

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

TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE (BAC)
FRIDAY, JULY 29, 2016
10:00 A.M.
125 EAST 11TH STREET, GREER BUILDING
AUSTIN, TEXAS

A P P E A R A N C E S

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

- Billy Hibbs, Chair, Tyler
- Russ Frank, Vice-Chair, Houston
- Allison Blazosky, San Antonio
- Robert Gonzales, El Paso
- Ramiro Gonzalez, Brownsville
- Allison Kaplan, Austin
- Stephanie Lind, Vince Mantero, CH2M Hill
- Joseph Pitchford, Dallas
- David Steiner, Lufkin
- Shawn Twing, Amarillo
- Karla Weaver, Dallas/Fort Worth
- Anne-Marie Williamson, Wichita Falls
- Eric Gleason, Director, Public Transportation Division
- Teri Kaplan, Statewide Bicycle/Pedestrian Coordinator
- Josh Ribakove, Communications Manager, PTN
- Beth Noble, Deputy Director, Bike Texas
- Robin Stallings, Executive Director, Bike Texas
- Mark Stine, Bike Texas
- Genevieve Bales, Federal Highway Administration
- Donny Hamilton, Federal Highway Administration
- Jeff Austin, III, Commissioner, Texas Department of Transportation
- Tim Ginn, Texas Department of Transportation
- Megan Kenney, Texas Department of Transportation

1 MR. HIBBS: Welcome, everyone. I would
2 like to call the meeting to order. It's 10 o'clock and
3 so we'll go ahead and get started.

4 As you-all can tell, we have quite the
5 upgrade in rent. It's just temporary. It's a wonderful
6 chance to have a meeting here today next to where the
7 commissioners sit in the room beside us. Thankfully, I
8 had a chance to get to appear before them a couple of
9 times, and when I do it's in there. And so we are very,
10 very excited to have Commissioner Jeff Austin with us
11 today, one of the five commissioners who is appointed by
12 the governor of the state of Texas to help control the
13 budget for the Texas Department of Transportation, which
14 I think would be the 35th largest county in the world,
15 based on -- yeah. So it's a big responsibility. And
16 they've got a lot going on.

17 And let me tell you what. We are
18 absolutely thrilled that we have a commissioner who has
19 taken time out of his busy schedule and other department
20 matters to join us today for what I think is going to be
21 a very historic and important meeting. Not that all of
22 them aren't important. But I think there are some
23 things going on today that are really going to be
24 exciting.

25 So with that, call to order. I'd like for

1 Josh to give us our safety briefing since we're in a new
2 spot and we need to know where the exits are and what to
3 do if the building catches on fire.

4 Josh.

5 MR. RIBAKOVE: Absolutely. Folks, welcome
6 to the Greer Building. I know this is a different venue
7 than we're usually at, so I'll give you all the
8 information that you need.

9 Should we need to evacuate the building
10 for any reason, fire, et cetera, we're going to go out
11 the door straight back there, and then turn left and
12 that will take us out to the main corridor. Right
13 across from that door you'll see a little hall that goes
14 to the ladies room, should you need it. If you need to
15 evacuate, just turn right. You'll see the security desk
16 where you came in. Just go right out the front door,
17 takes you right out here onto the sidewalk. We go
18 across the street onto the capitol lawn and meet up over
19 there.

20 Should we need to shelter in place --
21 we're not expecting any inclement weather, but, you
22 know, suppose a tornado shows up. Those two hallways
23 that lead to the bathrooms are the best place for that.
24 There are no windows there, and plenty of room.

25 In the event of an active shooter, and we

1 haven't had it, but just listen for instructions from
2 the security personnel or coming over the PA.

3 Anything else you want me to cover right
4 now?

5 MR. HIBBS: The cell phone policy in
6 Austin.

7 MR. RIBAKOVE: Absolutely. Absolutely.
8 Austin is a hands-free city. And our law enforcement
9 watches for that and they mean it. So don't be driving
10 around and be on your cell phone. It won't go well for
11 anybody.

12 And I have to say that last week I got
13 rear-ended in my car by somebody who did not look up, on
14 their cell phone. Traffic slowed on I-35; the guy
15 behind me did not. Same thing happened to my wife a
16 month ago. It's a bad coincidence, but it's good to not
17 be on the phone.

18 MR. GLEASON: I personally am not riding
19 with Josh.

20 (Laughter)

21 MR. RIBAKOVE: If you're riding with me,
22 you're kind of a sitting duck, apparently. We didn't
23 crash into anything, but people seem to want to crash
24 into us. So I advise not taking a ride with me.

25 MR. HIBBS: Thank you very much, Josh. We

1 appreciate that.

2 MR. RIBAKOVE: Thanks.

3 MR. HIBBS: Everyone has had a chance to
4 have the minutes sent to them. Do we have any changes
5 to the minutes?

6 MS. WILLIAMSON: The spelling of my name
7 is still A-n-n-e.

8 MR. HIBBS: Okay. Teri, can we get that
9 corrected for Ms. Williamson?

10 Are there any other changes to the
11 minutes?

12 Then the chair will appreciate a motion to
13 accept.

14 MR. STEINER: Make a motion.

15 MR. GONZALES: Second.

16 MR. HIBBS: Motion made by Robert,
17 seconded by -- I'm sorry. Motion made by David,
18 seconded by Robert.

19 All in favor say aye.

20 ("Aye" spoken in unison)

21 MR. HIBBS: All right. So at this point,
22 we're going to change up the order just a little bit,
23 and I'm going to ask Eric to go ahead and give us his
24 report.

25 And Eric the floor is yours.

1 MR. GLEASON: Thank you. Eric Gleason
2 with the Public Transportation Division.

3 I am going to turn the first part of my
4 report over to Commissioner Austin and allow him to make
5 some comments at the beginning of our meeting -- I'm
6 glad he's going to be with us the entire way through --
7 and encourage him to participate in our conversation all
8 the way through as well. So thank you.

9 MR. AUSTIN: Thank you, Eric. And on
10 behalf of the commission and the staff here, welcome to
11 the Greer Building. I know many of you I have met
12 before, some I have not, some I've known for long time.

13 Russ, we were out in Texas -- I appreciate
14 what his efforts have been with Metro, working on a lot
15 of other efforts as well. Some I've seen -- some of you
16 have appeared before us before for different things.
17 Sometimes we can comment; sometimes we can't. Sometimes
18 there's good information; sometimes there's not. So
19 there's a lot of things that, believe it or not, we're
20 not here from the commission to work against. There's a
21 lot things we're limited in what we can do, but we're
22 here for you.

23 And let me -- I want to kind of back up
24 just a little bit. I want to talk about, you know, the
25 role of the advisory committee. And we've had several

1 advisory committees, working groups at TxDOT. Some have
2 provided great results; some have been there on a
3 short-term basis.

4 I want to note our Aviation Advisory
5 Committee. We have five folks on there. These are not
6 military or -- oh, what am I trying to say? --
7 commercial pilots. We provide grants to our Aviation
8 Committee to a lot of the -- you know, Sugar Land or
9 Temple, a lot of different airports to keep them open.
10 And we also provide grants that we push through for
11 local match. You know, we don't really put a lot of
12 money into it, but they help coordinate.

13 Our facility out here, you know, one could
14 argue that's one of our most profitable venues in there
15 because we do maintenance on the other planes of the
16 state, whether it's a UT system, A&M system, Parks &
17 Wildlife, and, most notably, we do all the maintenance
18 work, everything, for DPS. So there's a lot of things
19 that they do that really help provide and coordinate
20 great efforts.

21 Interstate 69. Working on I-69. One of
22 my colleagues, who became a former colleague a couple
23 weeks ago, Jeff Moseley, when he was Denton County
24 Judge, he was a commissioner. That's his picture up
25 there. Like I said, those are the has-beens. I'll be

1 there soon.

2 Commissioner Moseley helped start a group
3 called I-35 -- My35, years ago, to start working on
4 segments of Interstate 35 where you can make
5 improvements. That committee has kind of come to the
6 conclusion -- because a lot of it is done now by the
7 district -- but there's a lot of work and effort -- and,
8 by the way, for those of you in Austin, there's not
9 enough money to put it on I-35.

10 But we did look at a report that if we
11 were to fix from the Oklahoma border down to Laredo --
12 this is our working group on Thursday -- just the
13 construction cost to add what we've already identified
14 is about 27, 28 billion. That's construction costs
15 only, not planning, no engineering, no right-of-way.
16 You're getting to a pretty big number. To put that in
17 perspective, thanks to y'all, the voters, who passed
18 Prop 1 and Prop 7, that would almost be our entire
19 allocation up to 2029, just for construction dollars on
20 Prop 7. So there's -- just to put things in perspective
21 with the funding category. We can come back and talk
22 about funding in just a second.

23 Also, Interstate 20 working group and
24 I-69. I know we're beginning to work on 45 here
25 shortly, then we're going to work on Interstate 10.

1 Some of our major corridors where we need help.

2 We have a -- we were charged four years
3 ago -- four and a half years ago by Speaker Strauss --
4 they formed a working group to ask TxDOT, "What is going
5 to be" -- well, they were charged and we were a big part
6 of that -- "What's going to be the impact on the state
7 with the Panama Canal opening up?" That working group
8 became -- you know, concluded and became, at the end of
9 MAP-21, our national -- our Freight Advisory Committee
10 chaired by Judge Emmett from Houston. That is looking
11 at how we're moving freight. We have to find other
12 means because we can't keep putting everything on the
13 roadways. We're going to have to find other means of
14 transportation and moving people.

15 Eric in his role with working with
16 different, you know, transit authorities, you know,
17 there's a place for this and we've got to find ways to
18 move it. I know, Russ, as you know so well -- before I
19 forget. I know there will be part of a presentation
20 from Dallas. But there's a wonderful plan that they put
21 together called City Map. I know one of my colleagues,
22 Victor Vandergriff, has worked hard on this, and it
23 includes all modes of transportation. And it's a great
24 venue regardless of the size of the city or area, to
25 really help prioritize and integrate. And I think

1 that's a key thing, is integration.

2 With these committees -- and I know we're
3 going to have a presentation in a little while looking
4 at, you know, what if we were to bike across Texas, or
5 what would these corridors look like. The Interstate 20
6 working group was one that was about 20 -- 18 to 20
7 months. They were tasked from -- on Interstate 20 from
8 Dallas to the Louisiana-Texas border over by Marshall.
9 What do we need to do, first, for safety, and, number
10 two, for wanting to help move commerce?

11 Now, you've got Dallas County Judge, Van
12 Zandt, Kaufman, Wood, Smith, Harrison, Gregg. You've
13 got different opinions and different needs. They came
14 together and put together a 10-year plan to prioritize
15 the segments. Not everybody is going to get everything
16 right away. But they put together and did -- did some
17 work that makes it easier for our staff and for -- as
18 commissioners, when we're looking at things, we have
19 that grassroots support. And you're going to hear me
20 talk a lot about that. I'll come back, instead of hit
21 and miss all around.

22 What they also did was came back and said,
23 "We don't have to widen the road and make it six lanes
24 all the way down. Maybe in three- or four-mile
25 stretches we put some passing lanes, maybe we put some

1 access roads in, maybe we change a few other little
2 things that are small, work on some interchanges; these
3 all add up to make things safer."

4 And with that, think, as we go through
5 your presentations and you're looking at these things,
6 how do we prioritize, how do we break into small groups
7 and small segments. And the more consensus you guys can
8 reach, as the Advisory Committee, that makes it easier
9 for our staff, for Eric and Teri, to bring something
10 forward, whether it's a corridor, a plan, what have you.
11 So I'm really proud to see what Billy -- what y'all have
12 done in really bringing some things together.

13 I want to talk just briefly on funding. A
14 lot of our workshops in the last couple days -- or the
15 last few months, we're looking at -- this is kind of a
16 historic time. We're adding 38 billion dollars to the
17 UTP; that's the Unified Transportation Plan. There's
18 pros and cons about that. The majority of that are the
19 dollars that -- I think y'all voted for Prop 1 and
20 Prop 7 -- it's all restricted to highway construction.
21 So that's a negative. About 10 million of that over the
22 10 years is from the FAST Act. It doesn't have all the
23 restrictions, but most of it is for roadway.

24 For those of y'all that have been in
25 Washington, or talked or really studied the bills,

1 there's been a lot of restriction and people want to
2 pull out transit, people want to pull out everything
3 else and just have road construction because there is a
4 need. There is a place for all modes. And I want to
5 say we are a transportation department, not an old
6 highway department. So that's where your advisory
7 really comes in and plays a great role.

8 But the funding, what's interesting is we
9 were looking at our budget. It's the LAR, Legislative
10 Action Request; that's what we submit to the
11 legislature. Our last one we had federal
12 reimbursements, federal funds that came in for all
13 sources that equated for about 42, 45 percent of our
14 entire budget. Now, that's down to less than --
15 probably a little less than 35 percent. What that means
16 is we're not depending on D.C. as much as we did before;
17 we're finding Texas solutions. Now, there's different
18 buckets that that goes in and there's a lot of buckets
19 that we don't have enough for, and we recognize that.

20 We're also faced with another challenge;
21 it's a good challenge. It's the FTE count. We were
22 losing a lot of people that were going to work in the
23 energy sector all across the state in different
24 capacities. And so we had to budget up. You know, if
25 we needed to have a level at 11,000 -- we were kind of

1 planning for 11,250 or 500. Because by the time you
2 hire somebody and somebody else is gone, the
3 attrition -- well, whoops. We got caught. People
4 weren't leaving as rapidly. And so we had to go the --
5 this is public -- we had to go to our bosses, the
6 Legislative Budget Board, and ask for approval for a
7 temporary increase. So we are constrained and we're
8 trying, but we're going to need your help. We've asked
9 everybody else, "How can we be more efficient in what we
10 do? What can we stop doing and do something else?" So
11 there are some constraints.

12 And I know with the things -- with the
13 last TAP grant that we've had going out, Teri, Eric are
14 really administering, trying to make sure all of these
15 projects get underway and on time. And I know one thing
16 we've put in here that you'll see -- hopefully start
17 seeing a change when we're giving out grants or doing
18 things, is to put a time frame on these. I'm going to
19 use an example.

