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TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE MEETING

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

Friday, May 1, 2015
10:00 a.m.

COMMITTEE MEMBERS PARTICIPATING:

Allison Blazosky, appearing telephonically
Margaret Charlesworth
Jason Fialkoff
Russ Frank
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
Robin Stallings
Jesse Blouin
Stephanie Lind
Steve Ratke
Commissioner Austin, appearing telephonically
Russell Zapalac

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MR. HIBBS: All right, everyone, well, according to Apple, that controls all things in my life, it's ten o'clock somewhere, and so we need to call the meeting to order and get rolling here.

I want to welcome everyone and thank you all for being here today. We have a very ambitious schedule today, so I'm going to apologize in advance if I need to keep the meeting moving along by maybe cutting off some of the dialogue prematurely. I don't want to do that, but we have a tremendous amount of material to cover today.

So, welcome, and we will convene the main meeting of the TxDOT Bicycle Advisory Committee. We're going to start off with having a safety briefing from Josh.

Josh, do you want to --

MR. RIBAKOVE: Hi, folks.

MR. HIBBS: -- brief us?

MR. RIBAKOVE: Sure.

(Laughter)

If we need to evacuate this building, we'll leave through that door right behind us. Before you get to the next door, you'll see a hallway going down to the left. Follow it. On the left side, you'll see some doors leading outside. Just walk right across the parking lot to the fence and the sidewalk and that's where we'll meet up.

1 That same hallway leads you to the men's room and
2 the women's room.

3 And we've got beautiful weather today. We're not
4 expecting any inclement weather of any kind, but if we
5 should have to muster inside, the place to do it in this
6 building is in the auditorium. And the way to do that is to
7 just go out through this door, go down the second hallway to
8 the left. You'll see the doors to the auditorium to the
9 right, before you get to the end of the hall, and that's a
10 safe, enclosed room.

11 That's our safety briefing.

12 MR. HIBBS: Thank you very much, Josh. We
13 appreciate that very much.

14 MR. RIBAKOVE: There's a water fountain by the --

15 MR. HIBBS: Yes?

16 MR. RIBAKOVE: Let me point out there's a water
17 fountain by the restrooms, as well.

18 MR. HIBBS: Okay.

19 MR. STEINER: If I may, I'd like to add, that was
20 an excellent safety briefing, but I'd like to add something
21 that came across my desk recently from a safety standpoint
22 that I think's appropriate.

23 One thing that I saw that came through work -- it
24 actually came out of Zurich -- insurance carriers for a lot
25 of major corporations and stuff -- they had compiled data on

1 distracted driving from the National Highway Traffic Safety.
2 It was very interesting and listed by rank of distracted
3 driver. What I thought was very interesting was an
4 excellent list of the different items. Number one on the
5 list, actually, was reaching for something in the car.
6 Number 6 was cell phones. All of them very important, but I
7 think the highlight out of that is there's a whole lot more
8 than cell phones that distract us. Very important for those
9 of us on the roads with bikes and walking, et cetera,
10 obviously.

11 MR. HIBBS: Okay.

12 MR. STEINER: And that's it.

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

14 Okay. It's time -- yes, Teri?

15 MS. KAPLAN: I just wanted to ask, before you
16 speak to say your name, so that whoever's listening on the
17 phone will know who is speaking. Teri Kaplan.

18 MR. HIBBS: Thank you, Teri.

19 All right. Well, this is Billy, again, and it is
20 time to approve the minutes. Those were circulated in
21 advance. Hopefully everyone has had a chance to review
22 those minutes.

23 Do we have any corrections to the minutes?

24 MS. WILLIAMSON: I do. This is Anne-Marie
25 Williamson. Anne-Marie has an E.

1 MR. HIBBS: Anne-Marie has an E?

2 MS. WILLIAMSON: Again, it's not that way in the
3 minutes.

4 MR. HIBBS: It actually has two Es.

5 MS. WILLIAMSON: Well, yes. Anne has E, thank
6 you, yes.

7 MR. HIBBS: Okay. All right.

8 So, is there -- are there any other corrections to
9 the minutes?

10 (No Audible Response)

11 We'll entertain a motion to accept the minutes.

12 MR. FRANK: So moved.

13 MS. CHARLESWORTH: So moved.

14 MR. HIBBS: So moved by Russ. Seconded by
15 Margaret.

16 All in favor, say aye.

17 (Chorus of "Ayes")

18 Motion carries.

19 All right. We have officially adopted the
20 minutes.

21 Okay. It is now the time to have the report from
22 the Chair. I will tell you that in a few moments,
23 Commissioner Austin is going to be joining us by phone, and
24 so I'm going to go ahead and get started and just know that
25 I'm going to give him the floor as soon as the floor rings,

1 all right. Hopefully, that's understandable.

2 One of the things we talked about last time was
3 this kind of concept of communities being able to stripe
4 their cities in a way that there could be basically a
5 turnkey project where someone who wanted to understand how
6 to stripe bike lanes could go to potentially TxDOT, download
7 a flowchart that starts from beginning to completion, and be
8 able to take a community and get some bicycle lanes striped
9 in a way that would be beneficial, not only from the
10 standpoint of safety, but also from community and
11 transportation.

12 And one of the big stumbling blocks to most
13 smaller communities is money, and the engineering behind
14 putting all of that data and measuring it and coming up with
15 a plan is, in many cases, very expensive. So one of the
16 things that I wanted to see if it could even be done, was to
17 go to a local college or junior college or university and
18 see if we could get, basically, the labor donated for free,
19 in exchange for students having the opportunity to be a part
20 of something very important and have résumé credits and
21 things in their file that showed that while they were in
22 college, that they had participated in, basically, a public
23 service project.

24 And so I went to the president of the University
25 of Texas at Tyler and talked to him about it. He was very

1 excited. He turned me over to the head of their Civil
2 Engineering Department, a fella named Dr. Mina Sulomon (ph).
3 Dr. Sulomon pulled together a group of students and with
4 very little guidance from me, because I'm not an engineer
5 and I don't understand all of these, you know, specs and
6 grades and all the different kinds of things that go into
7 it, but I turned it over to them and I asked them to take a
8 city the size of Tyler, Texas, and to see if there was a way
9 that we could take what I call, the low-hanging fruit, and
10 those are the streets that are overly wide already and come
11 up with a hub-and-spoke system that would allow for better
12 transportation across the city.

13 And I want to tell you that just to have a
14 starting place, Bobby Gonzales, down there at the end, was
15 tremendously helpful. He had done a similar kind of project
16 for the City of El Paso and he sent me a file that was so
17 big, we had to buy another server, Bobby, in order to be
18 able to hold all the data, all right. But we turned it over
19 to them and they went to work.

20 A part of the work is in front of you, and I would
21 like you to turn your attention to a handout that was
22 printed, I think, late last night; isn't that right, Teri?

23 MS. KAPLAN: That's correct.

24 MR. HIBBS: This is what we call "hot off the
25 press" and this is the information for spoke number one. It

1 says "hub and spoke, Tyler bike lane study" and it says
2 "spoke number one." And in this 40-page, basically,
3 research document, it walks you through, basically, the
4 process of how they identified one spoke of the hub. And to
5 not necessarily dwell on the document, it has been submitted
6 to TxDOT electronically, so if you want to go back and you
7 want to download it for some people in your community,
8 you're welcome to do that. I still think it's a little
9 premature because we haven't quite got the whole, I call it
10 "bike stripe project" completed through the commissioners
11 and the pilot project aspect of this; however, it is far
12 enough long that I can show you some things.

13 And so what I'd like for you to do is to flip to
14 page 4 in the document. You can see that in this particular
15 leg, they were trying to connect the University of Texas at
16 Tyler with Tyler Junior College, which is at the top-left
17 corner up there. And so they identified a road and then
18 they went and they identified elevations for that road. And
19 if you'll continue to flip through the pages to page 8,
20 you'll see that they begin to do analysis on intersections,
21 and they literally had students go out there with traffic
22 counters at all times of the day, counting cars, to figure
23 out what was the safest place for the cyclists to be able to
24 cross the intersections.

25 And you'll continue to flip through here, you'll

1 see that on page 13, they came up with basically kind of a
2 scoring matrix where they could have different grades that
3 they could consider, traffic volume, parking. Because
4 they're looking at different lanes, trying to come up with a
5 lane that they think is satisfactory. And if you'll notice
6 on page 14, they came up with an alternative that they
7 considered very strongly because of a grade consideration.

8 And then as you continue to flip through and you
9 get back to page 22, you can see how they're now rescoring
10 all this again, and then page 23, then, compares the
11 options. And so the final -- and then the rest of this is
12 just data for traffic counts and going through intersections
13 and things like that -- and so the --

14 MS. KAPLAN: Billy?

15 MR. HIBBS: Yes?

16 MS. KAPLAN: I believe Commissioner Austin has
17 joined us.

18 MR. HIBBS: Oh, he has? Very good. Good timing.

19 MR. BLOUIN: I'm here.

20 MR. HIBBS: Welcome, Commissioner Austin.

21 We're glad to have you with us today at the
22 Bicycle Advisory Committee.

23 MR. BLOUIN: Well, it's a good morning. I will be
24 short and brief. I want to say welcome to everyone and a
25 little twisted humor -- I hope this is not the -- if the

1 Legislature has their way, which I hope they do not, I
2 strongly believe in advisory committees. I think you all
3 will probably talk a little bit later about House Bill 20
4 and the potential impact. I just can't say enough about
5 what advisory committees have done and continue to do for
6 TxDOT. I'm a strong supporter of listening to grassroots,
7 end-users, and * 10:11:10, whether it's our ports, our
8 Bicycle Advisory Committee, I-69, I-35, freight, we receive
9 a lot of valuable input that gives us a blueprint, with
10 which to move forward. So I would say thank you all for
11 being here and know that when I'm asked by legislators, we
12 fully support our advisory committees and what you all have
13 done and what you all continue to do.

14 Given that, Mr. Chairman, thank you for taking
15 this on, and to a lot of the members, I am really excited to
16 see a lot of what you all are doing. It's beginning to
17 bring forth solid positive recommendations and ideas to make
18 this a better state. And with that, I know a couple of
19 things on the agenda -- I've looked at the kind of you
20 all's -- I've been flipping through the book -- the
21 bicycle -- the handlebar safety guide, and we -- as you all
22 discussed, setting up -- I don't want to get too far ahead,
23 but, also, do we put something else up on the webpage?

24 And this kind of came out of an idea last year
25 when I met with Colorado DOT, their execs; they had a

1 bicycle handbook and you can download it off their webpage.
2 It has a lot of safety stuff. But, Billy was right; I think
3 we should get something, especially, where people are
4 purchasing bikes. But if we need to add something, that's
5 up to you all to make some good recommendations coming up.

6 As we look at the webpage, we'd like to ask if we
7 now, kind of two things, between now and the next meeting,
8 you all take a look at our -- at TxDOT's webpage. Bob
9 Kaufman, the communication director, and I know of this with
10 Eric on this, what enhancements do we need to make? Does it
11 have the right information? Does it have information about
12 Texas?

13 And I know Billy has some ideas. Eric has some
14 ideas of what we can do to look at it. It's not going to be
15 solved overnight. It may not be solved by the next meeting,
16 but we can begin to look at enhancements.

17 One thing I would like to ask the Committee is to
18 work with the partners around the state to help us identify
19 how many bike lanes or trails do we have in the state.
20 Because if we look at TxDOT's quick fact book -- you all may
21 have a copy of it or maybe access to one -- we can tell you
22 how many -- you know, 190,000 lane miles; we have 63,000
23 bridges; how many railroad crossings; airports; pilots; we
24 can go on with the stats, but one that we don't know and,
25 frankly, we need your help to get a handle on: How many

1 bike lane models do we have?

2 And, Eric, I know you have some different
3 categorizations; for example, are they true mountain bike
4 trails? Off-road? Are they dedicated bike paths in some
5 communities? Are they lanes within the existing
6 right-of-way? Whatever the categories are, this is going to
7 be a journey, but how can we reach out to the districts and
8 organizations to come back and do this -- to help us
9 identify, to have a good blueprint.

10 Those two items, we would really appreciate your
11 help on to move forward. But, thank you all, and I know
12 that as you all are discussing today a proposed pilot
13 project to look at re-striping, when there's re-striping
14 done, that we could consider bike lanes. I know Billy went
15 out and visited with Mr. Gonzales out in El Paso.

16 Are you there today?

17 MR. GONZALES: I am, Commissioner.

18 COMMISSIONER AUSTIN: Robert, well, I've heard a
19 lot about your plan, even from Chairman Houghton, about how
20 great it worked working with UTEP. In Washington, I know we
21 had a Commission meeting out there. We saw for ourselves a
22 lot of your efforts while we were out there. This is
23 something that could be duplicated throughout the state. It
24 is really about the process and cooperation within the
25 community.

1 Billy, I think, has already received a call. I
2 received an inquiry from somebody in Nacogdoches and I'm
3 going to refer to Billy to look at it. I think once you all
4 come up with a process and an idea, Billy's looking at
5 sharing this with the Commission. This might be something
6 we can move forward with.

7 I want to make sure that we don't confuse this --
8 this doesn't have anything to do with the TAP program. I
9 just want to make sure that this is a new pilot, a separate
10 pilot program that can be duplicated by communities
11 throughout the state.

12 But anyway, thank you all for what you're doing
13 and check I'm thinking I probably used up my two minutes,
14 but is there any questions of me, anything that I can help
15 you all with?

16 (No audible response)

17 And I know that money is always one of them.

18 (Laughter)

19 MR. HIBBS: Well, we're just grateful --

20 COMMISSIONER AUSTIN: It's true.

21 MR. HIBBS: -- Commissioner Austin, that you've
22 taken the time this morning to talk to us and we're thankful
23 that you consider our work important. I can tell you that
24 the people on this Committee traveled many, many miles to
25 come to Austin at their own personal expense, so it is

1 important that the work that we do is helpful to the people
2 of the state of Texas, and we thank you very much for
3 validating that for us today.

4 COMMISSIONER AUSTIN: I want to thank all --
5 everyone that's there, and Teri, and Teri's there, Eric
6 Gleason. You know, we all go to organization meetings
7 outside of this where sometimes we're preached to that or
8 have a lot of information given to us. I think one thing
9 that I really value about all of our TxDOT advisory
10 committees, they're giving input where it's a two-way
11 street; that's why we have these committees, and I look
12 forward to receiving you all's information.

13 And I think it's been a long time since we've had
14 an update from the Bicycle Advisory Committee to the
15 Commission, and, Billy, I * 10:17:11 with you and your team,
16 I hope that some of you all can make it in to be introduced
17 when we do this next month -- I mean when you all talk about
18 this. We really appreciate what you all are doing and look
19 forward to hearing your report.

20 MR. HIBBS: Thank you, Commissioner.

21 COMMISSIONER AUSTIN: With that, I'll sign off and
22 turn it back over to you all.

23 MR. HIBBS: Thanks so much, Commissioner. We
24 appreciate you.

25 COMMISSIONER AUSTIN: Thank you. Bye, bye.

1 MR. HIBBS: Bye, bye.

2 Okay. So back to the back striping. So we got
3 the University of Texas, we get some -- and from a reporting
4 standpoint, am I okay standing here or do I need a handheld
5 mic or something?

6 (No audible response)

7 I'll tell you what, how about this one right here?

8 THE COURT REPORTER: That one; that will work.

9 MR. HIBBS: All right. So, from the standpoint of
10 what they came up with, what was in your packet was one
11 spoke. It was this spoke right here, all right. They then
12 took that data and that information, and again with the idea
13 that this could be replicated in any community, and they
14 overlaid it for the rest of the city of Tyler and they came
15 up with a hub-and-a-spoke grid -- this is the downtown of
16 Tyler -- that connects all the major colleges, the medical
17 complexes, places where people live.

