or whatever. And so we decided that a long time
6 ago.

7 MR. HIBBS: Thank you.

8 MR. GLEASON: Much better said that my
9 explanation.

10 MR. HIBBS: Very good.

11 MS. WEAVER: Well, I would like to add that maybe
12 that can come back as a discussion for two reasons. The
13 Secretary of Transportation last week came out with a policy
14 statement that the USDOT will be focusing on pedestrian
15 safety. I think there will be funding programs that will be
16 eligible. I think there is going to be a big push for DOTs
17 to talk about, What are you doing? What are you doing?
18 What are you doing for pedestrian safety and all their
19 projects across the board? And I think there's going to be
20 policy impacts that could put the Bicycle Advisory Committee
21 in a better position to have a little bit more, maybe,
22 impact on some decisions in the future.

23 Secondly, the Federal Highway Administration has
24 20 cities that are on the watch-list for the most pedestrian
25 fatalities. Texas has five of those.

1 MR. HIBBS: Wow.

2 MS. WEAVER: So we have hundreds of people -- the
3 Dallas/Fort Worth region alone has 400 people in the past
4 two years killed as pedestrians.

5 Bicyclists is bad, but it's not even close to what
6 pedestrians is, because we're all pedestrians at one point
7 and they're just even more vulnerable as a cyclist.

8 In our region, I would say that safety is, in the
9 past two weeks, I've had seven stories sent to me of
10 cyclists and pedestrians hit and killed, and I had a friend
11 that witnessed -- came up on a man who was hit as a cyclist
12 and she went to get her cell phone to call 9-1-1 to help him
13 and ongoing traffic ran over him as he was laying in the
14 street having just been hit as a cyclist.

15 It's not getting media attention. We're seeing
16 certain demographics it does versus certain it doesn't.
17 Safety is just so on my mind right now and what we can do
18 for these immediate needs, and I just think that any avenue
19 or tool or way to get at that story is a good resource.

20 MR. HIBBS: Well, Eric, again, not to put anything
21 on your to-do list here, but I think this is something that
22 you probably could advise the best insight as to whether it
23 makes sense to capture the funding, that we include
24 pedestrian in what we're doing, or if we keep kind of a
25 laser-focus on the cycling. And so we would appreciate your

1 comments at a future date on that.

2 And, Karla, great performance. Thanks for your
3 concern with that.

4 Ali?

5 MS. BLAZOSKY: Coming up in about half an hour for
6 the San Antonio --

7 MR. HIBBS: Ali, you may have to speak up for the
8 microphone and people here.

9 MS. BLAZOSKY: Okay. This is Ali Blazosky for the
10 San Antonio District. Our Transportation Policy Board is,
11 on the agenda, is set to approve the six projects that are
12 recommended to it from our TAP call. So our local TAP call
13 occurred last year, and these six, if they are approved, as
14 recommended, should be going to construction this year. So
15 that's a great thing about the TAP call is because we need
16 it.

17 MR. HIBBS: Okay. On those six projects, can you
18 tell us just briefly what those are?

19 MS. BLAZOSKY: Definitely.

20 So one that's important to San Antonio is going to
21 be one of our first cycle track which is a protected bike
22 lanes and it's proposed in the medical center, which, if
23 anybody knows San Antonio, it's a very populated, very busy
24 area, and, ironically, for being a medical center, it's a
25 very unsafe area to walk or ride a bike in. So this will

1 separate bicyclists from vehicle traffic and also provide a
2 really nice, wide sidewalk separate from the bike path, too.
3 They're also proposed to have some Safe Routes to
4 School-type projects this year in San Antonio. Those are
5 the two most affecting them.

6 In our outlining communities, we had hike and bike
7 trail in Seguin that should be getting built, and then a
8 sidewalk project throughout a big economically disadvantaged
9 neighborhood in the city of New Braunfels.

10 And then the last two are other hike and bike
11 trails and we'll be adding some (inaudible - 1:04:34) leads
12 to the Mission Reach Trail in San Antonio and then some bus
13 stops. So, those are the six.