20 I chair the Audit Committee, and I've
21 asked Trent Thomas and Andrea to give a state and
22 federal -- what's outstanding in the bill that we
23 haven't implemented. I think in the last session, two
24 or three -- we're kind of waiting on somebody else,
25 we're almost finished, but we have a long list of about

1 15 or 20 items that have not been done. The memorial
2 highways. And there's -- it's infinite. So we're
3 asking to kind of -- if you would, use the term "sunset"
4 or with the grant, put an expiration on it so our staff
5 can free up time to do other things.

6 But also with grants that -- if we're
7 sitting around the table and this side has a grant and
8 they've done it, this side hasn't completed theirs by a
9 certain time frame, guess what? We've got other needs.
10 We need to figure out a time and how to get that money
11 used. So if you see us toughening up a little bit with
12 the time frame, that's on purpose of whether --
13 regardless of the type of grant that it is. We need
14 y'all's help to help execute. That's been a charge from
15 Governor Abbott. Will help get the money to execute,
16 execute, execute.

17 Because if we see -- one of our criticisms
18 has been sometimes we have money sitting in an account.
19 It's all dedicated, but it hasn't been fully expended,
20 is to execute. And I know Eric does this with a lot of
21 the transit.

22 But your committee, I'm really excited
23 where you've come from. I know there's going -- y'all
24 talked a lot about the jersey and you'll see that in a
25 few minutes. But this is the 30th anniversary of "Don't

1 Mess With Texas." And I will say Brenda Flores'
2 daughter, who manages this program -- I know she's in
3 the building. I don't know if she's coming over --
4 really helped work with this. I think that is on a
5 jersey. This is a brand that TxDOT owns. And it's not
6 a fancy slogan that people think "Don't Mess With
7 Texas." It started as a litter campaign. It's the 30th
8 anniversary. I'm really excited to be a part of this.
9 There's a lot of great things happening. And hopefully,
10 it's a great way to carry on the brand, "Don't Mess With
11 Texas."

12 I know you've got a lot to do. Thank
13 y'all for letting me be here, and maybe y'all have some
14 questions. I know when you get to the presentations, I
15 have a couple of ideas to talk about what can be done
16 with funding. There's more than one right answer.

17 I did have a great visit a couple of days
18 ago with former Executive Director Andy Sansom, some of
19 y'all probably know from Parks & Wildlife, and we had a
20 good discussion about funding. Because I know with a
21 lot of the projects that you're interested in, in Texas
22 there's really two buckets that are available, Parks &
23 Wildlife and TxDOT through the TAP grants. We've got to
24 find some other ways to leverage and find other
25 projects, and I have some ideas. I know with the talent

1 sitting around this table, some of y'all have done some
2 different things. But with the facility, to help figure
3 out how can we and what can we do, we'll save some of
4 those comments for a little bit later.

5 But, Billy, thank you for the leadership
6 that you've given and to all of y'all for serving to
7 help set a direction. And I think that's where -- a
8 blessing on an advisory committee. In the last year,
9 we've had the opportunity to really kind of cycle
10 through to all of our advisory committees to come back
11 and give a presentation, and we really appreciate that.
12 I know my colleagues and lot of the senior staff here
13 don't really know what everybody does and where you're
14 going. But thank y'all, and hope to keep this on a
15 regular cadence where the committee comes up and briefs
16 us because it is very important; that's why we have it.
17 So thank y'all for what you do.

18 ("Thank you" in unison)

19 MR. HIBBS: Eric, the floor is still
20 yours.

21 MR. GLEASON: Okay. Well, I will roll
22 through some other more mundane-type details and turn it
23 back over for the rest of the meeting.

24 In the context of leadership and time, I
25 think it's hard to believe, but we have four positions

1 on this committee that have already served three years.
2 Billy's term is coming up. Russ. And let's see. We've
3 got Allison, who is actually sitting in for Julia,
4 and --

5 MR. GONZALES: Robert Gonzales.

6 MR. GLEASON: How did I forget Robert
7 Gonzales. And so we have been working with TxDOT and
8 district folks, working with commissioners, working with
9 some staff to fill those four positions. And we are
10 moving forward with the recommendation to the commission
11 in August. Both Billy and Robert have said they're
12 interested in continuing on, and we certainly appreciate
13 that. So our recommendation is going to be --

14 MR. AUSTIN: We'll consider one of them to
15 continue.

16 MR. GLEASON: Second-guess the
17 commissioners and their decisions.

18 (Laughter)

19 MR. GLEASON: Both Russ and Allison have a
20 lot going on in their professional lives and have
21 decided that they will not continue. And I want to
22 recognize both of you for your work. It has been --
23 Russ, it's been great having the transit perspective at
24 the table, and I'm going to miss that. We'll try and
25 fill it over the next couple of cycles for sure.

1 Allison, I know you stepped in for
2 Julia --

3 MS. KAPLAN: Correct.

4 MR. GLEASON: -- from San Antonio midway
5 through. So you've actually not been here three years,
6 but the term and the appointment does come up in August.
7 And I know you have graciously stepped aside to allow
8 some new blood to come in and allow you to pursue your
9 professional responsibilities in San Antonio.

10 So thank you both for your service.

11 The two individuals that we have
12 recommended the commission -- two new individuals to
13 join the committee, one was a recommendation from former
14 Commissioner Moseley and that would be George Mendez,
15 and George is from The Woodlands area, I believe. And
16 then the second individual is an individual that Senator
17 Nichols has recommended very highly to us from the
18 Nacogdoches area, Dr. DawnElla Rust, and her background
19 is actually in health care, kinesiology. So very
20 applicable and I think we'll --

21 MR. AUSTIN: That's Stephen F. Austin.

22 MR. GLEASON: Yes, Stephen F. Austin.

23 And, you know, we'll hear in a second from
24 Anne-Marie.

25 So anyway, Russ and Allison, thank you.

1 And hopefully the next time we meet we
2 will have two new faces at the table to continue the
3 work of the committee.

4 I also want to recognize Stephanie Lind.
5 You know, Stephanie, she works as a consultant and she's
6 been helping us with doing work for the committee over
7 the past 18 months or so. Stephanie in particular was
8 instrumental in the strategic direction report that this
9 committee put together and was subsequently presented to
10 the commission. She has worked out our handlebar tag --
11 the bike safety handlebar tag that this committee
12 produced as well. And most recently -- and we'll get
13 into this in the next part of my report -- she has
14 assembled just a tremendous amount of useful and
15 creative information to be put on the department's Web
16 page to promote bicycling and this committee's work.

17 And so, Stephanie, thank you for your
18 efforts. Stephanie is going to Indiana. And we will
19 miss you. We will miss you, but wish you the best of
20 luck.

21 So anyway, on committee business, that's
22 it there. In terms of progress on the strategic
23 direction report there are three things that we are
24 working with the committee on within the context of that
25 report. And one is to establish an internal TxDOT bike

1 and ped work group made up of the various subject
2 matters, experts from divisions around the department to
3 help move forward with major initiatives, such as
4 looking at design guidelines for biking/pedestrian
5 facilities, Complete Streets policy for the department,
6 things like that. I am scheduled to talk with
7 administration on that coming up on August 9th,
8 similarly with bike stripe and getting out a request for
9 pilot project proposals for that.

10 Teri has assembled a package of items for
11 me to go over with administration on the 9th as well.
12 So I am hopeful that in the next 60 to 90 days you'll
13 see some public process and progress on that.

14 And then, finally, as I mentioned on Web
15 page design, we have assembled, with Stephanie's
16 assistance, material to be put on the TxDOT Web site.
17 We are in the pipeline with our creative services people
18 to make that happen. They have a lot going on right
19 now, and I am told we will begin making progress on that
20 shortly. So I hope to have something to show the
21 committee perhaps by the time we meet again next quarter
22 on that.

23 So that's where we stand on some of the
24 items coming out of the strategic direction report.
25 What we have been as a staff and what Teri has been

1 spending 130 percent of her time on has been to make
2 sure the Transportational Alternatives Program projects
3 that the commission approved that are using fiscal year
4 '13's federal funding -- we have a hard milestone to
5 meet with the Federal Highway Administration, that by
6 the end of September of this year, we have to have those
7 projects -- we have to have those funds obligated. And
8 what that translates down to is about
9 six-and-a-half-million dollars of projects for rural
10 areas in the state of Texas, those areas under 5,000,
11 and a similar amount for areas between 5,000 and
12 200,000.

13 Now, if you recall, the commission
14 approved, last fall, 50 projects associated with funding
15 for those areas of the state. The funding stream covers
16 four years; '13, '14, '15, and '16. We have a smaller
17 subset of that group that we have identified as being
18 furthest along and the highest likelihood of being able
19 to obligate or get federal highway approval to move
20 forward with FY13 funding, and we are totally focused
21 and will be through September. I'm clearing all the
22 final milestones we need to get that approval. If we do
23 not get that approval, those funds lapse, which means
24 that the department loses those funds.

25 So this is highly critical stuff. And I

1 know Karla's been engaged in that effort as well. And
2 so we are like -- every time I walk by Teri and she's
3 not working on that, I ask her what she's working on.
4 And just to appreciate it, these projects -- at this
5 point, everything that's being done on these projects is
6 being done at the district. And so this is not
7 something that Teri does. This is something that other
8 people do in the department as part of their regular
9 work. And so she's having to shepherd working with
10 seven or eight different districts, shepherd the same
11 number of projects through every step along the way.

12 And we have got it down to -- there are
13 about six projects that are now coded in a pink color on
14 my table, and they have to be beige by September 16th.
15 So we are on top of it, but it's taking every spare
16 moment of her time to get these important things going.
17 Because I think if we can demonstrate success -- we've
18 been able to move an idea to being a project for
19 construction with this first group. We will demonstrate
20 that these projects are going to be different than
21 whatever the history might have been with respect to
22 bike-ped projects in the old enhancements program. We
23 are going to get these things built.

24 And we are going to be talking with Marc
25 Williams sometime after the first of next year, a second

1 call for more projects with TAP funding. And if I lapse
2 some funds here in the next two months, that's going to
3 be a more difficult conversation than I want it to be.
4 So we're going to get that done, but I just want the
5 committee to know it's taking everything we have. And
6 we are in the hopper looking for additional assistance
7 and resources to do more of what you-all want to do. So
8 I ask for your patience, and we will get there.

9 Finally, I want to mention that there is a
10 really interesting research project going on that Teri
11 is involved in, which is looking at bike-ped monitoring
12 equipment, using monitoring equipment to establish a
13 collection database and methodologies for estimating
14 nonmotorized transportation. You know, we have to -- if
15 we're going to make the case over time for increased
16 investment, we're going to have to have numbers. We're
17 going to have to have something more than "It's a good
18 thing to do." And this research that Teri is involved
19 in is critical to that effort, and I think it dovetails
20 into one of the priorities on the strategic direction,
21 which was to do -- you know, to begin collecting data on
22 bicycle use.

23 So that concludes my report. Mr. Chair,
24 I'll turn the meeting back over to you.

25 MR. HIBBS: Thank you very much, Eric.

1 Great report.

2 I'm going to be necessarily brief because
3 we've got a lot to cover today. Again, I want to share
4 my thanks with Russ and Allison for the time that
5 they've served on the committee. You picked a great day
6 to come today because we are going to all get a jersey.
7 And one of the things that Commissioner Austin helped us
8 do is figure out a way for everyone to get a great bike
9 jersey. I'm not going to pass them out right now. So
10 come see me after it's over and we'll get
11 those submitted.

12 MR. AUSTIN: Just show what it looks like.

13 MR. HIBBS: Yeah. Oh, yeah. You want to
14 put yours back on?

15 MR. AUSTIN: No. So here's what it looks
16 like. This is the back.

17 MR. HIBBS: Really fantastic.

18 MS. KAPLAN: Wait, wait. Hold it up.
19 He's going to get your picture.

20 MR. AUSTIN: There's the back and you see
21 the Don't Mess With Texas brand on there, which is
22 great. Anyway, I'm proud of this.

23 MR. HIBBS: You should be and the
24 department should be --

25 (Applause)

1 MR. HIBBS: -- with the artwork on it and
2 really making it something special. And, you know, at
3 the end of the day, I know that it doesn't begin to
4 cover the cost of your time, transportation and hotels
5 and all that to give your service to this deal. But I
6 wanted you to have something that was special.

7 MR. AUSTIN: And I can't wear that to the
8 commission meetings.

9 (Laughter)

10 (Simultaneous conversation)

11 MR. AUSTIN: But you never know.

12 MR. HIBBS: There was a little snafu in
13 the order. Teri, you want to add a little color to
14 that?

15 MS. KAPLAN: Well, basically, you could
16 have had a club shirt or a racing jersey. And somehow
17 they all came in as racing jerseys. But your names are
18 on them. So you're going to get them today as racing
19 jerseys. And those of you that ordered club jerseys,
20 they're going to replace them; we're going to get a
21 backup order. So at our next meeting, you'll get a club
22 jersey. So you get two for one.

23 MR. GLEASON: So we'll have two jerseys.

24 MS. KAPLAN: So those of you -- some of
25 you said, "Well, I guess I need to lose some weight."

1 That may be an inspiration.

2 MR. HIBBS: Actually, these look pretty
3 good framed on the wall. Just saying.

4 (Laughter)

5 MR. HIBBS: So also just to kind of
6 conclude my part of the deal, I want to take a moment
7 and thank the Bike Texas folks for accepting the
8 challenge from the last meeting. There was a tremendous
9 amount of work that has taken place since we met a
10 quarter ago. And I kind of tasked them with the
11 responsibility of pulling all of these, you know,
12 various wings and segments that people talk about, and
13 in some cases have been proved with a cogent plan that
14 we could consider today for the first time. And a lot
15 of phone calls, a lot of e-mails, a lot of things going
16 on there.

17 But thanks to Rob and his group. I did
18 want to let the committee know that, you know, stuff
19 like this just doesn't happen behind the scenes.
20 There's a lot of work that goes on behind that. So
21 thanks.

22 All right. So next up we have Karla, who
23 is going to present from the North Central Texas Council
24 of Governments on Regional Active Transportation
25 Planning in North Texas. And I asked Karla to do this.

1 You know, Russ gave us a tremendous presentation, or his
2 group, about what was going on in Houston. Karla is
3 going to show us what is going on up in the Dallas/Fort
4 Worth area.