18 And, again, I consider this the low-hanging fruit
19 because everywhere you see a red line is already an overly
20 wide roadway where it makes it very easy, then, to get, for
21 example, the City of Tyler to adopt something like this, so
22 that when they go in the next time to repave the streets,
23 it's already a part of their plan to put these bike lanes in
24 there. And we may want to go ahead and start with some
25 initial striping. These are some things -- some moving

1 parts that we hadn't really had a chance to discuss yet.

2 So, again, thinking from the standpoint of how can
3 this be used in other communities, what I would ultimately
4 like to see is on the TxDOT website, if someone wants to --
5 let's say they live in Abilene, Margaret, and they decide
6 that they want to bike stripe Abilene, what they can do is
7 they can go to the TxDOT website, look up bike stripe on
8 there, and there's a flowchart that shows every single
9 component, in terms of how to put all of this together,
10 from, you know, engaging the local political people to
11 engaging representatives from the bicycle community to
12 engaging people on this committee and, then, how all that
13 flows through together to ultimately wind up in a situation
14 where you can enlist the help of a local college or
15 university so you can get the labor done -- and, again, the
16 heavy lifting has already been done here by Mr. Gonzales,
17 here, who, again, has a file so big it takes a new server
18 just to download it.

19 But if you want to pursue something like this in
20 your community, then this flowchart will walk you through
21 the whole thing. And I'll take it one step further and tell
22 you that ultimately, and I think Commissioner Austin just
23 touched on this when he talked about their website, I would
24 like to be able to go to the Abilene or San Angelo and pull
25 out my handheld device and click on there and see if Abilene

1 was a bike-stripe city, and if it was, I would like to be
2 able to touch on Abilene and this come up so that I would
3 then know where all of these roads are once I arrived at my
4 destination.

5 And I think that falls in very squarely with his
6 challenge to us to try and get Texas, get an electronic form
7 of where all this is going to be, so that those of us when
8 we travel and we've got our bikes with us, we can find this;
9 because, otherwise, it's going to be very difficult for
10 people to know, you know, when they get to a community,
11 where the bike lanes are.

12 So, let me see if there's anything else that I
13 wanted to talk about. Oh, final thing. This program that
14 Bobby gave to them enables them at any period of time to
15 know exactly the mileage it is within a certain segment. So
16 all they got to do is hit a button, when they were finished
17 with this, and they said this is 45 miles of striping. And
18 so I think based on some data and information that's
19 available out there in terms of the cost of projects like
20 this, if you've got 45 miles of striping and it's \$10,000 a
21 mile, that's about a four-and-a-half-million-dollar problem,
22 if you wanted to do it all at once and just go try to find
23 the money to go get it done.

24 I'm not saying that we're going to do that in
25 Tyler, I'm just saying that as a matter of part of this

1 flowchart process that I talked about before, figuring out
2 how much money it's going to cost, and then knowing where to
3 go for put your applications in and all that becomes a very
4 important part of kind of this whole turnkey system. It's
5 all voluntary. I don't want any community to have to do
6 this unless they want to do it. But if they want to do it,
7 they need a roadmap, and so that's what we're working on
8 right now is a roadmap to help them do that.

9 And so at this point, I will entertain any
10 questions, if anybody has them, about that particular
11 project, and we'll -- if not, we'll move on.

12 MR. FRANK: I was just going to say I have a
13 question, and that is, are these TxDOT highways or they're
14 city streets that are owned by Tyler or what are they?

15 MR. HIBBS: It's a combination.

16 MR. FRANK: Okay.

17 MR. HIBBS: In Tyler, we have state highways. We
18 have city streets. We have county roads. It is a variety
19 of all of the above, and my charge to them was not, hey,
20 figure out who's in control of what; it's how can we take
21 the widest ones and make them work for us?

22 And there will need to be the coordination of all
23 of these different entities at some point.

24 MR. FRANK: That's what I was wondering if you
25 were trying to get something adopted by City Council to or

1 something to say, this is our city's plan or something like
2 that?

3 MR. HIBBS: And, yes, I think that's a component
4 and we're just not quite there yet, so...

5 MS. WILLIAMSON: I just -- Anne-Marie
6 Williamson -- I haven't gotten a chance to read this all, so
7 I'm just going to ask you to tell me what it says. With
8 regard to the criteria and the points assigned, how did that
9 come about? Why were these particular things chosen and how
10 was the point assignment made?

11 MR. HIBBS: I can't really answer that question
12 because I'm not an engineer.

13 Bobby, do you know -- do you remember enough about
14 how --

15 MR. GONZALES: Are you talking about the criteria
16 that we used to analyze every roadway segment?

17 MS. WILLIAMSON: Uh-huh.

18 MR. GONZALES: What we did in El Paso -- and I
19 think they tried to do the same thing, because I'm looking
20 at it and it looks really familiar -- but we looked at every
21 roadway segment that we felt would be appropriate for a bike
22 lane, a shared lane, whatever. We looked at railroad
23 tracks. We looked at traffic volumes. We looked at speed
24 limit. We looked at a number of other different -- and we
25 also looked at generators, means movie theaters, parks,

1 libraries, blah, blah, blah, all the way. And we looked at
2 what roadways would connect all of those and we created this
3 matrix.

4 And we also did what they call "bicycle level of
5 service"; it's the same type of level of service that they
6 would do for a vehicle. And we analyzed or we looked at
7 what a cyclist, what stress level a cyclist would go through
8 if you were driving -- if you were riding your bike on this
9 section of roadway, and we came up with this matrix and then
10 some roads got X'd out because, you know, they didn't pass
11 the test and others got, you know, put on.

12 So now what the City of El Paso and TxDOT are
13 doing, they're taking that document and every time they do a
14 street renovation or a re-stripe, they look at the plan and
15 they say, hey, this bike lane was identified in the 1997
16 bikeway plan and then they, when they're re-striping or
17 they're doing, you know, a resurfacing of some sort, then
18 they put it on the plan and then they implement it. That's
19 sort of, kind of it in a nutshell.

20 MS. WILLIAMSON: Yeah, I don't think I answered
21 my -- asked my question -- I know I didn't ask my question
22 very well.

23 MR. GONZALES: Okay.

24 MS. WILLIAMSON: My question isn't what they did
25 with it or how they used it; my question is the criteria for

1 turning lane, average width, parking, traffic volume, how
2 are those, each of those -- why were those chosen over other
3 indicators?

4 MR. FIALKOFF: So, that would be decision-making
5 criteria on those.

6 MR. GONZALES: Yeah, I don't know if I can answer
7 that. I mean we based it on -- we just based it on certain
8 criteria.

9 You're talking about what's on this chart here
10 that they used?

11 MS. WILLIAMSON: Uh-huh.

12 MR. GONZALES: Yeah, I think we just looked at --
13 in fact, I think we analyzed almost -- with the exception of
14 residential roads, we analyzed every corridor in El Paso
15 that we felt had appropriate width, and then we -- again, I
16 don't know if I can answer the criteria we came up with. I
17 modeled it after several other cities. We looked at Austin.
18 We looked at Oregon. We looked at Davis, California, and we
19 looked at what their criteria was and we kind of modeled it
20 after that.

21 I don't know if that answers your question, but I
22 think that's -- I mean I didn't come up -- you know, we
23 looked at the corridor, but I didn't come up with those
24 indicators. I mean we modeled it after other communities.

25 MS. WILLIAMSON: Okay. And that's -- modeling it

1 is fine, I just wondered, based upon, you know, rider stress
2 or if there's data that says, you know, if the road is this
3 wide, there are this many accidents if the road is this
4 wide; there are this many accidents if -- that sort of
5 thing. If it was based on any research that had been done
6 that showed that these things made a difference, because
7 there's a point system applied, and so I didn't know, you
8 know, if three -- how much better three points is, than two
9 points, in terms of risk. That was all.

10 MR. GONZALES: Yeah, it was kind of -- we did look
11 at accidents, because there were several major intersections
12 that had more accidents than other intersections, for
13 example. So we looked at accident data, obviously, speed
14 limit, and the number of railroad tracks and number of
15 stops, all played a key.

16 And how we graded it, if you want to call it that,
17 how we graded it was based on a point system like from one
18 to ten -- ten being the worst -- and then we kind of did it
19 that way.

20 MS. WILLIAMSON: Thanks.

21 MR. HIBBS: All right. So anyone else have any --
22 Russ, did you have?

23 MR. STEINER: Huh-uh.

24 MR. HIBBS: All right. So --

25 MR. STEINER: Billy?

1 MR. HIBBS: Yes?

2 MR. STEINER: I had -- I just had a comment. This
3 is Dave Steiner.

4 In terms of the criteria, I think they are
5 excellent, but I wonder what the thoughts are or is it --
6 would it be a good idea to add in information on what is
7 currently being used in these communities as bikeways,
8 because part of a need -- if you're going to put bikeways
9 in -- is, you're connecting two points where people want to
10 travel, and it seems to me a good portion of good data is
11 what are already being used, and just simply, that's not the
12 only criteria, it's an overlay onto that.

13 MR. HIBBS: Right. Well --

14 MR. STEINER: Because, you know, cyclists tend to
15 go to those areas where they want to ride or they're
16 commuting, et cetera, so...

17 MR. HIBBS: And, David, this is Billy, I can tell
18 you when you flip through there, you'll actually see some
19 pictures of some of the bicycles that have been painted on
20 the roadways and signs because that was kind of their
21 charge, you know, let's go do the low-hanging fruit. Where
22 do we already have some bicycle access and bicycle pathways
23 and wide lanes that have been already designated, and
24 there's a handful in Tyler. I think the total mileage in
25 Tyler that has been set aside for bicycles is maybe three, I

1 mean it's not much, but you can find it if you know where to
2 go.

3 And so they did use that, and I agree with you, I
4 think it's important that you try to, at least, start from
5 the standpoint of where has some thought already gone into
6 this process.

7 Anybody else got any comments?

8 MS. KAPLAN: Jason.

9 MR. HIBBS: Yeah, Jason?

10 MR. FIALKOFF: This is Jason Fialkoff. And I
11 think what you've shown here is essentially a good start at
12 like a preliminary bike plan. The comments about the
13 decision-making criteria are going to come up when you're
14 shooting for low-hanging fruit because a lot of times it's
15 like, well, let's start to identify what we can actually get
16 really quickly. To do a comprehensive planning process
17 where you take public input and the public then begins to
18 identify what is important to you, say it's safety issues or
19 are we surveying public health issues, I think that would
20 come up in a -- if you were to start doing a more robust
21 planning process.

22 So I think it's a good start. My only comment on
23 it, especially if you're going to be adopting this at a
24 state level is you have your hub and spoke, and I think that
25 makes sense. And you can even see on the loop, like the

1 roadway network around Tyler has a loop and I would just
2 suggest that you make sure that you are able to connect
3 these facilities as well. It might not be bike lanes; it
4 might be connecting it through low-volume neighborhood
5 streets, but just making sure that, say, you know, I'm not
6 necessarily going downtown to the other side of town, I'm,
7 you know, trying to get to Tyler.

8 Because we've had those issues in Austin where you
9 can get downtown, but you can't always get neighborhood to
10 neighborhood.

11 MR. HIBBS: Yeah. Yeah. That's a great point.

12 MR. FIALKOFF: But I think it's a great start, for
13 sure.

14 MR. HIBBS: Yeah, that's a great point. Yeah,
15 thank you.

16 Okay. Yes, Karla?

17 MS. WEAVER: This is Karla Weaver. I just have a
18 quick question. So this is sort of context-sensitive to
19 Tyler right now because you looked at specific corridors.
20 What's your vision for the next step of bringing it up a
21 level to a how-to process, checklist, flowchart, that's more
22 universal in nature, who would do that work and how would it
23 get to the state for distribution?

24 MR. HIBBS: Okay. That's a great question, and
25 right now, I'm counting on Eric, who's seeing all this for

1 the first time here today to be able walk us through that
2 process, and I think that that is a challenge for this
3 Committee to be able to come up with that flowchart that
4 allows people to then know how to engage. And I think that
5 that chart is probably different in a large community, than
6 it is in a small community where everybody knows each other.

7 And so, we just aren't quite there yet, but that's
8 a necessary part of it.

9 MS. WEAVER: Next step.

10 MR. HIBBS: The one thing that I would like to ask
11 from this committee if you guys feel so inclined, is the
12 TxDOT Commissioners' meeting is May the 28th; is that
13 correct, Eric?

14 MR. GLEASON: Yes.

15 MR. HIBBS: So, at the end of this month.

16 Will it be here in Austin?

17 MR. GLEASON: It is in Austin.

18 MR. HIBBS: Here in Austin, okay.

19 I want to encourage all of you who want to attend
20 that meeting to please put that on your calendars. What I
21 would like to do is to be able to go in front of the
22 Commission and tell them that we have discussed and looked
23 at this concept, this kind of pilot concept in its infancy,
24 and that the Bicycle Advisory Committee is behind the
25 support of it to continue moving this process along.

1 And so -- I'm sorry, Eric, are you going to stop
2 me?

3 MR. GLEASON: Yeah, I am. This is Eric Gleason.

4 I think it's not on the agenda formally as
5 anything the Committee can act as a Committee on.

6 MR. HIBBS: Okay.

7 MR. GLEASON: So I think what the most you'll be
8 able to do is to say that it's been discussed --

9 MR. HIBBS: Okay.

10 MR. GLEASON: -- and some characterization of that
11 discussion, I think would be fine. But I think when it
12 comes to this part of your report --

13 MR. HIBBS: I understand. I understand.

14 MR. GLEASON: -- you'll have to separate the
15 Committee from yourself.

16 MR. HIBBS: Okay. Okay. So, do we have any
17 objections from any of the committee members, for me
18 carrying a plan like this in front of the Commission and
19 explaining it to them?

20 (No audible response)

21 If we don't have any objections, then I will
22 assume that we will continue to move forward with that.
23 Okay. Very good. Thank you all.

24 MR. FIALKOFF: Billy?

25 MR. HIBBS: Yes?

1 MR. FIALKOFF: And I think it's just important
2 that we also recognize that what Billy and Bobby have done
3 is essentially started a bicycle planning process in their
4 spare time and that's -- I mean people get paid to do that,
5 so it's -- I think it's great that you guys have done this
6 because somebody has to start it, especially --

7 MR. HIBBS: Thank you, Jason. It did cost me a
8 hundred dollars, personally, which I gave the money to the
9 students and the professor for beer and pizza -- I'm sorry,
10 soda and pizza, because they had spent such an enormous
11 amount of time on it.

12 (Laughter)

13 And I do want to give a thanks to Dr. Mina Sulomon
14 and publicly to his undergraduate research assistants, Pedro
15 Zevanya (ph) and Bruno Hamden (ph), who also worked very
16 hard on this project.

17 All right. Eric, you're up next, Number 5.

18 MR. GLEASON: All right. Thank you.

19 Real quickly, I just want to mention two items. I
20 will say that most of what I might talk to you about is on
21 our agenda for subsequent discussions today. We've talked
22 about the May Commission meeting, May 28th. Right now, the
23 agenda does anticipate Billy makes a presentation to the
24 Commission. This is -- as you heard from Commissioner
25 Austin, he's extremely interested in continuing to follow

1 this topic and this conversation and beginning to make
2 some -- get some things done when it comes to bike-ped
3 program activities in Texas, so he's interested in having
4 Billy speak with him.

5 The idea, at the moment, would be to have Billy
6 talk about two things. The first will be the next item on
7 your agenda, the *Guide to Safe Bicycling*. We're looking for
8 your endorsement on that today which would allow him, in
9 front of the Commission, to speak on behalf of the
10 Committee. And then I think he's going to have to pause and
11 then identify himself as having an idea that's been
12 discussed, but not describe it as something that the
13 Committee has endorsed or approved, but to talk about this
14 pilot notion that he has.

15 The second thing I'll just mention real quickly is
16 Monday, this coming Monday, May 4th, is our formal deadline
17 for Transportation Alternatives Program projects submittal
18 for areas of the state of under 200,000. We've had eight so
19 far. I think that was the count this morning.