14 MR. HIBBS: Okay.

15 MS. BLAZOSKY: And then last, I wanted to mention
16 the MPO has expanded its boundaries last year, so we are
17 doing our first regional bike and pedestrian
18 planning initiative that started in the fall last year and
19 is going on and we're wrapping up this summer to kind of
20 give some -- a list of preferred prioritized bike and
21 pedestrian projects that can be looked at in our region. So
22 we hope to get those lists out soon. Thank you.

23 MR. HIBBS: Thank you, welcome to the Committee.
24 Thank you for coming to see us today.

25 Ramiro?

1 MR. GONZALEZ: Just the local issues. I have to
2 think about that for a minute. Can we pass it on and we'll
3 come back.

4 MR. HIBBS: Okay. Anne-Marie?

5 MS. WILLIAMSON: Yeah, I'm going to pass it on,
6 too.

7 MR. HIBBS: Okay.

8 MR. GONZALEZ: I guess that leaves me.

9 MR. HIBBS: Bobby, can you tell us what's going on
10 in El Paso?

11 MR. GONZALES: Well, we've had -- we've been --
12 we've made a lot of progress in the last ten years or so on
13 that study, but although we have that study, it hasn't been
14 that easy. There have been folks, including city council
15 members -- there have been, you know, members of the public,
16 council members, businesses, residents that have derailed
17 some projects that have gone through their respective
18 sections of street. And so -- one of which was -- well,
19 several of which were on that 1997 project that we did.

20 And now that I'm on the City of El Paso's Bicycle
21 Advisory Committee -- we just started this past September
22 and we've had a couple meetings since then -- I'm always the
23 chair of that committee -- I'm bringing some of those back.
24 Probably not what they want, but I'm bringing them back
25 because I want to know why they were derailed, especially by

1 city council members. And these roads, having gone --
2 ridden them, hundreds of times, they have a wide outside
3 lane. Yeah, the traffic volumes -- I remember when I
4 analyzed them in 1997, the volumes were a little high but
5 it's a very wide outside lane and I just want to know --
6 they were going to re-stripe it and I wanted to know why
7 they decided not to re-stripe it to put a bike lane in
8 because it's a main feeder in northeast El Paso, a
9 north/south main feeder. And I thought it was very
10 appropriate to put in a bike lane because it could connect
11 several generators, meaning: schools, parks, movie
12 theaters, and such. So I thought it was key to bring it
13 back. The council members may not like me at the end of the
14 day, but it's something that I thought was really important.

15 We're also going to do one of our very first cycle
16 tracks in El Paso and then another pilot project for the
17 green paint lane, that a company out of Santa Fe is looking
18 at just coming in and doing to see if it's something that
19 the City of El Paso would look at for other lanes. So we're
20 looking at that. Other than that, we're just moving along.

21 MR. HIBBS: Okay. So in '97 you come up with this
22 plan and you go to the City and they adopt it and they say,
23 Okay, this is how we want these striped. Then, from that
24 point, is TxDOT -- does it have input in terms of, Okay,
25 it's time to repave this road, and now we know this is a

1 part of this re-striping initiative, and so we're going to
2 change, maybe the fall, maybe we're going to put in
3 different types of asphalt that's more cycling-friendly.
4 Does that enter at all into the bigger plan that TxDOT is
5 using once this stripe has been approved from here. Does it
6 change the way that you, I guess, perceive the road?

7 MS. KAPLAN: It should. Yes, of course it should.
8 TxDOT takes into account what local plans are when we make
9 major changes to our roadways, including reconstructing.

10 MR. HIBBS: Okay.

11 MS. KAPLAN: Overlaying, we don't necessarily. If
12 it's just a maintenance and an overlay project, we may not,
13 but if it's a reconstruction or a reconstruction of a
14 roadway, we are certainly going to be talking with the local
15 entities.