5 So, Karla, the floor is yours.

6 MS. WEAVER: All right. Well, thanks for
7 having me present this. In my regular 9:00 to 5:00, I
8 am the program manager for the North Central Texas
9 Council of Governments, which is the MPO for the
10 Dallas/Fort Worth region, and I manage our sustainable
11 development program, which has a couple of hats of land
12 use, economic development, transit development, but
13 bike-ped is one of our more popular programs. So I'm
14 going to highlight for you today a couple of things that
15 we've got going on, a couple of different programs, a
16 couple of different projects. And let me just start out
17 by saying all of this can be borrowed; it's all
18 available. If any of it strikes your fancy and you want
19 to know more, you want copies or examples to use in your
20 region, we're happy to do that.

21 So here we are, one of the MPOs here in
22 the state. You know, metropolitan planning
23 organizations are for areas greater than 50,000. There
24 are 25 of them in Texas. We have 16 counties; 12 are in
25 our planning area. It's pretty large; almost 9,500

1 square miles. When we go to other parts of the country,
2 we have to mention that we're bigger than several of our
3 states. You know, everyone from Texas is like, "Yeah."
4 So that's always fun.

5 And then we have three TxDOT districts.
6 So we've got the Dallas district, we've got the Fort
7 Worth district and we've got the Paris district, our --
8 Hunt County there in the northeast.

9 We have 209 cities. So we have 13 cities
10 larger than 100,000. And then I have cities of 3,000.
11 So I actually was in a planning study this week in a
12 community with city council and they had 2,800 in their
13 community. So it's very diverse what we're dealing
14 with. And we're currently around a little over
15 seven million people. And we estimate that our growth
16 patterns by 2040 will be over 10 million people.

17 So we're all about designing lots of mode
18 choice options. So if you want to drive, you want to
19 take transit, you want to bike, you want to walk, all of
20 those options should be available and all of them should
21 be safe. One of the ways that we looked at doing this
22 is our Regional Veloweb. So this is 1,200 miles of
23 connected trails. We call this our superhighway, if you
24 will. It connects our cities, our counties to large
25 destinations. 442 miles of it is already built. You

1 could ride it. 146 has funding on it, so it's in the
2 design or the construction phases. And then we have,
3 actually, another 1,200 planned for a total of 1,800
4 miles.

5 These are what we call community
6 shared-use paths. So these are very important to our
7 local governments. A lot of them make internal trips
8 possible. Maybe there's not a lot of connection to
9 their neighbors, but these get folks from where they
10 live to where they want to go and shop and do live. So
11 those are an important system as well. We have 333
12 miles of that built, another 42 funded, 1,900 planned
13 for a total 2,300 miles. And then on top of that, we've
14 got our on-street bike network.

15 So five years ago, I had two cities with
16 an on-street bike plan. Now I have 34 cities. So this
17 has grown exponentially in the last five years. And
18 we're trying to figure out how that works with our
19 roadway systems, how this links with our trails and
20 where people want to go. Because you can't build a
21 trail everywhere, but you can't on-bike everywhere you
22 want to go either.

23 So we've got 448 miles that are dedicated
24 facilities today, 71 that are coming that are funded,
25 2,200 planned for a total of 2,700. So if you look at

1 it all -- oh, one more thing I want to mention is rural
2 counties. So we have some very rural counties in DFW
3 with less than 10,000 people, so bike facilities look
4 very different there. So we looked at our sort of rural
5 sections and what sort of -- wide shoulders, paved
6 shoulders, where popular routes are and how those fit
7 into the overall network as well. Because Complete
8 Streets, urban, suburban, rural, those cross-sections
9 should look different. So all together, the spaghetti
10 bowl, looks at 1,400 miles of existing or funded plans,
11 5,500 still planned. So 5,500 is a lot of funding that
12 we need to build all of these. And then for a total of
13 over 7,000 miles, if the entire system was complete.

14 I want to highlight a couple of our
15 regional trails that are kind of special and connect a
16 lot of our communities, and a lot of effort has gone
17 into these. The first one I'll mention is the Orange
18 Line, along our Cotton Belt Corridor, which is where
19 we're focused on implementing a regional trail. So the
20 Cotton Belt Corridor is 44 miles long, 11 of it exists,
21 34 still to come.

22 The Dallas to McKinney Corridor is that
23 yellow one. So it will be 82 miles long when it's
24 completed, 56 miles of it exist today, 11 has been
25 funded and 15 miles are all we have left to build, and

1 then an 82-mile continuous corridor.

2 Denton to Dallas is the green line. It's
3 a 54-mile trail with 28 miles existing, 13 funded, and
4 we need 13 more miles to have that guy completed. And
5 then I'm going to talk about the guy in blue here on the
6 bottom in just a minute. He sort of kicked us off, this
7 city-to-city connection problem.

8 So Fort Worth to Dallas we brought
9 together the mayor of our five largest cities. Fort
10 Worth, Dallas, Arlington, Grand Prairie and Irving are
11 all connected, if you're familiar with our region. So
12 this is a pretty long trail, it's over 64 miles, and we
13 only have about 10 miles left to build -- or to fund.
14 So once that's complete, it will link all of those key
15 communities. It has access to transit. It's going by
16 some of our ballpark areas. It's going to be a pretty
17 key destination for the region.

18 Another thing I'll mention is Complete
19 Streets. So we just adopted our long-range
20 transportation plan, Mobility 2040, this year. Complete
21 Streets concepts were introduced for the first time.
22 It's talking about all modes, all users kind of all
23 sharing their space within our roadways within our
24 communities.

25 We just recently hosted a training and had

1 the Federal Highway Administration come down from D.C.
2 to talk about some of their guidebooks and sort of best
3 practices for communities, and it was very well attended
4 by our TxDOT districts and by a lot of our cities within
5 the region.

6 MR. AUSTIN: May I ask you a question?

7 MS. WEAVER: Yes, sir.

8 MR. AUSTIN: "Complete Streets," is that a
9 trademark name, is that a concept or is that a program?

10 MS. WEAVER: It's a concept, sort of
11 talking about the Complete Streets for all modes.
12 Context-sensitive design is a similar concept, depending
13 on sort of -- context-sensitive design is the ITE term
14 you'll see from the engineers, and Complete Streets
15 tends to be the planners.

16 MR. GLEASON: If I may, Karla.

17 MS. WEAVER: Yes, sir.

18 MR. GLEASON: What you will find at TxDOT,
19 we do not have, at this point, something that stands up
20 by itself as a Complete Streets policy. In places
21 around the department, we have policies and practices,
22 that if you were to pull them together they would begin
23 to look something like that. And one of our tasks from
24 the strategic direction report is to engage in a
25 discussion at the department and what that would look

1 like, and what more might we need to do.

2 MR. AUSTIN: And most of that would
3 probably be within the MPO, but there's probably a lot
4 of other cities that should -- adopted that are not
5 inside the MPO.

6 MS. WEAVER: Exactly.

7 MR. GLEASON: And there are other state
8 DOTs that have a stand-alone Complete Streets policy.
9 If you go on to their Web site, you can click on it.

10 MR. AUSTIN: Very similar to bike stripe?

11 MR. GLEASON: Yeah. But I think if you
12 could imagine, you know, some of our main streets in
13 rural Texas are state highways. And so it could --

14 MS. WEAVER: It looks very different.

15 MR. GLEASON: -- you know, it could look
16 very different with --

17 MS. WEAVER: But can still be complete.

18 MR. GLEASON: -- a comprehensive look at
19 it.

20 MR. FRANK: In the city of Houston there's
21 a Complete Streets policy, so Public Works in the city
22 has a policy --

23 MR. GLEASON: Right.

24 MR. FRANK: -- to look at all the future
25 planning in Houston of how you do this for these

1 projects.

2 MR. AUSTIN: Who else has one, Dallas?

3 MS. WEAVER: Fort Worth just adopted one
4 and Dallas just did.

5 (Brownsville, Austin, City of San Antonio
6 spoken simultaneously)

7 MR. STALLINGS: Houston.

8 MS. WEAVER: So our two big cities in the
9 last two years both adopted these policies and those
10 were the two big cities that had on-street bike plans
11 five years ago. So then we had 35 cities adopt
12 on-street bike plans and we're hoping to see the same
13 wave.

14 We have a workshop planned in August prior
15 to our technical committee of our elected officials.
16 We're bringing in Fort Worth and Dallas to talk about
17 their programs and to share that with our other cities.
18 Because if you can see your neighbor doing it, you get
19 much more comfortable with "This could really work in my
20 community."

21 Another program that I'll mention is
22 called Routes to Rails. So we have 74 light-rail
23 stations within our metroplex. We have our TRE, which
24 is this yellow line that connects Fort Worth to Dallas,
25 if you wanted to do commuter rail. And then DART,

1 Dallas Area Rapid Transit, and our Denton County
2 Transportation Authority, DCTA. You can go all the way
3 from downtown Dallas to Denton, and the airport; now
4 connects all these systems.

5 So we wanted to look and see -- we talk
6 about a good walkshed for pedestrians is a half mile,
7 but it's never how the crow flies. So what are we
8 missing as far as sidewalk connections of where people
9 really want to go when they get to their destination?
10 So we've mapped that for all of the transit stations
11 within our region, and we're looking to prioritize
12 funding for new sidewalks and bike infrastructure to
13 make those connections. And here's a little example of,
14 you know, a half a mile of actual distance. We've
15 identified where are the gaps. And then a lot of times
16 we're missing sidewalks or crosswalks or infrastructure.
17 And then we've got where people actually live or the
18 shops they want to go to. So that's really helped us
19 prioritize.

20 MR. PITCHFORD: Karla?

21 MS. WEAVER: Yes, sir.

22 MR. PITCHFORD: Can you go back to that
23 one for one second?

24 MS. WEAVER: I sure will.

25 MR. PITCHFORD: Because I'd like to make a

1 point here that the analysis that the North Central
2 Texas Council of Governments did to produce this study
3 of the connectivity between rail stations and bike and
4 pedestrian connections helped -- and I can now say this
5 publicly -- helped lead the location of the new world
6 headquarters for American Airlines adjacent to this
7 network. Because they were excited about the R and D
8 that North Central Texas Council of Governments had done
9 as they were looking at sites to land their new
10 corporate headquarters, 6,000 people, north of half a
11 billion dollars of total investment. This study helped
12 them guide that decision. So, really, this is not just
13 about recreation. That was true connectivity to a
14 6,000-person employment center.

15 MS. WEAVER: Thank you for that.

16 MR. PITCHFORD: Great study.

17 MS. WEAVER: One thing that's really been
18 a focus for us is pedestrian safety. So most of you
19 guys know that Texas is one of the focus states for the
20 Federal Highway Administration for pedestrian safety.
21 We have two of the five cities in the state; Dallas and
22 Fort Worth have the highest pedestrian fatality rates
23 within our state, along with Houston, Austin and San
24 Antonio. So we've been doing a lot of designing for
25 pedestrian safety and going out in the field with

1 engineers within our district trying to -- we had a
2 class where we brought wheelchairs, we brought visual
3 blockers, and people who were designing the streets had
4 to go use their streets and see if it really worked for
5 all modes. So that's been quite an interesting aha
6 moment for a lot of engineers within our region. So
7 focusing on this and, really, how we affect the
8 education, the engineering, the enforcement of where
9 we're having problems within our region.

10 We've been doing sort of data analysis of
11 the heat maps. We've used TxDOT's CRIS data, and we're
12 able to overlay sort of where are our hot spots for
13 crashes and fatalities. Then we're able to pull the
14 actual record reports to see what the causations were,
15 time of day, age, what was really going on in that
16 situation, so we can try to back in some engineering
17 solutions if we see patterns throughout the region.

18 We've also, through a grant provided by
19 the Texas Department of Transportation -- we've
20 developed a regional safety and education campaign
21 called "Look Out Texans," so it's Bike, drive and walk
22 safely. We've got lots of messaging on buses,
23 billboards, radio, print material. We're going out to
24 back-to-school events, where you get 30,000 folks coming
25 through, talking about sort of -- we've developed 21

1 safety tips; seven for bicyclists, seven for pedestrians
2 and seven for motorists about just everyone is your
3 neighbor. So you might not be a cyclist, but maybe your
4 dentist is or your child's teacher or your next-door
5 neighbor. And if we all look out for each other, then
6 we can familiarize and put a friendly face to people
7 that we see out on the road.

8 TxDOT has been very gracious and let us
9 kind of re-brand their Drive Kind Ride Kind, some of
10 those videos. And then we've also produced our own
11 video recently with sort of area policemen and firemen
12 and doctors and veterinarians and librarians, and all of
13 them doing safe actions on the road.

14 Workshops and training are very important
15 for us. You know, it's one of the top things we hear
16 from our communities, is there is so much changing in
17 this field and we don't know enough about it. So we're
18 bringing in things about designing for pedestrian
19 safety. AASHTO Bike Guide, we've had workshops on that,
20 NACTO Urban Bikeway, Complete Streets.

21 The Federal Highway Administration at the
22 end of September -- everyone is invited -- will be there
23 for four days. Each day is the same training on the new
24 separated bike lanes and protected guide that just came
25 out in D.C. So we're going to have examples; two days

1 in Fort Worth, two days in Dallas. And we're going to
2 take the class out to look at protected bike lanes that
3 have been implemented. Because again, it's new
4 engineering and people need to see it in action and see
5 how it's working. And then roundabouts as well, which
6 always causes people some raised eyebrows and question
7 marks.

8 And then, again, bringing all folks
9 together. So we think it's really important. We always
10 hold registration for our TxDOT staff. So we want our
11 districts to be the first people at the table for all of
12 our training. And then we go after, you know, engineers
13 of cities that we know have upcoming projects within the
14 next five years. So we're really trying to be
15 proactive, and we call people. We're like, "You haven't
16 signed up. Why haven't you signed up?" So we'll chase
17 you down if we think you should be at these trainings.
18 And then being out in the field has also been really
19 valuable as part of what we're trying to do.

20 I'll mention really quick our count
21 program. So if you see a blue star, this is where we
22 have purchased a permanent bike counter and we are
23 starting to track data. Someone once said, "If you're
24 not counted, you don't count." So we are trying to
25 count what the volume is of bike-ped data in our region.