20 MS. KAPLAN: That is correct is correct, Eric.

21 MR. GLEASON: So, it sounds like everyone has
22 waited until Monday --

23 MS. KAPLAN: Always.

24 MR. GLEASON: Which is always not the -- I never
25 advocate that, you know. It can get kind of interesting on

1 Monday when several hundred people try to submit
2 applications at the same time. So if you know anyone who's
3 working on one, if they're ready today, I would certainly
4 encourage them to submit it today just to avoid whatever
5 kind of issue we might have on Monday with everything trying
6 to happen at 4:45 p.m.

7 So, with that -- so we're going to have a very
8 exciting next several months and by the time we meet again
9 in July, we'll have lots of information for you on what we
10 got and all those kinds of things and where we are on the
11 TAP program.

12 MR. HIBBS: Excellent. Excellent.

13 MR. GLEASON: So that is my report. Unless there
14 are any other questions, then we'll move on to the agenda.

15 MR. HIBBS: Thank you, Eric.

16 Teri is now going to talk to us about the *Texas*
17 *Guide to Safe Bicycling*. I want to thank everyone for all
18 of the tedious hours that were spent proofing and making
19 suggestions and editing and all the comments. It was
20 obvious that many of you in here took this very seriously
21 and we're thankful for that. I think we've got a piece now
22 that really does address a lot of different areas, and at
23 the same time, is comprehensive and educational.

24 And so, Teri?

25 MS. KAPLAN: I just wanted to also thank everyone

1 from the Committee. I heard from everyone, every member and
2 had extended comments from Allison and Anne-Marie, Billy
3 Hibbs, David Steiner, Jason Fialkoff, Karla Weaver,
4 Margaret, and Russ. I mean you all did a terrific job.
5 Thank you so much.

6 We also had input from all of the district bicycle
7 coordinators from TxDOT. We had input from administration,
8 other staff members. We had some of the advocacy groups and
9 TxDOT and the State take a look at it, and we narrowed it
10 down to 15 pages from 30. We eliminated some unnecessary
11 photographs; people wanted the information more, and we are,
12 I would say, at ninety-five-plus percent, unless anyone has
13 any additional comments they'd like to offer us.

14 Eric would like me to a hundred-percent complete,
15 but I always like to give -- since this is the first that
16 you're seeing the final, what we would like to consider the
17 final document, if you see anything, a misspelled word or --
18 Margaret, I know that you're very good -- you had some
19 comments that way -- if you'd like to take a look at it and
20 give us some direction, we'd appreciate it.

21 And from the document itself, we came up with the
22 door-hanger as the -- or a handlebar-hanger, we might
23 consider it here. You all have an actual door-hanger in
24 your packet today, and I provided you a Word document. If
25 you see any glaring mistakes on the door-hanger -- or the

1 handlebar-hanger, please go over those again. I consider
2 them to be ninety-five percent complete and ready for
3 distribution.

4 Now, I think that the version you may have, we
5 have already made a couple minor changes to the actual card,
6 the actual card version that you have in your package, and
7 that's why I gave you a one-page document that's a more
8 updated version. So if you want to verify that page and
9 offer any comments, it would be greatly appreciated.

10 And, also -- yes?

11 MS. BRADLEY: Teri, this is Anita Bradley from the
12 Commission Office.

13 MS. KAPLAN: Yes, Anita?

14 MS. BRADLEY: So, Commissioner Moseley had
15 actually made one comment about whether or not there would
16 be a website presence on both of the documents so that if
17 they wanted to go to the website to see more information,
18 that would be available to them.

19 MS. KAPLAN: I think that's an excellent idea.

20 MR. HIBBS: Yes, I agree that that absolutely
21 needs to be there and that is very, very important.

22 MS. KAPLAN: Excellent contribution.

23 MR. HIBBS: I'd also like to make a comment, and
24 that is, I believe in terms of safety for cyclists, all
25 right, on the roads, that the -- halfway down where it talks

1 about, ride no more than two abreast when traveling in a
2 shared roadway lane, I would like to see that in bold,
3 because most cyclists that are first-time or second-time buy
4 buyers, they may not know the law and they may not
5 understand what their rights are, and I think that more road
6 rage incidents are occurring -- and I can speak candidly
7 when cyclists get upset about this and they ride several
8 abreast and she intentionally slow down traffic -- I think
9 that's a problem. I believe that if someone is to pick this
10 up, I think that that is one of the most important pieces of
11 information on there and I would encourage you all to maybe
12 highlight that in some manner.

13 MR. GONZALEZ: I have a question: What's the
14 distribution on these? Are they going -- Ramiro Gonzalez,
15 I'm sorry.

16 MS. KAPLAN: Ramiro, we're uncertain about that at
17 this time. We're going to make it available, if you would
18 like to download and print it yourself, we're going to share
19 it with our district bicycle coordinators and allow them to
20 share it.

21 Eric, do you want to chime in on this question?

22 MR. GLEASON: Well, so we have -- this is Eric
23 Gleason -- we have a concept for a point of sale piece that
24 we think is an opportunity to communicate key safety
25 messages. Our vision would be every bike being sold would

1 already have this on their handlebars; so we would get
2 retailers to put them on the bike, and they could be bright
3 green or bright orange.

4 I don't personally think of us as, you know,
5 finding out how this gets distributed as something that we
6 would do well or have an expertise to do, so I'm open to
7 suggestions from committee members either in the context of
8 this meeting or afterwards on this whole notion of, here's
9 the concept, now, how do we make it go happen. You know, I
10 don't necessarily see it as our role as contacting Academy
11 Sports and Dicks and others, you know, these major big-box
12 retailers to agree to have them put it on their bikes. I
13 mean we're open to the idea. We really haven't gone
14 anywhere with that yet.

15 MR. PEAK: Along that line --

16 MR. HIBBS: Howard, state your name, please.

17 MR. PEAK: Oh, Howard Peak.

18 The bike shops in San Antonio -- I'll just use
19 that -- some are real -- do a great job in things of that
20 sort of thing. Others come out of a some -- know where that
21 is, but maybe you get an idea of what -- before whoever
22 bought the bike, maybe from the bike company or the store,
23 maybe help out a little bit about to help to get people to
24 understand what they're getting ready to do. I don't know
25 that that's always the idea.

1 MR. HIBBS: Right. Right.

2 Margaret, I think you had your hand up?

3 MS. CHARLESWORTH: Margaret Charlesworth, San
4 Angelo. It sounds to me like distribution, getting this
5 information in this condensed form, which I think is very
6 good, to the individual bike riders is a local issue. What
7 works in one community might not work in another community,
8 so I think that's up to our local bicycle people.

9 On another note, I do have a suggestion. The
10 next-to-the-last item on the flyer where it says, do not
11 wear headphones, our young people can be very literal. I
12 would add "or ear buds."

13 (Laughter)

14 Because they'll go, I'm not wearing headphones.

15 MR. HIBBS: That's right.

16 MS. CHARLESWORTH: That's just a suggestion.

17 MR. HIBBS: Thank you, Margaret. That's all
18 right. You're exactly right. You're exactly right.

19 Karla?

20 MS. WEAVER: One suggestion I might have for
21 distribution is if these were provided to the regional MPOs
22 and then we have contacts for all of our cities and then
23 they have their parks and rec centers and they have various
24 events that they're coordinating, and, especially -- I'm not
25 sure what your time frame is for distribution; May is Bike

1 to Work Month. There's Bike to Work Day. And we've already
2 been contacted by numerous cities and transit agencies for
3 giveaways.

4 So if we had something like this, we would be
5 happy to print a thousand of them and give them out to
6 distribution of cities or transit agencies, because they're
7 going to have hundreds and hundreds of people and kids come
8 through on that day for specific safety information.

9 MS. KAPLAN: I like that idea, too.

10 MR. HIBBS: And, Teri -- this is Billy again -- I
11 would encourage you to put your website information down
12 there at the bottom, so in the event that someone has one of
13 these and they really like it and they want to share the
14 information with one of their friends, they can pull it up
15 on the website and show it to them on their phone.

16 MR. FRANK: It's on this side.

17 MR. HIBBS: Oh, it is?

18 MR. FRANK: On the picture side.

19 MR. HIBBS: Oh, yes. Yes. Yes. Right. Right.
20 Right. Thank you.

21 MS. BRADLEY: Actually -- yeah. It just goes to
22 the TxDOT website, and I would like to see it go directly to
23 the bike site, or at least have the TxDOT website available,
24 but then actually go directly to the bike site. It's hard
25 sometimes for people who aren't as computer-literate to find

1 what they're looking for.

2 UNIDENTIFIED SPEAKER: In that case, would it not
3 be good for that QR code or some sort of --

4 MS. BRADLEY: Uh-huh. Yeah.

5 MR. HIBBS: Why don't we --

6 UNIDENTIFIED SPEAKER: And it goes to the website.

7 MS. BRADLEY: Yeah, exactly.

8 UNIDENTIFIED SPEAKER: Instead of having to type
9 it in.

10 MS. BRADLEY: Right.

11 MR. HIBBS: Okay. Eric --

12 UNIDENTIFIED SPEAKER: That would be my
13 suggestion.

14 MR. HIBBS: -- I'm sorry, Anne-Marie?

15 MS. WILLIAMSON: Also, with regard to, I guess,
16 sort of distribution, but not so much, but re-enforcing the
17 learning, I wonder if some sort of interactive study module,
18 if you will, geared -- I don't know if you want to do one
19 geared at -- geared for children and then geared for
20 adults -- that could be, I think, pretty straightforward
21 with a little quizlet at the end, even in terms of a
22 drag-and-drop for the parts of the bicycle and what are
23 the -- you know, kids are really into that sort of thing
24 right now and I think that might be a neat thing to do as
25 well.

1 MR. HIBBS: That is an interesting concept.

2 Yes, Eric?

3 MR. GLEASON: Well, let me just address -- hold
4 that thought.

5 MS. WILLIAMSON: Okay.

6 MR. GLEASON: Hang on to it; it's a great segue
7 into the next agenda topic, so just hang on to it.

8 And I think Jason has a question down there.

9 MR. HIBBS: Jason?

10 MR. FIALKOFF: Maybe I -- this is Jason
11 Fialkoff -- I might have misheard -- were we not going to
12 ask the regional contractors to give these to shops? The
13 City of Austin has had a lot of educational success by
14 giving educational material to, directly to the bike shops
15 and saying, help give this material out.

16 I agree that maybe, regionally, that this could be
17 the only piece of information that is available in some
18 parts of the state. To me, it kind of is part of the five
19 Es to bicycle planning at a level and this is education, and
20 that, to me, seems very important that the TxDOT
21 coordinators take this as an opportunity to reach out to the
22 community and educate it.

23 So I think, you know -- I think it's on the MPOs
24 as well, but I do think the TxDOT bicycle coordinators
25 should be taking it upon themselves to take this material

1 out to the bike shops and to other advocacy groups in town.

2 MR. HIBBS: Well, I agree, Jason, and I think
3 distribution of this is very, very important because, you
4 know, now that we've done all the hard work on it and the
5 heavy lifting is over, it's not going to do any good if it
6 stays here in the committee.

7 I'd like to ask Teri if you can put this as an
8 agenda item for the next bicycle committee and I would like
9 for everyone to put some thought into this. And when we've
10 got more time and we can talk about the different avenues of
11 distribution, come to the next meeting prepared to offer
12 some suggestions on that.

13 Yes, Anne-Marie?

14 MS. WILLIAMSON: I have a question and a comment.
15 The question is, what reading level is this document, do we
16 know?

17 MS. KAPLAN: No, we don't, but I can ask if
18 that -- we kind of started with what was developed by
19 Colorado. I'll see what level that they -- if that was ever
20 a consideration of theirs.

21 MS. WILLIAMSON: Okay.

22 MS. KAPLAN: But we modified it so much that we
23 haven't had that evaluated for this document.

24 MS. WILLIAMSON: All right. Because there's
25 several programs that you can run it through very quickly to

1 make sure.

2 MR. HIBBS: Oh, okay.

3 MS. KAPLAN: I'll touch base with you directly on
4 that.

5 MS. WILLIAMSON: Yeah, because, you know, literacy
6 is so very important.

7 MR. HIBBS: Great point. Know, you're right.

8 MS. WILLIAMSON: I mean words like "abreast" we
9 all know what that means. I'm not sure that everyone would.

10 UNIDENTIFIED SPEAKER: A fourth grader wouldn't.

11 MS. WILLIAMSON: The other thing, and, of course,
12 Hotter'N Hell Hundred, heat illness and water and all that
13 sort of stuff.

14 So on page 14 it said even -- let's see -- make it
15 a habit to sip water throughout your trip even if you're not
16 thirsty. The current guidelines are drink to thirst which
17 means you listen to your body; if your body says it's
18 thirsty, then drink. If your body doesn't say it's thirsty
19 then it's not a recommendation that you drink before you're
20 thirsty because of water intoxication.

21 Now, the fact that it says sip is not a big deal,
22 but something that -- I'm not saying change it, but I'd ask
23 someone who is in sports medicine because we're still
24 doing -- I hear it even in Wichita Falls when we're getting
25 ready for the Hotter'N Hell on the news, drink, drink,

1 drink, drink, and every time they interview me I say, no,
2 I'm tired of taking care of people who are seizing because
3 they're salt level is too low because they drank too much
4 water. Drink to thirst.

5 Plus, if they're on the roadway and they're not
6 very coordinated and they feel like they need to be drinking
7 out of a water bottle along the way, I think that poses some
8 risk as well. Just for thought.

9 MR. HIBBS: All right. Very good.

10 MS. KAPLAN: I appreciate all the suggestions
11 here, and I think that Billy has the right idea in bringing
12 this back to the Committee at the next meeting after you've
13 had a chance to review it and we'll make some additional
14 modifications.

15 I want to finish up so that I can turn this over
16 to our consultants, but I do want to say, first of all, that
17 Allison -- Ali has joined us. She is here.

18 MS. BLAZOSKY: Hi, Teri. Hi, Committee.

19 UNIDENTIFIED SPEAKER: Hi.

20 MS. KAPLAN: And I also wanted to tell everyone
21 that today is May Day and we have the yellow rose of Texas
22 on our food table today and I have little water sprigs I'm
23 going to put on the end so that everyone can take a flower
24 home with them, and thank you all for coming today.

25 MR. HIBBS: Well, thank you. Thank you for that.

1 MR. GONZALEZ: Let me have one more comment, you
2 know, just about possibly doing it in Spanish translation.

3 MR. HIBBS: That's a great point. And that way
4 you can decide whether you want the English version or the
5 Spanish version when you're requesting those.

6 MR. GONZALEZ: Exactly.

7 MR. HIBBS: Yeah, that's a great idea.

8 MS. KAPLAN: Another good idea.

9 MR. HIBBS: Thank you, Ramiro.

10 Okay. We need to -- we need, I think for the
11 benefit of Commissioners' meeting that is coming up, to let
12 them know that we endorse this Texas guide. Do we have a
13 motion from someone to endorse this?

14 Okay. Howard is going to make the motion that our
15 Committee endorsed this safe bicycle guide. Do we have a
16 second?

17 MR. FRANK: Second.

18 MR. HIBBS: Second by Russ.

19 All in favor -- I'm sorry, Margaret?

20 MS. CHARLESWORTH: We have to wait until the
21 discussion.

22 MR. HIBBS: Discussion, yes.

23 MS. CHARLESWORTH: And I have something to
24 discuss.

25 MR. HIBBS: Please.

1 MS. CHARLESWORTH: We have -- this is Margaret
2 Charlesworth -- we have suggested some changes.

3 MR. HIBBS: Uh-huh.

4 MS. CHARLESWORTH: I would like to amend Howard's
5 motion slightly to say that this is preliminary --

6 MR. HIBBS: Thank you.

7 MS. CHARLESWORTH: -- there will be some changes
8 coming up. But the concept --

9 MR. HIBBS: Yes, thank you.

10 MS. CHARLESWORTH: -- and the principles that are
11 presented are endorsed by this Committee.

12 MR. HIBBS: Excellent.

13 Howard, do you agree with that change to the
14 motion?

15 MR. PEAK: Yes, you bet.

16 MR. HIBBS: Okay. All right.

17 So is there any other discussion regarding the
18 motion and the second that's -- is that all right with you,
19 Russ, to be able to do it like that?