16 MR. GONZALEZ: Billy, just to add on to that, when
17 we did that studied in '97, there was a huge committee. I
18 mean it involved, oh my gosh -- municipalities -- because we
19 did it for the El Paso Urban Transportation Study Area which
20 we did -- for MPO, which involved not just the City of El
21 Paso. It involved other communities, outlying communities
22 around. And since we're on the border of Texas and New
23 Mexico, even Anthony, New Mexico was involved a little.

24 So it wasn't just me and the City. It was the
25 County. It was TxDOT. It was IBWC, because we have the Rio

1 Grande that goes right through. It was the Irrigation
2 District. It was the El Paso Police and Border Patrol. So
3 I mean there was a ton of people involved and they all
4 provided their input, so when we proposed a specific
5 corridor, whether it belonged to TxDOT, whether it belonged
6 to the County or the City, they all had input and said,
7 Yeah, you know what, this is, you know, a good plan.

8 I did all kinds of stuff. I did bicycle levels of
9 service and it's really -- I identified all of those items
10 that cyclists -- the stress level a cyclist would go through
11 if he drove down this corridor. I'm talking about railroad
12 crossings, number of stops, speed limit, volume, and a slew
13 of other things. And then you analyze that corridor and
14 determine what that bicycle level service would be if, you
15 know, you were riding on it, would you get stressed out, and
16 there were a lot of those.

17 (Laughter)

18 But there were a lot of entities and agencies
19 involved in that process, so they all sat -- we all sat
20 around this round table and talked about the -- all these
21 corridors.

22 So, yeah, I mean now, if it falls under the
23 jurisdiction of the State, so they'll look at the plan,
24 they'll say, Well, you know -- things have changed a lot
25 since '97, too. Costs have gone up and down or whatever you

1 want. So there's a lot of things that you need to take into
2 account.

3 MR. HIBBS: Well, I was wondering if, as a general
4 rule, if this Committee was to adopt some kind of, like I
5 said, a hub-and-spoke plan and then TxDOT was getting ready
6 to repave a road that's on that plan, that we be taken into
7 consideration so that the type of gravel that was used or
8 maybe the slope or whatever was more cycle-friendly. In
9 other words, do they look at -- and you're telling me that
10 you think they would, Teri; is that right?

11 MS. KAPLAN: There is a -- TxDOT's Design Division
12 did issue a memo about the use of gravel types and what
13 would be more conducive, and what I can forward to the
14 Committee as a whole, Committee members, we also have a memo
15 on design guidelines for the consideration of pedestrian and
16 bicycle accommodations on future projects, and that memo was
17 put out in March of 2011. That's the most current, but it
18 does answer your questions.

19 MR. HIBBS: Okay.

20 MS. KAPLAN: And I will forward that to you.

21 Both the issue of overlay -- the chip seal that we
22 use in the memo.

23 MR. HIBBS: Okay.

24 MS. KAPLAN: And sometimes, you know, we have to
25 work with the people that are local. They have to be

1 working together to communicate what's needed.

2 MR. HIBBS: Okay. Very good. Thank you.

3 Margaret, anything else that you need to add?

4 MS. WILLIAMSON: No, I think ya'll have heard
5 about San Angelo.

6 MR. HIBBS: Okay. Howard?

7 MR. PEAK: My focus is at something you've been
8 talking about around the table, are the creeks programs in
9 San Antonio. We have an almost natural way for the core of
10 the city that are bordered on Salado Creek and Westside
11 Creek on the other side, so we've been -- I probably
12 initiated something -- it's probably been about 10 or 12 or
13 more -- started getting funds for a hike and bike trail and
14 we don't know exactly -- I don't know off the top of my head
15 how much more we have to go, but people are up and down that
16 trail.

17 It's a concrete trail, for the most part and --

18 MR. HIBBS: How is it funded, Howard?

19 MR. PEAK: A sales tax.

20 MR. HIBBS: Okay. So the City actually had a,
21 what is it, a half-cent sales tax thing, and they diverted
22 part of the revenue to this project?

