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TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE MEETING

200 East Riverside Drive,
Conference Room E
Austin, Texas 78704

Monday
July 27, 2015
10:00 a.m.

COMMITTEE MEMBERS:

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

STAFF:

- Eric Gleason, Division Director
- Teri Kaplan, TAP Program Manager

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MR. HIBBS: All right, everyone. It's 10:00 o'clock and we want to convene the -- the meeting for the TxDOT Bicycle Advisory Committee today. Welcome everyone. Thank you for you taking the time out of your schedules to come in to -- to Austin. And we'll get started. So we're going to start with the safety briefing. And, Donna, you're going to handle that for us today, right?

MS. ROBERTS: You bet. Good morning, everyone. Glad you're here safe and sound. And I don't know. Do we want to join those on the phone? Do you know, Teri?

MS. KAPLAN: I don't know.

MS. ROBERTS: We start every meeting with a safety briefing, one of TxDOT's missions and goals has to do with safety. So we want to remind everyone to be safe. The restrooms are over here in the hallway along with any water fountains. There is a cafeteria that way. If there is any emergency, I believe we are to exit the building and head towards the apartment complex that is back that direction. No, where -- over here where the construction is going on.

Remind everyone that also there is no text, no talk on your cell phone. You might get ticketed.

MR. HIBBS: Oh, really?

MS. ROBERTS: And so that's really it.

MR. HIBBS: Well, I really appreciate that heads

1 up there, Donna.

2 (Laughter.)

3 MR. HIBBS: So I'll make sure that -- yeah. Thank
4 you. All right. So we need to next approve the minutes
5 from the last meeting. You should have been provided a copy
6 in your little packet that's provided for you. I want to
7 give everyone a chance to read these because we -- I think
8 we just got these, right, Teri?

9 MS. KAPLAN: Yes.

10 MR. HIBBS: Yeah, so I want everyone to know I
11 suggested a correction on Page 2 instead of calling it a
12 door hanger to refer to it as a handle bar pamphlet, so --

13 MR. GLEASON: It's hanging on my door.

14 MR. HIBBS: Yeah, I know. That's probably how
15 that got in there, you know. Yeah. So if -- if we don't
16 have any other further revisions. Yes.

17 MS. CHARLESWORTH: It's -- it's not really a
18 revision, but it's a parliamentary comment on Page 2 of the
19 minutes where it says that Margaret Charlesworth modified
20 the motion. Technically you're supposed to say move to
21 amend the motion and state the way the motion was amended.
22 And then the amended motion is to be voted on and approved.
23 So it's not really a correction, but it is.

24 MR. HIBBS: Okay.

25 MS. KAPLAN: Well, I'll tell you what. I'll give

1 Margaret a call and have her follow with me on the
2 formalities of it.

3 MR. HIBBS: Okay.

4 MS. KAPLAN: If we can accept it as written
5 this --

6 MS. CHARLESWORTH: Sure.

7 MS. KAPLAN: -- time.

8 MS. CHARLESWORTH: Yeah. But -- but if these are
9 part of documentation and -- and this is -- that's the way
10 it's supposed to be done according to Robert since the
11 order.

12 MR. STEINER: Well, I'll make a motion to accept
13 minutes.

14 MR. FRANK: Second.

15 MR. HIBBS: All right. So we have a motion by
16 David and a second by Russ to accept the minutes. And Teri
17 will follow up with Margaret on making sure that we -- we
18 properly address this in the future. All right. All in
19 favor, say aye.

20 (Chorus of "Ayes")

21 MR. HIBBS: Any opposed?

22 (No audible response.)

23 MR. HIBBS: All right. We have adopted the
24 minutes. All right. So moving right along, the next item
25 here is recognition of our exiting Bicycle Advisory

1 Committee members. For those of you that -- that understand
2 the process, the Commissioners or TxDOT appoint each one of
3 us to a -- to a three year term. And we're on staggered
4 terms. And those terms rotate off and people fulfill their
5 -- their three years. And so -- so we have three exiting
6 members. My understanding is that if -- if an exiting
7 member wants to reapply, that they -- they go through the
8 process and -- and contact the Commissioner, probably the
9 Commissioner that appointed him in the first place and --
10 and let him know that they have interest in service again.

11 So Teri, it -- it's got here your name on this.
12 So --

13 MS. KAPLAN: And -- and actually, you wouldn't be
14 contacting the Commissioners. I will forward an email to
15 you about the letter, the cover letter and the one page
16 resume that we would be looking for if you're interested.
17 And I've spoken with each of the members individually and
18 we'll follow up with them after our meeting.

19 MR. HIBBS: Okay. All right.

20 MS. KAPLAN: But I would like to recognize Howard
21 Peak and Anne-Marie Wilson -- Williamson and Margaret
22 Charlesworth, but I would like to do it individually. They
23 have each served over 30 years and we have a special TxDOT
24 mug for each of them.

25 MR. HIBBS: Did you say that right, 30 years?

1 MS. WILLIAMSON: Collectively, not each.

2 MS. KAPLAN: Not -- collectively.

3 (Laughter.)

4 MR. HIBBS: And I've already announced the
5 corrections in the minutes that I think we need to pay
6 closer attention to here.

7 MS. KAPLAN: I was -- I was meaning my service
8 time at TxDOT.

9 MR. HIBBS: Oh, okay. All right.

10 MS. KAPLAN: But let me -- let me go through that
11 in there.

12 (Laughter.)

13 MS. KAPLAN: First of all, let me begin with --
14 with Margaret. Margaret is a medical researcher for over 35
15 years. She served for seven years as a voluntary --
16 volunteer for the rye drive, for the biscuits and gravy.
17 She's part of the rotary club that benefit bike ride. She
18 served on the -- the BikeTexas Board of Directors for six
19 years during the U.S. Department of Education as a part of
20 the U.S. Department of Education fund. She's had three
21 years with the National Pilot Program for safe routes to
22 school. And Margaret has served on TxDOT's Bicycle Advisory
23 Committee since 2005.

24 MR. HIBBS: Awesome.

25 MS. KAPLAN: Howard, thank you, Howard. Howard

1 has served as -- as city council member from 1993 to 1997 in
2 San Antonio. He was the mayor of San Antonio from 1997 to
3 2001 during which the San Antonio trail system was planned
4 and construction began. Boy, we made some progress haven't
5 we, Howard?

6 MR. PEAK: Yep.

7 MS. KAPLAN: He retired in nine -- in 2013 from
8 AT&T as VP of Government Affairs. Howard served as the
9 chair of the San Antonio Parks Foundation. And Howard has
10 served on TxDOT's Bicycle Advisory Committee for 10 years as
11 well.

12 Anne-Marie, Anne-Marie has been -- is a civic
13 leader. And she's a nurse practitioner. She served on the
14 facul -- there as a faculty member of the Midwestern
15 University of Wichita. Anne-Marie worked as a regional
16 outreach coordinator for the National Safe Route's School
17 Pilot Program funded by the USDOT. And Anne-Marie has
18 served on our committee for 10 years.

19 She is -- she is currently -- I'll tell you what,
20 Anne-Marie, why don't you -- why don't you tell us more?
21 Because she's -- there's a lot she's got going on right now
22 instead of me reading this because I've got it dully
23 written.

24 MS. WILLIAMSON: Okay. So I just finished up my
25 tenure at Midwestern State University and I'm working at the

1 Clinics of North Texas as a psychiatric nurse practitioner,
2 doing a lot of health education, as you might guess, with my
3 mental health patients.

4 I was an area coordinator for safe routes to
5 schools with my tests, really enjoyed that, learned a lot
6 from them. I am -- have for the last almost 10 years served
7 on the Steering Committee for the Hotter 'N Hell Hundred
8 where we host roughly 12 to 14,000 cyclists plus their
9 families annually providing medical support for them and --
10 and for the last seven years have served as the medical
11 director for the 90 for Dad, which is a 90 mile invitational
12 bike ride to raise money for a hospice in Wichita Falls, so.

13 MS. KAPLAN: I just couldn't convey all that to
14 you easily.

15 (Laughter.)

16 MS. WILLIAMSON: The most important thing though
17 is I just got my doctrine.

18 (Applause.)

19 MS. KAPLAN: And I -- and I want to thank Anne-
20 Marie. She was so thoughtful that she made my own personal
21 cup and brought it for me today. And it's the first time I
22 have received one, so thank you.

23 MR. HIBBS: Well, I'm impressed that Eric has put
24 a -- a gold Rolex watch in the cup.

25 (Laughter.)

1 MR. HIBBS: As a special token from TxDOT for --
2 for your service.

3 MR. GLEASON: I just came back from Thailand.

4 MR. HIBBS: All right. Well, I would again like
5 to express my thanks for all the many years of coming and
6 being on this Committee, which is just profound to me that
7 somebody will serve that long. So, great job, and thank you
8 very, very much.

9 All right. So moving along, I want to cover what
10 -- what took place on May the 28th. The TxDOT Commission
11 had a -- their normal meeting here in Austin. And they
12 asked for me to make a presentation on what we're doing here
13 in the Committee. And so basically I had three objectives.
14 The first was to -- to show examples of the bike safety
15 materials that we had worked on very hard, the -- the
16 handlebar hangers and the things like that and -- and show
17 them that from a safety standpoint, you know, the work that
18 -- that -- and the input that the Committee's been giving
19 into those -- those particular materials.

20 The next part had to do with a discussion of the
21 -- the strategic direction report which if you'll recall
22 back in May -- in our May meeting we had a -- I think it was
23 a consulting group. It came in and did a workshop with us.
24 We provided a lot of information and material -- or feedback
25 I guess to -- to that report. And I believe we're -- we're

1 getting a follow up report from them today as well. And --
2 and so I thought it was important that -- that the
3 Commissioners know and understand that we want to be a part
4 of the -- the kinds of decisions that are going to be made
5 in the future that have to do with cycling in the state of
6 Texas.

7 And -- and then the last thing is we discussed
8 BikeStripe and the pilot project that we're considering in
9 Tyler. The -- the Tyler city manager was there to express
10 his support of the project. We told the Commissioners that
11 we're talking about roughly 45 miles of -- of overly wide
12 roads that have been identified by the University of Texas
13 at Tyler where they took engineering students and for free
14 went and basically -- they got everything ready to go. The
15 city of Tyler has since found about 20 percent of at kind
16 donations that they can do towards this project.

17 And -- and what -- what I explained to the
18 Commissioners was that I think before we can get anyone to
19 really grasp this whole concept of basically a flow chart
20 that's on the -- the TxDOT website that allows someone to go
21 and learn about how to get this done, that we need to have
22 some paint on the ground so that they can, you know, see
23 what the end results look like, see what a map looks like
24 and be able to -- to, you know, have -- have a visual on
25 what we're doing.

1 And so the -- the total cost of -- to the deal
2 right now is estimated to be about a million dollars. So
3 it's not a -- a gigantic project. But I think from the
4 standpoint of helping to push forward with this -- this
5 BikeStripe goal, we made a lot of progress in terms of
6 giving them the information that they needed to be aware
7 that all these things were going on.

8 It was not a request for money. It was more about
9 sharing the information with them so that we would be in a
10 position then to -- to ultimately move forward. I had a
11 conversation with -- with Eric and -- and some of his people
12 about the importance of getting BikeStripe nailed down for
13 TxDOT. And the IT people here have purchased the rights to
14 the website BikeStripe so that we can use this as we move
15 forward with striping Texas cities across -- across this
16 great state.

17 And so the -- the cost was somewhere in the
18 neighborhood of about \$25,000 a mile. And that's a lane
19 mile. That's stripes on two sides of -- of one lane. And I
20 said if it got any more expensive that I would personally
21 take the paintbrush and put the stripes on the -- the road
22 if that's what it was going to take. But I'm -- I'm
23 determined that we're going to try to -- to get this done
24 and get it done pretty soon.

25 I've learned a whole lot about planning and -- and

1 overlays and how all this stuff fits into a -- a certain
2 time project. I think at best it's going to take two years
3 to get -- to get a model -- kind of a -- a beta pilot finish
4 because of the fact that so much of these things are
5 scheduled.

6 The city manager told me hey, Billy, we've already
7 got, you know, five miles of Tyler striped. And -- and he
8 said there is -- there is a piece here and -- and there is a
9 piece there and a piece there and a piece there. And so,
10 you know, it's -- it's so discombobulated that no one can
11 ever use it for anything. And so we're pulling all this
12 together and -- and I'm -- I'm confident that -- that we're
13 making progress on it.

14 So that's my report. Does anyone have any
15 questions about any of that?

16 MS. CHARLESWORTH: I do. Is this the first time
17 that you have made a report to the Commission?

18 MR. HIBBS: It is.

19 MS. CHARLESWORTH: Do -- where did she go? Does
20 anybody know whether or not it's been done previous to your
21 turn?

22 MR. HIBBS: I have no idea.

23 MS. CHARLESWORTH: I -- I never heard -- or let me
24 rephrase that -- I don't recall hearing that we have ever
25 had this kind of direct contact with the Commission before.