1 We've been counting cars for decades, but we don't know
2 the input of all the investment we spent on trails. So
3 the red ones are other agency owned. Some yellow ones
4 we're not considering in our program because they're
5 more recreational-based trails, which is not really our
6 focus as a transportation agency. And then we have one
7 on-street counter that we purchased from the City of
8 Fort Worth.

9 So this is sort of a snapshot of the
10 region we counted for 2015. We just came out with our
11 annual report, which is on our Web site. We counted
12 4.2 million people, and that was -- half of the counters
13 were not online for the bulk of the year. So I'm really
14 excited to see what 2016 will show us. It was a lot
15 more than we expected. You know, we didn't know what
16 would be happening. We didn't know where they were
17 going to be coming from.

18 Some trails are pedestrian focused. The
19 yellow are the pedestrians; the blue are the cyclists.
20 Our counters break up the difference between the two.
21 Depending on where you're at in the region, whether
22 you're in Dallas or Fort Worth or Plano. And the
23 land-use context is very important. I'll mention here
24 the highest-used trail in Forth Worth is next to the
25 food park. So people like to be around trails where

1 there is food and drinks, and grab a cold beverage. So
2 we're going to be studying a lot more the impact of land
3 use to trails and their ridership. Because if it's in
4 the middle of nowhere, it doesn't seem to be maybe as
5 popular as places where people can get off and interact
6 with their surroundings. Still has its uses, but if
7 you're talking raw volumes you want to be in the heart
8 of communities.

9 So that's it. It was a broad overview.
10 We're doing lots of different things. I have a great
11 team, all listed here, of folks working on these
12 efforts. Sometimes it's herding cats, but we just keep
13 moving forward. And hopefully, we're making some impact
14 within our region.

15 Any questions from anybody?

16 MR. AUSTIN: Can I ask you a question?

17 MS. WEAVER: Yes, sir.

18 MR. AUSTIN: Ms. weaver, would you mind
19 going back to slide 8?

20 MS. WEAVER: I sure will.

21 MR. AUSTIN: I want to ask for a
22 clarification on something.

23 MS. WEAVER: Yes, sir.

24 MR. AUSTIN: That Regional Veloweb, are
25 these dedicated bike trails?

1 MS. WEAVER: Yes, sir, Veloweb is all
2 trails.

3 MR. AUSTIN: All right. So going to the
4 next one, Community Shared Path, that's the bikes and
5 pedestrians?

6 MS. WEAVER: Correct. Also trails.

7 MR. AUSTIN: And then On-Street Bike
8 Network, that's where you have lane or shared
9 road within the --

10 MS. WEAVER: Correct.

11 MR. AUSTIN: -- what have you?

12 MS. WEAVER: Exactly.

13 MR. AUSTIN: Okay. If I may inject
14 something.

15 MS. WEAVER: Of course.

16 MR. AUSTIN: I'm sure, Billy, some of
17 y'all may have heard me say this before. On our Web
18 page, public data, we have something that's called
19 Pocket Facts. You can Google it to find it on our Web
20 page. We have some really interesting data here. Did
21 you know that we have 278 airports? We can go on
22 through. We have a ton of bridges. We have lane miles.
23 We have our budget. We talk about the ports. I can go
24 on and on. But there's one thing that's missing; number
25 of bike lanes. Because we don't know.

1 MS. WEAVER: Yeah.

2 MR. AUSTIN: And I'm not going to say it's
3 anybody's fault, but this is where you've actually
4 quantified the types of trails. And what may not be on
5 there are off-road dirt bike trails.

6 MS. WEAVER: Yeah. We don't track those.

7 MR. AUSTIN: Or ATV. Somehow somewhere I
8 would like, you know, for the committee to come out and
9 reach out to the resources to begin to coordinate
10 somehow what do we know we have. We don't know. And
11 there's nobody better to do this than in here. And this
12 is something where if you have a link or you're going
13 somewhere to gather that, accumulate it, but sort it
14 out. And I'm going to a place I don't know, but I can
15 see it. You have to categorize it. And I like your
16 categorization; that's why I'm asking that you also have
17 dirt bike trails, to begin to categorize it.

18 If it's within the MPOs, those are going
19 to be the easy places to go to start. Maybe there's the
20 Parks & Wildlife system, start talking -- all the
21 other -- what do we know that exists. Because
22 somewhere -- it's not reported on here. And I've asked
23 why. Because we don't know.

24 MS. WEAVER: Yeah. This is full-time --

25 MR. AUSTIN: Is that a fair statement?

1 MR. HIBBS: Fair enough.

2 MS. WEAVER: It's a lot of effort.

3 MR. AUSTIN: We have an idea, but --

4 MS. WEAVER: Yeah.

5 MR. HIBBS: Eric, I think that we included
6 this data collection in the strategic plan.

7 MR. GLEASON: Yes, sir. And I think one
8 of the key things is just defining before you start what
9 you're going --

10 MR. AUSTIN: What you're going to do.

11 MR. GLEASON: -- what you're going to
12 measure and what it's going to be called. Because
13 there's such a -- I mean, for example, just because
14 there's a six-foot shoulder somewhere, it may not -- it
15 probably doesn't make your map.

16 MS. WEAVER: Probably not. We have clear
17 criteria.

18 MR. GLEASON: But that was probably a
19 conversation that you had that said, "This is what we
20 are going to include, and this is what we are not."

21 MR. AUSTIN: And that's where this
22 committee can really be -- you're the users. To find it
23 and then begin to collect it.

24 MR. GLEASON: It has just a sign --

25 MR. AUSTIN: Right.

1 MR. GLEASON: Is there a Share the
2 Road sign? Probably doesn't. But you see a lot of that
3 happening. So we have to come up with a topology that
4 we can use to then go forward.

5 MS. WEAVER: We use AASHTO as our
6 standard, and we have 65 cities with trail maps in the
7 region. So we take all their plans and we digitize
8 them. And then we send them back and say, "Did we get
9 it right?" And then we bring all the cities in. We
10 bring -- the communities are invited, public input. And
11 we have people go over the maps and just mark them up.
12 Did we get it right, what do we want to see that's not
13 there now.

14 And some cities don't have plans. And
15 there will be huge gaps in the middle of our region.
16 Irving, over 200,000 people, doesn't have a bike plan.
17 So you just never know. It's a little hit or miss. But
18 we spend a lot of time trying to clean this up and keep
19 this up to date.

20 MR. AUSTIN: Well, I think that's amazing
21 to come back out to look and say here's what you know
22 that you've identified in the different ways. And if
23 you compound that across the state, it's going to
24 open -- anyway, this is opening my eyes. It's going to
25 open up a lot of eyes. And again, use what we have to

1 start as a starting point.

2 MR. HIBBS: Well, the data collection part
3 of it I'm almost certain is in the strategic plan as a
4 very important component of what we're doing. Because
5 we understand that counting people and counting
6 pedestrians and bikes and all those things in this
7 infrastructure help drive so much of what's going on.

8 But I'll go back and, Eric, you and me
9 post this meeting, let's pull that language out and
10 let's send it to Commissioner Austin and make sure that
11 he's comfortable with what we're planning to do and if
12 it marries up with what his ideas are here. Because I
13 totally understand, you know, the need for that.

14 MR. GLEASON: Karla, I apologize if I
15 missed it. Are there some overarching objectives for
16 themes that guide this vision?

17 MS. WEAVER: Yes. So they're all listed
18 within our Mobility 2040 long-range transportation plan.
19 So we have goals and policies tied to safety, tied to
20 making regional connections, overcoming gaps and
21 barriers. We do that really well, whether it's road or
22 it's freight or it's river. Because the cities have
23 captured a lot of the low-hanging fruits. At a regional
24 level, we're trying to connect large to large employers.
25 We're trying to connect to major destinations. That

1 becomes the focus of our map and how you make it on the
2 Veloweb.

3 MR. GLEASON: I think if you could -- and
4 I'm not thinking it's all the objectives in the plan.

5 MS. WEAVER: Sure.

6 MR. GLEASON: But if there is a subset
7 that are particularly -- that this effort particularly
8 draws on --

9 MS. WEAVER: Yeah.

10 MR. GLEASON: -- or links back to, I think
11 I would be interested in seeing those.

12 MS. WEAVER: Sure. Be happy to send that.

13 MR. HIBBS: Karla, thank you very much.

14 MS. WEAVER: You're welcome.

15 MR. HIBBS: As you all know, I've tried to
16 strategically pick out different people in the committee
17 to have expertise in areas like this, to give everybody
18 a chance to learn about this. And I learn more than
19 anybody because this is not my day job. And, you know,
20 I'll look at every slide like, you know, a new kid with
21 a toy. So it's really, really helpful to me.

22 Bobby, I don't want to put you on the spot
23 here. But for the next meeting, because of all of the
24 work that you have done in El Paso and the kinds of
25 things that you guys have been able to do to marry up a

1 college with a transportation system for a city that's,
2 you know, exploding and has, in some cases, very
3 different kinds of needs than the rest of other parts of
4 the state, can I maybe get you to do a brief
5 presentation at the next committee meeting?

6 MR. GONZALES: Absolutely.

7 MR. HIBBS: Sounds like you got
8 reappointed. So that's good news.

9 MR. GONZALES: I guess I'm coming back.

10 (Laughter)

11 MR. HIBBS: Well, I don't want to get
12 ahead of myself.

13 MR. GLEASON: It depends on what he says
14 for the rest of the meeting.

15 MR. HIBBS: Yeah.

16 MR. GONZALES: I'll be back.

17 MR. HIBBS: But you have a really unique
18 kind of perspective in terms of what's going on in your
19 part of the state, too. And so because you've been -- I
20 mean, you're really the father of a whole lot of what's
21 taking place in El Paso. So it would be great.

22 MR. GONZALES: I would love to.

23 MR. HIBBS: Okay. That would be
24 wonderful. All right.

25 So thank you, again, Karla.

1 MS. WEAVER: You're welcome.

2 MR. HIBBS: I appreciate it. That was
3 enormously helpful. All right.

4 MR. HAMILTON: I just wanted to ask a
5 quick question.

6 MR. HIBBS: Sure.

7 MR. HAMILTON: A great presentation,
8 Karla. Through your presentation, did you guys break
9 out how many of those trips were commuter, even walking
10 to work and biking to work versus recreation? Because I
11 know as the commissioner stated here, you know, you're
12 looking at all modes of transportation. And when you
13 tie that to economic development and land use, people
14 want to build and bring their companies in to where
15 people will walk. Coming from D.C. I ride the train or
16 walk or take a bicycle to work to get there quickly
17 versus having to get on the highway. And that sort of
18 takes people off the road. So a modal-shift is going to
19 take place.

20 So when you guys looked at the data, do
21 you guys really look at that as a focus to are they
22 trying to go to work or recreation and to sort of
23 stratify?

24 MS. WEAVER: Yeah, we definitely do. So
25 the counters are continuous 24 hours a day, and they

1 have 15-minute increments like a car counter would. So
2 we're able to see patterns during the peak periods
3 morning and afternoon when people would be commuting.
4 And we can make ties when we have certain spikes in data
5 in certain locations where we have maybe a large office
6 complex; we're able to see some of those trends.

7 MR. HIBBS: And I'm sorry. I didn't
8 follow protocol. I need to get you to recognize
9 yourself and who you're with for the benefit of the
10 committee because this is a public meeting.

11 MR. HAMILTON: Oh, okay. Good morning.
12 Donny Hamilton with the Federal Highway Administration.

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

14 Okay. So moving right along, the next
15 item on the agenda is a presentation from Bike Texas. I
16 want to thank Robin Stallings and Mark Stine and Beth
17 Noble, who is going to be presenting for us today. This
18 is a continuation of a discussion that planted a lot of
19 seeds when Mark Stine showed us what was going on in
20 Canada. And for those of you that sat through that
21 presentation that he made that showed how all of these
22 different communities had come together to build -- how
23 many miles is it, Mark?

24 MR. STINE: I want to say 1,800
25 kilometers.

1 MR. HIBBS: 1,800 kilometers.

2 MR. STINE: About 1,200 miles.

3 MR. HIBBS: 1,200 miles across Canada.

4 And he was giving us the background on the economic
5 development opportunity that these towns have seen and
6 what all has happened up there. It really kind of put
7 the next part of this discussion on steroids. So I'm
8 going to turn it over to Beth.

9 And, Beth, you've got a very interesting
10 background.

11 MS. NOBLE: I do.

12 MR. HIBBS: So why don't you tell the
13 committee about your role.

14 MS. NOBLE: Well, thank you. It's a
15 pleasure to be here. I'm going to give a shout out to
16 Robin and to Mark. Mark really knows the routes
17 backwards and forwards, so I'm going to ask for his
18 expertise during the presentation.

19 I started my career in Texas working in
20 Galveston at the Galveston Art Center. Went up to the
21 Panhandle area, lived in the small town of Panhandle.
22 Moved to Amarillo. Went up to Iowa for 20 years and
23 worked in higher education. Came back to Van Horn to
24 start the Texas Mountain Trail organization and part of
25 the Texas Heritage Trails system that was partially

1 funded by transportation enhancements. And there really
2 got involved in bike tourism and the possibilities.

3 I'm going to start with a very brief
4 two-and-a-half-minute video that helped me get really
5 involved in bike tourism.

6 Lived in Marfa as well. Went back up to
7 Iowa, and just in Austin two months on the staff of Bike
8 Texas. So thrilled to be back. I'm thrilled to be
9 focusing on bicycles and bicycle tourism, too.

10 So I want to show this video here. Like I
11 said, it's just two and a half minutes, and I think
12 you'll enjoy it.

13 (Video played)

14 MS. NOBLE: So Russ and Laura from The
15 Path Less Pedaled came through Van Horn when I was
16 working with the Texas Mountain Trail. I was in the
17 process of thinking about what I can do in Van Horn to
18 promote tourism. And as you know, that area, the
19 landscape is beautiful and the roads don't have much
20 traffic. And the history is incredible, the culture is
21 incredible. And so they helped us start thinking about,
22 What can you do to make communities more cycle friendly?
23 What can you do to make businesses more cycle friendly?
24 And so we developed a series of heritage bike routes
25 just in our region. We developed a network of

1 cycle-friendly hotels, and we worked with the
2 communities to do very simple things to make them more
3 welcoming for cyclists.