23 MR. PEAK: Yeah.

24 MR. HIBBS: Okay. Wow, that's creative.

25 MR. PEAK: Well, it turned out to be that way, but

1 I'm pleased that it did come up to that point and we've got
2 a little ways to go yet, but we're making progress.

3 MR. HIBBS: All right. Great.

4 So, anybody else have anything they want to share
5 with the Committee?

6 (No audible response.)

7 All right. With that, we'll wrap up Article 8 --
8 or Agenda Item 8 and we can move to the public comment
9 section at number 9.

10 I know that Robin Stallings had a comment that he
11 wanted to make earlier. So, Robin, the floor is yours.

12 MR. STALLINGS: All right. Thanks. I'll sit over
13 here. I don't know if ya'll can -- I guess nobody's on the
14 line. I guess it's a change the rules that I'm adjusting to
15 where it's possible to comment on things along the way or to
16 be a resource along the way instead of like holding it up
17 until the very end, and I know we don't want to go on very
18 long, so I'm going to maybe keep it as brief as I can.

19 We don't have to reinvent the wheel on how cities
20 become bicycle-friendly. It's extremely well established.
21 There's a bicycle-friendly communities program. There's
22 great guidelines of all the steps, in addition to the
23 stripes and the networks. And that very helpful
24 presentation on, you know, how to improve bike lanes, there
25 wasn't a single slide that showed a single stripe of a bike

1 lane. So that's a little bit like building an analog
2 telephone system -- a cell phone system now, and even in
3 Afghanistan, they're building a digital cell phone system.
4 You know, so it's possible, and a gift for communities like
5 Tyler, for example, that haven't already built a striped
6 network, that they can actually skip over that stage and go
7 to things that are proven to work in other places -- and
8 they do, Anne-Marie, reduce injuries.

9 In places where we've got networks of bicycle
10 facilities, like in New York, they measured before and after
11 where there's actually reduction not only in bicycles
12 fatalities and injuries, but also of pedestrian. So it's a
13 huge opportunity, but one challenge is that even a lot of
14 the established firms that do planning haven't actually had
15 a chance to do protected bikeway networks yet, and even
16 cities like Austin brought in outside -- with their depth of
17 engineering -- they brought in outside experts to help do
18 their plans because they didn't have the expertise of
19 anybody who had already made it in the career hadn't had a
20 chance to do it.

21 Much less, the people who are teaching the college
22 students haven't yet done complete bikeway plans. So it's
23 something that cities and consultants are learning together.
24 In Brownsville they brought in a great firm to do an outside
25 plan, yet that firm hadn't really done many protected

1 bikeway network plans and Brownsville had to push back on
2 them to say, Make it a protected bikeway everywhere you can.
3 And so they went back on the semifinal draft and fixed it so
4 that they beefed up the bike trails.

5 If TxDOT doesn't have it in their plans, they
6 probably will in a few years when they adopt the more recent
7 standards, but some cities are jumping ahead where AASHTO,
8 which is the highway transportation officials' organization,
9 and they're going to the city transportation officials'
10 organization, that has actually been using and
11 experimenting, going to FHWA, and taking advantage of the
12 experimental latitude that they have, so they've tested
13 these protected bikeways. So, fortunately, there's not a
14 city in Texas that actually has to try something new. It's
15 been done; somebody else has already done it.

16 But getting the right engineering guidelines --
17 and one of the things that this Committee might be able to
18 do is learning about NACTO, finding out why the most
19 up-to-date cities, you know, Brownsville, Austin -- and I'm
20 not sure if San Antonio may have adopted -- but certainly El
21 Paso has adopted the NACTO guide.

22 So I would say if you're going to have your
23 college students work on this stuff, start out with, Here's
24 the NACTO guide, and then go to your city council where,
25 rather than waiting on TxDOT which may be a few years

1 because, again, they are highway, state level, not so much
2 city level, it may be awhile before they adopt the NACTO
3 guide because it's not really their purview -- so you might
4 want to consider going to those engineering faculties and
5 saying, Here, we want you to give us a plan that
6 incorporates the latest, and so I think that then you'll be
7 ahead and you'll be doing something that is more likely to
8 be useful.