20 MR. FRANK: Yes, absolutely.

21 And I just think this is a really good guide. I
22 know we all looked at it and it's kind of evolved, but I
23 think this is going to be a very useful tool for everybody.

24 MR. HIBBS: Yeah, I agree.

25 So all in favor, say aye.

1 (Chorus of "Ayes")

2 Do we have any opposed?

3 (No audible response)

4 So consider it endorsed, Eric.

5 So, the next item on the agenda is item Number 7;
6 it's the discussion of the issues and priorities of TxDOT's
7 Bicycle and Pedestrian Strategic Direction Report.
8 Hopefully all of you had a chance to look at this. I
9 consider this extremely important and I think that for those
10 of you who kind of dug through the verbiage in here,
11 hopefully, you share that level of importance.

12 So, Stephanie and Jesse are going to make the
13 presentation to us. Welcome.

14 MS. LIND: Thank you. Good morning, everyone.

15 So my name is Stephanie Lind. I'm a
16 transportation planner for CH2M HILL, and I'm joined today
17 by Jesse Blouin; he is a project manager with CH2M HILL.

18 And we are under contract with TxDOT to work on a
19 bunch of different things through the Public Transportation
20 Division. We helped out with the guide you just looked at
21 and the door-hanger tag, and one of the big things we're
22 going to be working on is this Strategic Direction Report
23 for the agency. And I'm going to start -- I'm just going to
24 give a really brief overview of what we're going to do today
25 and kind of the purpose of the Strategic Direction Report

1 and then Jesse is going to lead us through a facilitated
2 exercise to get some feedback from all of you, so that we
3 can incorporate your thoughts into the report. So I'm just
4 going to give you a little bit of an overview and then we're
5 going to do a brainstorming session with you all.

6 So, currently right now, TxDOT does not have --
7 you're probably all aware that there is no bicycle and
8 pedestrian plan for TxDOT. So the goal of the Strategic
9 Direction Report is to provide some short-term guidance.
10 We're going to be working within a five-year time frame of
11 some things that TxDOT can do to promote non-motorized
12 transportation within the agency and throughout the state.
13 And we're hoping at the end of this that there will be --
14 this report will be something that the agency that you, that
15 the Commission can hold up and say -- when someone asks you,
16 what is TxDOT doing for bicycle and pedestrian
17 transportation, you can point to this and say, well, this is
18 the plan for the next five years of the things that are
19 going to be implemented by the agency throughout the state.

20 We're not going to be looking at specific
21 projects. So we're not going to be identifying, you know, a
22 bike lane here or a path there throughout the state. The
23 goal is to keep this as a policy-level document and focus on
24 the initiatives, the plans, the programs, the events, the
25 laws, the things that we need to implement throughout the

1 state to promote non-motorized transportation. Right now,
2 the two main things that TxDOT is using to reference, in
3 terms of non-motorized transportation, include the memo that
4 John Barton signed in 2011, which gives direction on the
5 consideration of bicycle and pedestrian facilities, and then
6 also the AASHTO guide on bicycle facilities.

7 I forgot to mention you all have in front of you
8 these briefing materials, and this was emailed out to you
9 on, I think, Monday night. This gives an overview of what
10 we're doing this morning, and then there's some pages -- the
11 pages following it give an overview of what TxDOT is doing
12 and what they could do to promote non-motorized
13 transportation.

14 So, the report itself, we're going to be following
15 kind of a rational planning process. You probably have all
16 seen reports or plans like this. We're going to be going
17 over focus areas of the report; looking at goals that TxDOT
18 has in place; developing focus areas; and identifying
19 strategies. We'll be going over existing conditions and
20 trends. We're going to look at, you know, what's the status
21 of transportation in Texas and then specifically drilling
22 down to bicycle and pedestrian transportation; what's the
23 mode share; where are the facilities; what are the safe --
24 what kind of safety information do we have or should we
25 have; and then we'll be coming up with recommendations and

1 next steps for TxDOT, and that's really where the
2 implementation is coming -- is going to come in, is through
3 that last piece.

4 So because we don't have a ton of time --
5 partially, because we don't have a ton of time to put this
6 report together, we're hoping to have a draft -- we'll have
7 a draft to you by your next meeting, and because it is just
8 a report and not a long-range plan, we're not going to be
9 creating our own goals for this plan; we're going to be
10 bringing them underneath the TxDOT Strategic Plan goals.
11 These were adopted by the Transportation Commission in
12 June of last year, and so they adopted a Strategic Plan that
13 gives guidance to the entire agency that carries over to all
14 the different programs and are listed here: Maintain a safe
15 system; address congestion; connect Texas communities; and
16 become a best-in-class state agency. And so what we're
17 going to be doing is coming up with a whole bunch of
18 different strategies that we'll want to implement and then
19 we'll tie them back to the Strategic Plan goal areas; that's
20 how we're going to be structuring this. And we haven't
21 worked out entirely how they're going to fit, but we'll make
22 them fit.

23 The briefing materials that you all received
24 has -- that's how it's organized. So we went through
25 maintain a safe system, how can TxDOT -- or how could TxDOT

1 maintain a safe bicycle and pedestrian system? How could
2 they reduce -- how can they address the congestion through
3 their bicycle-pedestrian program? You probably noticed that
4 as you went through it.

5 MS. BRADLEY: Excuse me?

6 MS. LIND: Yes?

7 MS. BRADLEY: May I ask a question?

8 This is Anita Bradley from the Commission Office.
9 Will you be addressing the economic impact that the
10 bicycle-pedestrian trails will have on the state of Texas?
11 I know like on the Pinellas Trail in Florida, they did that
12 and it was very successful for them to be able to show how
13 communities and neighborhoods benefits in jobs and
14 everything, from having those trails available, because they
15 were going to their Legislature also asking for additional
16 funding. So I'm just wondering if you'll be addressing and
17 looking at the economic impact that this could have.

18 MR. GLEASON: Anita, let me take that one. This
19 is Eric Gleason.

20 I think the concept for the report probably won't
21 get into that, but I can see a strategy statement in there
22 that might produce that work effort, if that makes sense.

23 MS. BRADLEY: Uh-huh. It does.

24 MR. GLEASON: I think the idea is to take
25 advantage of this group's time while we have them and get a

1 brainstorm today about anything that's on their mind that we
2 will then try and fit in under these goals. And, you know,
3 it may not -- there may be strategies where we may need to
4 create some other sort of general umbrella topic areas to
5 fit them under when we're done. We just thought we'd start
6 with these and then turn something around really quickly by
7 July that is a product. Because it's important, I think
8 with committees like this to not take on such enormous tasks
9 that it never gets done.

10 But I can clearly see a work ethic coming out of a
11 strategy that would get at what you're saying.

12 MS. BRADLEY: Thank you.

13 MS. LIND: So we've already started to do a lot of
14 the research that will go into the report. We've been
15 gathering information on the existing conditions and trends.
16 We've started to review all of the different bicycle and
17 pedestrian plans throughout the United States. As you can
18 guess, they all vary quite a bit. For the most part,
19 they're all policy-level plans. There's only a couple of
20 states that really get into projects, which makes sense. To
21 try to identify all the needs or the projects throughout the
22 entire state is quite a tall task, so they all tend to make
23 policy-level plans. They all tend to focus more on, mostly
24 on safety and mode share, but a lot of them go into other
25 areas as well.

1 And we've also looked at the different MPOs
2 throughout the state who have bicycle and pedestrian plans.
3 Not all of them do. You're not required to have them
4 through federal rights, but ten of them do. They tend to
5 include goals and objectives. They vary a lot, too.
6 H-GAC's is more of a policy-level plan, whereas, some of the
7 other plans that are out there throughout the state, they do
8 get into more, they get into projects and corridor
9 identification, which makes sense. If you're a smaller MPO,
10 it's a little bit more feasible to do that.

11 And so now we're going to get into this kind of
12 brainstorming exercise. Jesse is going to lead us. Doug is
13 going to come up and we're going to be using these flip
14 charts to write down your ideas as you come up with them.

15 MS. WEAVER: One quick question before we begin?

16 MS. LIND: Yeah, go ahead.

17 MS. WEAVER: Is the idea behind this to be a
18 bicycle and pedestrian plan? Because my question last time
19 was, are we a pedestrian, also, committee, and I was told,
20 no, we were just the bike committee. So I just want to make
21 sure what brain to wear when we're thinking of developing
22 this. And we just saw a bike-only guide, so I don't know if
23 this is a bike-only strategy or what the idea behind it is.

24 MS. LIND: Well, the guide is different than --

25 MS. WEAVER: But I'm just saying a bike committee?

1 A bike thing? What is this intended to be? I think it's an
2 important question.

3 MR. GLEASON: Let me try to answer that for you,
4 Karla.

5 MS. WEAVER: Okay.

6 MR. GLEASON: This is Eric Gleason again. I think
7 a couple things, and we've not necessarily done a really
8 good job of talking about this as a report versus a plan.

9 MS. WEAVER: Okay.

10 MR. GLEASON: We're not attempting this effort to
11 create anything that we would hold up as a statewide bike
12 and pedestrian plan with a capital P.

13 MS. WEAVER: Like the 30 examples she showed us.

14 MR. GLEASON: Exactly.

15 MS. WEAVER: Okay.

16 MR. GLEASON: We will need to get there at some
17 point in our future, but we really wanted to at least get
18 some consensus from this group around a direction we could
19 begin taking while we take the time to create a larger plan
20 at some point.

21 MS. WEAVER: Okay.

22 MR. GLEASON: Whether it is -- and so the bike
23 versus pedestrian -- this is a bicycle advisory committee.
24 We also know that many, many of the strategies for bicycling
25 will also overlap onto making sense for pedestrians. So if

1 I could just simply ask us maybe not to get too caught up in
2 that right now and let's see where we end up.

3 MS. WEAVER: Okay.

4 MR. GLEASON: So this process is kind of an
5 interesting blend of formality and informality, if the
6 Committee is willing to indulge us in that. I'm hoping it
7 will result in a product which will then be -- we, then,
8 perhaps, will have an opportunity to present to the
9 Commission, not as something they adopt, but perhaps they
10 receive a report from this Committee.

11 MS. WEAVER: Okay.

12 MR. GLEASON: I don't know. I'm just -- so,
13 trying to get something like that. And so if that's good
14 with you, that's how we'll proceed. I know it's a little
15 loose.

16 MS. WEAVER: I'm not exactly sure what your answer
17 is.

18 MR. GLEASON: What's that?

19 MS. WEAVER: I'm not sure what your answer was.
20 So it will be both right now, just concept planning?

21 MR. GLEASON: Yes, I would imagine it would be
22 both.

23 MS. WEAVER: Okay.

24 MR. GLEASON: Okay. Margaret?

25 MS. CHARLESWORTH: Margaret Charlesworth. I'd

1 just like to make a comment to the bicycle-pedestrian thing.
2 This is a bicycle advisory committee. Anything that we do
3 to improve both safety and access for bicyclists is just
4 about a hundred percent going to improve safety and access
5 for pedestrians.

6 MR. GLEASON: Yes.

7 MS. CHARLESWORTH: So let's concentrate on the
8 bicycle and the ped traffic will kind of, like follow.

9 MR. GLEASON: Much better said.

10 MS. CHARLESWORTH: Already, they've got -- they've
11 got a little bit more than we do, in that, some places --
12 not San Angelo -- but other places, there are things called
13 sidewalks that pedestrian can utilize that bicyclists, for
14 the most part, can't or don't. So I'd kind of like to stick
15 to bicyclists.

16 MR. GLEASON: Okay. Karla?

17 MS. WEAVER: I would just like to be on the record
18 as disagreeing with your point. I think pedestrian planning
19 is a very specific science. There's a lot of specific
20 engineering that goes into it and a lot of specific
21 treatments and pedestrians' fatalities are at least four
22 times what cyclists' are.

23 MR. GLEASON: Wow.

24 MS. WEAVER: So I think I said last committee that
25 I would like us to at some point re-address, I think, the

1 need for pedestrian safety also. That got tabled. That's
2 okay, but I strongly advocate that this is a bicycle and
3 pedestrian plan. I like that we're engaging both
4 conversations, and they're very different when it comes to
5 when we talk about mode split and we talk about safety
6 treatments and we talk about federal highway, you know,
7 prioritization of implementation strategies and all that
8 kind of stuff, and the money is different for them, too.

9 So I would just like to have that on record as
10 saying.

11 MR. HIBBS: Okay. Thank you, Karla.

12 MR. GLEASON: Okay. If I can, Karla, just to
13 close down -- this is Eric again -- if we're at the point
14 where we're wrapping this up --

15 MS. WEAVER: Yeah.

16 MR. GLEASON: -- not today, but a meeting or two
17 from now --

18 MS. WEAVER: Sure.

19 MR. GLEASON: -- if the Committee wants to return
20 to that point and, in conjunction with this report, make
21 that specific point to the Commission that it is a different
22 science and there is a need to also focus on this, perhaps a
23 little differently, that's the perfect time to do it.

24 MS. WEAVER: Great.

25 MR. HIBBS: Okay. Very good.

1 Jason?

2 MR. FIALKOFF: Just a question.

3 MR. HIBBS: All right.

4 MR. FIALKOFF: This is Jason Fialkoff.

5 Is there a pedestrian advisory committee at TxDOT?

6 MR. GLEASON: No.

7 MR. FIALKOFF: There is not?

8 MR. GLEASON: There is not.

9 MR. FIALKOFF: Okay.

10 MR. GLEASON: The Bicycle Advisory Committee is a
11 statutorily identified committee.

12 MR. FIALKOFF: Okay.

13 MR. HIBBS: Teri?

14 MS. KAPLAN: I just wanted to point -- Teri
15 Kaplan -- I just wanted to point out that the title that we
16 have on today's workshop does say Bicycle and Pedestrian
17 Strategic Direction Report; that's the title of the report
18 at this point in time. Our focus today is on bicycle.

19 MR. HIBBS: Okay. All right.

20 So, Stephanie, do you want to continue? Jesse?

21 MS. LIND: Jesse is going to lead us in teaching
22 the next --

23 MR. BLOUIN: Yeah. And, I think, to Eric's point,
24 this will continue to evolve, and so, given the input that
25 we receive today, we might be able to address and adjust it

1 accordingly.

2 So, to kick this off, we're -- we sent you the
3 briefing paper to kind of pique your interests and maybe set
4 up some preliminary ideas. But just to remind everyone, we
5 have the four categories here, which are: Maintain a safe
6 system; connect Texas communities; address congestion; and
7 become a best-in-class state agency. So those are the four
8 main rubrics we are working with. To start off, I think I'd
9 like to go around the room and the phone just to make sure
10 that everyone has been included and kind of open it up for
11 discussion.

12 So, Allison, I'm going to pick on you, being that
13 you're on the phone. I know it's a little bit difficult for
14 you to engage, but how about kicking us off with some
15 thoughts.

16 MS. BLAZOSKY: Sure. I jotted down three that I
17 wanted to put on there or have you all put them on the
18 board. First, renewing Safe Routes to School funding, even
19 though that has last year expired under MAP-21, but perhaps
20 a strategy could be to have some sort of set-aside built for
21 Safe Routes to School for TxDOT.