1 And I think that's great.

2 MR. HIBBS: Thank you.

3 MS. CHARLESWORTH: I think we ought to do this all
4 the time.

5 MR. HIBBS: Thank you.

6 MS. CHARLESWORTH: I mean, they appointed us.
7 They really ought to be interested in what we're doing.

8 MR. HIBBS: Amen. I can assure you that every
9 single Commissioner there understood fully what we were
10 doing at the end of the presentation. And Eric, it was 20
11 minutes probably all said and done. This was not a stand up
12 there and, you know, salute everybody and go sit down. This
13 was a -- this was a prepared -- and Eric did a great job of
14 having the visuals for them up there and all.

15 And -- and I think it came as a bit of a surprise
16 to some of them how -- how much work we've done here because
17 the feedback that I got post meeting was all extraordinarily
18 positive, so --

19 MS. CHARLESWORTH: Did they seem surprised that
20 there's that much bicycle activity in the state or --

21 MR. HIBBS: I don't know if I can read that or
22 not, but I can tell you that it seemed like almost
23 everything that we talked about was new information which
24 was I think a good thing because the whole purpose of the
25 appearance --

1 MS. CHARLESWORTH: Yeah.

2 MR. HIBBS: -- before the Commissioners was to
3 educate them on what we're doing and what's happening in
4 this Committee. And -- and they seem genuinely engaged and
5 interested in -- in what was happening.

6 MS. CHARLESWORTH: Well, thank you.

7 MR. HIBBS: No, thank you. It was a great honor
8 to get a chance to do that. So all right. So moving right
9 along. We're on Number 6. Eric, you're going to now give
10 us a report regarding statewide bicycle and pedestrian
11 matters.

12 MR. GLEASON: Thank you, Mr. Chair. This is Eric
13 Gleason, TxDOT Director of Public Transportation. As a
14 follow-up on Margaret to some of your -- your comments
15 there, I think disclosure there did a fantastic job of
16 focusing, you know, just information -- just enough pictures
17 to make it interesting and -- and a really nice job of just
18 speaking in task for the moment. And they have so much on
19 their minds as Commissioners that it's -- I think it's hard
20 to know if it's a surprise as much as it is just carving out
21 a little bit of space in their brains to accommodate this
22 program along with all the other needs that we're trying to
23 address at the time.

24 I think the -- I know that we have at least two,
25 if not, three Commissioners who are very, very interested in

1 bicycling. And I think both the Chairman and the new
2 Commissioner from San Antonio seemed very, very interested.
3 And I think -- honestly, I think the -- one of the topics on
4 the agenda today, the strategic direction report, will be
5 the next best opportunity when -- when we're ready with it
6 for -- to make sure to address them again.

7 And I think -- you know, I don't think we need to
8 be there every meeting as a Committee, but I think two to
9 three times a year with something relevant and representing
10 progress I think is very, very helpful. I know they would
11 like to hear from someone other than myself if they prefer
12 it as a matter of fact. So we will keep trying to look for
13 those opportunities. And no, I'm not -- I'm not aware that
14 anyone previously -- any previous chair had not made that.
15 So we are committed to getting this run intended.

16 So the only thing that I wanted to update the
17 Committee on really is -- is an item -- I know there was
18 some interest in having at this meeting today and we'll need
19 to be here next one just after our main meeting. I -- I
20 don't know what happened down in our -- our district. I
21 think we want -- must have done some seal coat the next day,
22 because my screen lit up and many number of screens lit up
23 with issues around the Department's seal coating program and
24 bicycling.

25 And so we are committed to coming back to you at

1 your October meeting with a provided set of -- of players
2 and talk to you a bit about that program and give the
3 Committee an opportunity to provide some comment on it. I
4 know Ramiro -- I don't know if he's --

5 MS. KAPLAN: Ramiro -- we're hoping that Ramiro
6 has joined us on the phone. Ramiro, are you with us?

7 (No audible response.)

8 MR. GLEASON: Possibly not. Anyways, I -- I think
9 in Brownsville and then on South Padre. And it clearly
10 sparks some interest. So we will get back to you.

11 MR. HIBBS: Good. Good.

12 MR. GLEASON: And really, there's so much else on
13 the agenda today. And I'm going to sit back and let us
14 progress through so we get to the strategic directive's
15 report --

16 MR. HIBBS: All right.

17 MR. GLEASON: -- and hear a roundtable discussion.

18 MR. HIBBS: All right. Good. So the next item,
19 Number 7, Stephanie and Jessie are going to make their
20 presentation to us. And take it again.

21 MS. LIND: So good morning, everyone. I'm -- I'm
22 Stephanie Lind. And I'm (indiscernible) over at CH2M Hill.
23 And we were here last -- your last meeting in May. We
24 wanted to come back today and give you an update on the
25 strategic direction report and then follow up with you on

1 some of the focus areas that we've -- we've come up after
2 that discussion.

3 Just as a reminder, what is the strategic
4 direction report? It is going to provide short term
5 guidance to TxDOT. We're looking at the three to five year
6 time frame. It will be a representative for staff policy
7 makers and stakeholders. We're not looking to identify
8 specific projects with this plan. We're going to keep it
9 more policy level.

10 And at our last meeting there was -- there was
11 some discussion over whether this was a bicycle report or a
12 pedestrian report. And so after that meeting we thought it
13 would be -- it was useful to go back to TxDOT and talk with
14 them a little bit about how we focus the report a little bit
15 better. And Director Eric Gleason actually came up with
16 this I think a great diagram to show that TxDOT has decided
17 that we're going to focus primarily on -- on bicycle --
18 bicycle facilities and programming.

19 Although there is some inherent overlap with --
20 with pedestrian facilities and programming. But we're going
21 to be focusing more on -- on bicycles for this report, but
22 understand, you know, that there will be some crossover.
23 Does that make sense to everybody? That was a -- that was a
24 question at the last meeting as it -- it was a good
25 question. So we cleared that up this time.

1 MR. GLEASON: Karla, I want to ask that -- does
2 that work for you that data? I think you were the one that
3 kind of --

4 MS. WEAVER: Yeah, I think it's a good medium.

5 MR. GLEASON: Okay.

6 MS. WEAVER: I don't know where the crossover will
7 be versus just pedestrian items, but I think it's going to
8 hit a lot of the key factors where there are multiple
9 issues.

10 MS. LIND: We're going to try.

11 MS. WEAVER: Sure. It's a good starting point.

12 MS. LIND: So what have been doing since our --
13 our meeting on May 1st? After the May 1st meeting we -- we
14 took the input that you all gave us and we -- remember we
15 had flip charts up here and we wrote down different ideas
16 and took them back. We typed them up and sent them back.
17 TxDOT sent them back to you for review and getting any
18 comments or suggestions. We didn't get anything back, but
19 that -- that's -- that's fine.

20 What we've done with that is we've taken that plus
21 the information we've gotten from TxDOT, some of our own
22 research. And since our last meeting the results came back
23 from the League of American Bicyclists on their annual
24 report for the state. We've taken that and we've kind of
25 worked with the -- with -- over our focus areas.

1 And in front of you is a sheet that has a list of
2 the focus areas that we've developed with TxDOT. And what
3 I'm going to do is I'm going to go through each one of
4 these. There's a slide for each one. And we want to just
5 go through them. And I'll go through them pretty quickly
6 just to give you guys an -- an intended presentation as well
7 if you want to follow along in your handouts in front of
8 you.

9 We're going to flip through them and then you can
10 see everything is there and then we'll go back and discuss
11 if there's anything that's missing. Just to be more
12 efficient about our discussion today, I think it works to go
13 through it first and then provide feedback. So --

14 MR. GLEASON: Stephanie.

15 MS. LIND: So -- sorry, go ahead.

16 MR. GLEASON: If we leave with nothing else today
17 from this meeting, we need to know if we're got the right
18 focus areas. Do those areas at the end of the day, end of
19 this conversation, cover what you think needs to be talked
20 about in this strategic direction report. Just keep that in
21 mind as you go through. Thank you.

22 MS. LIND: Okay. Thanks, Eric. And also keep in
23 mind as you're looking at these that there's going to be
24 some crossover in the focus areas. So we keep the focus
25 area really broad and then we have kind of an explanation

1 for what that would mean and then what some of the outcomes
2 are. And there's going to be crossover between them.

3 So like you're going to see a bike map, a
4 statewide bike map on a number of these because the state
5 bike map would have a number of purposes and fulfill a
6 number of different needs for the agency.

7 So the first focus area that we -- we have up here
8 is expand the bikeway network. This would include an
9 inventory of the bikeways that are currently on state right-
10 of-way. Looking at -- at what the needs are for the state
11 doing gap analysis, prioritizing statewide bikeway
12 infrastructure needs, looking at projects that would
13 actually fit into that network and perhaps we're looking at
14 a -- a statewide rock system.

15 Some of the potential outcomes would be a map,
16 finding the missing links and gaps. That could mean where
17 there might be rails to trails conversion opportunities and
18 mapping future corridors for investments later on.

19 The map -- actually, I'm going to -- I'm going to
20 spin real quick. This map up here that you see, this was a
21 recent effort by TxDOT to do an inventory of -- of bikeways.
22 And so this is -- by every chance the MPOs of the state,
23 this is what they were able to pull together. And they're
24 working at doing some other mapping efforts. So there's --
25 there's definitely some work that can be done to identify

1 what the different bicycle facilities are throughout the
2 state.

3 MR. BLOUIN: Can everyone see this up here with
4 the lights on? Is it --

5 MS. LIND: Oh, do you want to turn off the lights?

6 MS. KAPLAN: Well, you have a printout of the
7 power point in front with your package.

8 MS. LIND: It's really bright to us and --

9 MR. BLOUIN: Yeah. Yeah.

10 MS. LIND: We're -- we're kind of blinded, but
11 that's okay. The next focus area is building safer and
12 better bicycle and pedestrian combinations. So the first
13 meeting, identify what are the deficiencies that exist,
14 where there are practices, updating and adopting side
15 guidelines to support bicyclists and pedestrians, and then
16 considering accommodations through ways of private
17 development.

18 What are some of the potential outcomes out of
19 this? Some of these things you'll see these came right out
20 of meeting in May, adapting a -- a complete street policy,
21 endorsing the NACTO guide. More bike lanes establishing
22 their flow chart or a checklist for staff to look at and
23 follow when they're considering bike and ped accommodations,
24 constructing more bike lanes, installing traffic calming
25 measures, perhaps road (indiscernible) or -- and developing

1 typical sections for a different bikeway facilities.

2 The next focus area is training for adherence
3 planners, construction staff. And in order to do this, we
4 need to identify the need, bought materials, require it.
5 And give administrative support for such training matter --
6 the -- some of the potential outcomes include fire
7 accommodations, more inclusive design, early integration,
8 better coordination. I think that was pretty
9 straightforward.

10 Next focus area is educating the public on safe
11 driving, bicycling and walking. So I think this one's
12 pretty straightforward. There's a lot of different
13 potential outcomes. We put a couple up here, but there's a
14 lot more that can be considered. The first two we have
15 already started to develop with TxDOT, the bicycle safety
16 guide and the handlebar hanger which you saw at the last
17 meeting. Working also on a bike map, getting more
18 information on the TxDOT website.

19 Continuing to support education programs. The one
20 we have up here, please be kind to bicyclists which TxDOT
21 already is supporting. And then funding additional safety
22 and education programs.

23 MR. HIBBS: Does -- does anyone on this Committee
24 know what please be kind to bicyclists is?

25 MS. KAPLAN: Well, it just so happens we have a

1 representative from -- from --

2 UNIDENTIFIED SPEAKER: Hi.

3 MR. HIBBS: Hi.

4 UNIDENTIFIED SPEAKER: It's actually please be
5 kind to cyclists, but we're a 501(c)(3) non-profit here
6 also.

7 MR. HIBBS: Okay.

8 MS. KAPLAN: Tell them -- tell them what you do.

9 UNIDENTIFIED SPEAKER: Oh, we advocate for safer
10 roads. Our mission is saving lives through awareness and
11 education. So we actually just created with TxDOT. We just
12 created the Drive Kind Ride Kind Program which is a 15
13 minute educational video that aims to get safer roadways.

14 MS. WEAVER: Your videos are fantastic.

15 UNIDENTIFIED SPEAKER: Thank you.

16 MS. WEAVER: We just linked all of them on our
17 website. I'm at the MPO in Dallas-Fort Worth and we --

18 UNIDENTIFIED SPEAKER: Oh, okay.

19 MS. WEAVER: -- think they're wonderful. So we
20 are promoting them big time.

21 UNIDENTIFIED SPEAKER: Thank you. Yeah. And
22 Lydia is our program manager, so --

23 MS. WEAVER: That's good.

24 UNIDENTIFIED SPEAKER: Could you give your web
25 address for maybe those that want to --

1 MR. HIBBS: Yeah.

2 MS. LIND: Sure. Yeah. It's

3 drivekindridekind.org.

4 MR. HIBBS: Okay. One more time, please.

5 MS. LIND: Drivekind --

6 MR. HIBBS: Drive Kind.

7 MS. LIND: Correct.

8 MR. HIBBS: Okay.

9 MS. LIND: Ridekind.org.

10 MS. CHARLESWORTH: All one word?

11 MS. LIND: All one word.

12 MR. HIBBS: Okay. Good thank you.

13 MS. KAPLAN: And -- and let me say that the video
14 that was produced, the safety video they have produced was
15 an effort that TxDOT supported and it was part of TxDOT's
16 Traffic Operations Division. Lydia, Brian Valdez is the
17 program manager for that effort. And so this was funded
18 through TxDOT.