9 And, at the same time, it will be constructive for
10 TxDOT because they're going to be able to learn from all of
11 these cities like Brownsville, Austin, San Antonio. And
12 it's good to note, as awesome as it is, that El Paso was
13 pretty cutting-edge in '97 when they did their bike plan,
14 that things have been changing protective bikeways so
15 quickly across the country. New York put its first
16 protective bike lane in -- they were the first in the
17 country to do this methodically copying Europe, getting
18 agreements from FHWA to do this kind of modeling and
19 testing, so they very methodically did this -- 2007. So in
20 '97, that wasn't even an option for El Paso or any other
21 city to consider.

22 But since this new style of design has come along,
23 it's only Austin and Brownsville that have completed plans.
24 And then Brownsville actually adopted NACTO after they
25 passed their great bicycle trail master plan. Austin has

1 actually redone their plan that was done in 2005 and then
2 they re-did it, and they actually even brought in expertise
3 from Europe, and they upgraded their plan to a protected
4 bikeway network.

5 So, I would say that before you -- as you consider
6 your hub-and-spoke system, you know, that's pretty common
7 to, you know, more concentrate it in their core areas and
8 then it thins out as you go out -- I think nearly every bike
9 plan is done that way -- that you might want to read those
10 plans if they're available. So look at the Austin plan and
11 look at the Brownsville plan.

12 And then the most recent plans after that in Texas
13 would be Dallas and San Antonio; they also have protected
14 bikeways or buffered bike lanes, which is what it's called
15 sometimes when you get the extra-wide stripe. But if you're
16 going to get an all-ages network so that it's from 8 to 80
17 year olds, and not just the same Lycra-riding, you know,
18 middle-aged men in Lycra that we have now, then you're going
19 to have to put in protected bikeways or you're going to go
20 through a lot of work and you're going to be behind and
21 you're not going to get very far.

22 Portland found that problem where it capped out
23 and they maxed out on their bike stuff and they couldn't
24 figure out why they were stuck, so they analyzed. One
25 percent of the people will bike under any conditions.

1 That's mostly what we have in Texas right now. You've got
2 another six percent that will -- or five or six percent that
3 might bike if they had a complete network of painted bike
4 lanes. There's fifty percent of the people that would bike
5 if they felt safer, and they're concerned, but willing to do
6 it, and those are the people that jump on a bike as soon as
7 they go visit Copenhagen and they don't even know why. They
8 never go bike when they get back home to, you know, San
9 Angelo, but, boy, they're in Copenhagen or some place like
10 that and they're biking or like Ramiro, he's jumping on a
11 bike every time he gets into one of these cities because
12 they've built in these networks.

13 So I recommend that -- like Austin, as first they
14 were looking to Portland to get an example, and then they
15 had an ah-ha moment when they realized that Portland was not
16 satisfied and they had gotten stuck. They said, Who's
17 Portland looking at?

18 So you can decide where you're going to be, your
19 goal, and so look ahead of them is what I recommend.

20 MR. HIBBS: So, Mr. Stallings, for a clarification
21 for those of us who are learning lots of new alphabet
22 initialisms, can you spell NACTO?

23 MR. STALLINGS: NACTO, N-A-C-T-O, is the National
24 Association of City Transportation Officials.

25 MR. HIBBS: All right.

1 And I believe you guys are familiar with this; is
2 that right, Teri?

3 Is it possible for us to have the Committee to
4 have a brief meeting on NACTO at the next meeting? Could
5 you do that for us and put that on the agenda so that we can
6 become familiar with the particulars and guidelines that
7 Mr. Stallings has recommended here.

8 MR. STALLINGS: I can suggest an expert locally
9 who can come in and give the presentation to you, who's
10 already done presentations on NACTO.

11 MR. HIBBS: Is everybody on the Committee familiar
12 with NACTO except me? Is this something that we are needing
13 to be held?