4 And as you can see from the video, the key
5 to capturing the economic impact of the tourists is to
6 slow them down. So we were asked to take a look at the
7 possible Texas connections to the U.S. Bicycle Route,
8 east-west and north-south. I think we have the
9 opportunity for the development of some legacy here. We
10 all know that Eisenhower's legacy is in part because of
11 the interstate transportation system. We have, I think,
12 a hidden legacy here with Governor Connally.

13 When we were getting ready for HemisFair
14 '68, he ordered a survey of travelers to Texas. What
15 were their impressions of Texas? And the study was
16 pretty real when it came back. It said that folks
17 thought of Texas as hot, dusty, not much water and not
18 very attractive. And so as a result of that study,
19 Governor Connally asked that a series of 10 scenic
20 driving routes be developed to help promote each region
21 of the state. And as a result, these blue and white
22 highway signs went up all over.

23 Many years later in the late '90s with
24 transportation enhancement funds, there was a network of
25 nonprofits that promoted each region based on those

1 driving routes. And from being part of that system, I
2 know that every week someone talked about Governor
3 Connally's contribution to the state, not just in our
4 awareness of the beauty of the state but the history and
5 the economic impact. These organizations have boards
6 that go out and speak to rotary clubs. They have maps.
7 They have travel guides. And so this is part of that
8 legacy.

9 One of the reasons why we're here today is
10 because of the 2005 Bicycle Trails Tourism Act, and I'll
11 refer back to this from time to time. But the key part
12 of it is that the Texas Department of Transportation
13 Bicycle Advisory Committee shall advise and make
14 recommendations to the commission in the development of
15 bicycle tourism trails in the state.

16 And our organization, and Mark in
17 particular, has done a lot of research on possibilities
18 for trails in the state. And a large part of his
19 inquiry has been connecting the history. And so he's
20 got the Chisholm Trail, Buffalo Soldier Trail, Comanche
21 and Apache Trails that have been mapped out that could
22 be possibilities to link in the tourism fabric of the
23 state as well as the landscape. And as part of the 2005
24 act, it talks about the need to reflect the geography,
25 scenery, history and culture of the state.

1 Is there a demand for this sort of thing?
2 Absolutely. I think we're all sold on this, that in
3 this state bicycles and bicycle culture is a major
4 driver. We're larger economically than hunting, and we
5 have -- there's a lot of people out there with a bike
6 who want to travel and want to use their bike on trails
7 and roadways.

8 I want to share a couple of examples of
9 kind of a groundswell of development all over the
10 country. The East Coast in many ways was really
11 interesting to me for a number of reasons. One is,
12 their goal is to have it all traffic free. The length
13 of the Eastern Coast, they're really making their mark.
14 In the last year, they've had a lot of momentum. One of
15 the things that's so interesting to me is 40,000
16 supporters and volunteers. There's a lot of people who
17 are behind this notion and are willing to work and to
18 contribute to it.

19 And then at the bottom, I've pulled our
20 language from our 2005 Bicycle Tourism Act. "We shall
21 maximize federal and private sources of funding for the
22 designation and care in development of these trails."
23 That's what they are doing. They are maximizing
24 federal, state and private funds to get this done.

25 Then we come to the bicycle route system

1 itself. The plan started in the 1980s. This is a map
2 from four years ago. The very dark lines going through
3 Maine, Southern Michigan, Virginia, Kentucky, Alaska,
4 those are established routes four years ago. The
5 corridors, and you see them going through Texas, there's
6 one roughly in the -- going from El Paso through
7 Houston. There's one going through the Panhandle.
8 There's one coming from Texarkana all the way through
9 Lubbock. Those are corridors. Those are 50-mile-wide
10 stretches of land that were identified as possibilities
11 for the U.S. route system. So that's a framework that
12 has been in place for quite some time. It just
13 identifies some opportunities there.

14 MR. AUSTIN: Is that along the interstate
15 system, basically?

16 MS. NOBLE: Roughly.

17 MR. AUSTIN: So as you go up into Denver
18 coming up out of New Mexico, I know as part of the
19 interstate system up there they have some wide shoulders
20 with signs for some segments. Is that part of that
21 plan?

22 MS. NOBLE: I believe it is. The bicycle
23 route system does not need to be signed. There is
24 signing nomenclature there that identifies the routes,
25 but not all sections of it need to be signed. And

1 again, that part of it has been a corridor.

2 I want to just skip ahead. This is what
3 it looks like in May. The corridors are still in place.
4 The dark lines are ones that are established routes. So
5 there is a groundswell of support here. There's a lot
6 of activity nationwide. Now 24 states and the District
7 of Columbia have a designated part of the bicycle route
8 that has been established.

9 MR. GONZALES: Does established mean it's
10 been -- there's a sign on it? Or does established mean
11 it's been recognized by the state agency?

12 MS. NOBLE: Yeah, the state agency has
13 petitioned to the system to formalize it as part of the
14 route system. Because previously they are corridors
15 that are unofficial. They do not need to be signed at
16 the time that they hit this map.

17 MR. HIBBS: So, Beth, I don't want to get
18 ahead here.

19 MS. NOBLE: Yeah. Sure.

20 MR. HIBBS: Let's say, for example, that
21 later on in your presentation you're going to show us
22 some routes that don't necessarily line up with what
23 they had recommended in those preferred corridors.

24 MS. NOBLE: That's right.

25 MR. HIBBS: What does that mean?

1 MS. NOBLE: I think it's a --

2 MR. HIBBS: Is that a problem? Or do we
3 just go back to them and say, "Hey, we've taken a look
4 at how we want to get our state arranged. You need to
5 redraw your map and know that it's going to connect
6 someplace else"?

7 MS. NOBLE: Yes, I believe that's the
8 case.

9 MR. HIBBS: Okay. So they haven't been so
10 blessed up the food chain that you can't unwind those
11 particular routes at this point.

12 MS. NOBLE: That is not my understanding.

13 MR. HIBBS: Okay. All right.

14 MS. NOBLE: Yeah. I think we're on the
15 same line there.

16 I want to go through three states that
17 have recently designated routes. The Georgia DOT is
18 extremely -- yes?

19 MS. WEAVER: Just real quick. Did you say
20 you have to have a minimum of 50 feet to be on the -- or
21 50 miles -- 50 -- 50 miles to be shown on the map?

22 MS. NOBLE: The corridor, as I understand
23 it, are 50-mile-wide possibilities.

24 MS. WEAVER: Okay. Chunks at a time.

25 MS. NOBLE: Yes.

1 MS. WEAVER: Okay.

2 MS. NOBLE: Wide.

3 MR. STALLINGS: No. She means that they
4 just roughly made a 50-mile imaginary corridor somewhere
5 in there within 50 miles of an interstate, probably.

6 MS. NOBLE: Yes.

7 MR. STALLINGS: But somewhere along there
8 they want to do a route. And so there's no specific
9 links. But to be designated it's got to be -- part of
10 the DOT has to agree with the USDOT.

11 MS. WEAVER: Gotcha. Thank you.

12 MR. HIBBS: We need to identify Robin
13 Stallings with Bike Texas. Thank you.

14 MS. NOBLE: So I want to show you three
15 states very quickly. Georgia DOT is extremely proud of
16 their work. They are at the front of that effort.
17 Their route is interesting to me because it has the
18 ideal characteristics from a tourism standpoint. Their
19 route connects Chattanooga, Tennessee to Atlanta, two
20 major metropolitan areas, the ability to pull population
21 through a region. They are incorporating some of the
22 cultural and natural assets of the region through spurs
23 and loops.

24 I know when we look at a map and we see a
25 line, we get really nervous if we're not on that line.

1 And I've worked with communities who have not been on
2 the line and I've worked with communities who have been
3 on the line, and people get nervous. So the opportunity
4 to work with spurs and loops can help some of those
5 political questions, but can also bring more value to
6 the traveler by incorporating other areas.

7 So the blue loop up here at the north
8 pulls in a national battlefield; that's part of the
9 National Park Service. Our act talks about the need to
10 work with our state park system.

11 The green loop over to the left goes by
12 Lookout Mountain in Georgia.

13 And the red line is the main route,
14 primarily two-lane country roads. There is a
15 significant rails/trails segment to it and it goes all
16 the way into Central Atlanta and connects with their
17 urban rail system. Again, great connectivity to bring
18 people in.

19 And Tennessee, I wanted to share this
20 because the state map here has a lot of color on it.
21 Those are all the state bicycle routes. And their
22 current U.S. bicycle route goes through the central part
23 of the state and incorporates Nashville. So it goes
24 right by the Ryman Auditorium. It goes by the Country
25 Music Hall of Fame. It goes into Franklin, Tennessee,

1 and there are several war sites and a lot of other small
2 towns.

3 In Arizona, they share some of the same --
4 yes?

5 MS. WEAVER: Can you go back and talk
6 about the suitability index from Tennessee? I think
7 that's a really key point if Texas is looking to do
8 something similar.

9 MS. NOBLE: Yeah. I don't know much about
10 it in detail. But I know that they've done considerable
11 looking at the character of each of those roads and have
12 rated them and brought that into the consideration and
13 what comes next.

14 MS. WEAVER: Because what we're looking to
15 do, it's all about level of comfort.

16 MS. NOBLE: Yes.

17 MS. WEAVER: So if people feel comfortable
18 with their eight-year-old or their 80-year-old riding
19 that route, if you haven't looked at all your roads and
20 determined that, it's really challenging to figure out
21 how to get from A to B.

22 MS. NOBLE: Absolutely.

23 MS. WEAVER: It's a lot of effort to do
24 that, but that gives you the safest routes.

25 MS. NOBLE: And I'm glad that you brought

1 that up, because that's really a consideration.

2 And Arizona, that shares many -- some of
3 the same physical attributes as our state, particularly
4 the western part of the state, long stretches, low
5 population. There are some challenges on the tourism
6 there for community support. But they are interesting
7 in that they have done some economic impact work even
8 before the designation of their trail. And they
9 measured the impact of out-of-state cyclists coming in
10 and what that meant to their economy. Their route
11 follows, roughly, Adventure Cycling Association's route,
12 which I'll mention in a little bit. And they also have
13 taken care to go by the green areas, which are public
14 lands. Again, coordinating with, in our case, state
15 park system.

16 MR. HIBBS: And so as of 2013, the
17 economic impact of just the out-of-state cyclists, these
18 are people traveling to Arizona to come ride their bikes
19 on that trail, is over 30 million dollars?

20 MS. NOBLE: Statewide.

21 MR. HIBBS: Statewide.

22 MS. NOBLE: And in our state -- I
23 mentioned Adventure Cycling Association. They have
24 three routes that run through our state. One is Route
25 66, which bisects the Panhandle going through Amarillo

1 on the way to Los Angeles. The southern tier route goes
2 from San Diego to St. Augustine. In our state, it goes
3 through El Paso. It goes right by my front door -- my
4 old front door in Van Horn, so I saw the cyclists coming
5 through every day there. And it goes all the way
6 through the state.

7 There's a little loop here. It's a third
8 route. It's called the Hill Country Loop. I know that
9 Adventure Cycling has also done tours down into Big
10 Bend. They haven't designated a route there. There's
11 some challenges on the tourism support end with that.
12 But if we decide to do what Arizona did, this is an
13 obvious route to what's already been designated by
14 Adventure Cycling.

15 And then we come to Mark's work in looking
16 at our state map and what possibilities might be there.
17 So a lot of things on this map. We won't go over
18 everything, just a couple of examples. It looks at,
19 really, what are the opportunities here in terms of
20 rights-of-way, existing trails and routes and country
21 roads. Again, what is attractive and suitable for
22 cycling.

23 I want to talk about the Northeast Texas
24 Trail. It has so many of the elements in place for a
25 successful venture. They are very close to completing

1 this effort. There's more that can be done, certainly.
2 And I know that we have some champions of it here. 130
3 miles. There are still some stretches to complete.
4 There is a high desire to make this Lanier State Park.
5 The proximity to the metropolitan areas into the trails
6 that were presented just a few minutes ago, there's so
7 much opportunity there to pull people from Texarkana and
8 from the Dallas/Fort Worth area and move them across
9 those small towns creating a great economic impact for
10 them.

11 MR. AUSTIN: Can I ask you a question?

12 MS. NOBLE: Uh-huh.

13 MR. AUSTIN: Does that trail -- kind of
14 going back to your presentation -- going up to the
15 Collin County trail, do those connect?

16 MS. WEAVER: Right now the main part of
17 that starts in Hunt County, and we don't have a direct
18 trail connection to link to that yet.

19 MR. AUSTIN: And I met with them the other
20 day. They're coming into Collin County. That's why I
21 was asking does it connect, or will it connect, or is
22 there a plan to connect?

23 MS. WEAVER: I haven't seen plans yet for
24 that.

25 MR. AUSTIN: Okay.

1 MR. PITCHFORD: It can across --

2 MS. WEAVER: I think eventually they want
3 it to.

4 MR. PITCHFORD: Ultimately, it could
5 connect to DFW. It could connect on the other end to
6 Texarkana. That can happen, but it's not -- the focus
7 has been 130 miles from Farmersville.

8 MS. NOBLE: There's still some sections of
9 the 130 miles that need to be connected.

10 MR. PITCHFORD: That's right.

11 MS. NOBLE: One of the things that I think
12 is so exciting about this venture is the level of
13 enthusiasm and buy-in and participation in this route.
14 I know, and it was reinforced this morning in
15 conversation, that people come from the Dallas/Fort
16 Worth area with equipment to independently, on their
17 own, groom this trail. There is so much enthusiasm for
18 this trail and care and heart, and that's what you need
19 to make a successful venture.

20 MR. GLEASON: If I may. And,
21 Commissioner, there are several sections of that trail
22 that y'all funded as a project of the TAP program.

23 MS. KAPLAN: We have three sections that
24 have funding not for permanent surface but for a
25 rideable surface. There's limited funding at the local

1 level up there. So because of the 20 percent
2 participation, they can't do as much as they would like
3 to do.

4 MR. AUSTIN: May I inject something?

5 MS. NOBLE: Of course.

6 MR. AUSTIN: I was going to save it for
7 another time. But while this is up here, looking at
8 connectivity around the state, which is kind of part of
9 the presentation -- if you want me to wait, I will.