22 MR. BLOUIN: Okay. Renewing Safe Routes to School
23 at the state level.

24 MS. BLAZOSKY: At the state level.

25 MR. BLOUIN: Okay. And what's your second?

1 MS. BLAZOSKY: I then -- also, NACTO, which we saw
2 a presentation on at our last staff meeting, some states
3 have endorsed that as an -- the urban street design guide,
4 so TxDOT and the state could follow through and also just
5 endorse it, as well as NACTO, giving the engineers kind of
6 some more confidence in being able to use those more.

7 MR. BLOUIN: Okay. Great.

8 MS. BLAZOSKY: And then counting is counting bike
9 and pedestrian. Counting, I noticed in the report that you
10 all had, or the briefing memo that you had about Washington
11 State has a program like that and at some point that once a
12 year at intersections, that's done. I know that some cities
13 and MPOs have that set up, but currently our region doesn't
14 have a consistent count yet, so this would be a great
15 initiative coming from the state.

16 MR. BLOUIN: Okay.

17 MS. LIND: We're taking down what you're saying,
18 Allison, and you're not -- you don't have the benefit of
19 being in the room, but you're -- we're trying to kind of put
20 all of these into a place, one of the four areas. So I just
21 wanted to point out that some of these aren't going to have
22 like an ideal spot, right?

23 MR. BLOUIN: Or they may have multiple spots.

24 MS. LIND: So we're just going to kind of put them
25 where we think makes more sense. But we'll probably

1 restructure and there's going to be a lot of crossover, so
2 let's just keep it -- you don't get to see that, but you'll
3 see -- the people here will get to see us looking at each
4 other and trying to figure out where to put all of these.

5 MR. BLOUIN: And, Allison, today we'll send your
6 snapshots; we'll take some pictures and send these to you so
7 you can see and visualize them, as well.

8 MS. BLAZOSKY: Very good. Thank you so much.

9 I'm really sorry I can't be there, but we just had
10 a really good kick-off to Bike Month event this morning and
11 that kept me here earlier on.

12 MR. HIBBS: Thank you very much for your
13 participation.

14 MR. BLOUIN: Well, thank you for attending via
15 telephone.

16 So how about we shift over to our friend, Jason?

17 MR. FIALKOFF: Sure. I have a few for becoming a
18 best -- I think it's for becoming a best-in-class state
19 agency. Similar to the Safe Routes to School level funding,
20 the FHWA funding that we opted not to use for bike-ped,
21 making sure that we fully fund bike-ped initiatives.

22 MR. BLOUIN: Okay. So does that mean to fully
23 explore the funding opportunities that are available to
24 TxDOT and locals or...

25 MR. FIALKOFF: Exploring, to me, seems like you

1 can -- that's half of it.

2 MR. BLOUIN: Right.

3 MR. FIALKOFF: And the other half is making sure
4 that we don't compromise it.

5 MR. BLOUIN: Right.

6 MR. FIALKOFF: For addressing congestion,
7 implementing safe, desirable facilities, you know, and
8 probably contact-sensitive facilities.

9 MR. BLOUIN: So, would that fit under the kind of
10 contact-sensitive complete streets guise, maybe overall, and
11 those would be -- what do you think that looks like?

12 MR. FIALKOFF: So, a lot of times, you know, TxDOT
13 facilities are wide-curb lanes, and wide-curb lanes are
14 the -- I mean that's the, that's the real lowest-hanging
15 fruit. That's not even really a contact-sensitive facility
16 in an urban environment, and it's important that we just
17 start to recognize what -- and I guess part of it is, if we
18 want to be a best-in-class state agency, we need to
19 implement best-in-class facilities.

20 MR. BLOUIN: Right.

21 MR. FIALKOFF: And just kind of based on what
22 Karla was saying, if this is bike and ped, then at some
23 point, TxDOT, we need to start thinking about how we
24 recognize walking and being a pedestrian as a mode of
25 transportation. And I don't know if that's kind of where

1 that goes?

2 MR. BLOUIN: Yeah, let's maybe put that down.

3 That seems to have come up a few times today.

4 Mr. Gonzales, how about we -- and we'll give

5 everyone the opportunity. I just wanted to --

6 MR. FIALKOFF: That was a bunch, yeah.

7 MR. BLOUIN: Okay. Good deal.

8 MR. GONZALES: Mine are somewhat repetitive. You
9 know, I have Safe Routes, as well, because it affected El
10 Paso.

11 MR. BLOUIN: Sure.

12 MR. GONZALES: And then also educational
13 awareness.

14 MR. BLOUIN: Uh-huh.

15 MR. GONZALES: Improved educational awareness, I
16 guess that might go under maintain a safe system?

17 MR. BLOUIN: And when you say improved educational
18 awareness, maybe give some -- give me some specifics on
19 that.

20 MR. GONZALES: Well, I think it's a combination of
21 both for the cyclists and for motorists on how we can
22 improve safety for cyclists, because it goes both ways; it's
23 not just the motorists, it's also the cyclists. And I just
24 kind of want to see a better outreach.

25 MR. BLOUIN: Just some sort of statewide outreach

1 plan?

2 MR. GONZALES: Yeah, absolutely.

3 MR. BLOUIN: Okay.

4 MR. GONZALES: I know they're working on it, the
5 Committee.

6 MR. BLOUIN: Okay. And maybe that looks like it's
7 a statewide effort in conjunction with local bicycle
8 coordinators, with MPOs.

9 MR. GONZALES: Yeah, absolutely.

10 MR. BLOUIN: Okay. Great. Great.

11 Mr. Steiner?

12 MR. STEINER: Yeah, David Steiner.

13 A couple of thoughts I had with maintaining a safe
14 system is great information to send out, so I appreciate
15 that. I think that was very helpful. Mine was also around
16 the education piece.

17 MR. BLOUIN: Okay.

18 MR. STEINER: Around educating all the users of
19 the roads about their responsibilities and awareness of
20 bicycles and pedestrian, I guess.

21 MR. BLOUIN: So probably, maybe educate users of
22 all levels; is that appropriate?

23 MR. STEINER: Yes. Yes.

24 MR. BLOUIN: Okay. So, from the professional
25 cyclists to kind of the amateur --

1 MR. STEINER: Both of those.

2 MR. BLOUIN: -- and child.

3 MR. STEINER: And I would also add in -- and it
4 kind of drives off the Drive Friendly. Drive Safe. And
5 maybe this is -- this may be somewhat of a how-to, so bear
6 with me. Do you use that in partnership, maybe with the
7 DMV, to also educate drivers of vehicles? Because as long
8 as I've lived in the state, I haven't had anything more that
9 comes across, except the first time when I got my driver's
10 license.

11 UNIDENTIFIED SPEAKER: That's a great idea, David.

12 MR. STEINER: Okay. So my request, as a
13 tax-paying member of the state, is how do these agencies
14 work together, and that partnership, I think, in education,
15 is critical.

16 MR. BLOUIN: Okay.

17 MR. STEINER: Because in a rural area, I won't go
18 on.

19 MR. BLOUIN: Well, to your point -- and I'm
20 thinking out loud with you here -- but, I mean, would it be
21 advantageous to get drivers something like this as well?

22 MR. STEINER: Probably.

23 MR. BLOUIN: And there's, obviously, a different
24 message there a little bit, but we can kind of fit it into
25 that.

1 MR. STEINER: Yeah. You know, there are smarter
2 people than me that know how to get that message out, but I
3 think that partnership on both the cyclists is one thing,
4 and we're the ones at risk while we watch that carefully,
5 but --

6 MR. BLOUIN: It's really the message to the
7 driver. I think that's critical and something that --

8 MR. STEINER: I think so. The second piece that
9 goes along with it and it touches on this, and I want to
10 highlight it, is the training for law enforcement, and I
11 would at prosecutors. And maybe what goes along with that
12 is, do we have the right laws and regulations in place, IE,
13 safe passage, that type of thing --

14 MR. BLOUIN: Sure.

15 MR. STEINER: -- I think is critical; it has to
16 stick.

17 And I'm going to -- one more, if I may -- and I'm
18 going to jump to --

19 MR. BLOUIN: So, just to pick up on that, so are
20 you referencing like a formidable road-user law specifically
21 to where you know, if something comes out now, you know,
22 someone may get ticketed, but there are other states that
23 have, I guess, to come back to your point, penalties.

24 Is that kind of what you're speaking to?

25 MR. STEINER: Yes. Yes.

1 MR. BLOUIN: Okay. Okay.

2 MR. STEINER: I mean I'd like the education to
3 avoid it in the first place --

4 MR. BLOUIN: Okay.

5 MR. STEINER: Okay. But I know of several people,
6 personally, who have recently gotten hit -- I got hit -- and
7 they're funding their repairs to their bikes and to their
8 bodies --

9 MR. BLOUIN: Right. Right.

10 MR. STEINER: -- and there was no apparent
11 repercussions, which bothers me.

12 So, the other piece, I want to go along with the
13 education, and I think it fits in the state agency,
14 best-in-class. And it talks -- you know, the improved
15 education and communication, specifically around in
16 forming -- this is on the local, localities, and it talks
17 here, advocates and general public, about funding
18 opportunities and stuff.

19 Is there -- you know, could we do a better job of
20 improving that education on that side; for instance, the TAP
21 funding, I know the bigger communities' MPOs are very
22 touched into that, but I'm not so sure about the smaller
23 rural communities. It's a little more of a push because
24 they don't have the resources, so it's another thought
25 around that education piece for TxDOT.

1 MR. BLOUIN: All right. Mr. Frank, how about you?

2 MR. FRANK: I guess my things are a little bit --
3 my idea is just going to be a little more global. I don't
4 know exactly where it fits --

5 MR. BLOUIN: Don't worry about where it fits.

6 MR. FRANK: -- or maybe they fit in all the
7 different categories.

8 MR. BLOUIN: That's okay.

9 MR. FRANK: Part of it is -- and I don't know all
10 the TxDOT process of how it all works. I know there's a lot
11 of discussion in here about John Barton's memo from 2011,
12 that kind of thing. It seemed like -- and so it talks about
13 trying to consider different modes, but maybe there needs to
14 really be just a more formal thing from the Commission of
15 TxDOT that really says, we just look at all different modes
16 as we look at projects and not have it -- and maybe this
17 memo is a formal thing or maybe it's just more finally
18 adopting a policy that maybe comes from this kind of process
19 that says, we look at all modes when we do new projects.

20 MR. BLOUIN: And I think that --

21 MR. FRANK: I mean, of course, we need it for the
22 freeway, but maybe there also needs to make sure there is
23 adequate pedestrian and bicycle things, just as we're
24 looking at that from the whole way. Maybe that needs to be
25 endorsed by the Commission to do that versus just being, you

1 know, kind of a memo in NEPA process.

2 So, I don't know where that fits. That could be
3 best-in-class. It could be in all these categories, because
4 it really addresses all of these four categories.

5 MS. LIND: Yeah, that's --

6 MR. BLOUIN: We'll kind of sort them later and I
7 think that speaks to the context-sensitive complete streets
8 policies programs that other states have adopted, as well.
9 So maybe we can just -- might consider that.

10 MS. KAPLAN: Right. Whether it's here or there --

11 MR. BLOUIN: Right. Right.

12 MS. KAPLAN: -- it's all given.

13 MR. HIBBS: Anything else, Russ?

14 MR. FRANK: No, that's it for now.

15 MR. HIBBS: This is Billy Hibbs. I have three
16 things that I want to note, and I also want to give Robin
17 Stallings a heads-up. He is far more educated in these
18 matters than me, and I'd like to give him three minutes at
19 the conclusion of this to make a brief presentation on his
20 thoughts about this as well.

21 But, first and foremost, on page 6 at the top, it
22 talked about, through alternative analysis and the
23 environmental review phase of project development, planners
24 and engineers must consider bicycle and pedestrian
25 accommodations. I think that is critically important for

1 this whole process, and to me, is the single most important
2 part of this, of really of what we're doing.

3 MR. BLOUIN: Right.

4 MR. HIBBS: And that is that, from now on when
5 they build bridges, roads, whenever they plan anything, that
6 this is taken into consideration and it's not an
7 afterthought.

8 MR. BLOUIN: Right.

9 MR. HIBBS: And so that was incredibly important.

10 MR. BLOUIN: Well -- and to your point, you know,
11 if we're not doing it in planning in NEPA, it's a lot harder
12 to do it back when you're in PS & E and schematics, to work
13 backwards.

14 MR. HIBBS: Right. Retrofit is a problem.

15 MR. BLOUIN: That's right. That's right.

16 MR. HIBBS: We got it. The second thing is you
17 guys were in here for the bike stripe presentation. I think
18 that that falls clearly in line with maintaining a safe
19 system, so if they're able to incorporate some of these
20 striping things that we're talking about and these different
21 alternatives to it, I think it is very, very important that
22 it be a part of this plan so that it's all integrated
23 together as a possible option.

24 And the third thing I wanted to comment on, which
25 has to do with connecting the Texas communities, is I would

1 like to see some planning going into a statewide review of
2 our Rails-to-Trails systems and see if there's ways and
3 opportunities for us to link communities that are already
4 utilizing those in a larger way across the state. And I'm
5 not saying exclusively "Rails-to-Trails" type things, but
6 put together a master plan where we're identified corridors
7 and places where that potentially can enable us to do it.

8 MR. BLOUIN: Kind of a statewide review and
9 analysis of gaps and facilities and so forth.

10 MR. HIBBS: That's exactly right.

11 MR. BLOUIN: Okay.

12 MR. HIBBS: And once it gets into writing and once
13 it's in a plan somewhere, then people can start to take that
14 into consideration during the formative early stages of the
15 planning process.

16 MR. BLOUIN: Okay. Very good.

17 Ms. Williamson?

18 MS. WILLIAMSON: Yeah, so I'm pretty basic in
19 mine. I'm not a real intellectual, but I do think working
20 with cooperatively with other agencies has got to be part of
21 it, because we have to have a cultural change. I mean we
22 can have all these plans and reports and whatnot, but if
23 there's not a cultural change, both governmentally and
24 citizen-wise, it's just a bunch of words on paper. And so I
25 think we have to think very critically about how we can

1 bring about a cultural change.

2 MR. BLOUIN: So partnerships with local, state,
3 regional, and other advocacy organizations?

4 MS. WILLIAMSON: Yeah.

5 MR. BLOUIN: Okay.

6 MS. WILLIAMSON: For instance, working with public
7 health. In Wichita Falls right now we have -- well, we just
8 passed an ordinance for there's no smoking anywhere in
9 public buildings or within 20 feet of a window or a door
10 that opens. And so now public health is really pushing and
11 doing a lot of free work, with regard to smoking cessation.
12 Because you just tell people they can't do it, and now what
13 are you going to do to support them?

14 We're also moving forward with an obesity
15 prevention and reduction campaign. And so I'm sure we're
16 not the only community that's doing that, but if we keep an
17 eye, we can have more power if we work together with other
18 organizations and then community members are going to follow
19 suit, because of peer pressure. I mean that's the way it
20 is.

21 Also -- and this may be really far-fetched -- but,
22 for instance, in Wichita Falls, you have to be a pretty good
23 cyclist with stamina because of the way our community is set
24 up, all right. There's not neighborhoods with a
25 neighborhood grocery store and a neighborhood school and a

1 neighborhood park altogether, and so helping communities
2 understand that when they're bringing in new development,
3 new retail, new whatever, let's think about where that might
4 be best placed to change that culture so that walking and
5 riding a bike works better.

6 MR. BLOUIN: So kind of a master-planning effort
7 recognizing future land use, connectivity, and probably a
8 series of other factors could fall in.

9 MS. WILLIAMSON: Right. Yeah.

10 Hands-free. One of my good friends was riding his
11 bike and hit by somebody texting and there was nothing
12 really done about what she did. And so I don't know how,
13 you know, with law enforcement or City Councils for
14 ordinances. I know that Austin did it, so if anyone can
15 talk to me when we're done, I'd certainly like to hear what
16 a great job you did with that.