19 MR. HIBBS: Will the TxDOT website link to this
20 particular video?

21 MS. WEAVER: We intend to, yes. It just -- it
22 just has recently completed in its -- yes.

23 MR. HIBBS: Okay.

24 MS. WEAVER: We will make sure that happens.

25 MR. HIBBS: All right. Good.

1 MS. WEAVER: And -- and I will follow up in my
2 next email correspondence after our meeting with a link for
3 you all so that in case you can't find it.

4 MR. HIBBS: Good.

5 MS. CHARLESWORTH: Is there some place we can get
6 video for independent showing if you don't have an internet
7 link?

8 UNIDENTIFIED SPEAKER: Sure. Yeah. We -- we
9 do --

10 MS. CHARLESWORTH: Copy my rotary plug or
11 something?

12 UNIDENTIFIED SPEAKER: Absolutely. We do offer
13 what we call welcome packets and it includes a program
14 guide, a DVD copy of the video and some supplementary
15 education materials. And you can request them through
16 Lydia, through our website, call our office.

17 MS. CHARLESWORTH: Okay. Thanks.

18 UNIDENTIFIED SPEAKER: Any way -- any way you
19 would.

20 MS. LIND: The next focus area is -- oh, I'll try
21 to face it forward. And encourage people to walk and bike.
22 So this would be going -- I should be walking for the right
23 reasons. Also through a period of developing TxDOT's
24 transportation demand management program for the agency.
25 Some of the potential outcomes of this might include a

1 statewide (indiscernible) promotion of -- of non-bordering
2 recreational opportunities for tourism. Supporting
3 materials that quantify the health benefits of that for
4 transportation, funding for service to school and TxDOT's
5 staff familiarity with transportation demand management
6 programs, produce and demand parking facilities, all that
7 goes along with that.

8 MS. CHARLESWORTH: What is a demand management
9 program?

10 MS. LIND: The transportation demand management is
11 a -- a term in the industry for different programming that
12 is used to reduce the demand for traditional driving to work
13 alone. And so it conclude -- it can conclude a whole bunch
14 of different things, but in a workplace, it typically
15 includes things like perhaps incentives for people who want
16 to bike to work, cashing out free parking, maybe incentive
17 of offering your place for parking you might be subject to
18 cash instead to not use the space.

19 You will -- it also includes providing shower
20 facilities, biking facilities. You might promote van pool
21 or shared ride. There's a whole host of things that can go
22 into it and everybody -- every workplace or different
23 regions will focus on different -- different aspects of
24 transportation demand management, but ultimately it's to get
25 people out of their cars and driving alone and using other

1 forms of transportation.

2 And there's actually like -- like locally here in
3 Austin, Campo has some transportation demand management
4 programs. I'm sure Karla can probably bring us up to speed
5 on what Dallas has and Allison can probably talk about --
6 and you all can talk about different things that are going
7 on in -- at MPOs and that support that. But TxDOT currently
8 does not have one in place. But as a transportation leader,
9 it will -- could be a great opportunity for them to become
10 more informed about those types of programs and then
11 ultimately perhaps some of the agencies are a vocality base
12 support. They could help promote them with them as well.

13 So these are just options. I threw -- you know,
14 we put them up together. Nothing --

15 MS. CHARLESWORTH: I just didn't know what the
16 word meant.

17 MS. LIND: Yeah.

18 MS. CHARLESWORTH: I mean --

19 MS. LIND: I'm sorry. It doesn't --

20 MS. CHARLESWORTH: -- it doesn't kind of explain
21 itself, so --

22 MS. LIND: Focus area, developing a statewide --
23 developing statewide management systems for bicycle and
24 pedestrian data. So these are -- there's a whole bunch of
25 different management systems that we're talking about here.

1 One would be accident data. TxDOT currently maintains
2 accident data. But this would be taking -- establishing
3 regular polls of the -- the bicycle and pedestrian crashes
4 and analyzing them, perhaps every -- every year. And
5 looking to see where -- where they're happening and why
6 they're happening and then targeting programs to help with
7 that.

8 Maintain the database of existing bicycle and
9 pedestrian facilities, identifying -- identifying and
10 maintaining a repository of -- of the counts and the count
11 data for the state. And potentially investing in equipment
12 to monitor usage. The outcomes here would include perhaps
13 annual materials that support target zero and establishing
14 goals towards guidelines for gathering the data, a map of
15 now notarized facilities and guidelines for count
16 collection, state owed count equipment and/or a repository
17 of all this information.

18 So right now there isn't -- aren't really - there
19 are not statewide standards for how to do bicycle counts.
20 There is not a repository for all that information. Every
21 city is doing it differently by using different counters.
22 They're -- most of them keep them in house, but this would
23 be sharing that data and perhaps TxDOT becoming the
24 statewide repository for that. So if you wanted to know,
25 hey, what is the average count of this regional trail or

1 that regional trail, Teri can look it up and have that
2 information readily available on a statewide basis.

3 MR. HIBBS: Well, I -- I have a question on that.
4 Why would that information be important from a practical
5 standpoint?

6 MS. LIND: I think it would be really important
7 for planning purposes so that you can compare and contrast,
8 you know, what a typ -- a typical facility, what the usage
9 of it is. Is it mostly work -- you know, are you -- is --
10 were most of the users coming and using it during the work
11 day, is it more recreational. You can then project future
12 demand per facilities off of that.

13 Just like comp data for roadways. It's important
14 to use that so you can forecast demand, seek trends, see
15 who's using it, when they're using it, why they're using it,
16 you know, so they can plan better facilities for the future.

17 MR. BLOUIN: And we have used a lot of the MPO
18 level to expand systems as well and -- and, you know, where
19 is the best place to expand.

20 MR. HIBBS: Okay.

21 MS. KAPLAN: I -- I would like to add to that. I
22 mean, you've -- you've seen the calendars out on the road.
23 And the first time you saw it, you probably wondered what it
24 is. Now it's just become part of we're seeing them on all
25 the roadways.

1 But building up that data, we have a lot of
2 information on the usage of -- by trucks and cars on our
3 roadway systems and that historical data has given us a lot
4 of information over time.

5 Russ, you're in Houston. You know that we didn't
6 have a whole lot of bikeways 15 years ago, but we have a lot
7 of bikeways that are connected now in Houston. And people
8 are actually using them to commute. And so on some of these
9 big -- on some of these off-road shared use pass they have
10 permanent counters and where they might only have 20 riders
11 today in the a.m., they might have 200 when things become
12 more laid out. And so we'll see that over time. And that's
13 the -- the same as we've done -- had that inventory of -- of
14 vehicular -- motorized vehicular inventory. That's the
15 intent.

16 MS. LIND: And all those have -- all those are
17 programs tend to gather data differently. Sometimes they
18 gather just per day. This is how we divide it per year, per
19 day. Sometimes they do it hourly. Sometimes it can
20 actually kind of gather whether to walking or what type of
21 person uses it whether it was a roller blade or a bicyclist.
22 There's all different ways to gather that data. So kind of
23 establish some guidelines for the whole state so that there
24 is more consistent data that can be used universally. It
25 might be helpful to TxDOT.

1 Or there's even perhaps someone might has --
2 identified a need on the state highway network where there
3 isn't a facility in place. You can throw a counter out
4 there and then you would have -- you can track and say well,
5 look, there's -- you know, there's 500 bicyclists using this
6 -- this section of the state highway every day. Clearly
7 there's a need.

8 So it would be a way to start to identify where
9 the needs of this type of stuff. But you kind of have to
10 set the free mark up so that you're getting good data in the
11 country.

12 MS. CHARLESWORTH: What's to prevent people who
13 are not necessarily anti-bicycle, but -- but just not really
14 for bicycles, using the data to say look, nobody rides on
15 this road, so we don't need to do anything to accommodate
16 bicycles because they don't come here anyway? You know, and
17 they don't come there because the fog line is bigger than
18 the shoulder. And, you know, the traffic is really, really
19 heavy.

20 It -- anyway, that's just -- you know, you can do
21 a lot of stuff with statistics and --

22 MS. LIND: Keep in mind we'll be there.

23 MS. CHARLESWORTH: Yeah.

24 MS. LIND: And this is just for you to set the pre
25 mark correction data and data. How it would be used, that

1 would be a whole new conversation. But this would just be
2 starting to get that conversation going and get the -- the
3 mantle systems in place to support having that data in house
4 so they can begin to even have that conversation. So yeah,
5 that -- I think that that's -- you know, you can -- you can
6 make a lot of assumptions about any -- any of that, so --

7 MS. CHARLESWORTH: Yeah, I -- I mean, I like this,
8 but I just see that as, you know, looking at my city
9 council, so.

10 MR. BLOUIN: Jason, did you have --

11 MR. FIALKOFF: I was just going to say. I -- I
12 mean, I might -- data like that -- it's two things. Data
13 like that can come across as bad and it might also say that
14 the proposed facility didn't adequately provide. So it's --
15 it's not necessarily that the data is showing something --
16 it's -- it's better to have that data to know, you know,
17 this is what the situation is, or this is what the change
18 has done.

19 In the past when I -- when I worked in the city of
20 Austin we proposed a major change on a downtown road. And
21 we went out and we did a comprehensive classification count
22 and the data came back. And in some areas it showed very
23 light usage of bikes. And in some areas it showed
24 dramatically higher usage. And what we were able to then do
25 is say this -- this part of the road needs something more

1 dramatic, more significant, a more enhanced facility.

2 And down here where it's more of a balancing act,
3 we -- we can share the road a bit more. And it's -- it
4 might come across as -- as providing ammo for somebody else,
5 but I think just from the planning and engineering and
6 evaluation you -- you need that data in order to move
7 forward and to -- to know what you have. So I -- I -- I'm
8 happy to see it here.

9 MS. CHARLESWORTH: Oh, I am too. I'm just saying,
10 you know, that's -- knowing how my city council works.

11 MR. FIALKOFF: Just gotta be diligent I think.

12 MS. CHARLESWORTH: You know, you're -- yeah. I
13 would like to see the crash data along with the usage at
14 least so that you can't separate them.

15 MR. FRANK: Well, if there's crash data like for
16 cyclists, you can say this is an unsafe part of the road.
17 Then we should have a bike lane here or something so you
18 can --

19 MS. CHARLESWORTH: Yeah.

20 MR. FRANK: -- use it. You know, that --

21 MS. LIND: So that according -- you have all that
22 data, right?

23 MR. FRANK: Right.

24 MS. CHARLESWORTH: Yeah.

25 MS. LIND: So it's getting all that in one place

1 so that if it was -- someone can say okay, well, this is the
2 crash data, this is the comp data, this is the facility
3 data.

4 MS. CHARLESWORTH: Yeah.

5 MS. LIND: And all those things right now TxDOT
6 doesn't really have. So this next focus area is pretty
7 straightforward, fund more bicycle and pedestrian projects.
8 So identifying is for funding sources and establishing
9 regular time frame for calls and projects. Potential
10 outcomes include continuing the TAP program, establishing
11 funding opportunities to the Highway Safety Improvement
12 Program at TxDOT and also to speaking for other funding
13 sources or setting more money aside for like a test.

14 So I think that's the end of the focus areas.
15 I'll just go quickly go over the next steps. We're going to
16 be working to, you know, assess the focus areas and refine
17 them further. We're hoping to have a draft report available
18 in September. And we're going to continue to do our
19 research on the missing conditions and trying -- and -- and
20 doing all that stuff that goes along with the report.

21 But now what we would like to do is -- is ask you
22 as -- as Eric indicated before presentation, is this the
23 list you want to see or something that you need -- you want
24 us to change, something that's missing? You have the list
25 in front of you. I'm not sure what the best way is to get

1 feedback. But if this is the overallness, then I can go
2 back to any slide that you want to see.

3 MR. HIBBS: Go ahead, Jason.

4 MR. FIALKOFF: The -- the focus areas, that
5 explains kind of the organization of the report. The
6 outcomes, are those recommendations from the report or are
7 those actual -- or -- or are those actual deliverables as
8 part of --

9 MS. LIND: Recommendations.

10 MR. FIALKOFF: Yeah.

11 MS. LIND: We're -- we're not --

12 MR. FIALKOFF: Okay.

13 MS. LIND: There's no way we're going to be able
14 to get all that stuff done by September.

15 MR. FIALKOFF: Sure. Well --

16 MS. LIND: What this -- what we planned -- what I
17 think we planned to do is to have -- we'll -- we'll have in
18 the report organize each one of those focus areas and then a
19 time frame of what -- what are you -- what is TxDOT going to
20 do, when are they going to do it, who's going to do it, how
21 are they going to do it. And so that's how we'll line it
22 all up in the -- in the report.

23 So if we're going to have them do a confirm and
24 recommend if TxDOT wants us to have a -- a bike map, that
25 will be in there. When are they going to do it, who needs

1 to be involved -- some of these things that are in there
2 they're actually already working on right now. But this
3 putting it in the report will help them get some -- help
4 them get support from the administration and from others as
5 they move forward with trying to develop the program.