10 MR. HIBBS: No.

11 MR. AUSTIN: We're visiting, looking and
12 not sure what's going on with our future funding
13 opportunities. And, as you know, Eric said, you know,
14 we're limited in times that we come out with TAP grants.
15 What if FH -- you know, DOT or TIGER grants -- set
16 Parks & Wildlife and TxDOT aside. How do these things
17 get done, which is kind of back to your question. This
18 is where it's going to come back into the creativity.

19 I've looked at a lot of Web pages for bike
20 organizations. Nowhere on there -- there's reference to
21 TIGER grants, TxDOT, TAP or Parks & Wildlife. Nowhere
22 it says are there any other foundations or any other
23 entities that support or will fund bike or trail,
24 pedestrian vehicles for -- I mean, not vehicles --
25 projects. How do you accumulate those?

1 But also, kind of to your point, people
2 bring their equipment up to help clear. There's a lot
3 of untapped resources that can help do this.

4 Now, I'm a Boy Scout. So let me just say
5 right up front, talk to your scouting organizations
6 statewide. They need service projects. They need Eagle
7 Scout projects. This is a great way. And this is
8 something that they help put together as part of the
9 vision to help the community. That's part of the whole
10 plan, get them engaged to use and participate.

11 There's a lot of other organizations that
12 can help out. Talk to your juvenile and adult probation
13 officers. I know of somebody that went to -- a
14 particular community that went to build a bike trail
15 within the city within an MPO that had donated
16 resources, and what they needed was labor and the place.
17 Well, it's a city property. They got the city to buy in
18 for the property to do it. And guess what they used for
19 labor. Trustee labor; prisoners that needed good time
20 to get out and work.

21 MS. BALES: With the TAP you can't do
22 that.

23 MR. AUSTIN: Oh, I know. I'm not
24 saying -- set that aside. You're right.

25 (Laughter)

1 MR. AUSTIN: I said set that aside. It
2 had nothing to do with the TAP or any other type of
3 funding that way. But what I'm leaning to is using
4 creativity to help advance the trails where and when
5 appropriate. That guy is sitting right here. And it
6 was a part of the bike plan that was put in place -- it
7 was Billy Hibbs -- what they did. But what I'm leading
8 to, there's more than one answer. There's more than one
9 way to do it. It's not all about come give me the
10 money.

11 But what those little things can do on a
12 project like this or any other -- I'm just using this as
13 an example. How do you help create goodwill in the
14 community exposure, but also use other resources that
15 are available to help build it out in whatever form it
16 is? Is it clearing? Is it paving? Is it cleaning up?
17 Replacing?

18 There's also a lot of contractors.
19 Believe me, contractors, engineers, a lot of different
20 entities have excess materials or talent that they're
21 willing to donate and contribute to help do the plans
22 and things. Look what exists in your community. It's
23 not always TxDOT funded. I'm picking on us here for a
24 second. What else can you use to help advance this to
25 have it ready as part of the map, ready to go and

1 develop those plans? There's a lot of excess materials
2 around, whether it's local, whether it's a commercial
3 building site or something else.

4 I've heard of some creativity coming back,
5 "Well, how do we get over this bridge? It's a TxDOT
6 bridge." Well, there is a, you know, time and place.
7 I've seen plans with appropriate steel. You build a
8 ramp out to the side. Or it's going through a city park
9 or something, that you can build a ramp on the side to
10 go over what's dedicated.

11 It's to think outside the box. I hope
12 this committee can start coming together for when we get
13 this Web page for resources other than TAP for these
14 other funds. And you're right. How do you use these
15 other resources to enhance what you're already doing or
16 potential match funding? And how do we get those ideas
17 to put on the Web page to come together? That's where
18 the talent in this room with the other organizations can
19 help bring those ideas together. I've looked and I
20 haven't seen any central repository. Because to advance
21 these plans, that's going to need your help. Y'all can
22 probably write down a few right now.

23 I think you mentioned, you know, a new
24 campus was coming in, a new building. Businesses will
25 help fund this. I know Billy and I were involved in a

1 conversation with UT Tyler. There was a potential with
2 something going on out there. Maybe that fits into
3 their plan for their campus to have access. So school
4 districts, all these other campuses, universities can
5 help fill in. It's a gap, but gaps create -- eventually
6 get filled.

7 So think of the resources that you have,
8 what's going through UTAP or connectivity, what can be
9 done on the campus, what can be done at UT. You know,
10 there's a lot there already. Look at all these
11 resources. How do we begin to accumulate those to
12 advance? Again, don't forget about local labor and
13 donations of in-kind that can really help advance these
14 projects.

15 MR. HIBBS: Yeah. Because there is a --
16 there's a shared component in a lot of these grants
17 particularly to the smaller communities where they've
18 got to put in 20 percent maybe of the funding or 30 or
19 40 in order to qualify for part of the bids. That
20 doesn't necessarily always have to be in cash. It can
21 be in-kind donations. And like Commissioner Austin
22 said, you know, contribution of materials and things
23 like that. And then if you can figure out how to get
24 the labor part of it done.

25 MR. AUSTIN: But some of the TAP grants

1 are limited in what's counted and what's not. But when
2 you start looking at other grants, you know, whether --
3 United Way. There's a lot of other entities that you go
4 to. What about --

5 MS. WEAVER: State Farm.

6 MR. AUSTIN: State Farm. You know, here's
7 our match and here's how we're going to do it. And I
8 come back to an Eagle Scout project. Eagle Scouts are
9 going to say, "Here's the project, here's where we're
10 going to raise our money, here's how we're going to have
11 our labor, here's the time frame and here's what's good
12 or not." If you y'all have never looked at -- talk to
13 your local council. Great ideas.

14 Maybe there's a forum that we can be a
15 repository and resource to help, say, if you're going to
16 go ask for trustee labor. What would that take? You
17 know, you've done this. What do they want to know?
18 It's who, what, where, when, how much. What materials
19 we need, where is it going to go. So there's a lot of
20 great ideas. And again, I'm using this one as an
21 example. It's recent conversation that would tie into
22 this network. How do you develop it? How do you
23 connect it? Just some ideas.

24 MR. PITCHFORD: Commissioner, if I may?

25 Commissioner Austin, you'd be very proud

1 of this trail because they have done everything that you
2 said except perhaps the prisoner labor. I don't think
3 we've done that yet. And until the TAP grants came
4 through, hadn't done really much at all with any sort of
5 government sources. But there may be a point,
6 especially because this is a rural trail, in our big
7 population centers where the local sources can only do
8 so much because they are just not as populated in
9 density.

10 MR. AUSTIN: Talk to your sheriffs. I
11 mean, talk to the leaders that you have in the community
12 right now. There may be other ideas and I'm just naming
13 a few. And General Weber did tell me about his visit up
14 there as well.

15 MR. PITCHFORD: Well, we'd like to talk
16 more about how you managed to use the labor from the
17 trustees.

18 MR. HIBBS: Well, just real quickly. I
19 can tell you that most county sheriffs who are running a
20 county prison, they are looking for opportunities for
21 those prisons to give back to the community. And it's
22 very hard for a private business to say, "Well, I need,
23 you know, 10 prisoners to come over here and help me
24 clean off my vacant property because I'm going to build
25 an office." That doesn't work. They need to be doing

1 active work in public projects where they can make a
2 difference. And in Tyler it worked out where it was
3 just a win-win-win for everybody.

4 First of all, they like to get out of jail
5 and they like to be outside and they don't mind working
6 hard.

7 (Laughter)

8 MR. HIBBS: Generally, the sheriff is
9 thrilled because the people are seeing them work and
10 they're seeing the benefit and it's benefiting the
11 entire county or the community or the city. And the
12 taxpayers benefit because they're getting a lot of work
13 done for free that they would otherwise be paying for.
14 You know, not that it's free to incarcerate someone, but
15 at least you're getting some work done.

16 So I would be happy to talk more about
17 that. But I think that it is -- it's a great untapped
18 resource we have in our state, particularly for
19 something -- if we're going to try to tackle a major,
20 you know, transportation initiative like this. And
21 nobody has, you know, money hanging on trees, where we
22 could potentially, you know, facilitate those in some
23 way.

24 MR. AUSTIN: Yeah. I just want to be
25 clear. I can't say that all of these efforts will count

1 towards TAP funding, but there's other ways to advance
2 these projects and that's part of what we're doing as a
3 resource.

4 MS. BALES: And before you, I guess,
5 engage these folks to provide any kind of crew, get it
6 approved if you're going to be using any federal
7 funding. And not approved by TxDOT; you have to get it
8 approved by FHWA so we can vet it.

9 MR. HAMILTON: In addition, I come from
10 the finance world. And this is what states are doing.
11 They're trying to think of ways to come up with
12 additional funding outside the -- that will merge the
13 federal as well as the state and local funds so then
14 they can come together and conceptually -- like Texas
15 could be a mega-region state in the south. People are
16 looking to connect the dots even from the USDOT level.
17 How you kind of work together to create these nexus
18 opportunities for economic development so that everybody
19 can benefit.

20 And I think Commissioner Austin made a
21 good point. One of the ways they've done it -- I dealt
22 with a lot of (inaudible). When you're in design-build
23 contracts, is there a way to negotiate, you know, to
24 improve these trails, or are we looking for a bid in
25 order to move forward. Or working with this

1 design-build contract, if there's a T3. In Texas how
2 can you improve this facility that benefits bike and
3 pedestrian people? If there's a mitigation strategy is
4 it always a fund, or a park, or does it help us figure
5 out how to enhance this bike route and maybe you can
6 maintain it? You have to, you know, really think
7 outside the box, and there's a lot of opportunities.
8 You have to show people -- and everybody is doing it --
9 in Texas what's the benefit to them, and they'll help
10 you with their money when you market and show them what
11 the benefit will be.

12 MR. AUSTIN: Great comment.

13 I was at the groundbreaking several years
14 ago of 183 here in Austin. I don't know if y'all
15 followed that. But there was a plan, said we're going
16 to take part of the old bridge and make it part of the
17 bike-ped. That was part of the entire plan and some
18 mitigation concerns that were in there. But also
19 thinking outside the box, listen to one other thing;
20 mitigation.

21 Again, coming back when I was -- Billy and
22 I worked together on the Boy Scout Camp. But we had
23 some -- one of our members came to us with something and
24 said, "Do you know what? There was an" -- I'm not going
25 to say it just right, so y'all -- "there was an

1 environmental settlement that may have involved" -- and
2 I don't want to misquote the agency -- I want to say the
3 TCEQ for some air quality funds that were available
4 where certain businesses had to invest and do mitigation
5 projects somewhere.

6 The Boy Scout Camp is a nonprofit. It was
7 an ineligible project around the lake in doing some
8 trails cleanup. There may be other types of credits
9 like that that may involve federal funds. People need
10 to do mitigation credits. I would think a lot of these
11 projects like this or whatever could potentially
12 qualify. So I would say think outside the box. Our
13 portion, I think, is minimal. It's a lot of money, but
14 when we start looking outside and leveraging and
15 stacking to complete projects, there's a lot of money
16 out there and available with a focused positive effort.

17 MR. HIBBS: I'm sorry. Can you identify
18 yourself?

19 MS. BALES: I'm Genevieve Bales with the
20 Federal Highway Administration. I oversee the TAP
21 funding for Texas.

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

23 MR. AUSTIN: Thank y'all for being here.

24 MS. NOBLE: And, Commissioner Austin, I
25 wanted to extend your comments, which I think were

1 excellent, in terms of finding creative ways to deal
2 with solutions. One of the things that I find
3 particularly exciting about the Northeast Texas Trail is
4 that all these ideas require someone to coordinate them
5 and to make those calls. And so this organization has,
6 as part of their strategic plan, someone who can do
7 that. And so that's one of the reasons why I think this
8 specific route has a great deal of possibility in
9 becoming a true winning asset.

10 MR. GONZALES: I have one question. Is
11 this an individual lane or is this like part of the
12 shoulder of the highway, or is it a combination? Or how
13 is the whole route?

14 MR. AUSTIN: I think I have a map, but
15 it's a railbank.

16 MR. FRANK: But I think it can be on
17 shoulders, the designation.

18 MS. NOBLE: Oh, yes. It certainly can.

19 The next possibility -- and there are
20 many; I'm just going to mention two today -- is Old
21 Texas 20, obviously the potential to connect Austin to
22 Houston. And in those population areas there's a great
23 deal of benefit there; 190-mile route. There's a
24 possibility of cycling from downtown Houston to downtown
25 Austin, and that's thrilling to think about. Mark has

1 done -- he's ridden it. And he's taken a lot of notes
2 throughout the years and what would be required with
3 that. And in talking to my tourism folks, in the
4 tourism community this year there are communities along
5 that route that see a great advantage to their
6 community. So that is also another possibility.

7 And I'm almost done here.

8 In terms of moving the vision forward, we
9 talked about maximizing federal with private funds. I
10 think we've talked about that a lot today. Another part
11 of that 2005 act is that the department could work with
12 statewide bicycle nonprofits to help with identifying,
13 developing, promoting, coordinating all these agreements
14 to make the bicycle tourism trails happen and also to
15 advance them. And that's where the people part comes
16 in, in making sure that the communities are engaged and
17 are using all their assets to make it a really viable
18 opportunity for Texans who want to ride on their
19 bicycles.

20 So we have detailed maps. We also have
21 the large map in paper form that we can share with you.
22 But that's it for my presentation. If you have any
23 other questions.

24 MR. STEINER: Beth, just a quick question.
25 Do you know anything about the -- I've heard of a trail

1 system starting out at Beaumont and heading north, and
2 I've actually seen part of it. It's actually a
3 completely separate lane, which really looks kind of
4 odd, about eight-feet wide, following U.S. Highway 69
5 heading from Beaumont up and I know eventually up
6 through Lufkin. There's actually an abandoned railbed
7 through there. Do you know anything about that?

8 MS. NOBLE: I personally don't. I might
9 throw that to Mark.

10 MR. STINE: I'm Mark Stine with Bike
11 Texas.

12 I've seen that and it goes up to one of
13 those areas of the -- the Big Thicket headquarters. And
14 you're correct, the rail corridor does go on up. I
15 believe that has been held by TxDOT. Although I'm not
16 absolutely sure along that U.S. -- it's not I-69. It's
17 U.S. 69. And so they have at least going from -- I
18 believe is it Kountze? Up to -- it's about 15 miles or
19 so. And so that's just one of those little statements
20 where it could be expanded to Lufkin and could be
21 expanded down to Beaumont, if you have the community and
22 somehow found the funding or the in-kind work to do
23 that.