14 MS. WEAVER: I think if you're going to do NACTO,
15 I would suggest you also include AASHTO and some other
16 manuals, because there's sort of a menu of options that you
17 can choose from depending on the services, but that's kind
18 of you putting in to add to some other good ones, oldies but
19 goodies.

20 MR. FIALKOFF: I think it would be a good idea to
21 have somebody come in because there's a lot of ranges of
22 expertise and experience on this, and NACTO is certainly
23 something that we could all learn more about.

24 MR. GONZALEZ: There was a presentation at Pro
25 Walk/Pro Bike where I think his last name was Goodman --

1 FHWA -- it was something -- I can't remember -- I can look
2 it up in my notes -- but he was talking about how FHWA is
3 starting to look at integrating some NACTO into their
4 guides.

5 MR. HIBBS: Okay.

6 MR. GONZALEZ: So, I mean that could -- that's
7 just a comment.

8 MR. GLEASON: I think I'm up today three on the
9 next meeting.

10 (Laughter)

11 MR. HIBBS: I promise it's going to be shorter
12 than this one, too. Let me assure you.

13 (Laughter)

14 MR. GONZALES: That's like a two-day session.

15 MR. HIBBS: But, I mean just --

16 MR. GLEASON: You bet.

17 MR. HIBBS: -- to put like a slide up there that
18 says, This is what it does, so that we can at least have a
19 working knowledge of it so that if it comes up again, we
20 know that it needs to be included when we're talking to
21 people about getting their communities stronger.

22 Yes, Teri?

23 MS. KAPLAN: I just wanted to point out that it
24 wouldn't be one slide; there would have to be several slides
25 because there's different types of accommodations: there's

1 on-street; there's off-road; there's barrier-separated.

2 MR. HIBBS: I've opened Pandora's box.

3 MR. GLEASON: No, no, no, no.

4 MS. KAPLAN: No, no, no, no. This can be done.

5 We can do this.

6 MR. HIBBS: It sounds like, from Mr. Stalling's
7 standpoint, that this is very important.

8 MR. GLEASON: It is.

9 MS. KAPLAN: It is.

10 MR. HIBBS: And we're not in the business of
11 having to reinvent the wheel, and so if there's some
12 information that can help us along the way here, I would say
13 get it down to where it's brief and concise, you know, it's
14 something that we can use to our benefit.

15 MS. CHARLESWORTH: Can we get it early as a PDF?

16 MR. GLEASON: Well, let me -- we will put
17 something together.

18 What I keep trying to come back to is that this is
19 a statewide committee and a policy-level advisory committee,
20 so we will try to shape something at that level for you, and
21 it seems to me this will fit somehow into our Strategic
22 Direction Report if the idea is to somehow promote and
23 facilitate pilot programs at the community level that
24 demonstrate da, da, da, da, da.

25 MR. HIBBS: Yeah.

1 MR. GLEASON: And, you know, again, we gotta bring
2 it back to the statewide level and find that boundary
3 somewhere that says that this is the appropriate level for
4 this committee to be at and the rest of it is going to be a
5 unique community effort, but we're going to do this.

6 MR. HIBBS: Well, I want to make it clear that I
7 was talking about the statewide-level approach.

8 MR. GLEASON: Yes.

9 MR. HIBBS: And in particular, your strategic
10 document because if we're going to incorporate things like
11 this into that strategic document you've got to know what it
12 means.

13 MR. GLEASON: Exactly.

14 MR. HIBBS: For newbies like me that just don't
15 understand all this construction.

16 MR. GLEASON: It will be a combination of doing
17 kind of a deep-dive into the detail to understand it and
18 then we'll come back up and talk about what it is
19 strategically that we want to say about that.

20 MR. HIBBS: All right. Anything else for
21 Mr. Stalling?

22 MR. STALLINGS: Yeah, did you have your hand up,
23 Jason?

24 MR. FIALKOFF: I think that addressed my concern.

25 MR. STALLINGS: So the last thing I'll address is

1 on the TAP program, it's really nice TAP guides. Good to
2 remember and reiterate that this Call for Projects for four
3 years at \$52 million is basically to about 30 percent of the
4 state population. So to quibble on a few percentage points,
5 I won't get into that, but, roughly, it's for the
6 communities that are under 200,000.