6 MR. FIALKOFF: I ask that because I -- so I see
7 like this attention paid to the -- the 5-E's bicycle
8 governing. And I -- one of the potential outcomes I really
9 hope to see as part of this report were the recommendations.
10 I really like to see is a -- a bike -- a statewide bike
11 planning effort. I don't think that a strategic report that
12 says what the direction of bicycle planning for the state
13 the next five years. I don't think it can be missing that.
14 I couldn't support a report without a recommendation for the
15 statewide plan.

16 And then -- and I would see that as part of -- I
17 don't know which focus area to me maybe expand by simple
18 network. For the building safer and better bike and ped
19 accommodations. I see a lot of great outcomes. It's --
20 it's awesome to see the NACTO guide in here. I like that
21 you talk about road diets for some roadways and other
22 traffic planning measures.

23 I know one issue that we've had in the Austin
24 district a lot particularly because the city uses lane
25 diets. So lane diets is narrowing our roadways. I think

1 that -- I think they've done it in rounds still a bit.

2 But I would like to see some discussion in this
3 report as to why or why not lane diets can -- can be done in
4 the state. A lot of times engineers point to the 12th
5 recommendation as a -- a rule. And I think it's just -- as
6 I mentioned here, I think it's more flexible than that. And
7 I think it's something worth discussing. So I think it
8 should be looked at. Otherwise, it -- it looks great. I
9 mean, that's -- there's a lot of awesome things in there.

10 MR. HIBBS: I think Karla had some comments --

11 MS. WEAVER: Yes.

12 MR. HIBBS: And Bobby.

13 MS. WEAVER: So the first recommendation I might
14 have is that I think you need some way to weight or
15 prioritize these. There are so many of them. You have
16 described a 10 person team that Teri needs and probably a 10
17 year project. So where to start, what are the most
18 important, because these are very different disciplines and
19 areas to focus on. So that might help. And then short
20 term, medium and then long term goals also within that.

21 I think on the -- I think all of them are relevant
22 though. I think they all have a place. I think they all
23 will greatly soup up what the state's been doing for years.
24 I think it's a wonderful direction to take.

25 On the area of building safer and better bike

1 accommodations, I think the -- there's a bullet about
2 updated design guidelines. I think a little bit more needs
3 to be added, a little bit more meat about TxDOT has very
4 specific design guidelines for their roadways that are
5 modified versions of AASHTO and other design manual. So
6 it's got to get into all of the layers that our district
7 engineers are using to implement facilities.

8 So a little bit more on like the nuts and bolts.
9 If it's separate standalone thing, I don't think it'll be
10 used as successfully as if it's in those adoptive design
11 manuals. And then if you're going to have NACTO, you might
12 want to put the AASHTO bike guidelines. It came in 2012. I
13 think they're going to do an update this year or next. But
14 again, I think it's as relevant with bike facilities.

15 MS. LIND: We didn't include those because TxDOT
16 already defaults to those. This is more like going forward.
17 But yeah, that's a good point especially if there's new ones
18 coming out and so --

19 MS. WEAVER: Yeah, the new one will be out soon.

20 MS. LIND: I'll -- I'll do a quick count.

21 MS. WEAVER: Okay. And then the last comment that
22 I had was on the section for expanding the bikeway network.
23 I think there needs to be a -- a little bit more thorough
24 discussion of the terminology and what bikeways means,
25 because I'm looking at the map right now and I gave all the

1 red part and the north with like eight caveats and I don't
2 feel like any of those were used, because It shows all of
3 ours as unplanned back way, whatever that's being defined as
4 as planned and then all the Austin is built. And that just
5 can't be true, because ours is an entire trail network.
6 It's not the state right-of-way. So we really got to get
7 clear understanding on that's not an apples to apples
8 comparison on that map right now.

9 MS. LIND: We're going -- and Teri's been working
10 through that right now with our -- with the (indiscernible)
11 team at TxDOT.

12 MS. WEAVER: Okay.

13 MS. LIND: And this is an example of the -- why a
14 report needs to be done. There is -- she's --

15 MS. WEAVER: Right.

16 MS. LIND: -- currently working on that right now.

17 MS. WEAVER: Okay. But I see that and I see an
18 inaccurate map.

19 MS. LIND: Well, yeah.

20 MS. WEAVER: so it makes me a little ornery.

21 MS. LIND: We're working on this, but --

22 MS. WEAVER: Okay.

23 MS. LIND: -- this is the first -- this is the
24 first cut draft is a statewide bike map with the data and
25 things being pulled together.

1 MS. WEAVER: But I'm saying --

2 MS. LIND: So yeah.

3 MS. WEAVER: -- you -- you can't make a map of
4 inaccurate data. There is --

5 MS. LIND: I know.

6 MS. WEAVER: I -- you see what I mean. Yeah.
7 Sorry. But again, I just don't want our stuff to be
8 misrepresented, but I'm totally on board that there needs to
9 be a bikeway map for the state once we understand what those
10 facilities mean and that we're all equal when we -- when we
11 discussion. So yeah.

12 MR. HIBBS: And Bobby Gonzales I think has a
13 comment.

14 MR. GONZALES: You know, I was going to say -- I
15 was going to ask about the same thing, because El Paso shows
16 them all tilting but we're not. Will we be provided a copy
17 of the report, of the draft report?

18 MR. HIBBS: I would think absolutely.

19 MR. BLOUIN: Probably yes, absolutely.

20 MR. HIBBS: Yeah. Yeah.

21 MR. GONZALES: I -- I assume during our October
22 meeting?

23 MR. BLOUIN: Maybe even before then. We're aiming
24 for September so there's probably some value and we'll get
25 you a copy out to review so we can, you know, incorporate

1 the appropriate discussion at the next meeting.

2 MR. GONZALES: All right.

3 MR. BLOUIN: I think that's all we would like to
4 do.

5 MS. WEAVER: That's great.

6 MR. GONZALES: That's all I have.

7 MR. HIBBS: Okay. Any other comments?

8 MS. BLAZOSKY: I think these are a good list of
9 some focus areas, but one word that I'm not seeing that I
10 think it's important is connectedness. So when the -- when
11 we talking about the bikeway network making sure that
12 connected is somewhere in there as part of the topic.

13 And just curious about the -- the level of how --
14 when we're talking about building safer and better bike and
15 pedestrian accommodations, are we trying to encourage TxDOT
16 to really start prioritizing that type of facility or are we
17 just saying blanket build safer ones? Because it might be
18 stronger if we can encourage moving towards safer and better
19 bike facilities as a -- as a whole.

20 MR. BLOUIN: So you're looking for more
21 specifics --

22 MS. BLAZOSKY: Maybe a little more --

23 MR. BLOUIN: -- and some topics --

24 MS. BLAZOSKY: -- specific or strengthening of the
25 focus area type --

1 MR. BLOUIN: Okay.

2 MS. BLAZOSKY: -- or something. But -- but the
3 potential outcomes are all great. I -- I really like seeing
4 all those types of recommendations.

5 MR. HIBBS: Okay. Russ?

6 MR. FRANK: I think these are great. I just think
7 as TxDOT really hasn't focused on all these things and we've
8 kind of talked about all these things. I think having this
9 in one document is really good. Obviously some of the
10 projects or some of the outcomes or short range and long
11 range types of things.

12 It can't all be done super fast, but I think it's
13 really good and it's actually in a document so these are
14 going to be our main priorities. And then I think this is
15 something that as we do our next time we talk with TxDOT
16 Commission or something, this is something at some point we
17 need to say look, we think this is great, this report,
18 Commission. Maybe you all need to look at this and maybe
19 adopt some of the recommendations or endorse it or send out
20 saying we think this is a priority TxDOT to over time look
21 at all these things so --

22 MR. HIBBS: Yeah.

23 MR. FRANK: -- it's not just a report that sits on
24 the shelf, it's something that the Commission can -- can
25 hopefully embrace, or at least be educated about it in some

1 form --

2 MR. HIBBS: Right.

3 MR. FRANK: -- of way.

4 MR. HIBBS: Right. You know, one of -- one of the
5 things that I noticed or at least if it was in there it
6 didn't jump out of me was -- has to do with -- with
7 repaving. And I know that Eric had mentioned earlier that
8 in October we're going to get more up to speed on this. And
9 -- and I know less about it than anybody. But I'm here to
10 tell you that when you're on a bike that's on one of those
11 super slick wonderful paved roads, it is a whole different
12 kettle of fish when you're in that, you know, chunky hard
13 gravel stuff. It's just a mess.

14 And -- and I think if we were to survey cyclists
15 across the state of Texas and ask them where that falls
16 under their priority. It's huge, because in many cases it's
17 the difference in being able to ride on a road or not. And
18 I don't see a lot of -- of material in here that -- that
19 puts the focus on possibly trying to -- when we repave roads
20 doing it where it's cycle friendly if -- if that -- if you
21 understand what I'm saying where you take those things into
22 consideration. And maybe not all roads, but certainly ones
23 that have been designed as cycling corridors or possible
24 roads or BikeStripe consideration or something like that
25 that they get -- they kind of overway or whatever it is that

1 you call it that we'll know in October, I guess. But -- but
2 that particular surface is -- is conducive to, you know,
3 allowing cyclists to be able to ride on it where it's not
4 dangerous.

5 And so -- so I think that repaving piece of it and
6 I know the gentleman from South Texas is not here today.
7 But if he were, I'm -- I'm guessing that he would probably
8 want to see that.

9 MR. BLOUIN: Well, it brings a good point. I
10 mean, because the pavement conditions for vehicles and the
11 pavement condition for bicycles how they're assessed clearly
12 is two totally different things. So yeah, I think that --

13 MS. LIND: But I think the bottom one here kind of
14 misses a lot -- some of that. And this is material that
15 have these kind of idea -- the typical drag and drop section
16 that -- and here's the full end if you know that it's a high
17 use corridor.

18 MR. HIBBS: Right.

19 MS. LIND: And now we have recommendations for
20 lane widths, material type, maintenance, you know, all those
21 things that we lined up. And -- and it would make
22 personally more standardized and easier for districts to say
23 okay, this is how you say it, what -- what should I put in
24 here and -- and that we -- whether to do it or not. We
25 don't -- you know, but -- but this is lining up at least

1 given the tools that they need to make the combinations the
2 best that they can be. But that's a very good point and
3 we'll add that in --

4 MR. HIBBS: Yeah.

5 MS. LIND: -- into the report.

6 MR. HIBBS: And the -- the other comment that I
7 wrote down on here is now that the Commissioners have been
8 aware of BikeStripe and now that TxDOT has the rights to
9 this -- this name and -- and we're moving forward with
10 hopefully a pilot project pretty soon, I would like to see
11 some mention of, you know, encouraging communities to learn
12 more about BikeStripe because a big part of what -- what the
13 ultimate outcome is is a methodology to allow a community
14 that -- that wants to have bicycle lanes to be able to
15 access this information on the TxDOT website and to be able
16 to put together the plan to get it done.

17 And I think, you know, we've -- we've kind of
18 talked around it a little bit in the report and I can see
19 some references to striping and things like that. But this
20 -- this may potentially be a pretty big deal and if -- if
21 so, I think we need to -- we need to have some specific
22 reference to it. Yes, Anne-Marie.

23 MS. WILLIAMSON: I have a question about bicycle
24 rest stops. And we have them for motor vehicles. But I
25 wonder if there's ever been any discussion about that now.

1 If you're maybe in a city where there's lots of places to
2 run in and refill your water or get in the shade, then a
3 moot point. But for some of these more rural areas where
4 we're trying to have fun activity and increase rider --
5 riding and that sort of thing, I'm just wondering if there's
6 been any discussion about having small shaded area with a
7 water fountain or --

8 MR. BLOUIN: We --

9 MS. WILLIAMSON: -- anything like that.

10 MR. BLOUIN: We -- I have done it where we've
11 developed various points and alternatives for locations for
12 essentially a covered area with a -- a picnic table. The
13 problem comes in with the utilities and the water is really
14 -- what -- what I have had an experience with in the past is
15 really problematic. Just because depending on where you're
16 at it's the water source is very -- very much -- it varies.

17 But, you know, there is usually maps. There is
18 trail maps. There is safety roads. So -- so it may not
19 have water, but it has definitely different amenities that
20 don't require much maintenance.

21 MS. LIND: And some of this come up with the
22 discussions over the bike map, you know, maybe -- but Teri's
23 been working on -- is working on developing a bike map. I
24 don't know if it's possible now with -- down the road if you
25 -- you know, you just identify just what you're talking

1 about.

2 MR. BLOUIN: Yeah.

3 MS. LIND: To identify where those facilities
4 exist. So hey, I'm going on a -- you know, a hundred mile
5 ride, where can I fill up, where can I -- if I need to get
6 tools or something, where can I go. I think that that's
7 something that maybe might be, you know, could be
8 accommodated through a map just to help, you know, for
9 people who are traveling that way.

10 In terms of TxDOT providing specific bicycle
11 facilities, I will now give to TxDOT to pursue. And if they
12 wanted to include that in their report.