24 MR. STALLINGS: Robin Stallings, Bike
25 Texas.

1 What you probably saw in Colorado,
2 Commissioner, is that along a lot of their state
3 highways and maybe some interstates they've done
4 parallel, separated pathways. And the Central Texas
5 Regional Mobility Authority has been a real leader
6 amongst the Toll Road Authority, because every toll road
7 they've been building has a separate side path. So they
8 don't have an argument about, you know, riding on the
9 shoulders or not, because they made something a lot
10 better. And they say that in talking to Director
11 Heiligenstein, he said that it's a marginal extra cost
12 when they do it when they've got all the equipment out
13 there.

14 And so when there's other major roadwork
15 going on, that's an opportunity to do that because it
16 costs a whole lot less when you're not gearing up,
17 you've already run through all the environmental and
18 all the engineering, all the planning, and it's probably
19 a fraction of, you know, a percent or two. But
20 otherwise, if you do it from scratch it can be, you
21 know, many times more.

22 MR. HIBBS: So, Beth, in your analysis of
23 what we've already got built out in the state and what's
24 about to be finished and completed, and understanding
25 that we all probably agree wholeheartedly that, you

1 know, bicycle tourism is a good thing and we want to
2 promote it for the state of Texas, are y'all in a
3 position to be able to recommend routes at this time?

4 In other words, can you put up a map of
5 the state of Texas and say, "We think this is the
6 corridor for the north-south and this is the one that's
7 east-west that makes the most sense at this time," or is
8 this something that needs to be studied some more?

9 MS. NOBLE: I think that our focus is on
10 particular stretches. And I mentioned the northeast
11 Texas trail's strategic on our part, because we think
12 that it's really close. And by connection to the
13 Dallas/Fort Worth area, it really has the capability to
14 probably be the best bang for the buck in terms of
15 moving quickly and getting it done. Getting it all done
16 from Texarkana through the Metroplex. And that is
17 part -- that is one of those corridors that is part of
18 the U.S. Bicycle Route Systems. So I think that we
19 agree that that can be an excellent place to start.

20 MR. HIBBS: Well, I was just -- in terms
21 of trying to get my hands around this -- because this is
22 going to be a big project, obviously, even to put in a
23 strategic plan and say, "Okay. Well, this is what we
24 think." And do you start with northwest only -- I mean,
25 north-south only or east-west only, or do you try to do

1 both?

2 Because, you know, Texas is such a big
3 place, and we have some very important parts of this
4 already built. You know, there's some big, major
5 metropolitan areas. And part of this example is this
6 Austin-Houston thing. Well, that's not a -- necessarily
7 up in the northern part of the state. But how do you
8 tie all that in and then come up with a plan so that we
9 can then get organized and either, you know, put
10 together a committee to start kind of overseeing this or
11 start requesting funding for various strategic parts of
12 it or engaging county commissioners, the governor's
13 office, or someone like that, to help, you know, kind of
14 bring this to the attention of the public?

15 MS. NOBLE: I think that there are several
16 prongs to your question. One is a political prong and
17 what communities are really engaged to make something
18 happen. One is a physical prong, what's really out
19 there physically, what's closer to being ready to go and
20 what needs more physical development and then the
21 funding part as well. And so that's a very complicated
22 question.

23 I'll defer to these gentlemen, see if you
24 have anything else to add.

25 MR. STALLINGS: One thing that I could

1 mention is that you can plan for the whole thing, but
2 there are these pieces that you do first that will
3 create momentum. You know, we obviously have a lot more
4 population on the east side of the state. So it's going
5 to be more bang for the buck, more users, a little bit
6 more tourism dollars if you do something on the east
7 side than if we're going all the way to West Texas. So
8 maybe the West Texas part has got -- you know, a little
9 bit different, maybe it's not a separated paved path.
10 Maybe it's more on a, you know -- combined with U.S. 90
11 or some smaller road, and it's not going to be for
12 families. It's going to be for the heartier cyclists
13 for sometime.

14 But on the east side of the state there's
15 some tremendous opportunity. And among those would
16 be -- it's almost like it could fit -- you know, if
17 there was some planning and TxDOT could kind of look and
18 see where can the local region, like the Dallas/Fort
19 Worth region, handle a lot of that. And then TxDOT's
20 uniquely positioned, you know, to fill in the gaps to
21 connect it with maybe the NETT Trail with Dallas/Fort
22 Worth. Maybe there's gaps in there. But also to have a
23 big picture, because there's so many tiny communities
24 that can't take on such a big project.

25 It's almost like, how could you do fewer

1 bigger projects? How could you get, you know, to --
2 whether it was TxDOT or Texas Parks & Wildlife to take
3 on, you know, kind of the bigger view. First the
4 planning stage and some engineering, you know, in
5 phasing, prioritizing where there is already a lot of
6 population.

7 But if you look at NETT -- we keep talking
8 about that because it's easy to quantify, it's easy to
9 compare with the Katy Trail where they connect 16 towns
10 and the NETT connects 19 towns. Well, they're going to
11 generate a lot of economic benefit on that. So when you
12 do that section, that's going to create demand from
13 other small towns. So it's going to be easier to get
14 even more local buy-in because they've really got to
15 pony up. But some of it, because it's almost a road
16 standard you can get where you can leverage a lot of
17 volunteer help in the mountain bike clubs all over the
18 state; do thousands of hours every year of volunteer
19 trail building and stuff for the single track.

20 But then when it comes to paved granite
21 trails, it takes a level of professionalism. So you go
22 from a \$15,000-a-mile trail to a \$100,000-a-mile trail.
23 And then when you pave, you're looking at a
24 million-dollar-a-mile trail, counting some occasional
25 water crossings. In some urban areas that could be two

1 million, but, you know, it's in that scale. So you're
2 getting up to the standards and you've got to do them to
3 certain standards for maintenance and everything else,
4 they've got to be pretty heavy-duty. So there's some
5 things you can do with free and leveraged help.

6 But also in some places there could be tax
7 increment financing things, because properties within a
8 short distance of a trail actually go up in value. Some
9 of that could be captured. But it almost needs a
10 coordinating entity of a scale like TxDOT to, you know,
11 think of it big enough so that it's not just each tiny
12 little project that we may not get to.

13 MR. HIBBS: Well, that really sums up kind
14 of my whole concern. It may sound like a good idea, but
15 Texas is so enormous and we've got all of these moving
16 parts; I agree.

17 And, Eric, could you weigh in possibly, on
18 your thoughts in terms of how -- you know, what we might
19 need to do as a next step? And I understand you've got
20 limited resources, too, and it's hard for you to put a
21 team of engineers to study the best routes and all for
22 something like this. But what would you recommend to
23 keep moving forward?

24 MR. GLEASON: Well, I've had a number of
25 conversations internally about a scope of work for some

1 consultant assistance, for example. I think this is a
2 perfect opportunity to try to bring some of this into
3 focus for us. You know, I think we easily leap to a
4 north, south, east, west, you know, across Texas map,
5 but we all understand how difficult that would be, when,
6 in fact, the real bang for the buck is in these smaller,
7 you know, interregional-type connections. And it may
8 not be as important in the long run to have those
9 complete across the state as much as some of these key
10 connections. It may be all right to establish
11 conceptually what those key across-state corridors could
12 look like. But I think in addition to that we would
13 want to also take a look at, you know, a half dozen or
14 more of these more, you know, interregional-type
15 connections.

16 We have talked about recognizing that
17 depending on where you are in the state and the
18 anticipated level of use, there are different
19 cross-sections of investment that you make, just as
20 Robin was describing. And so the consultant work could
21 also put together typical cross-sections and associate
22 that level of investment with a certain kind of area of
23 the state. I think we can assemble -- and we've heard
24 it today. We can assemble the argument around the
25 economic impact of these investments and we can use

1 consultant work for that.

2 And I think we can, you know, engage a
3 certain level of key stakeholders around the state in
4 addition to this group in that effort. I'm kind of
5 drawing the line in suggesting some enormous public
6 effort, but I think we can deliberately engage a larger
7 group of stakeholders. And, you know, Roger, you may
8 recognize this. This is the scope of work that we've
9 talked about trying to get our arms around how much that
10 might be. But I think that's the way to make the next
11 step happen.

12 MR. HIBBS: So TxDOT would engage a
13 consultant. You would put the consultant on the
14 project. You would, at some point, look at the results
15 of the consultant's study. Then the Bike Advisory
16 Committee could say, bless that and then move forward
17 with what, adopting it into our strategic plan, selling
18 it upstream to the commission? Help us understand.

19 MR. GLEASON: So I think what would happen
20 is -- again, this is just a conversation at this point.
21 But I believe one way forward is -- and I think my way
22 forward would actually have this committee actually
23 help, you know, if we had a green light. First thing
24 we'll do is come and say, "We've got this green light,
25 and you've heard us talk about it." Now, will we really

1 make this happen? What does the scope look like? What
2 exactly should we be asking for? And the committee will
3 be engaged the whole way through.

4 Now, I think once we have the product of
5 that effort, the question then becomes how do we lend
6 significance to it? The committee can add it to its
7 strategic direction report. We can discuss with
8 administration and the commission whether there's an
9 appropriate level of action for them on that product. I
10 think I'm not really -- don't really know how to answer
11 your question exactly now.

12 MR. HIBBS: Okay.

13 MR. GLEASON: But I think there will come
14 a time when we get to a product where it will be
15 appropriate to ask how do we lend some institutional
16 significance to it. What is the appropriate level of
17 action? You know, we aren't going to be so prescriptive
18 in that outcome as to suggest that it is a project. And
19 so what is the appropriate level of action at that time?

20 MR. HIBBS: Well, should we as a committee
21 have a vote, for example, to request that TxDOT assign a
22 consultant to this project?

23 MR. GLEASON: I would be willing to just
24 have a simple nod around the table, an informal
25 consensus nod. And we can try to get some work done on

1 it between now and the next meeting to see what it might
2 take to bring that kind of effort into focus. How does
3 that sound?

4 MR. GONZALEZ: If I could add something.
5 I think it's also about setting a clear procedure for
6 designation. For example, in Cameron County we already
7 have -- we've already planned the U.S. Bike Route 55 in
8 our county plan. But there really is no clear procedure
9 for designation by the commission or by -- or, I mean,
10 by TxDOT to get a route. I mean, if we can find the
11 money and we know that signing the whole route -- so
12 you're talking about over -- probably about a hundred
13 miles that connects Combes to Laguna Atascosa to the
14 island to Brownsville to Harlingen. I think it was
15 about \$500,000.

16 So I think you also need to set -- we kind
17 of maybe need to be stewards of where this route goes
18 but also have an application process for communities
19 that are already ready and that already have a plan in
20 place and they want to get going on this.

21 MR. AUSTIN: I want to compliment what
22 y'all have done down in Cameron County. Recently
23 somebody mentioned -- Robin, you -- somebody may have
24 mentioned a TIF. They have passed a countywide TRZ,
25 Transportation Reinvestment Zone, to participate -- you

1 know, Transportation Reinvestment Zone is like a TIF.
2 You participate in the appreciated value. And that is
3 for infrastructure projects within the county. So
4 there's a great example of locals helping themselves.
5 And I think it's a great tool.

6 One thing, you know, Eric talked about, we
7 don't have any projects yet. But I'm going to go back
8 to our discussion yesterday at the commission meeting.
9 We're looking at allocating dollars for road
10 construction. There's a lot of unidentified projects
11 that need to be done in every district throughout the
12 state. Maybe the discussion time could be sooner than
13 later, is to start talking with the district engineer,
14 the locals to say if this project is on there and we
15 have an existing shoulder, adding a foot or whatever;
16 that could be a possibility. Not guaranteeing it, but
17 that would be a legitimate possibility where it's
18 appropriate to have more bike lanes dedicated if it's on
19 this route that ties into a plan.

20 So there is a lot of those unfunded road
21 projects, you know, like you mentioned Central Texas
22 RMA. You know, there's a lot of roadways that are used
23 right now. A foot or two feet can make a big
24 difference. And then you put a lane in the side much
25 like we do on a hurricane evacuation route; you can put

1 a designated bike lane. So there are things. That's
2 the art of the possible. And I say that to start having
3 those conversations locally is that -- for consideration
4 when those plans are designed to be included. That's
5 something that can be done long range. But it's back to
6 y'all's question, identifying what routes are there and
7 what's being used.

8 MR. STALLINGS: Mr. Chairman, can I throw
9 in that the U.S. Bicycle Route System is going to
10 happen. And I don't think we want a huge gap in the
11 middle where Texas is half the country, basically. That
12 means half of those cross-country travelers would spend
13 their money, half their time in Texas, spending it here.
14 So they're already setting it up for us. All we have to
15 do is capture it; otherwise, they're going to take the
16 northern route across the country.

17 And if we look at -- I think it's worth it
18 to analyze the whole thing and look and see where could
19 we capture existing shoulders, where could next time the
20 road project is done add a foot, as Commissioner Austin
21 says.

22 MR. AUSTIN: And I used that as an
23 example.

24 MR. STALLINGS: Right, for example.

25 But obviously separated from automobile

1 traffic absolutely every time possible. But then in the
2 process of that, it may be that there's some areas that
3 are right for additional investment for truly separated
4 trail facilities that maybe aren't continuous. But that
5 we -- the goal of this committee it seems like should be
6 to really buy into the U.S. Bicycle Route System that
7 benefits the different parts of Texas. And then some of
8 them might be pretty easy. It might actually not be
9 that hard to do Route 66 in the Panhandle. You know,
10 for example, Oklahoma is doing it and so is New Mexico.
11 And that's a relatively shorter section and it's going
12 to be hearty cyclists. Maybe you don't have to do it
13 separate.

14 But I think that looking at that and then
15 seeing what we can do in context is really valuable, and
16 not assuming we can't do it because a lot of it is being
17 done. You know, people on the ground, communities are
18 already building into it. Look at what Dallas is doing
19 with this incredible route. And in the process, we're
20 highlighting and getting excited about this. The
21 legislature has given direction. They've encouraged us
22 to work with, you know, the governor's office on
23 tourism, you know, work with Texas Parks & Wildlife.