17 I think benchmarks are important. We're coming up
18 with a report and what does it look like when we reach these
19 things? And research-supported benchmarks, you know, not
20 just, well, this is cool because -- but why is it that we
21 have picked a particular benchmark? How do we know that
22 that benchmark is going to make a difference?

23 And the last one and then I'll pass it off. The
24 interactive website, I think if we engage -- I think change
25 in culture starts with kids, because I am a much safer

1 driver and look out for cyclists more when my kids are
2 little and on bikes, because when I've ridden with them and
3 they almost get hit, then, it makes me more aware.

4 MR. BLOUIN: Very good.

5 MS. WILLIAMSON: So, again, I think getting a
6 sociologist or psychologist involved in this, I think, is a
7 prudent thing to do.

8 MR. BLOUIN: So the driver expectation act, that
9 side of it, but also the bicycle-user perspective as well,
10 incorporating those considerations?

11 MS. WILLIAMSON: Yes.

12 MR. BLOUIN: Okay.

13 MS. CHARLESWORTH: Margaret Charlesworth, San
14 Angelo.

15 Can I bring this up now?

16 MR. HIBBS: Well, let's wait and do that at the
17 end when we go around the table for everybody.

18 MS. CHARLESWORTH: Okay. Well, I think what we're
19 looking at is two separate areas. One has to do with
20 attitudes and as Anne-Marie said, cultural changes and some
21 general things. The other has to do with very, very
22 specifics, like Safe Routes to School.

23 And I really, really lament that we no longer have
24 that program. I thought that was a major thing that our
25 Committee did a few years ago in order to help our schools

1 and our communities and our children become safer as they
2 rode and walked to schools. And I fully support those
3 things; I think that's one of the major things that we're
4 supposed to do.

5 But getting back to the attitude and cultural
6 changes, back when I was in high school -- and that was long
7 before cell phones and all this other stuff -- we had to
8 take driver's ed, and a good portion of that driver's ed was
9 bicycle safety. A lot of the kids -- in fact, when I was a
10 junior in high school; that's when I got my driver's
11 license -- I rode my bicycle to school. It was about three
12 and a half miles, but I rode my bicycle every day.

13 MR. BLOUIN: So, does that fit into -- so I think
14 you're giving education and outreach to schools. Is that
15 kind of a specific strategy?

16 MS. CHARLESWORTH: No. I'm talking about drivers.

17 MR. BLOUIN: No, you're not. Okay.

18 MS. CHARLESWORTH: Drivers today are not told
19 about bicycles, except maybe the little bit that they are
20 tested when they go to get their driver's license.

21 MR. BLOUIN: Right.

22 MS. CHARLESWORTH: It's not a part of our culture
23 anymore, that people ride bicycles. That you, as a driver,
24 are responsible for looking out for bicycles. That also
25 translates a little bit into our law enforcement.

1 MR. BLOUIN: So what is the strategy for
2 recognizing that?

3 MS. CHARLESWORTH: That the interconnection
4 between TxDOT and the Department of Motor Vehicles.

5 MR. BLOUIN: Local school districts, DMV.

6 MS. CHARLESWORTH: The interconnection between
7 TxDOT and the Department of Motor Vehicles. Between DPS.

8 MR. BLOUIN: Okay.

9 MS. CHARLESWORTH: And the attitude even down into
10 the county law enforcement and city law enforcement that
11 bicyclists are just as important as cars.

12 Now, I know that Texas is a gas and oil state; we
13 love our cars and our pickup trucks, but we also have
14 citizens who choose to ride bicycles or walk as their only
15 mode of transportation or ride the city buses or whatever;
16 they have an alternate non-motorized vehicle mode of
17 transportation. And we owe just as much to them as we do to
18 the people who are driving, you know, the big pickup trucks,
19 and the attitude has got to change.

20 And part of that -- and this is just a little,
21 little bit, because I have looked through a lot of the TxDOT
22 publications, and the working for bicycles and that sort of
23 stuff is kind of wimpy. It's like you can do this; you may
24 do this. Instead of saying, if you're going to build a new
25 road, figure out how bicycles are going to have a safe

1 access on this new road, no ifs, ands or buts.

2 Now, it may not work out that bicycles can go on
3 that road, but you have got to at least consider it and have
4 a good argument for why you're not putting in a bike lane on
5 that street. We need to be more assertive and more positive
6 in what we do and in recognizing these vulnerable users of
7 our roadways.

8 MR. BLOUIN: Okay.

9 MR. HIBBS: And I agree with you, Margaret -- this
10 is Billy Hibbs -- that was exactly the point that I made
11 that was in here about how they need to be considered when
12 they're designing these state roads and bridges and all. It
13 needs to be taken into consideration.

14 MS. CHARLESWORTH: Yeah, but don't give them an
15 opt-out to say, oh, well, we considered it and decided not
16 to do it.

17 MR. HIBBS: Right. No, I understand.

18 So to kind of wrap up what you just said in a bow,
19 it sounded like to me that education is very important,
20 driver education and things like that. Have we, for the
21 purposes of the group up here --

22 MS. CHARLESWORTH: Yeah. All of this has been
23 addressed.

24 MR. BLOUIN: Yeah.

25 MR. HIBBS: We've got that, okay. Great. Great.

1 I'm watching the clock up here and I know that we
2 still got a couple things that are important.

3 MR. BLOUIN: So, Mr. Peak?

4 So moving right along, Howard.

5 MR. PEAK: What I'm doing in San Antonio -- here's
6 some stuff like this and I'll send it around -- is trying to
7 get an effort of people that want to bicycle and be able to
8 get some help is part of that, some of that, too, the bike
9 shops and things of that sort. I'm not saying that they're
10 got doing a got job, but anyway, the idea's -- we've got a
11 system in San Antonio that's the idea that I put into place
12 some time ago -- well, he's looking at it right now -- is a
13 circle around San Antonio with the -- on the east side of
14 the city is a stream and on the other side is the same
15 thing. So what we're doing is, and you'll see it when you
16 get to it, the idea is to be able to connect the trails to
17 have an opportunity to get off the streets.

18 MR. HIBBS: Right. And in terms of the
19 discussions we have going on right now for this plan, how
20 would you take what you guys have been incredibly successful
21 in San Antonio in doing, and put this out so that we could
22 do those things across the state of Texas? Is there a way
23 to capture that?

24 MR. BLOUIN: Exactly. Does that look like -- is
25 it a master plan that identifies statewide Rails-to-Trails

1 bike facilities? So would it be a statewide facilities
2 master plan? To me, that's kind of what that looks like
3 from ten feet away, but what's the strategy, what does that
4 look like to the state, at the state level? To me, it
5 sounds like a facilities matter.

6 MR. PEAK: Well --

7 MR. BLOUIN: Well, I'm wrong. I don't know. You
8 tell me.

9 MR. PEAK: We have opportunities in San Antonio
10 and I was mentioning the creek-based trails, concrete in a
11 lot of places.

12 UNIDENTIFIED SPEAKER: Where's Billy's think tank?

13 MR. HIBBS: Oh, okay.

14 MR. PEAK: I'll tell you, that's how we're
15 approaching it in San Antonio.

16 MR. BLOUIN: That's great.

17 MR. HIBBS: All right. Good. Good.

18 All right. Karla?

19 MS. WEAVER: I have one for each area. So, for
20 safety, push for more advanced facilities than 14-foot
21 outside lanes in urban and suburban areas.

22 MR. BLOUIN: Can you repeat that again?

23 MS. WEAVER: Push for more advanced facilities
24 than 14-foot outside lanes in urban and suburban areas.

25 MR. BLOUIN: Got it.

1 MS. WEAVER: Because the default right now is a
2 14-foot lane is the treatment. I think that should not be
3 the minimum.

4 MR. BLOUIN: Okay.

5 MS. WEAVER: For congestion, prioritize
6 infrastructure connections from residential to commercial,
7 employment centers and schools.

8 MR. BLOUIN: I'm going have you repeat that again,
9 if you could.

10 MS. WEAVER: No problem. Prioritize
11 infrastructure connections --

12 MR. BLOUIN: Okay.

13 MS. WEAVER: -- from residential areas to
14 commercial and employment centers and schools.

15 MR. BLOUIN: Okay.

16 MS. WEAVER: So funding shouldn't be focused
17 building residential to residential or residential to park.
18 I think we need to get people where they live, where they
19 want to shop, where they work, and people where they live,
20 to schools.

21 MR. BLOUIN: So, consideration of origin and
22 destination?

23 MS. WEAVER: Exactly.

24 MR. BLOUIN: Okay.

25 MS. WEAVER: So I think that would reduce

1 congestion if you're trying to get cars off the street.

2 MR. BLOUIN: All right.

3 MS. WEAVER: Exactly. So, for connections, I
4 would say support the state's effort of mapping routes and
5 systems --

6 MR. BLOUIN: Okay.

7 MS. WEAVER: -- and evaluate tourism and economic
8 impacts of those connections.

9 MR. BLOUIN: Okay.

10 MS. KAPLAN: Karla?

11 MS. WEAVER: Yes, ma'am?

12 MS. KAPLAN: You're going to have to speak slower.

13 MS. WEAVER: I have it all written down.

14 Yes, that would support the state's efforts of
15 mapping routes and evaluate the tourism and economic impacts
16 of those connections. That was the connect Texas to
17 communities.

18 MR. BLOUIN: Connect Texas to -- all right, got
19 it.

20 MS. WEAVER: And then for best-in-class, funding
21 for mandatory training for districts and area engineers on
22 bicycle and pedestrian infrastructure.

23 MR. BLOUIN: Okay. Okay. So funding for district
24 engineers and -- sorry, I think --

25 MS. WEAVER: Area engineers --

1 MR. BLOUIN: Area engineers.

2 MS. WEAVER: -- on specific bike and pedestrian
3 infrastructure.

4 MR. BLOUIN: Okay.

5 MR. HIBBS: Very well thought out and well said.

6 MR. BLOUIN: So I think we have a couple minutes
7 left.

8 MR. HIBBS: We got Ramiro.

9 Ramiro?

10 MR. BLOUIN: Oh, gosh, I'm sorry.

11 (Laughter)

12 MR. BLOUIN: You've hidden it well.

13 UNIDENTIFIED SPEAKER: He's sleeping over there.

14 (Laughter)

15 MR. GONZALEZ: I think everything's been said, but
16 also protected lanes. Shoulder -- the shoulder issue is a
17 big issue in Brownsville and in the Valley, as far as you
18 really can't tell if it's a bike lane or a shoulder.

19 MR. BLOUIN: Exactly.

20 MR. GONZALEZ: I think maybe best-in-class is also
21 maintenance. All the gravel ends up usually being pushed
22 into the side.

23 MS. KAPLAN: That's a great one.

24 MR. GONZALEZ: I like the idea of a regional plan
25 or a statewide plan about identifying -- you know, in the

1 Valley, we have a lot of drainage ditches, irrigation
2 ditches, old rail spurs, old rail lines that have been
3 abandoned a long time, so plan on identifying those
4 throughout the state and having, you know, right-of-way
5 availability or, you know, something at the statewide level
6 would be good.

7 And even the public health aspect, I think, is
8 also very important. A partnership between maybe TxDOT and
9 universities -- University of Public Health System that
10 would --

11 MR. BLOUIN: Would that be aimed to kind of get
12 the word out and spread -- what would the intention of that
13 be? What would that partnership look like?

14 MR. GONZALEZ: A little bit of both.

15 MR. BLOUIN: Okay.

16 MR. GONZALEZ: I mean safety-wise, you know,
17 fighting obesity, fighting -- I mean there's a lot of
18 benefits to getting out on a bike --

19 MR. BLOUIN: Right.

20 MR. GONZALEZ: -- and providing the infrastructure
21 that maybe TxDOT doesn't take into consideration, it just
22 looks at it as the facility more --

23 MR. BLOUIN: Sure.

24 MR. GONZALEZ: -- but, you know, it should be
25 looking at what is the impact, you know. So, if you lower

1 obesity rates, what's your -- you know, how much are you
2 going to save in insurance at the statewide level, et
3 cetera, et cetera.

4 MR. BLOUIN: Okay.

5 MR. GONZALEZ: It's that domino-effect that I
6 think the public health system or the schools of public
7 health throughout the state could identify, and that's an
8 important angle, along with the tourism angle, the tourism
9 and economic development angle. I think both of those are
10 critical to furthering bike infrastructure.

11 MR. BLOUIN: Well, it seems like we have some
12 common themes here that I think we explored. Master
13 planning has come up to the top. I think education has come
14 to the top, as has, enforcement.

15 Is there anything that maybe kind of fits into
16 this other category that Eric -- Mr. Stallings --

17 MR. STALLINGS: Yeah, he --

18 MR. HIBBS: I'm going to call on Robin in just a
19 minute. Go ahead.

20 MR. STALLINGS: I'm sorry.

21 MR. BLOUIN: No, that's okay.

22 Is there anything else, you know, with the last
23 few minutes that we have for this exercise that maybe
24 there's another rubric out there, another category that we
25 haven't considered? We just want to make sure that we're

1 inclusive of all that is, because, again, next time we come
2 here, we will have a draft report and I don't want you to
3 say, hey, Jesse you missed this or you didn't get this.

4 MR. HIBBS: Well, I want to compliment you guys
5 on, first of all, asking for our input into it. And I think
6 you can tell from the comments that a lot of people put a
7 lot of thought into it and it's important.

8 So, Robin, at this point in time, I'm going to
9 give you three minutes --

10 MR. STEINER: Billy?

11 MR. HIBBS: I'm sorry? Oh, I'm sorry, David.

12 MR. STEINER: Yeah, if I could, because, you know,
13 after the discussion, you know, a couple of thoughts and I
14 wasn't -- but I wanted to add, because I think it builds on
15 some thoughts and maybe a little different idea, but, you
16 know, building off of what the excellent job they done in
17 San Antonio and how I see that from a strategic standpoint,
18 but, you know, promoting and designating, you know, the
19 statewide bike routes kind of broadly, it can fit into
20 connecting things. It fits in with some of what I see the
21 Rails-to-Trails. So, you know, just all of that may
22 summarize back into that.

23 The other piece I think is very important as we go
24 forward and becoming a best-in-class is where I think about
25 it is, as we promote this out, and these are objective, our

1 goals that TxDOT is working on, what metrics are in place
2 within TxDOT and the regional -- and in the regions, to
3 measure how well are these being implemented?

4 MR. BLOUIN: So --

5 MR. STEINER: Consider the metrics that the
6 organization of TxDOT itself considers, how well are we
7 implementing them?

8 MR. BLOUIN: And I think that goes to certain new
9 federal criteria under MAP-21, the performance page measures
10 entirely. So that's just becoming a critical factor in what
11 we do as transportation planners and it fits very well here.

12 MR. STEINER: It fits in any job we have.

13 MR. BLOUIN: Yeah, absolutely.

14 MR. HIBBS: Okay. To keep us moving along, Robin,
15 three minutes, you're on the clock.

16 MR. STALLINGS: Sure. On this, the Strategic Plan
17 should consider incorporating the suggestions from the
18 National Bicycle Friendly State recommendations; they're
19 coming out May 11th. So the timing is good and you can look
20 for those, but they'll be making specific recommendations on
21 what could move Texas up in the rankings.

22 MR. BLOUIN: And Mr. Stallings, that was -- say it
23 again, if you could?

24 MR. STALLINGS: It's the Bicycle Friendly State
25 program.

1 MR. BLOUIN: Oh, the LAB.

2 MR. STALLINGS: LAB.

3 MR. BLOUIN: Yeah, got it. Okay.

4 MR. STALLINGS: It's coming out May 11th, so the
5 timing should be good.

6 And then at the risk of repeating some of these,
7 you could always just check them off, you don't have to --
8 but adopting the NACTO guide and specifically allowing
9 bicycle facilities on system roadways, except for controlled
10 access roads, because there's a lot of confusion across
11 different TxDOT districts, would they even allow a bike
12 lane, much less a cycle track.