13 MS. KAPLAN: Well, I have never heard of -- of a
14 bicycle rest stop. I mean, that's the first time that has
15 been put together as a thought that I've heard. And I think
16 it's a great idea for the purposes that you're saying. I --
17 we do have a lot of trail heads out there that have the
18 motor vehicle parking and have restrooms and often water
19 fountains. But I can see the need for some rest areas on
20 some of these longer and connected paths.

21 So including it in this report as something and
22 might be able to be accepted as a -- you know, as part of a
23 federally funded project.

24 MS. LIND: And sometimes like that -- like that's
25 a good example of if you can get a study, we'll include in

1 the report. You know, there's really good ideas and you all
2 have good ideas and things you've seen in your community and
3 your country or internationally that you think might have a
4 place in the report. We are all working on pulling those --
5 we're already pulling those together.

6 We had some of that in our packet last month of
7 kind of what are other states doing. But if you know, I
8 know like -- I'm originally from Wisconsin. And in Madison,
9 Wisconsin they have bicycle rest stops. They also have
10 bicycle congestion problems that and they have typical
11 examples of that. But I think that -- I didn't think about
12 that, but that might be a good example. If you know of
13 another better example where they have rest stops, we can
14 throw that in, you know, look at here, they use rest -- you
15 know, bicycle rest stops.

16 MS. BLAZOSKY: One area that comes to my mind when
17 -- when you raised it, that Anne-Marie was -- the route
18 there in Canada. I'm not sure exactly if it's analogous,
19 but if in your time to research that comes up, that might
20 have some --

21 MS. LIND: Okay. Wait.

22 MS. BLAZOSKY: -- bicycle --

23 MS. LIND: What is it called?

24 MS. BLAZOSKY: La Route Verte. And I'm going to
25 look at --

1 MR. STALLINGS: La Route Verte. It's Green Route.

2 MR. HIBBS: Green Route.

3 MR. STALLINGS: I just came back from there on
4 vacation.

5 MS. LIND: Were there bicycle rest stops? Did you
6 take a picture?

7 MR. STALLINGS: Oh, yeah. There were nice ones.
8 But also that was the Texas Tourism Trials Legislation in
9 2005. It was inspired by La Route Verte. And we already
10 have a legislative interest in this. And the -- the network
11 for tourism that is modeled after La route Verte in 2005.

12 MS. LIND: Well, that would be a good case. I can
13 -- I'll look into it. I like doing a ride for me about it.

14 (Laughter.)

15 MR. HIBBS: Okay. Do we have any other comments?

16 MR. STALLINGS: Is there a job offer at CH2M Hill?

17 MS. WEAVER: One last quick one from me.

18 MR. HIBBS: Yes.

19 MS. WEAVER: One other -- one other --

20 MR. HIBBS: Karla would like to -- to have a final
21 comment.

22 MS. WEAVER: One other quick thing. If we can
23 look at maybe last mile connections, prioritizing last mile
24 connections to transit or to priority lane uses like
25 schools, civic areas. I think that might be a positive.

1 MS. LIND: Go to the gap analysis, but focusing
2 more specifically on actually the --

3 MS. WEAVER: Yeah, because there's a lot we can
4 build, but if we can focus on some of those are s, that
5 would be -- would be good.

6 MR. HIBBS: Okay. Great comments, everyone.
7 Appreciate very much your feedback in this and -- and your
8 thoughtfulness. And one of the great things about, you
9 know, having a committee was so many different people to
10 have different levels of expertise and work in different,
11 you know, parts of -- of government and planning and
12 engineering and things like that is it really does provide a
13 lot of wonderful comments for very, very important projects
14 like this.

15 And speaking of projects, the next thing on the
16 agenda is Teri who is going to do a presentation on the 2015
17 TAP program.

18 MR. GLEASON: Mr. Chair.

19 MR. HIBBS: Yes.

20 MR. GLEASON: Before we move on, if I may, as this
21 report begins to take shape, one of my jobs is going to be
22 to begin briefing TxDOT administration on what's in it,
23 because ultimately this will be a report that the
24 administration supports. So as we move forward closer to a
25 draft and toward a final product, we will continue to engage

1 the Committee and it would be my expectation that the vast
2 majority of this would be things that the administration
3 could embrace. But we will need to work through that though
4 those areas where it may look different.

5 And at the end of the game, of course, you know,
6 the Committee will be able to review and comment on that
7 report and presumably communicate with the Commission on it
8 as well. So you got to -- this has mostly been you all and
9 us at this point. Now we need to start moving forward with
10 something that the Department ultimately will embrace.

11 MR. HIBBS: Okay. Okay. Okay. All right. Teri.

12 MS. KAPLAN: Good morning again. Teri Kaplan, for
13 the record. As you all know, the Transportation
14 Alternatives Program called for projects. This initiated
15 January 16th. And the deadline for project submission was
16 day May 4. We received a hundred and twenty project
17 nominations. Home project was determined to be ineligible
18 because of its activity. And two projects were located
19 within the large urbanized areas. And so we now have a
20 hundred and seventeen projects that we are currently
21 evaluating.

22 We had division staff that have looked at it from
23 the design traffic and environmental as well -- as well as
24 some -- some of our district -- my sub coordinators. These
25 are the types of projects that we're looking at in addition,

1 traffic holding managers and some other --

2 These are the focused areas we have discussed
3 previously and we see in this slide. And it's our program
4 that I have basically we're focusing on safety,
5 connectivity, collaboration, large part objects, large -- a
6 large piece of a larger project. And basically this is a
7 summation of the nominations that we have received.
8 Approximately 96 of them were from the local governments.
9 We had a few school districts and we had a regional
10 transportation authority that submitted a project.

11 Now we didn't see a whole lot of projects that had
12 plans that were started. As a matter of fact, 62 percent
13 didn't have any plans started. And the 35 percent that are
14 between five and 75 percent --

15 MR. HIBBS: The conference will what?

16 (Laughter.)

17 MR. HIBBS: Did somebody hit the ejector seat or
18 something and it's over?

19 MS. KAPLAN: I -- I believe I sent you all some --
20 some graphical information about the statistics of what we
21 received in our toll. But this is just an example showing
22 you the different category -- activities and how the costs
23 of the projects were submitted with -- we'll be seeing in a
24 graph form.

25 And basically our federally funded matching was

1 8020, pretty close to 8020. We did have some Economically
2 Disadvantaged County Program and we're -- that's where a
3 county, you know, can use their percentage reduction for the
4 local match and the state pays that portion of the project
5 so we have four percent of state funds that -- that have
6 been requested.

7 And so far these are preliminary findings.
8 Basically as I've mentioned, alto of people have not begun
9 planned development. We found that there are some costs in
10 the cost estimates that may not be eligible for federal
11 reimbursement. And some of the construction costs may have
12 been underestimated. Some of the timelines that people out
13 there are estimating to complete the project are
14 unrealistic. Some of the in kind that they have identified
15 for consideration may not be eligible. These are things
16 that we're looking at as we look more in depth into the
17 projects. And so we --

18 MR. HIBBS: So would it be like I say to my
19 teenage kids you didn't follow the instructions?

20 MS. KAPLAN: And we have that in some cases also.

21 (Laughter.)

22 MS. KAPLAN: And under -- are some folks that use
23 the Economically Disadvantaged County's reduction in areas
24 that they weren't eligible. They didn't look at the details
25 of what is eligible. So these are some things -- these are

1 things that we're going to be fleshing out over the next few
2 weeks.

3 MR. HIBBS: So Teri, help me understand here.
4 There was according to slide number two, it says an
5 estimated \$52,000,000 was available, correct?

6 MS. KAPLAN: That is correct.

7 MR. HIBBS: And you guys received requests totally
8 how much?

9 MS. KAPLAN: In federal cuts, we had a total of
10 about a hundred and thirty million --

11 MR. HIBBS: Okay.

12 MS. KAPLAN: -- in requested with the local match,
13 an ADCP match.

14 MR. HIBBS: So -- so total that was about a
15 hundred and thirty million requested and you got about
16 50,000,000 to spend, is that correct?

17 MS. KAPLAN: That's approximately correct.

18 MR. HIBBS: All right. And so -- so what is the
19 process now after you eliminate all the ones that didn't
20 follow the instructions? What is the process to identify
21 the ones who will ultimately get the plan? How does that
22 happen?

23 MS. KAPLAN: We have folks that have reviewed
24 these projects and are scoring them.

25 MR. HIBBS: Okay.

1 MS. KAPLAN: And ranking them based on the
2 nomination and those -- and we have a committee that's going
3 to be organized that will look at how these projects have
4 been scored and make -- and make a recommended list based on
5 the evaluations from folks from our design division, our
6 traffic operations, our environmental folks. These projects
7 are also being looked at by bridge and by right-of-way and
8 our rail -- railroad staff to offer comments. Some things
9 they may find have been underestimated or are not
10 constructible. As for some of those, they -- you know, we
11 just have to gather --

12 MR. HIBBS: Right. Right.

13 MS. KAPLAN: -- all of these comments and that
14 will be proposed -- these comments will be given to the --
15 the recommendation committee and dealt them up with the
16 recommended list commission.

17 MR. HIBBS: Okay. Do you know at this point are
18 you oversubscribed on the 52,000,000 with projects that did
19 follow the instructions?

20 MR. GLEASON: Let me -- let me just jump in here.
21 I think the question of whether folks followed the
22 instructions. Where -- where we're at is we have a
23 relatively small number of projects where the application
24 was complete.

25 MR. HIBBS: Okay.

1 MR. GLEASON: And it was done in a manner that was
2 consistent with the guidelines. And those scored reasonably
3 well.

4 We have a larger group where we have questions.
5 It wasn't anything necessarily that we found yet about them
6 that would say they're ineligible. But we are going to be
7 going back and ask some clarifying questions --

8 MR. HIBBS: Okay.

9 MR. GLEASON: -- and we need some more
10 information.

11 MR. HIBBS: Okay.

12 MR. GLEASON: So that's the largest --

13 MR. HIBBS: Yeah. Okay.

14 MR. GLEASON: And then there may get -- be another
15 group where at the end of the day someone just sat down in
16 30 minutes and --

17 MR. HIBBS: Yeah. So you don't know whether
18 you're -- you're oversubscribed or not yet --

19 MR. GLEASON: No, we -- we really don't.

20 MR. HIBBS: -- because you're still having to get
21 some more information.

22 MR. GLEASON: We -- we really don't. And moving
23 forward, what we're hoping is that we can split off once we
24 scored them all that we actually can split off in terms of a
25 small group and move those first incidents while we take the

1 time to go back and find out more about the others. And so
2 that relatively small group will not only be the ones that
3 scored well so we know they're good projects, but they will
4 be the ones that the application were complete on.

5 MR. HIBBS: Okay.

6 MR. GLEASON: The biggest issues we can see right
7 now from a funding standpoint seems to be in the -- there is
8 the -- within the program, within that 52,000,000 total,
9 about half of that has to go to areas between 5,000 and
10 200,000. The other half has to go to areas below 5,000.
11 And it's that second half where we really don't have
12 certainly dollar wise we don't have -- it appears anyways at
13 this point enough.

14 MR. HIBBS: Okay.

15 MR. GLEASON: And --

16 MR. HIBBS: That -- that gets to the crux of my
17 question, because it's a little bit like scholarship money.
18 You know, in the United States there's hundreds of millions
19 of dollars that are available for kids to go to college that
20 go unused every year. And I know this because I served on a
21 college foundation board. And -- and it is a tragedy that
22 that money is available and -- and all someone has to do is
23 properly fill out the application to receive these
24 scholarships and they just don't know about it or they don't
25 do it properly.

1 So it sounds like to me if -- and -- and I think
2 it would be as -- as much as we need to improve cycling in
3 smaller communities, it would be a tragedy if money was
4 available out there to do projects in communities smaller
5 than -- than 5,000 or 5,000 to 200,000 because someone
6 either didn't know about it or didn't fill out the
7 application correctly or they didn't get the information,
8 you know, exactly and organize the way that it was supposed
9 to on the -- on the request.

10 MR. GLEASON: So just to remind the Committee, the
11 52,000,000 is actually four years worth of federal funding
12 for areas of the state under 200,000 in Texas. Fiscal Year
13 '13, '14, '15 and then the year we don't have yet, '16. So
14 we could find ourselves, and we knew this going in without
15 knowing exactly what we get, now that we've seen what we
16 get, we -- we don't need to commit the entire 52.

17 I mean, one of the issues is these -- so many of
18 these projects aren't very far along in terms of the project
19 development. Do we know enough about them, enough about the
20 consensus within the community, enough about any of the
21 potential technical issue of whatever with the -- what we
22 actually want to commit them right now.

23 MR. HIBBS: So what you're saying is this is not
24 necessarily a -- a use it or lose it thing.

25 MR. GLEASON: That's right.

1 MR. HIBBS: That these -- these are monies that
2 are in the bank. And that -- are available that --

3 MR. GLEASON: For a period of time.

4 MR. HIBBS: -- loosely speaking --

5 MR. GLEASON: I mean, we do --

6 MR. HIBBS: -- for a period of time.

7 MR. GLEASON: -- deem that -- those funds, yeah.

8 MR. HIBBS: So I think it's critically important
9 that the members on this Committee who are in those smaller
10 communities understand that there -- there may be some
11 opportunities here to -- are -- are they gone now because
12 we're past the May deadline? Or when is the next time this
13 TAP --

14 MS. KAPLAN: Well, to answer that --

15 MR. HIBBS: -- program?

16 MS. KAPLAN: -- we don't know that this program is
17 going to absolutely continue on because we may have another
18 transportation bill that will come along with a -- a new
19 program. So and that's why we obligated the funds out to
20 2016 because we anticipate this bill being extended. And we
21 would expect that this program would continue in some form
22 or fashion. But if it does change in some way, we would
23 have to have probably new rules for that program.