7 MR. HIBBS: Okay.

8 MR. STALLINGS: So that wipes out most of the big
9 areas, most of the population.

10 And there's \$140 million over that same four years
11 that TxDOT has chosen to flex, and to -- I would call it a
12 diversion -- to divert -- it's not illegal; it's completely
13 legal, by the rules that they negotiated in the federal
14 transportation bill, that they can transfer this \$35 million
15 away.

16 But something to keep in mind is that that is a
17 decision of the Commission and it's a decision that the
18 previous bike advisory committees asked them not to do.
19 Over 500 letters from citizens have asked them not to do.
20 Over a dozen mayors have asked them not to do that, and to
21 put that money in what BikeTexas has been encouraging is
22 that they consider using that for fewer bigger projects. So
23 instead of taking that 35 million in a year and doing 27
24 two-million dollar projects, which don't go very far, if you
25 look at the pricing at some of these bike facilities or even

1 bike trails, that they consider doing one or two projects,
2 like a \$35 million project or a \$70 million project over two
3 years so that we can really get some examples.

4 Nowhere in Texas can we go to see all of these
5 things. We can't see a complete network anywhere, not even
6 if Austin. We see samples, but nothing has been pulled
7 together to effect what's called a mode shift -- and many of
8 you are professionals and know lots more about this than I
9 do -- but mode shift is basically where you've got, you
10 know, bus, walking, bike, car, train. All those are modes,
11 and so the idea is if you can shift some of the mode to
12 biking, walking, that frees up some of your space on your
13 transit or in your car space for other people that can't
14 shift. So, generally, it's considered a good thing to do
15 mode shift for biking and walking.

16 And if we can get some examples of a few cities --
17 so in the Netherlands and Denmark, which are 30 or 40 years
18 ahead of us -- but they weren't in the '70s, we were all in
19 the same boat -- whatever you hear about them being biking
20 cultures, they have the same kind of fatalities, the same
21 levels of bike and pedestrian fatalities and injuries that
22 we have at the same time, and the same level of highway
23 fatalities. Well, we shot our highway fatalities way down
24 with all the measures and everything we learned about major
25 roadways. TxDOT has done a fantastic job on that. In

1 Europe they did the same thing, so they followed. So our
2 fatalities on the roadways went way down, but the bike and
3 pedestrian fatalities for us have continued to climb. In
4 Europe, they shot way down with their other stuff because of
5 these kind of measures.

6 So it's known. It's been proven. We can see that
7 it's safer. And if we could consider getting some samples
8 like they did -- cities of 200,000 in each of those places,
9 in the Netherlands and Denmark, they took all the money, you
10 know, thirty-five million or seventy million something like
11 that, and put every kind of green lane, every kind of
12 protected bike lane, every bike trail, everything into one
13 town. They make Tyler perfect. And then everybody else
14 could go look at Tyler and see how did it work and they
15 measured before and after. What were the number of bike
16 trails? What were the number of injuries? So they didn't
17 do it in a fog, but basically measured before and after is
18 how it happened.

19 Those are the kinds of things that we could do
20 here in Texas with that money, and so that's something that
21 I would have you all keep in mind, is that why not do those
22 kinds of experiments, because if it works --

23 MR. HIBBS: Okay. Thirty seconds, Mr. Stallings.

24 MR. STALLINGS: That's it. Somebody raised a hand
25 and I'm done.

1 MR. HIBBS: Go ahead.

2 MS. WEAVER: I think that my problem has always
3 been with that proposal, how would you choose who gets the
4 35 million in a state where everyone was like, We would like
5 to try that. I don't think that has ever been provided an
6 answer, so Houston might want it; San Antonio might want it;
7 El Paso might want it; Dallas would want it; Austin would
8 want it; Tyler would want it. So that's one of the problems
9 with pooling all your money in one place with a state with
10 so many needs. I think that's our big problem with in our
11 region.