13 MR. BLOUIN: That's true.

14 MR. STALLINGS: Cycle tracks don't even exist for
15 the engineers yet, so they need their guidelines updated.
16 NACTO would be a good start for that.

17 MS. KAPLAN: Say that again.

18 MR. STALLINGS: So that would be adopt the NACTO
19 guide and specifically allow bicycle facilities on system
20 roadways.

21 And then this is a -- emphasize and encourage
22 protected bike lanes onto cycle tracks, especially for trips
23 under three miles. So, including, I think, in that great
24 hub-and-spoke system that you've done, so that they are
25 thinking not just paint, but where are the opportunities to

1 harden them a little bit for cycle tracks. Paint's better
2 nothing, a lot better than nothing, but cycle tracks would
3 be better.

4 Then the 2005 Texas bicycle tourism trails
5 legislation encouraged TxDOT to identify and develop
6 intercity bicycle routes and trails, so that should be
7 visited as part of this plan, so go right back to that
8 legislation. And then, that encouraged TxDOT to work with
9 Parks & Wildlife and the Governor's Office of Economic
10 Development and Tourism to identify routes and trails that
11 might have a tourism benefit.

12 Then seal coat is an ongoing issue for bicyclists
13 out there, the current existing bicyclists -- big deal.
14 Bicyclists always call it chip seal. There is a guidance
15 that John Barton put out to encourage smaller stone, but
16 it's left up to the area engineers. So it should strengthen
17 the guidance to make bicycle-friendly seal coat mandatory.
18 So that would be strengthen the guidance to make
19 bicycle-friendly seal coat mandatory.

20 And then repeating, again, what other people have
21 said, but strengthen the complete streets guidance so that
22 it is essentially mandatory and it's hard to get out of. It
23 can be gotten out of, but it shouldn't be easy.

24 MR. BLOUIN: Okay.

25 MR. STALLINGS: And then finally, the last thing.

1 MR. HIBBS: Last point.

2 MR. STALLINGS: Pardon?

3 MR. HIBBS: Last point.

4 MR. STALLINGS: Okay. Sorry, I thought I had
5 three minutes. Excuse me if I did that.

6 So, utilize the \$36 million in TAP funding to
7 create great pilot models for cities of different sizes in
8 rural areas to create networks.

9 MR. HIBBS: Okay. Very good.

10 Thank you very much, Mr. Stallings. Appreciate
11 that, and appreciate all the hard work you guys have done on
12 it. Is there anything else that you guys need from us or
13 can we move along?

14 MR. BLOUIN: Is there anything else that -- no, I
15 think we're this point.

16 MR. HIBBS: Okay. All right. Very good.

17 We're going to move along now to Agenda Item 8,
18 which is the update from the committee members on local and
19 statewide issues. As you know, this is a very important
20 time for us because it gives us a chance to talk about
21 what's going on in our communities and various things that
22 you want to bring to the Committee's attention.

23 And, Ramiro, since they stopped with you last
24 time, I'm going to let you go first this time, so the floor
25 is yours.

1 MR. GONZALEZ: Thank you. So, just a couple of
2 things that are going on -- well, there are a lot of things
3 that are going on in Brownsville and in the Valley. This
4 past week we had a visit, and I think other cities in Texas,
5 I believe Houston, had a visit from the League of American
6 Cyclists. They're promoting their bike-friendly community
7 program. So they visited, not only Brownsville, but they
8 visited Edinburg and McAllen; they visited three communities
9 in the Valley.

10 South Padre Island is actually hosting, tomorrow,
11 they're hosting their first Cyclovia. So they're going to
12 close down Padre Boulevard, for those of you who have been
13 to South Padre. And only -- well, a portion of South Padre
14 Boulevard only to bikes and pedestrian. So they fully
15 embraced bike infrastructure. They've also just informed me
16 that they will be applying for a TAP grant in this next
17 call.

18 We are also working with South Padre and about
19 eight other partner cities and the School of Public Health
20 on an active transportation and active tourism plan, so
21 looking at more of a regional-scale plan for connecting all
22 power cities. We're all in talks with Hidalgo County and,
23 hopefully, including them. So that's Cameron County and
24 we'll go up to the county line, but Hidalgo has to come to
25 join us.

1 We also recently -- well, about a month ago,
2 completed our first road diet on a local street, not a TxDOT
3 street. So we went from three lanes to two lanes and a
4 seven-foot sidewalk and a four-foot bike lane and we're very
5 happy about that. The community has embraced it.

6 MR. HIBBS: Ramiro, how is that -- how is that
7 perceived by your community? Did the people there, did they
8 embrace it? Did you get any pushback? Was there some
9 public comments?

10 MR. GONZALEZ: We got a lot of pushback --

11 MR. HIBBS: Really?

12 MR. GONZALEZ: -- but we had the political support
13 and, you know, we had all the studies done. We had all our
14 Xs crossed to get it through to the City Commission.

15 MR. HIBBS: Okay.

16 MR. GONZALEZ: So there -- but those naysayers,
17 per se, now that the Project is done, have become
18 supporters.

19 MR. HIBBS: Good. Good.

20 MR. GONZALEZ: So we did have a little rough water
21 there, but --

22 MR. HIBBS: Okay. All right. Thank you very much
23 for that report.

24 Karla?

25 MS. WEAVER: I think the main thing to highlight

1 from Dallas-Fort Worth is we are in the middle of updating
2 our long-range transportation plan, so this is a policy
3 document that'll guide growth through the next 30 years.
4 We're thinking of kind of different things regarding not --
5 bike and ped have been in their own chapter. Roads have
6 been in their chapter. Transit have been in their chapter.
7 And we're thinking about mixing it all up and talking about
8 corridors comprehensively.

9 Vision Zero is the new focus of the feds where
10 they want a zero-death goal of all modes, and so we're
11 looking at how we can incorporate that in roadway, in bike,
12 in ped, in everything, and what kind of funding and
13 programming we can do to push for zero deaths.

14 And then the other thing I mentioned is we had a
15 roadway safety audit with federal highway come out. It was
16 the first in the state of Texas. This is something that can
17 be requested by communities, and they do a two-day audit of
18 cars, cyclists, pedestrian, land-use, driveways. We have a
19 very low-income community in the city of Dallas that
20 connects to transit; it's where the Ebola case was at, and
21 there was lots of highlights of people walking in the
22 streets and no facilities, and so they came in from D.C. to
23 really kind of look at the issues and then develop some
24 implementation strategies, and so we're hoping to replicate
25 that in other places and we're kind of developing a how-to

1 to go out and do the site assessments that other people can
2 use.

3 MR. HIBBS: Great. Wonderful. Well, thank you
4 for that report.

5 We've just been joined by Russell Zapalac. He is
6 with the Texas Department of Transportation. Eric actually
7 reports to him.

8 And so, Howard, if I can just have a moment here,
9 what we're going through right now is our kind of "end of
10 the meeting" wrap-up where we go around the table and
11 everyone has a chance to talk a little bit about the
12 specific issues related to their areas and we kind of share
13 information so that we can then go home and possibly
14 implement some of those different kinds of things.

15 Welcome to the meeting, and would you like to say
16 a few words?

17 MR. ZAPALAC: First of all, I'd like to thank
18 everybody for participating. This is a huge focus for us
19 and we never seem to have enough money to do everything that
20 we want to do, so we try to stretch it and do what we can.
21 But, you know, I think it will, at least, other the last
22 year, I've seen the Commission really start to focus on bike
23 and pedestrian and we've got a couple of members who are
24 really strong advocates for the bike and pedestrian
25 communities and so I think good things are happening. I

1 think we're on the cusp of making some things really come
2 together across the state.

3 And good news, I think, you know, the Legislature
4 was considering killing all of our advisory committees.
5 Last night there was an amendment HB 20, the except-
6 provision, so our advisory committees are alive and well
7 still.

8 MS. KAPLAN: So we'll see each other again.

9 (Laughter)

10 MR. ZAPALAC: So that's really good, but,
11 actually, if you all are kind of summarizing and just going
12 around the room, I picked the perfect time, and I apologize
13 for not being here for the whole meeting.

14 MR. HIBBS: You're welcome to stay.

15 MR. ZAPALAC: I will stay.

16 MR. HIBBS: And please join us any time. We enjoy
17 a get-together here, even though it's once a quarter.
18 There's so much knowledge around the table in terms of these
19 issues that it's really profound, and I think we're all very
20 grateful that TxDOT asks for our input and likes to get the
21 feedback. And we just went through a workshop here where I
22 think our suggestions are taken very seriously, and so this
23 is not a wind-addressing (indiscernible) and we appreciate
24 that.

25 MR. ZAPALAC: And, actually, I know you all have

1 probably talked about it, but, you know, we've got -- you
2 all are going to make a presentation in front of the
3 Commission next month, so, you know, we're looking forward
4 to that and I think that will be good for the Commissioners
5 to hear some of the great things that you all are working on
6 and, you know, keep bicycles at the front of their frontal
7 lobe there.

8 MR. HIBBS: Great. Great. Well, thanks very much
9 for that.

10 Okay. Howard, would you like to -- do you have
11 anything further that you'd like to talk about on San
12 Antonio and all?

13 MR. PEAK: No.

14 MR. HIBBS: All right. Margaret, you're up in
15 terms of San Angelo, and I know that we had talked a little
16 bit about your newspaper article when we came in.

17 MS. CHARLESWORTH: Right. But I first want to --
18 the little handout that we got, if you all look on page 7,
19 it has up there, San Angelo area bicycle and pedestrian
20 plan, and I actually sat on the MPO when we started this
21 plan 11 years ago.

22 MR. HIBBS: Wow. That's awesome.

23 MS. CHARLESWORTH: But the plan is -- one of the
24 things that we've chose to do -- and we had to do it in best
25 interests and pieces, mostly because of funding -- is we

1 have geological structure called the Red Arroyo, and if you
2 want to translate that into common plans, it's called a
3 floodplain. If and when it ever rains in San Angelo, that
4 low area floods, and so you can't build on it because you
5 can't get any insurance and this sort of thing.

6 MR. HIBBS: Uh-huh.

7 MS. CHARLESWORTH: And it sort of transverses the
8 whole city. And so we chose that for our bike and
9 pedestrian roadways and it's like eight miles when it winds
10 around. And we wanted to connect, of course, downtown. It
11 runs right through the middle of downtown and crosses the
12 river that we've got there. But we wanted to connect
13 downtown with the mall; with ASU, Angelo State University;
14 with the military base, Goodfellow Air Force Base; and with
15 the periphery, the residential area. That work is almost
16 complete. You can ride about five miles of it.

17 And another thing we did is we made little pocket
18 parks throughout this. We got the art community involved.
19 There's call sculptures out there. You know, I'm not an
20 Artist. Some of the stuff looks kind of weird to me, but
21 they tell me that it is great art.

22 (Laughter)

23 MS. CHARLESWORTH: But it's different, in that
24 it's not just a bicycle trail. It's not just a, you know,
25 mountain biking trails. It's not just a nice little walk

1 and it connects our Riverwalk and everything. And it's
2 really, really, a good facility, and, of course, you know to
3 avoid it if it rains. They used some good material that
4 will withstand the flowing water. We got different grants
5 from the Area Foundation and everything. And so bicycling,
6 at least in that controlled environment, is looking very,
7 very good.

8 We have lots of oil and gas activity in our area.
9 The trucks are a constant danger; not just to bicyclists,
10 but also to people driving cars. Our fatality rate in San
11 Angelo has gone up tremendously with the increase in oil and
12 gas traffic. Oil going down, the price of oil going down
13 has helped us -- of course they've ruined our roads, but
14 anyway...

15 (Laughter)

16 MS. CHARLESWORTH: So it looks like we might be
17 coming back. And it was just kind of fortuitous that
18 Wednesday in our paper, they ran a feature on what we used
19 to call Safety City -- anybody who wants to see this, I'll
20 let them see it -- it was a permanent facility at Bowie
21 Elementary School where the children, you know, 3rd, 4th
22 grade, went out and learned bicycle safety. It was taught
23 by the police. It was required in school, and they got some
24 kind of reward. They also lost some of their rewards if
25 they didn't follow the rules and they didn't do what they

1 were supposed to do.

2 And I have a friend that works for the paper, to
3 do a very, very quick statistical look for me, and our
4 bicycle accident rate, when this facility was going on, was
5 very, very low for a city of our size, and almost everybody
6 bicycled to school and bicycled all around.

7 This started in the '70s. That elementary school
8 has been abandoned -- a lot because of asbestos issues but
9 some other things -- that facility was abandoned in the late
10 '90s, mid-to-late '90s. He checked and there was a lag
11 time, I think because of the residual education, of the
12 bicycle safety. There was a lag time in bicycle and motor
13 vehicle accident interactions, and then it started going up,
14 not just gradually, but almost precipitously, and we are now
15 back with -- we have, for our size city, we have an
16 inordinately high bicycle-accident rate.

17 So far, no real fatalities. It's been, you know,
18 broken ankles and concussions and this sort of stuff.

19 MR. HIBBS: Yeah, okay.

20 MS. CHARLESWORTH: We have a very active Hard Hats
21 for Little Heads, the TMA program there. We have various
22 other groups that are not really coordinated together, which
23 disappoints me, in getting helmets for kids and teaching
24 bicycle safety. A few years ago we did have a Safe Cyclist
25 Project going; that's kind of fallen by the wayside.

1 MR. HIBBS: Okay.

2 MS. CHARLESWORTH: You know, so education for us,
3 we need to get back and do what we need to do. But it is
4 moving in a positive, positive way.

5 MR. HIBBS: Good. Good. Well, thank you for that
6 report, Margaret.

7 Anne-Marie?

8 MS. WILLIAMSON: So, in Wichita Falls, we have
9 applied for money to finish our concrete Circle Trail around
10 the city. We have just a few more miles to go, so we're
11 pretty excited.

12 MR. HIBBS: Okay.

13 MS. WILLIAMSON: The City Council was unanimous in
14 designating matching funds and whatnot, so we're really
15 excited that they're wanting to do that.

16 MR. GLEASON: So we're getting that project?

17 MS. WILLIAMSON: Huh?

18 MR. GLEASON: You're looking at me when you said
19 that we applied for money.

20 (Laughter)

21 MS. WILLIAMSON: No, no, no pressure or anything.

22 I'm really pleased at our Wichita Falls Bike Club
23 is ramping up and getting much more active in the community
24 in terms of bicycle safety.

25 MR. HIBBS: Uh-huh.

1 MS. WILLIAMSON: Unfortunately, it happened
2 because one of its members got hit by a car. Survived, but
3 will have some stuff from it; unfortunate, but at least it's
4 getting us up and moving again.

5 Tuesday, at the City Council meeting, our mayor is
6 going to designate Bicycle Awareness Month in Wichita Falls,
7 and so we're getting some publicity with that. Very excited
8 about that.

9 And we're having a tour of the Circle Trail
10 tomorrow and lots of -- we've got public health involved.
11 Some of the clinics and major hospitals in town all have
12 donated prizes and various rest stops and developed a
13 passport, and so if people go to each of the stops and get
14 their little passport signed, then that's put in for a
15 drawing of a bigger gift, and so that's really nice.

16 MR. HIBBS: Perfect. Very good. Great.

17 MS. WILLIAMSON: The last thing I want to say, the
18 Hotter'N Hell, the last weekend in August in Wichita Falls,
19 sign up early. I hope that you all can come and participate
20 in that because we're always very excited to see folks
21 coming out.

22 MR. HIBBS: We know where you to find you. Thank
23 you for that, Anne-Marie.

24 Russ?

25 MR. FRANK: Well, I guess in Houston, since this

1 is Bike Awareness Month, the big thing we have coming up are
2 the different Bike to Work Day activities. There's big ones
3 going to the medical center. There's another on a different
4 day going to the energy corridor. The biggest one is on May
5 15th, which just goes to downtown, and so there are rides
6 from several different bike shops all around town and it
7 leads up to a big rally at City Hall where the mayor is
8 there and it's a huge, big deal pretty much. So, on May
9 15th, that our big thing.