24 So to make sure that we didn't get hung up, we
25 wanted to include all of the years available and we allow

1 ourselves the opportunity to not necessarily fund all of
2 them at one time. But we do need to make sure that we fund
3 projects for these 20 and -- 2013 to 2014 funds as quickly
4 as possible so that they can get to construction in a timely
5 manner.

6 MR. GLEASON: So to answer your question, I would
7 imagine that we could be looking at something else assuming
8 nothing changes too dramatically on the federal landscape,
9 perhaps next spring. But I think we're going to need to get
10 through award of all of these in the fall, enough time to
11 come back and talk about what worked and what didn't work.
12 Of course you can just jump right back out there again. We
13 may need a different strategy.

14 MR. HIBBS: Okay. All right.

15 MR. GLEASON: We may find we have to go back in
16 the rules and make some changes so that we can really make
17 some things happen --

18 MR. HIBBS: Sure.

19 MR. GLEASON: -- in some of these --

20 MR. HIBBS: Well, and -- and I think it's
21 important to the BikeStripe strategy, because in those
22 smaller communities that want to BikeStripe, if they know
23 that there is going to be potentially some funding through
24 some of these mechanisms. Then I think you're going to see
25 the applications come in, particularly if they know how to

1 do it which is why that flow chart because so important in
2 helping those smaller communities that don't have highly
3 organized groups of very experienced, you know, politicians
4 and cycling leadership and things like that where they can
5 have -- have a road map and -- and know how to access these
6 funds.

7 MR. GLEASON: Well, I think the most important
8 thing we can do is pick really good projects right now that
9 will begin to create a good track record of fund -- you
10 know, good idea funding, follow through, good idea funding,
11 follow through. So -- so we can build up some confidence in
12 this program that we aren't funding projects that are not
13 well thought out or even remotely ready to start.

14 MR. HIBBS: Right. I agree. And so is the
15 protocol that internally you will make those recommendations
16 and then presumably at some point are you going to tell the
17 Committee these are the projects that we've chosen?

18 MR. GLEASON: We will -- what we will do -- what
19 we're planning to do is to bring recommendations to the
20 administration. We'll make our recommendation to the
21 Commissioner for award possibly as early as September. We
22 will bring this Committee along at each point along the way
23 as -- when you're scheduled to meet where we are and what's
24 going on.

25 MR. HIBBS: Okay.

1 MR. GLEASON: But to be more clear, I'm not
2 looking -- we're not looking to this Committee --

3 MR. HIBBS: We understand.

4 MR. GLEASON: -- for project level decisions --

5 MR. HIBBS: Right. Right.

6 MR. GLEASON: -- with this program.

7 MR. HIBBS: Right. Right. Okay. All right.

8 Good, thank you.

9 MS. WEAVER: And another -- another issue that we
10 had in the nomination process is that if people not
11 following directions, we're going to be going to an e-grant
12 system in the future. And that will help us to control the
13 information that we received that we -- we get what we need.

14 MR. HIBBS: All right.

15 MS. KAPLAN: Or it's incomplete.

16 MR. HIBBS: Yeah.

17 MR. GLEASON: Teri, you -- is this it? Have you
18 grabbed that?

19 MS. KAPLAN: Yes.

20 MR. GLEASON: Okay.

21 MS. KAPLAN: Yes.

22 MR. HIBBS: Okay. I have one comment about that.
23 And I want to know why when we're promoting all this health
24 and wellness this guy is smoking a cigarette.

25 (Laughter.)

1 MR. HIBBS: All right. Moving right along.

2 MS. KAPLAN: I was going to leave it.

3 MR. HIBBS: Okay. Thank you for that report,
4 Teri. This is the point in time during our -- our meeting
5 that everyone gets a chance to talk about what's going on in
6 their communities and share with the group any information
7 that could be important. And so, Russ, can we start with
8 you down there and we'll just go around the table?

9 MR. FRANK: Okay. I guess -- I just have a short
10 report. We still have a lot of bike paths that are under
11 construction. We had a bond refer in the Houston area
12 several years ago. And those -- a lot of those passages are
13 still being built right now to connect all the paths
14 together with bike trails.

15 Now the biggest thing I guess going on is we have
16 not actually updated the Houston bike plan in about 20
17 years. And so there's been a big effort on that going on.
18 We had a bunch of public meetings this summer. And so we'll
19 have a new updated city of Houston bike plan coming up next
20 year even though there's been lots of progress on lots of
21 bike plans, the official plan had never moved and updated
22 over all that time. So it's going to be a whole new bike
23 plan.

24 Since the last one was done, I mean, there have
25 been so many trails and lanes built since. And hopefully

1 this will kind of take us to the next level, what's going to
2 be next for cycling, so --

3 MR. HIBBS: Russ, I'm intrigued with the bike
4 plan, okay, because I'm not sure that in some of smaller
5 cities around here where that's sophisticated. Could I ask
6 you to share that bike plan with the Committee members so we
7 can see what Houston's bike plan looks like? Is it --

8 MR. FRANK: I can -- I can get the old planning
9 right now. It's -- it's being updated, but I can certainly
10 get you the plan. And we also have a plan not only for the
11 city of Houston, but also our MPO has a regional bike plan
12 for the Houston-Galveston area council. And I can show you
13 that. They have a whole new bicycle reports that they did
14 about bicycle facilities in our region, but I can
15 certainly --

16 MR. HIBBS: I -- I think one of the great things
17 about a Committee like this where you got people from
18 different parts of the state that aren't maybe not nearly as
19 sophisticated as some of the more urban areas is -- is where
20 we could sure use some help on some things. And since ya'll
21 are going through the process right now, maybe -- maybe even
22 at the next meeting in October will you be far enough along
23 on the revisions --

24 MR. FRANK: I can check --

25 MR. HIBBS: -- and all where --

1 MR. FRANK: I'm not for sure, but I can check and
2 see how far it will be -- it will be ready by then. But I
3 think the big thing about having those kind of plans is, I
4 mean, obviously different communities or different sizes.
5 And to see if Houston government has people who work on
6 bicycle things that work for the city of Houston. So that's
7 why the city government funds these things to be able to do
8 these kind of planning.

9 MR. HIBBS: Right.

10 MR. FRANK: And then obviously a long time ago
11 that did not happen, but it's -- it's been -- become a
12 priority for the people there. And so city funds are spent
13 on these type of things, so --

14 MR. HIBBS: Okay. Well, maybe if you can make us
15 a short presentation at the next -- next Committee meeting
16 so that those of us that have further, you know, working
17 knowledge of these plans will have a chance to -- to maybe
18 draw something from it. And even some of the bigger
19 communities I'm sure will benefit from that. So okay.
20 Thank you. All right. Jason.

21 MR. FIALKOFF: I -- I mentioned at the last
22 meeting that NACTO, the North American City Transportation
23 officials is holding their annual signing cities conference
24 in Austin in October. Those dates are the 28th to the 31st.
25 It's the last few days. I -- I think the -- I forget the

1 name of the Commissioner who was here who suggested that we
2 have the next meeting so it overlaps with that Friday.

3 For those of you who don't know, the conference is
4 going to explore some of the more cutting edge urban
5 transportation technologies and place in the country.
6 There's a number of tours exploring the city of Austin's
7 facilities by foot, transit and bike. And I think if you
8 have the opportunity to attend, it's a good -- it's -- it
9 will be a -- a great chance to see what we've done in the
10 city as well as what's getting done elsewhere in the
11 country.

12 MR. HIBBS: Awesome.

13 MR. FIALKOFF: Yeah.

14 MR. HIBBS: Awesome. David

15 MR. STEINER: Thanks, Billy. Yeah, David Steiner
16 just for the record. From -- from a small community we've
17 -- a couple of simple things going on since the last
18 meeting. Number one, as a bike club, there's still a lot of
19 interest in removing -- we're trying to move forward with
20 designating and actually trying to get something along the
21 lines of share the road signs for some of our more popular
22 routes which continued I think the very important point to
23 that, I view it and our CH2M folks here -- are still here is
24 -- is that in itself is part of the education and
25 recognition that we belong on the roads.

1 You know, my -- my personal experience as recently
2 as last Friday as I was cycling on a quiet back road, over
3 on the side I had an oncoming vehicle continue to move over
4 onto my side just to push me literally. So I view that as,
5 you know, recognition. And it's something -- you know,
6 we're looking at. And, Teri, we had talked about this early
7 -- or late last year just coming together with our own funds
8 from the bike club to actually support something like that.
9 There's a lot of interest in it.

10 So that's number one. The only other second item
11 and -- and really I would be very interested in talking with
12 you, but as part of the group, the 501(c) that advocates
13 access and trails in the area, I want to move forward with
14 and at least start having some discussions with the local
15 city council in Lufkin around BikeStripes and stuff and at
16 least get it in the planning and zoning Commission's mind as
17 they think about their 10 year plan to start building on
18 that.

19 MR. HIBBS: Yeah. Yeah. Good.

20 MR. STEINER: So --

21 MR. HIBBS: Yeah.

22 MR. STEINER: -- you know, maybe --

23 MR. HIBBS: Yeah.

24 MR. STEINER: -- as you get what you've done and
25 tie it a little farther along and when it's appropriate I

1 would very much like to carry that to our own city council.

2 MR. HIBBS: Good. Good.

3 MR. STEINER: And that's all I have.

4 MR. HIBBS: Okay. I would like to note that --
5 Bobby after racing for 29 years is getting ready to go to
6 the national championships in Milwaukee, is that right? The
7 National Triathlon Champions. And so he's -- he's buff and
8 tanned and presumably hydrated and ready to go.

9 (Laughter.)

10 MR. GLEASON: Don't forget about the world
11 championships.

12 MR. HIBBS: Wow.

13 MR. GONZALES: Well, we have a lot of good things
14 happening in El Paso. They recently awarded a contract for
15 the -- the city's first master plan, bikeways master plan.
16 We did the study in 1997. So that -- they're working on the
17 master plan which is, you know, which is going to be a great
18 thing for the city. That should start within the next
19 month. They awarded already to a planning group.

20 The city of El Paso also continues to incorporate
21 bikeways. So a bike -- bicycle facility within the city of
22 El Paso. And -- and they've implemented that 1997 plan. So
23 whenever they have a reconstruction project or maybe with
24 traffic management improvement project they -- they pop a
25 bicycle facility and whether it's shared -- shared lane or a

1 bike lane or bicycle storage or whatever.

2 And then also the UTEP which is the University of
3 Texas at El Paso continues to be aggressive with -- with
4 their plans to incorporate bicycle facilities. And they --
5 they look at bike lockers. They're doing a bike share, bike
6 lanes, hike bike trails. So it's all good.

7 MR. HIBBS: Good.

8 MR. GONZALES: It's coming together.

9 MR. HIBBS: Yeah, that's awesome.

10 MR. GONZALES: Now the connectivity is starting to
11 happen.

12 MR. HIBBS: Wonderful.

13 MR. GONZALES: Now you can pretty much --
14 commuters can bike from point A to point B and -- and return
15 trip.

16 MR. HIBBS: Wonderful. Terrific. Karla.

17 MS. WEAVER: Three things I'll mention. We have
18 updated our long range transportation plan in Dallas-Fort
19 Worth. So for the bicycle ped world, we're updating all of
20 our maps and trails. We have 10 counties that have versions
21 of trail plans. So we're going from about 1700 miles to
22 over 3,000 miles.

23 We also for the first time are going to be adding
24 on street routes. We have about 28 cities in the past five
25 years that have developed some version of a bike lane system

1 and we want to get that on a big scale to connect all the
2 trails.

3 We're also talking about complete streets in our
4 region is has previously not been popular. Seeing if we can
5 introduce that again. And then vision zero which is a
6 federal highway administration initiative of no deaths
7 allowed. So not some percentage that we want to reduce by.
8 We want to get to a zero point. So we're trying to get that
9 across the policy officials.

10 Our second initiative is we're starting a regional
11 pedestrian safety plan. We've been having trainings on 88
12 transition plans, a lot of our cities don't have those and
13 the feds were like what are we doing about this. And we're
14 like right now, nothing. So we're going to -- we have
15 identified who was -- who has it and how to help that.

16 We've been doing some courses on designing for
17 pedestrian safety and then also on roundabouts which are
18 more and more popular but they scare a lot of people with
19 the pedestrian cyclists how they interact in there. So
20 we've been bringing in some training.