12 MR. STALLINGS: And I'll take that as a question,
13 because every competitive process that we have has winners
14 and losers and people have to come up with stuff. First of
15 all, they've got to choose it. Not everybody is going to
16 choose to make their bike [sic], a bike-friendly place. Not
17 everybody is going to come up with the match and do the bond
18 election to match \$35 million.

19 MR. HIBBS: Second 30-second call.

20 MR. STALLINGS: But anyway, I'm saying that just
21 like we do with every other transportation dollar that's
22 done competitively, you have to do it competitively, but if
23 you know it's going to be ongoing, you don't win this time.
24 You've done the plan, maybe you win the next time.

25 MS. WEAVER: So competitive is a good response. I

1 thought you were going towards an earmark.

2 MR. STALLINGS: No.

3 MS. WEAVER: Okay. Thank you.

4 MR. STALLINGS: Absolutely.

5 MR. HIBBS: Thank you, Mr. Stallings.

6 MR. STALLINGS: Thank you very much.

7 MR. HIBBS: Outstanding information.

8 I want to, at this point, put us in a position
9 where we can adjourn.

10 Teri, it looks like Item 10, can you go through
11 that briefly for us?

12 MS. KAPLAN: Yes.

13 Basically, we couldn't come up with -- I couldn't
14 come up with a date in April where enough people were
15 available to attend the meeting on a Monday, and I wanted to
16 open it up to Fridays and send out a new survey to everyone
17 to see when you're available on Mondays and Fridays in
18 April, and we'll deal with the other dates in our next
19 meeting.

20 MR. HIBBS: And please open that up and we'll try
21 to get us a date here soon, and for those of you who can't
22 attend the meeting, then certainly you can call in and we'll
23 try to accommodate as many people as we can.

24 MS. KAPLAN: By a raise of your hands, does anyone
25 have an objection to having a meeting on a Friday?

1 MS. CHARLESWORTH: As long as it's not Good
2 Friday.

3 MS. KAPLAN: As long as it's not Good Friday is
4 the only --

5 MR. HIBBS: That's good.

6 MS. KAPLAN: Okay. I'll send an e-mail and we'll
7 handle setting the yearly agenda by e-mail.

8 MR. HIBBS: Anything else?

9 Eric?

10 MR. GLEASON: No.

11 MR. HIBBS: All right. First of all, let me tell
12 you that I promise you there will be no more
13 three-and-a-half hour Bicycle Advisory Committee meetings;
14 however, it was extraordinarily important and valuable for
15 me to get to know ya'll better and hear the concerns you had
16 in your areas and what was going on. And, hopefully, you
17 were able to get something out of this meeting, as well.

18 I want to thank Eric and Teri, as well as the rest
19 of the TxDOT staff, for being prepared and having their
20 information available to us and all.

21 We've got a lot to think about and a lot to get to
22 Teri before our next meeting. If there's no other --

23 MS. WILLIAMSON: I move that we adjourn.

24 MR. HIBBS: Sorry?

25 MS. WILLIAMSON: I move that we adjourn.

1 (Laughter)

2 MR. HIBBS: Yes.

3 Anne-Marie has made the motion that we adjourn.

4 Do I have a second?

5 MR. PEAK: Second.

6 MR. HIBBS: All in favor say "aye."

7 (Chorus of "Ayes")

8 MR. HIBBS: We are out of here. Thank you all
9 very much.

10 (Proceedings concluded at 1:34 p.m.)

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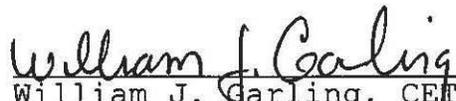
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C E R T I F I C A T E

I, William J. Garling, CET, certified electronic transcriber, do hereby certify that the foregoing pages 1 through 159 constitute a full, true, and accurate transcript from electronic recording of the proceedings had in the foregoing matter.

DATED this 6th day of February, 2015.


William J. Garling, CET
Certified Electronic Transcriber
CET**D-543