10 Coming up in a few weeks, there is a park to the
11 west of downtown, Buffalo Bayou Park, that's been being
12 reconstructed for the past year, year and a half two years.
13 It's about to have a ribbon-cutting on these really cool
14 multiuse paths and bridges that go across Buffalo Bayou.
15 It's a really, really neat project. It's about to be
16 finished.

17 About two weeks ago, a project was finished in
18 Downtown Houston on Lamar Street and basically the City
19 was -- it was endorsed by the City and the City's
20 Sustainability Office, but they closed off an entire lane of
21 traffic on the middle of one of the main streets in Downtown
22 Houston and it's a two-way bike path. It has a
23 queue-jumping signals for the bikes, and so it really
24 connects across, east to west, across Downtown Houston,
25 because they had to actually remove the lane of car traffic.

1 So that's kind of unusual to do that in a big city.

2 MR. HIBBS: Yeah, that is unusual.

3 MR. GLEASON: So bikes -- bikes, there's a
4 queue-jump for bikes?

5 MR. FRANK: There's queue-jumping for bikes and
6 the whole lane is closed off. It's painted green and it's a
7 two-way striped-off lane, and it connects our convention
8 center and Discovery Green Park over to the west with these
9 other bike paths that I mentioned are on the west side of
10 downtown.

11 MR. HIBBS: That's fascinating.

12 MR. FRANK: So it's a really cool lane through
13 Downtown. Most people think it's really cool. There's a
14 few people who've complained if their garage exits out of
15 the basement of the building right there, but they worked
16 with the building owners to try to make sure that was all
17 worked out.

18 MR. HIBBS: Very cool.

19 MR. FRANK: I guess on a personal thing, the last
20 couple weeks, unfortunately, the BP MS 150, one day, was
21 rained out two weeks ago, so we only got to ride from
22 LaGrange to Austin, but the first day, a hundred miles from
23 Houston to LaGrange, was cancelled, but we still had a good
24 time anyway, that is it.

25 MR. HIBBS: Good. Good. That's great. Thank you

1 for that report.

2 David?

3 MR. STEINER: Yeah, a couple of items for Lufkin
4 and that regional area. We've got going on most recently,
5 we've been working for the past couple of years at our
6 Cassels-Boykin Park in the county, which is along Lake Sam
7 Rayburn. They've been working to expand that park; there's
8 a lake task force enhancement committee or task force that's
9 been working to expand fishing facilities and add camping
10 facilities and add a pavilion.

11 And one thing we were successful in was taking
12 part of that land and we had proposed DPTTRACT, the DPS'
13 Texas Trail Route Act as a coalition that I lead -- had
14 proposed putting a bike trail in. We got -- funding's
15 approved through, and is actually to help fund that through
16 the TTP WD (ph). The Corps of Engineers has signed off on
17 it out of Fort Worth, which was the final, and we're about
18 ready to kick off and actually getting the contractor in to
19 start building those trails. So we're excited about that.

20 Number two item, there at our Kit McConnico Park,
21 within the city of Lufkin, we had put in -- we've got about
22 five and a half miles of trail that had been put in at this
23 point. This is a "if you build it, they will come" and now
24 we've had more interest in "can we expand on that," so now
25 we're looking at roughing out a rough plan and going back to

1 the City and getting approval of, hey, would you allow
2 further expansion of that trail.

3 So, a lot of effort mainly around the trail
4 systems. I, myself, personally, am going to be continuing
5 to focus on what can we do around bicycle routes in the city
6 itself and connecting things, as well as pedestrian safety,
7 which is just what some of the things I've seen personally
8 in the area as a goal going forward.

9 MR. HIBBS: Thank you, David. Appreciate it.

10 Robert?

11 MR. GONZALES: Well, a lot of cool things are
12 happening in El Paso. Actually, we're working -- or we're
13 getting -- the City is getting ready to work on the Bikeways
14 Master Plan, which will take that 1997 plan that you have
15 that screwed up your server --

16 MR. HIBBS: Uh-huh.

17 MR. GONZALES: -- the Great Streets Plan, the
18 Transportation Plan, so that's a good thing for El Paso.

19 We're also working on CIP projects. Six of those
20 streets will have a bikeways component on it, which was most
21 of those streets, so that was good.

22 Every Quality of Life Project that we have
23 ongoing, whether it's a park, library, will have some kind
24 of bikeways component -- or bike component, not necessarily
25 a bikeways, because it may be a bike racks or lockers or

1 something.

2 And then the city -- the UTEP, University of Texas
3 at El Paso, is working on a pilot project to do a Bikeshare.
4 They're going to buy a certain number of bikes, because
5 they're student housing is separated from the main campus,
6 about two miles, so they're going to use a Bikeshare program
7 to get these students, who are mostly athletes, they don't
8 have a means of transportation, so we're hoping this will
9 help them get to and from campus a lot easier.

10 MR. HIBBS: Very cool. Very cool. Great.

11 Well, that's for that report.

12 Jason?

13 MR. FIALKOFF: I don't know if anybody's seen it,
14 there's a video short that came out recently in Austin about
15 an underserved community and their access to the nearby high
16 school called La Loma. It's very compelling. It's very
17 good and I highly recommend it, especially if you have to
18 sit in an airport, a bus or anything on the way home. It's
19 just a nice thing on -- I want to say it's compelling; I
20 won't say nice.

21 One of our upcoming facilities is a cycle track on
22 Arroyo Seco. It's a road that goes through a neighborhood.
23 It's essentially an old creek in the middle, so by putting
24 cycle tracks on either side of the creek, they're
25 essentially making it into more of a linear park; they're

1 enhancing the human space of the neighborhood.

2 And the idea now isn't just improving bicycle and
3 pedestrian facilities, because they are trying to improve
4 that as a pedestrian facility as well, but also to create
5 more public space for the neighborhood. So it's an
6 interesting facility.

7 I should also mention that go to a lot of the
8 pedestrian stuff in the city. We do have a separate
9 Pedestrian Advisory Committee; I think that's important to
10 just bring up here because of some of the conversation that
11 we've had today.

12 At the end of October, Austin is hosting the NACTO
13 conference. It's come up a lot today. NACTO developed as
14 sort of an urban facilities guidance document, similar to
15 how AASHTO provides guidance on highways. I think it's two
16 or three days at the end of October. All that's available
17 right now is that it's been announced that it's going to be
18 in Austin and this is from all over the country. I
19 recommend that you -- I recommend many of us going, if we
20 can. I think it's a really good learning opportunity if
21 you've never seen it and it's also a really good opportunity
22 for any engineers who want to see what the state-of-the-art
23 bicycle facilities are at this point. So it's stuff like
24 Russ was talking about. That's the end of October, and
25 we're running kind of short on time, so I'll leave with

1 that.

2 MR. HIBBS: Okay. Well, thank you very much.

3 I wanted to follow-up on one comment that Margaret
4 made. Keep in mind in most of our communities that we have
5 flood plains or up in East Texas we have swamps and unused
6 land or a lot of land owned by the City or the County and I
7 encourage you to go talk to your local sheriff, because
8 there are prisoners that want to get out of jail on a pass
9 to go build bike lanes and bike paths and they enjoy doing
10 it and they enjoy being outside and it is free, and free is
11 good when you're talking about, you know, these large public
12 and community projects like that. It's a great resource and
13 one that often times gets overlooked when people are
14 thinking about resources.

15 So we are now at the public comment part of our
16 program. We are over our time, but I want to give Robin
17 Stallings another three minutes to have a chance to address
18 us.

19 MR. STALLINGS: I'll be really quick. Robin
20 Stallings, the executive director of BikeTexas. I've got a
21 poster -- sorry, Allison -- but it's basically a poster that
22 shows the pie of TAP funding and I know this is repetitive
23 for a lot of you all, but it's so important to just kind of
24 keep it on the top of your radar.

25 The current Call for Projects for TAP is about \$52

1 million. It represents about four years of this section
2 right here, very valuable, very important, great rules.
3 This Committee commented on them.

4 Now, the large MPOs -- Karla is very aware of
5 this, because she had to deal with this through her work --
6 but that also really is solid. The right-hand side of this
7 chart is not flexible, so that means TxDOT hasn't been able
8 to move it anywhere else. But this side of the chart is
9 flexible and it's been moved, essentially 100 percent to
10 other uses from the TAP Program, Transportation Alternatives
11 Program intended for bike and ped. TxDOT's not allowed to
12 use it on its own projects if it keeps it in TAP; if it
13 moves it to STP flex, they with spend it on literally
14 anything.

15 And so in the past, \$165 million of this money
16 went to highway rest stops since 2001. That doesn't count
17 what happened in the ten years prior to that, but in other
18 words, there's a lot of people that have an interest in this
19 money. \$35 million in one chunk, you know, adds up.

20 For example, the new highway rest stops, each are
21 parking, it appears over 100 semi-trucks give free overnight
22 parking at all of these new rest stops, so you can be sure
23 there's somebody from the highway industry that loves that
24 money on highway rest stops. And I'm not against highway
25 rest stops, but I am definitely for this funding, and if

1 this Committee doesn't advocate for it, then I'm not sure
2 how the message is going to get through.

3 So it's important that you all are aware of this.
4 As my grandmother used to say, it's a poor dog who don't wag
5 its own tail. So if we're not asking for this money and
6 letting people know how important it is, but if you think
7 about it, it's a tiny fraction of one percent of the
8 Transportation funding, but 16 percent of fatalities are
9 bicyclists and pedestrians. So this money could be used --
10 even though it's not very much; \$36 million would get only
11 36 miles of urban trail. They could get 360 miles, I think
12 it is, of protected bikeway. It's typically \$100,000 a mile
13 for a cycle track or a million dollars a mile for an urban
14 trail. Quite a bit less for a painted bike lane.

15 But if this was used as pilot programs, so that
16 let's say two years' worth, \$36 million, Houston and Dallas
17 fought it out and one of them got it, so they could do a
18 great example of what you could do with \$70 million or
19 Austin competing for that, and then San Angelo is competing
20 with a city of its size, what can it do with \$36 million or
21 half of that to create a complete bikeway network. You
22 know, how can, you know, Tyler and Longview and Corpus
23 Christi fight it out or cities of appropriate sizes.

24 So I think that the potential of this, just to use
25 it for pilot programs so then the cities can get some good

1 examples and then everybody goes to Tyler and they see, what
2 could this look like for my city.

3 Anyway, the main point I wanted to make is that
4 this money is out there. It's important and once we know
5 what works, then any of the Transportation dollars can be
6 spent. If measure it before and after and we can say, wow,
7 this had a positive impact on congestion or the economic
8 impact for local businesses, there's no reason why the rest
9 of the transportation dollars couldn't be used for that, but
10 right now, we just don't know. Cities don't know what the
11 impact is, but all of these things that you talked about in
12 your Strategic Plan that are necessary steps to utilizing
13 this kind of money like engineering, designing dotted lines,
14 and stuff like that, but this is --

15 MR. HIBBS: Thank you. That is very, very
16 important and we appreciate you bringing that to our
17 attention, Robin.

18 MR. STALLINGS: It's helpful. I have it as a
19 visual because it's all called TAP and it's very confusing.

20 MR. HIBBS: You're right. Thank you very much.

21 All right. I've kept everyone 15 minutes longer
22 than I intended today. If there are no other matters to
23 come before the Bicycle Advisory Committee, I'll entertain a
24 motion to adjourn.

25 MS. WILLIAMSON: I think we need to talk about

1 when we're going to meet again and other topics.

2 MR. HIBBS: Oh, yes, next meeting. That's right,
3 I'm sorry.

4 Item 10, Teri, that's you.

5 MS. KAPLAN: For the next meeting, I would like to
6 propose either Monday, July 27th or Friday July 31st, and I
7 will send an email to everyone this afternoon. Those are
8 the dates available for this meeting.

9 Anne-Marie, I believe Monday is a problem for you,
10 generally?

11 MS. WILLIAMSON: It is, but if I know enough in
12 advance, then I can -- Fridays are better for me, but if I
13 know enough in advance, I can make it work.

14 MS. KAPLAN: And also in October, I'm going to
15 send the dates for those. I have the dates here; I don't
16 need to list them. I'll send you an email, but I'd like to
17 look to scheduling the July and October meetings as quickly
18 as possible so we can guarantee our room, so please respond
19 to my email promptly.

20 MR. GONZALES: Teri, would it be possible that you
21 bracket the October meeting around the NACTO conference?

22 MS. KAPLAN: The NACTO? I'm going to check into
23 that and maybe we can have them -- yes.

24 MR. HIBBS: All right. Jason, did you have a
25 comment or a question?

1 MR. FIALKOFF: You know, it's easy for me to
2 suggest this because I'm right here, is it possible that
3 we -- like last meeting we did three hours and I felt like
4 it wasn't as rushed. And we do this quarterly, and we
5 have -- everybody, it sounds like, has so much to share, two
6 hours just seems too tight. Is it possible to do three
7 hours next time?

8 MR. HIBBS: I think it's possible to do as many
9 hours as we want.

10 MR. FIALKOFF: Okay.

11 MR. HIBBS: I know we've had some people that have
12 had some conflicts with their agendas today, so we were
13 going to try to get it wrapped up at two today. Probably
14 next time, it's not going to be quite so intensive. The
15 Strategic Plan part of it, it was a full hour, so that was a
16 big block, but other than that, we can go pretty much as
17 long as we want to.

18 MR. FIALKOFF: Great.

19 MR. HIBBS: Okay. Do we have a motion to adjourn?

20 MR. GONZALEZ: Motion to adjourn.

21 MR. HIBBS: Motion to adjourn by -- who made that?

22 MR. GONZALEZ: Robert.

23 MS. WEAVER: Do we set the topics for next time or
24 no? Is that set by TxDOT or should we -- I'd just like to
25 mention the Commissioners' topics, so should we come back

1 and talk about how we've reviewed the webpage and the state
2 mapping or connections of the trails. If those could be
3 items on the agenda, I think that would be good.

4 MR. HIBBS: Yes, I think that's a great idea and
5 we'll make -- I made notes of this on here and we'll make
6 sure those get on the next agenda, Karla. Thank you very
7 much.

8 MS. WILLIAMSON: If we're going to do a
9 three-hour, I would vote for a 9:00 until noon, rather than
10 a 10:00 to 1:00.

11 MR. HIBBS: Okay. All right. Good work
12 suggestion.

13 All right. Any other questions or comments?

14 MR. STEINER: Well, just to Karla's point, Billy,
15 would it make sense if we had a draft agenda to send it
16 around to members of that committee to get comments?

17 MR. HIBBS: Well, Teri usually does put an agenda
18 together and get it out. We'll try to get it out a little
19 earlier this time so that we've got those components in
20 there and give everybody a chance to weigh in.

21 MR. STEINER: Well, at least to weigh in on the
22 points --

23 MR. HIBBS: Yes, absolutely.

24 MR. STEINER: -- that's set the month before.

25 MR. HIBBS: Yes, absolutely.

1 Okay. So I think Bobby made a motion to adjourn.
2 I think David seconded it.

3 All in favor, say aye.

4 (Chorus of "Ayes")

5 We'll consider the meeting adjourned. Thank you
6 all very much.

7 (Proceedings concluded at 12:20 p.m.)

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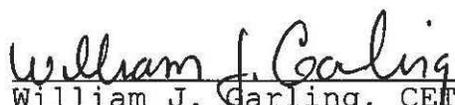
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C E R T I F I C A T E

I, William J. Garling, CET, certified electronic transcriber, do hereby certify that the foregoing pages 1 through 114 constitute a full, true, and accurate transcript from electronic recording of the proceedings had in the foregoing matter.

DATED this 15th day of May, 2015.


William J. Garling, CET
Certified Electronic Transcriber
CET**D-543