21 And then the third thing is we're working on a
22 safety campaign. It's going to be called Look Out Texans.
23 And it's -- we're doing it -- we borrowed the idea from
24 Philadelphia. It's personalizing the cyclists to -- we've
25 -- we've done these photoshoots recently and it's kids and

1 it's families and it's -- a cyclist is your dentist, it's
2 your teacher, it's your friend, it's the guy you go to
3 church with. And so motorists see that as a campaign of,
4 you know, these are -- these are not your enemy, we're all
5 friends.

6 And then there's going to be a series of
7 billboards, radio ads and bus wraps and things like that to
8 get the word out and sort of have our cities distribute the
9 information as well.

10 MR. HIBBS: Very cool.

11 MS. WEAVER: Yeah.

12 MR. HIBBS: That's a neat program.

13 MS. WEAVER: Yeah.

14 MR. HIBBS: Okay. All right. Howard?

15 MR. PEAK: Well, the fact that -- first of all,
16 thanks for -- for being here and -- and looking forward to
17 more. But we -- the big thing in San Antonio is a -- is a
18 -- a circular city if you will using creeks on -- on either
19 side of San Antonio and slowly but surely -- well, that's
20 nuts as I shouldn't say that -- but I think making great
21 progr -- progress on -- on what we've done so far. And then
22 ultimately these little gaps here and there is going to have
23 what I consider to be, you know, a -- a sort of like an egg,
24 big -- a big egg.

25 But anyway, it's -- it's very pop -- popular, the

1 creeks. And so we're -- we're continuing to -- to finish up
2 as -- as quickly as possible.

3 MR. HIBBS: Very cool. Very cool. So you'll have
4 an entire perimeter that you can ride all the way around San
5 Antonio?

6 MR. PEAK: Yeah.

7 MR. HIBBS: Will it take like five days to --
8 (Laughter.)

9 MR. HIBBS: Maybe take Bobby five minutes, but for
10 the rest of us, I mean, how many miles is this?

11 MR. PEAK: Well, I -- I don't know off the -- I
12 don't remember the -- the exact number, but they -- the --
13 the point is with whatever that the -- the creeks that more
14 people are working on right now, they'll -- think they'll
15 fill in the gaps --

16 MR. HIBBS: Sure.

17 MR. PEAK: -- and -- and then pretty quick --
18 pretty quickly it's -- it's going to be there.

19 MR. HIBBS: An entire perimeter.

20 MR. PEAK: Yeah.

21 MR. HIBBS: Yeah, that's fantastic.

22 MR. PEAK: You know, come and visit us wherever,
23 you know, part of the city --

24 MR. HIBBS: Yeah. Yeah.

25 MR. PEAK: -- and see if -- that it -- if it shows

1 what -- what we're doing --

2 MR. HIBBS: Yeah.

3 MR. PEAK: -- which is significant.

4 MR. HIBBS: Yeah, that's terrific. Anne-Marie?

5 MS. WILLIAMSON: so well, we're pretty much
6 consumed with the Hotter'N Hell Hundred coming up right now,
7 but --

8 UNIDENTIFIED SPEAKER: When is that, Anne-Marie?

9 MS. WILLIAMSON: It is the last weekend in August.
10 So ya'll come. And our -- we have a grassroots bicycle
11 safety committee in Wichita Falls that is gaining momentum
12 which is really nice to see and -- and hear about their
13 progress, have bicycle safety day. Several PSAs went out
14 with regard to bicycle safety and a bike rodeo.

15 And also going to do some work with the Hotter'N
16 Hell Hundred to promote it because it's like so many cities.
17 You know, even though we had such a big bike race and you
18 would think that we would be such a bicycle friendly
19 community. We're just not seeing it as much as we would
20 like to, so.

21 MR. HIBBS: Is it safe to say that the Hotter'N
22 Hell Hundred is the biggest bicycle event in the state of
23 Texas?

24 MS. WILLIAMSON: It is the largest sanctioned USCF
25 bike race in the U.S. And --

1 MR. HIBBS: Wow, really?

2 MS. WILLIAMSON: And -- well, it was the last time
3 I checked and they've changed in the last few months. But
4 -- and I would guess yes, it is probably -- I mean, we're
5 talking on a slow year 12,000 registered participants. And
6 we always have jumpers on. And I think the largest we've
7 had is slightly over 14,000. And so we have close to 7,000
8 volunteers year round gearing up for the Hotter'N Hell.
9 Yeah, it's -- it's a great community event.

10 MR. HIBBS: That's awesome. Allison.

11 MS. BLAZOSKY: To tack on to what Mr. Peak was
12 saying that you had a question about the mileage of those
13 greenway trails. And San Antonio has 45 miles currently
14 as --

15 MR. HIBBS: Okay.

16 MS. BLAZOSKY: -- part of that link. And with the
17 planned trails this will be 86 miles for just that circle.

18 MR. HIBBS: Wow.

19 MS. BLAZOSKY: And shortly after our meeting in
20 May here at the back the -- the city -- the residents of San
21 Antonio approved a renewal of the eighth cent sales tax that
22 will help keep funding those trails with I think plans and
23 after parks and rec to be over a hundred miles. So it's
24 really growing.

25 In San Antonio, the area is kind of having a great

1 community bicycling moment which is -- has been nice to see
2 also. There is some great examples of a new group called
3 women's wrench night. So it's encouraging women who have an
4 interest in riding a bike to kind of reach each other and
5 get to know each other and then have some sort of patching a
6 tire or about your derailleur or some sort of maintenance
7 component to a social hour on a monthly basis. And those
8 meetups for the last year have been growing and have reached
9 over a hundred at one point. So if anybody is interested in
10 that sort of thing for their town, I would be happy to put
11 you in touch --

12 MR. HIBBS: Nice.

13 MS. BLAZOSKY: -- with those organizers.

14 MR. HIBBS: All right.

15 MS. BLAZOSKY: So some pretty good things.

16 MR. HIBBS: Yeah. Margaret.

17 MS. CHARLESWORTH: Well, San Angelo continues to
18 battle the oilfield traffic and the -- and the rapidly
19 deterioration of the condition of the streets. But we are
20 making progress in little bits and pieces. The Red Arroyo
21 Project which was look more like an amoeba rather than an
22 egg, but connect the -- the mall, Angelo State University,
23 the military base, Goodfellow Air Force Base, downtown, the
24 areas around San Angelo is almost completed. You can almost
25 ride to each one of those places.

1 MR. HIBBS: Awesome.

2 MS. CHARLESWORTH: You can ride in the middle, but
3 that last mile is not quite there yet. But we did survive
4 the Memorial Day floods, because the -- the Red Arroyo, this
5 stuff was built down there. Because it is a flood plain and
6 you can't build anything else. Well, it flooded. And the
7 trails survived very, very well. The artwork survived, the
8 restroom survived. So, you know, we know that -- that we're
9 doing that.

10 They have added bike racks to the front of our
11 buses. Now you have no idea what a victory that is.

12 MR. HIBBS: I know.

13 MS. CHARLESWORTH: But -- but I have seen at least
14 three buses down in the -- in the -- the bus barn, the
15 central transportation thing with bike racks. And also our
16 chief of police went to our famously parsimonious city
17 council and requested that the cycle safety city be
18 refurbished and reopened because we were having too many
19 kids hit riding bicycles, not wearing helmets. You know,
20 our neurosurgeons are very, very busy, so are our
21 orthopedists. And he just said, you know, something's wrong
22 here. And the city council actually gave him the money to
23 do it. I mean, everybody was surprised.

24 But we've got that done. And -- and we're just --
25 we're making progress but it's like building a Lego city and

1 we're -- you know, we got 10 blocks done. So, you know,
2 we're -- we're getting there. It's just taking forever.
3 But it's -- you know, we're making progress.

4 MR. HIBBS: Oh, that's great.

5 MS. CHARLESWORTH: Yeah. And -- and the cyclists
6 are starting to come back out. The old traffic has dropped
7 off. But, you know, like I said, they left disasters on the
8 -- on the roads. And the commuting has picked up a little
9 bit. When school starts, they have -- the schools are
10 mandated now that they have to have a bicycle safety session
11 for the kids and assembly or whatever. They didn't used to
12 do that. And the police are going to start stopping the
13 kids if they aren't wearing helmets. Not issuing citations,
14 but it'll be up to the -- the patrolman as to whether or not
15 they want to throw the bike in the trunk and take the kid
16 home and talk to the parents or just talk to the kid or
17 whatever. But that awareness is now there.

18 MR. HIBBS: Right.

19 MS. CHARLESWORTH: And they're going to be a
20 little bit more proactive --

21 MR. HIBBS: All right.

22 MS. CHARLESWORTH: -- about it. So --

23 MR. HIBBS: Okay. Good.

24 MS. CHARLESWORTH: So we're -- you know, we're
25 getting there.

1 MR. HIBBS: Excellent. A good report. All right.
2 We've reached the -- the public comment part of our program
3 and agenda. And -- and let me guess, Robin, you got some
4 remarks?

5 MR. STALLINGS: I just pulled out my mark.

6 MR. HIBBS: Good. Well, you have the floor.
7 Robin Stallings of BikeTexas.

8 MR. STALLINGS: Hi, everybody. I'm Robin
9 Stallings, the Deputy Director of BikeTexas. I appreciate
10 the work ya'll are doing and all the volunteer service,
11 especially my former colleagues. Ya'll have been here so
12 long and -- and have done such good work. Thanks a lot.

13 So I wanted to mention on Item 7 that I didn't
14 notice the term seal coat put on there when ya'll were
15 working on that seal coat or the term chip seal. And I'm
16 sure that that's what Billy was talking about when he's
17 talking about the surface. And I'm afraid if we don't put
18 in the terms that TxDOT uses that it'll be missed.

19 MR. HIBBS: Thank you.

20 MR. STALLINGS: But and one of the biggest things
21 for cyclists across the state over and over we have been
22 struggling with this for two decades. And we have also
23 gotten guidance from TxDOT where their guidance is too small
24 chips. They've actually researched the heck out of it. And
25 actually it's cost effective. But it's usually decided at

1 the area manager level or they allow the contractor to
2 choose the chip.

3 So if they beef up their own rules and so they --
4 parties to do that, the research is there, but it's a really
5 big deal. And thanks for bringing that up and I want to
6 make sure that we're -- and the cyclists called it chip
7 seal, so, but --

8 MR. HIBBS: Well, what's the technical term that
9 we're supposed to --

10 MR. STALLINGS: It's actually seal coat.

11 MR. HIBBS: Seal coat.

12 MR. STALLINGS: so that's the term that we should
13 be --

14 MR. HIBBS: Okay.

15 MR. STALLINGS: -- using --

16 MR. HIBBS: All right.

17 MR. STALLINGS: -- and TxDOT --

18 MR. HIBBS: All right.

19 MR. STALLINGS: -- uses, but I just mentioned a
20 few things.

21 MR. HIBBS: Thank you for that.

22 MR. STALLINGS: Bicyclists talking about chip seal
23 and that's what they mean. And the -- it's a huge deal
24 everywhere. The -- the cousin to that problem is rumble
25 strips. And mostly Texas is pretty good about rumble

1 strips. If you have a shoulder and you put a wide rumble in
2 the middle of it, you've wiped out the safe bicyclist's
3 area. But if you do it right on the white stripe and it's
4 well known how to do it, mostly Texas is doing better at
5 that. But that should be included also with that in a solid
6 rumble strip policy.

7 And then the -- I mean, of course complete
8 streets, TxDOT has a guidance on complete streets for some
9 years now. Maybe it's time to really make that more of a
10 must instead of a may, because while it's swept the country,
11 the League of American Bicyclists showed Texas is having the
12 weakest complete streets policy in the country?

13 MR. HIBBS: Well, what is complete streets, Robin?

14 MR. STALLINGS: Complete streets means that
15 whenever you build or you rebuild or resurface a road, you
16 consider all of the users and then it's -- you complete it.
17 So that means, you know, for pedestrians and bicyclists and,
18 you know, if there's a transit stop needed instead of just
19 looking at it from the automobile point of view which is
20 what we've intended to do.

21 So -- so there is a guidance out there, but again,
22 it's a may, it's not a shall. And so -- and that's varied
23 widely from district to district. Some district engineers
24 completely disregard it and they are kind of rude about it.
25 And other district engineers take it more seriously. But

1 it's -- but it's really decided almost at the local level as
2 if there's not much of a policy. So that policy can be
3 strengthened and -- and that would make a big difference in
4 Texas.

5 MR. HIBBS: Okay.

6 MR. STALLINGS: The -- as far as the state ranking
7 which just came out and Texas was about the same level, it
8 went up a couple -- you know, a couple of notches, but
9 that's a really good survey to see how we stand in
10 comparison to other states.

11 MR. HIBBS: Now what -- what is it ranking?

12 MR. STALLINGS: It's the --

13 MR. HIBBS: Ranking what?

14 MR. STALLINGS: The -- of the ranking of -- of
15 bicycle friendly states.

16 MR. HIBBS: Okay.

17 MR. STALLINGS: The League of American Bicyclists
18 kind of has an objective -- relatively objective criteria.
19 So depending on how much education and how much of all the
20 different kind of elements including a bike plan. And a
21 bike plan is one of the things that Texas has not done and
22 it's making the best progress ever on, you know, getting
23 something like a bike plan done. But that should help the
24 bike friendly state ranking as well as these other things
25 that ya'll have mentioned.

1 MR. HIBBS: So where are we in the 50 states?

2 MR. STALLINGS: We're at about 34.

3 MR. GLEASON: 30.

4 MR. STALLINGS: Number 30 now.

5 MR. HIBBS: Number 30.

6 MR. GLEASON: We are in the same group range as
7 some of our other peer states like Florida and others. 30
8 is not good enough for us. We need to do better.

9 MR. STALLINGS: Right.

10 MR. GLEASON: Last -- last year we're 33. So a
11 little better than where we've been. But I think Robin's
12 right. With the work that's being done this year, I would
13 hope we would see a pretty good, you know, maybe next year
14 certainly. We'll see.

15 MR. STALLINGS: Yeah, it's hard to say because one
16 of the things about these rankings is just like the bicycle
17 friendly community stuff for the cities or the bicycle
18 friendly businesses or the bicycle friendly university
19 programs is they keep raising the bar.

20 MR. GLEASON: Right.

21 MR. STALLINGS: So that if you do --

22 MR. GLEASON: Yeah.

23 MR. STALLINGS: -- what worked last year, then you
24 may still drop --

25 MR. HIBBS: Right.

1 MR. STALLINGS: -- you know, because everybody
2 else was doing next year's thing. Like protected bikeways
3 are going a long way and people are doing those kind of
4 things or, you know, connecting cities like our bicycle
5 tourism trails which is I think -- that was Item 7.

6 Texas Bicycle Tourism Trails, something that I
7 think it would be good for this Committee to kind of look at
8 and put a lot of this stuff back into context of that
9 legislation which said that TxDOT should collaborate or
10 could -- should, it's not must, should collaborate with
11 parks and wildlife and the governor's also economic
12 development and tourism to identify the routes that might
13 appeal to tourists and to, you know, identify and develop
14 those kind of things, roughly paraphrasing it.

15 And so that means whether they're here for burning
16 or they're here for, you know, to -- for a wine country
17 tour, it doesn't really matter. All the different kind of
18 things that might have dealt with tourism that might help
19 prioritize and set like what city to city routes are done
20 first. And how do they -- it doesn't specify should it be
21 protected or separate or on its shoulder or just on a sleepy
22 country road. It's just that that kind of a network should
23 be considered.

24 And -- and Quebec, tourism has just shot up.
25 They've done -- in fact, I -- my wife and I just went as

1 tourists and they had amazing from rail trail conversions
2 to, you know, nice protected paved shoulders to every
3 variety of thing. They have connect -- it took them 10
4 years, but they connected basically every town in Quebec
5 Province. It's huge. It's the biggest network in North
6 America. And within cities they've got more extensive
7 networks. But -- but this really ties to cities to cities
8 and so they've really encouraged tourism that way. It's a
9 great model for us. It's, you know, still in North America.

10 MS. WEAVER: Robin, that's --

11 MR. STALLINGS: Anyone has done that, so has
12 Europe.

13 MS. WEAVER: What's the facility they use for most
14 of the city -- city connections?

15 MR. STALLINGS: City to city connections?

16 MS. WEAVER: Yeah.

17 MR. STALLINGS: Well, I don't know about most of
18 them because I was -- I -- on my vacation favored the rail
19 trail conversions --

20 MS. WEAVER: Okay.

21 MR. STALLINGS: -- because it was completely
22 separated from cars.

23 MS. WEAVER: Yeah.

24 MR. STALLINGS: But my understanding is is they
25 have some that might be more like a paved shoulder.

1 MS. WEAVER: Okay.

2 MR. STALLINGS: But wherever they could, they --
3 they emphasized separate from roadway type facilities.

4 MS. WEAVER: Okay.

5 MR. HIBBS: Okay. Robin, that's a really, really
6 important point. And one of the things that we have
7 discussed in this Committee is -- is time together, the
8 cities and -- and the state of Texas in an organized way
9 that makes sense so that we have this kind of connectivity.
10 And I'm a big believer on, you know, low hanging fruit. If
11 somebody has already done it and if somebody has already put
12 forth the research and the money and the engineering time
13 and all that, would it be possible for you to get
14 information from them that you could then make a
15 presentation to this group so that we can see this and
16 understand more about how to do it? Because --

17 MR. STALLINGS: Sure.

18 MR. HIBBS: -- I think -- I think you've got --
19 you've got people here that can -- can push that forward.
20 And I know that there are certain members of the Commission
21 who are interested very much in -- in this exact thing. But
22 we got to bring them a plan and we've got to bring them, you
23 know, showing them some success in some other areas and talk
24 a little bit more about -- about how we would do that. And
25 since you've done and you've seen it and you probably got

1 more working knowledge of it than anybody that's in this
2 room right now, it -- it would be tremendous if you can get
3 us some specificity on this so that we could --

4 MR. STALLINGS: Yeah.

5 MR. HIBBS: -- we can begin to incorporate it in
6 some of the things we're doing here.

7 MR. STALLINGS: Happy to do it. And which gives
8 me a chance to plug and to encourage you to pencil in on
9 your schedules the Texas Trails and Active Transportation
10 Conference in Houston is going to be March 9th, 10th and
11 11th. I know Teri's been several times. I'm not sure if
12 any of the rest of ya'll have been to the conference before.
13 Jason, you've been.

14 But we had the executive director of the nonprofit
15 group that partnered with the Quebec province DOT. It was a
16 -- a -- kind of a combined effort with the DOT and this
17 statewide counterpart group to BikeTexas that worked for 10
18 years very methodically to get this thing done. And so I'll
19 borrow his presentation and -- and tweak it for whenever
20 it's appropriate to go in the agenda next time and the time
21 after.

22 MR. HIBBS: That will be great.

23 MR. STALLINGS: When you want the --

24 MR. HIBBS: The sooner -- the sooner the better as
25 far as I'm concerned, Teri, because I know that that

1 particular issue that you talked about is -- is something
2 that's very much on the mind of some of the Commissioners
3 who -- who would like to see us at least start exploring
4 some of them, so.

5 MR. STALLINGS: And then the other thing that I
6 wanted to mention --

7 MR. HIBBS: Thank you, Jason.

8 MR. STALLINGS: -- about --

9 MR. HIBBS: Appreciate it.

10 MR. STALLINGS: -- TAP is while it seems a little
11 bit alarming that all this money, you know, 52,000,000 was
12 put out there. And that a lot of the small communities
13 especially under 5,000 didn't even apply for all of it. In
14 other words --

15 MR. GLEASON: It didn't say that.

16 MR. STALLINGS: Well, I mean -- and let me --
17 sorry -- sorry. They applied but maybe they didn't fully
18 subscribe if their projects had all been ready to go. But
19 apparently they didn't ask for half of that. And under
20 5,000.

21 And basically, we've had a system where -- when
22 everybody competes together in the past for TAP, it's a
23 small community. Really haven't felt like they had a
24 fighting chance. They don't have the kind of staff support.
25 They don't have the ability to put together the -- whether

1 this is true or not, this is anecdotal feedback from lots of
2 small communities, that they feel like they want to be
3 competing against other communities of their size for
4 whatever it is.

5 So basically this is brand new a chance to compete
6 for this kind of money for these type of facilities for the
7 small communities. Really even communities that are
8 200,000, but especially under 5,000.

9 So I think that this probably was kind of the
10 wakeup call. Hey, by the way, there's a future. There's a
11 chance to get funding for this kind of thing. And so -- so
12 I think that it's just part of the education process for
13 those small communities, not that there's a lot of interest
14 in this.

15 And then there is a lot of interest of course in
16 the other TAP and I'll just keep it on everybody's radar.
17 We've been transferring up 35,000,000 a year and again, very
18 round numbers of TAP money that could be used anywhere in
19 the state for any level. At big urban or small rural. But
20 that's the money that TxDOT has flexibility over.

21 Most states are now transferring that money out.
22 TxDOT is transferring it out for lots of different kind of
23 things, flexing it so that it's not mostly going for
24 bike/ped stuff. And I think that's -- and when we're
25 talking about where there's money and needed and it's

1 oversubscribed and there is -- we have had at least 20
2 something people that have all described projects who could
3 easily spend 35,000,000 bucks or \$70,000,000 over the past
4 year going to TxDOT Commission meetings.

5 So that has huge potential and it could be for
6 doing a complete network somewhere. It could be spread out
7 differently. But it seems to me that if there could be some
8 demonstration projects where it's a full city with the
9 BikeStripe or -- or if it's a -- you know, some serious
10 regional network kind of stuff, that money is the perfect
11 type of money to do that kind of thing with. And it's TAP
12 money that I'm sure that with the Commission's
13 responsiveness to this Committee if they were to hear that
14 from you all, it would have an impression on them to say
15 that TAP funding.

16 And the -- anyway, that's all I have. Thank
17 you --

18 MR. HIBBS: Okay.

19 MR. STALLINGS: -- so much for letting me come in.
20 I appreciate it.

21 MR. HIBBS: Thank you very much, Robin. I
22 appreciate all that. All right. So the -- the final item
23 is for Teri to discuss our meeting schedule.

24 MS. KAPLAN: Well, Jason has left us, but he
25 reminded us all that the NACTO Designing Cities 2015

1 Conference is here in Austin and it will be October 28th
2 through the 31st. And that is -- that includes a Friday
3 that we could possibly schedule our next meeting on. And I
4 wanted to check with you all to see your availability. We
5 just got the news in the last couple of weeks of when the
6 conference was going to be.

7 So and now that we know, I -- this con --
8 particular conference room is not available on the 30th, but
9 are you all available on the 30th?

10 MR. HIBBS: October 30th?

11 MS. KAPLAN: Yes. That would be right in the
12 middle of this conference if we can schedule it during the
13 conference to have our meeting. So I will send an email to
14 everyone to have them check their schedules and I'll have a
15 few other dates.

16 But first of all, I wanted to get an attitude from
17 the Committee overall. How many would be able to commit to
18 the 30th and how many are interested in having our next
19 meeting to be inclusive of when the -- when the conference
20 is going on?

21 MR. HIBBS: I think it sounds like a good idea
22 and --

23 MS. KAPLAN: In favor of including the week of
24 then?

25 MR. GLEASON: Which -- which is this --

1 MR. HIBBS: Okay.

2 MR. GLEASON: What do you got? Are you asking
3 questions? Let -- let's start with the second question,
4 sometime during the conference.

5 MS. KAPLAN: Show of hands.

6 (Majority raises hands.)

7 MS. KAPLAN: Majority.

8 MR. HIBBS: Okay. All right. Do we have any
9 other matters that need to come before the Bicycle Committee
10 today besides Eric?

11 MR. GLEASON: It's also an opportunity to talk
12 about agenda items for next meeting. And there were a
13 number that were thrown out today --

14 MR. HIBBS: Yes.

15 MR. GLEASON: -- and maybe we should just go back
16 a little bit.

17 MR. HIBBS: All right. All right. Well, we have
18 -- we have two.

19 MS. KAPLAN: I have --

20 MR. GLEASON: Okay.

21 MS. KAPLAN: I have a presentation on the safe
22 routes to school, their -- their request for proposals.
23 We're going to have a -- pardon me?

24 MR. GLEASON: Let's just talk about what came up
25 here today.

1 MS. KAPLAN: Oh, here.

2 MR. HIBBS: Yeah. Yeah. Yeah.

3 MS. KAPLAN: I thought --

4 MR. GLEASON: Yeah, so let's let --

5 MR. HIBBS: Yeah. Yeah.

6 MS. KAPLAN: Okay.

7 MR. GLEASON: Only need a couple?

8 MR. HIBBS: Yeah, Russ is going to bring us a
9 presentation on the Houston bike plan and share that with us
10 and help us have a better understanding of what urban
11 communities are doing. And then I would like for Robin
12 Stallings to do a presentation on the connectivity in
13 Ontario. And I think those are informational things that
14 will tremendously help our under -- it'll help the Chair's
15 understanding of some of these major larger issues that
16 urban areas and also from a planning standpoint, so --

17 MR. GLEASON: And we will also have a draft of
18 these strategic direction report.

19 MR. HIBBS: Good.

20 MR. GLEASON: And I imagine there may be several
21 other items that we will review --

22 MR. HIBBS: Okay.

23 MR. GLEASON: -- as the meeting gets closer.

24 MR. HIBBS: Okay. All right.

25 MR. GLEASON: To decide whether they're on or off.

1 But I think those three are -- will be the core.

2 MR. HIBBS: Sounds good. All right. Anyone else?

3 (No audible response.)

4 MR. HIBBS: All right. Thank you very much. I
5 want to give a little personal thanks to Margaret and Anne-
6 Marie and Howard and tell you how much I enjoy serving with
7 you guys and hopefully it's been a good experience for
8 everyone. Thank you for your service. And we will see you
9 in October. We are adjourned.

10 (Proceedings concluded at 11:50 a.m.)

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C E R T I F I C A T E

I, Kimberly C. McCright, CET, do hereby certify that the foregoing pages 1 through 94, constitute a full, true, and accurate transcript from electronic recording of the GPTC meeting, held at the 200 East Riverside Drive, Conference Room E, Austin, Texas, on Monday, July 27, 2015 at 10:00 a.m.

DATED this 12th day of August, 2015.



Kimberly C. McCright, CET