24 It seems like that all the elements are
25 coming together with this committee in this time to

1 either make it a designated bicycle tourism trail, so
2 there could be a process. You know, so it's a Texas
3 bicycle tourism trail, and then there could be a process
4 for the U.S. Bicycle Route System. And that's already
5 established and that's working with AASHTO. They have
6 certain standards for that. So then communities could
7 begin to apply. If they want to apply to part of the
8 U.S. Bicycle Route System, they want to apply for more
9 of a regional thing, so it's a Texas bicycle tourism
10 trail.

11 And I think that setting some standards
12 like that and getting the big vision could go a long way
13 for people to start finding money and for it to start
14 coming together.

15 MR. GONZALES: Or we could start
16 identifying those gaps. So if you have communities
17 apply and, you know, you have a big number of
18 communities, then you could -- then we, as a committee,
19 I think, could focus on saying, "Well, we don't really
20 have anybody applying," for example, "between Austin and
21 Houston. Well, let's go talk to, you know, Shiner or
22 somebody else." I think that would kind of lower our --
23 the work that we would have to do, if you put this
24 process in place.

25 MS. WEAVER: One thing I was going to

1 mention is I think as part of this process -- not to get
2 too much into the weeds -- but I think engaging the
3 county judges is very important. Because there's going
4 to be a lot of gap space between cities. I've already
5 had a county judge call me and be like, "How would this
6 work? Am I in charge of things? Do I have to have"
7 (inaudible) --

8 (Laughter)

9 MR. AUSTIN: Good question.

10 MS. WEAVER: But there's huge gaps where
11 we're not going to have -- you know, we don't have the
12 MPOs; we don't even have cities. So making sure they're
13 at the table I think will be really important to
14 process.

15 MR. HIBBS: I agree. But I don't think we
16 even know which county judges to go to until we know
17 where the routes are going to be.

18 MS. WEAVER: That's true.

19 MR. HIBBS: We've got to figure out which
20 counties that this thing is going to go through first.
21 So I'm kind of back to what you need from us. And it
22 sounds like to me you wanted a consensus for the
23 committee to request, respectfully, from TxDOT that you
24 study these routes that Bike Texas has already done some
25 research on and give us some feedback as to where you

1 think they should go.

2 MR. GLEASON: What I intended to say was
3 some consensus from the committee, that they would like
4 us to explore a consultant's scope of work to help
5 address that question, which would include looking at --
6 obviously, this is an effort that's more about getting
7 in front of the -- being a leader by getting in front
8 of -- under file orders since -- just wherever they're
9 going, because so much more of the work has been done
10 locally, than it is about any new ideas we might have as
11 a department. But I think we would -- what I would be
12 looking for is that kind of an effort, that kind of a
13 scope we talked generally about, is that something that
14 makes sense to the group, and if it does, we will pursue
15 that between now and the next meeting, trying to get
16 some resolution on whether or not we're in a position to
17 proceed.

18 MR. HIBBS: Is there anyone that disagrees
19 with that? I'm just going to step out on a limb here
20 and guess that most of you are probably in favor of
21 doing something like this. So is there anyone that
22 disagrees with the approach that we discussed so that we
23 can have this consensus from the committee?

24 MR. PITCHFORD: One comment, Mr. Chairman.
25 I would like to add some motivation.

1 MR. HIBBS: Okay.

2 MR. PITCHFORD: In 2012 Governor Snyder of
3 Michigan announced a bike trail across Michigan, 600
4 miles. I will be so embarrassed as a Texan if Michigan
5 has a longer bike trail across their state, and you can
6 put that in the minutes.

7 (Laughter)

8 MR. PITCHFORD: So that as a motivation,
9 that's the reason to do this.

10 MR. HIBBS: Well, duly noted.

11 So, Eric, it sounds like to me that we
12 have a consensus with the committee. You can move
13 forward with that, and we would appreciate it very much.

14 I want to thank Beth and the Bike Texas
15 group for a lot of hard work on this and we look forward
16 to continuing this conversation as we move on.

17 All right. So in order to try to get us
18 out of here relatively soon, it's now time to discuss
19 our meeting in October. Robin Stallings was generous
20 enough to allow me to ride one of their electric bikes
21 not too long ago. And I got to tell you, I was
22 impressed. My body is not getting much exercise.

23 MR. GLEASON: That was my reaction.

24 (Laughter)

25 MR. HIBBS: So I think what TxDOT has

1 done -- since these electric bikes may be kind of the
2 next big thing, maybe like electric cars or maybe not.
3 I don't know. But in any event, for those of you that
4 have not been on one of these, let me tell you, it's
5 pretty foolproof. It's a lot of fun, and I think it
6 would benefit all of you, who are like me, and don't
7 necessarily come in contact with all these universities
8 and different --

9 MR. GLEASON: Is this a driverless bike?

10 MR. FRANK: A Google bike.

11 (Laughter)

12 MR. HIBBS: So a little map was passed
13 around that would show our ride. I think it would take
14 place after the meeting next time in October, weather
15 permitting. And so I wanted to give everybody a
16 heads-up. So you should probably dress appropriately.
17 I would think jeans would be appropriate instead of
18 coats and ties next time.

19 MR. GLEASON: Maybe a jersey?

20 MR. HIBBS: Maybe a jersey, yeah.

21 And so does anyone have a question or a
22 problem with that?

23 MS. WILLIAMSON: Are the bikes going to be
24 provided or do we need to bring our own?

25 MR. STALLINGS: May I describe it,

1 briefly?

2 MR. HIBBS: Please.

3 MR. STALLINGS: So we have 25 electric
4 bikes. So literally every person in this room could
5 participate, but committee members, obviously, would
6 have priority. Our plan would be to start at 200 East
7 Riverside. We'd bring the bikes over there. It would
8 be an educational tour. So while you'd learn about
9 electric bikes, you'd also get to see a number of
10 different types of bicycle treatments; protected bike
11 lanes, shared-use roadways, the amazing boardwalk, the
12 bike-pedestrian bridge. And so we'll do brief -- very
13 brief stops. And we'll coordinate the route. Basically
14 it's roughly this. But we'll coordinate with Teri to
15 make sure that you-all can learn a lot.

16 This is a Bike Texas event. It's a lot
17 easier and less bureaucracy if we host the event and not
18 TxDOT.

19 MR. HIBBS: Absolutely.

20 MR. STALLINGS: So we are happy and proud
21 to do this. This is a Bike Texas event. And
22 Commissioner Austin and any other commissioners are
23 welcome. If you wouldn't mind writing down
24 biketexas.org/txdotbac, and you can register now. We'll
25 have more details about the ride. But basically, we've

1 set up a registration. There's a liability release
2 that, you know, releases us and TxDOT, of course. Also
3 we'll know what your bike size is. We'll provide the
4 helmets. So all you really have to do is just have
5 comfortable clothing.

6 MR. HIBBS: Give us that Web site again.

7 MR. STALLINGS: It's
8 biketexas.org/txdotbac.

9 MR. GLEASON: And let me just go out on a
10 limb here and I would invite Russ and Allison, if you
11 wish to join the committee as alumni, you would be more
12 than welcome I am sure.

13 MR. STALLINGS: Well, I can tell you that
14 this is a game changer for engineers and planners.
15 We've invited them from around the state to come in to
16 look at these particular facilities. While Austin
17 doesn't have a complete network yet, they've got some
18 great examples. And so on this ride you'd be able to
19 see from the least expensive to the Cadillac version of
20 different types of bike facilities. So it's a really
21 great opportunity.

22 And you'll get to find out when you
23 combine electric bikes with a protected bicycle
24 facility, that's a game changer. It's a little bit like
25 electric cars except a whole lot bigger. Right now

1 there are 300 million electric bikes in use in the
2 world. There are 30 million being produced every year.
3 By far many times bigger on a worldwide basis than
4 electric cars are probably ever going to be. And so
5 it's taken off in Europe and China and Japan. And in
6 places like Amsterdam, people are exchanging their
7 regular bikes for electric bikes. Because for people
8 that care about transportation, it's like you'd give up
9 a manual typewriter for an electric typewriter. Well,
10 that's what's going to happen with electric bikes. It's
11 pretty exciting and it's still relatively new to this
12 country.

13 But because of your role, it's really
14 valuable for you-all to experience these technologies
15 combined, the infrastructure and the new type of
16 vehicle.

17 MR. HIBBS: And I got to tell you, I was
18 extraordinarily impressed with the ride that I got on
19 it. And I thought, at that time, that it would be so
20 helpful not only to get a chance to experience it
21 personally as a member of the committee, but also, like
22 Robin was saying, to see all these different types of
23 shared roadways that Austin has, so when we go back into
24 our community we can have a little more personal
25 firsthand experience of that.

1 And the meeting is October the 21st -- is
2 that right? -- for those of you that need to put that on
3 your calendar.

4 All right.

5 MR. STEINER: Billy?

6 MR. HIBBS: Yes, sir.

7 MR. STEINER: Just a comment. David
8 Steiner.

9 Robin, just thinking about this, you know,
10 is really kind of exciting and outstanding. But is
11 there anything being done to publicize this or should be
12 done to publicize what we're doing or we shouldn't?
13 You're shaking your head.

14 MR. STALLINGS: We only have 25 bikes.
15 It's not open to the public.

16 MR. STEINER: Not open, but that we're
17 having the event, and is it an avenue to publicize what
18 TxDOT and the Bicycle Advisory Committee is doing to
19 build the infrastructure in the state. You know, it
20 just seems like maybe an opportunity. Maybe it's not a
21 good idea.

22 MR. STALLINGS: When we do these kind of
23 things -- like we've done them for Austin City Council
24 and for legislatures. And so usually what we do is
25 we'll record it and then promote that it already

1 happened so that we've got photos. And so if anybody
2 wants to use that through social media or any other way.
3 We don't really want to have bandits on there, also.
4 That's what you call it on a bike ride when somebody
5 just joins and they don't register and they don't have
6 their number tag, you know. So we can't really manage
7 that because it could get too big.

8 MS. KAPLAN: Liability issues as well.

9 MR. STALLINGS: If it's small we can
10 handle it. And we'll also have our own engineer on
11 board that can help describe the facilities. So it's as
12 much as you want to learn, but it's really just a great
13 experience learning about these different kinds of
14 facilities.

15 MR. STEINER: Just so we're clear what I
16 was thinking. Is it something that we at least invite
17 the media so that -- not publicize we're having the
18 ride, but at least take the picture that "Hey, this
19 happened."

20 MR. STALLINGS: We're very receptive to
21 it.

22 MR. STEINER: You know, we're doing all
23 this work. How well does it get out to the communities
24 and the state that we're spending all this time? A lot
25 of effort is going on. That may help to build the

1 support as Commissioner Austin mentioned, you know,
2 getting that groundswell of support at the local
3 communities. And sometimes the money comes from --
4 Lufkin's got it -- an anonymous donation. So I just
5 wanted to -- that was a thought that hit me.

6 MR. TWING: Shawn Twing from Amarillo. I
7 have one question. When you said you record the ride,
8 are you using like the GoPhones that show it from the
9 rider's perspective?

10 MR. STALLINGS: Not really. We would just
11 have still photography. I mean, while we might have
12 that, anybody would be welcome to do that. We don't
13 really do that. And actually what we do is, is we try
14 to get photos. And if you -- we give you the good
15 shots, if we get any individual shots, and we sell you
16 the bad ones.

17 (Laughter)

18 MR. STALLINGS: So if you look really out
19 of shape or pretty miserable, we'll sell those to you.

20 MR. TWING: Well, the only reason why I
21 ask is since we're looking at -- in a week I'll be in
22 Boulder. And I always love riding in Boulder because
23 they really are cutting edge. But when you see it from
24 the cyclist's perspective in terms of space, you know,
25 how close a car gets, you know, as part of promoting,

1 you know, safety and awareness, I mean, just put a
2 couple of cameras on a couple of helmets and you could
3 cut and splice. And as part of the feature presentation
4 you say, "Well, here's an unprotected intersection. You
5 know, here's one that's protected."

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

7 All right. So moving right along. We're
8 going to now go to the part of the meeting where we go
9 around the table and talk about what's going on in our
10 various communities.

11 And, Ramiro, we would like to start with
12 you today.

13 MR. GONZALEZ: Okay. Well, as I mentioned
14 the last time, we are finishing up the Lower Rio Grande
15 Valley Active Transportation and Active Tourism Park.
16 That's the plan that has the plan for U.S. Bike Route
17 55, so that's 10 cities. All 10 cities in Cameron
18 County will be adopting that. And I know I owe you the
19 draft, so I'm on that.

20 Our two-and-a-half-mile extension of
21 our -- we call it the Foreground Battlefield Extension,
22 is about 60 percent complete. I want to commend the Far
23 District for working on that. It is on time, on budget
24 and they are diligently working through that, so that's
25 important.

1 We're also working on -- Teri visited us
2 about a year ago. And, you know, we have that funding
3 now for improving the crossings at major intersections.
4 So our Battle Trail -- our Battlefield Trail crosses
5 four or five TxDOT roads that are four lanes each. So
6 it's a pretty daunting task. It's unsafe, so we're
7 under design on those, and we're very excited about
8 that.

9 In Brownsville we're up to about six open
10 street events, Siclovias, a year. And we also submitted
11 a TIGER Grant with the Island -- South Padre Island,
12 including a dedicated bike facility over the Queen
13 Isabella Causeway.

14 MS. WEAVER: You got the funding.

15 MR. GONZALEZ: Oh, wow.

16 MS. WEAVER: It just was announced today.

17 MR. GLEASON: We just got them in.

18 (Applause)

19 MS. KAPLAN: That's what working together
20 does for us all.

21 MR. HIBBS: So drinks are on you. Right?

22 MR. GONZALEZ: So I guess -- I didn't know
23 that. But I guess I can announce that. So that will
24 include a dedicated -- we're working with the Far
25 District -- a dedicated facility off the Queen Isabella

1 Causeway, and they're going -- engineers will have to do
2 that.

3 MR. AUSTIN: Like put an arm or extension
4 out.

5 MR. GONZALEZ: Yeah. I think 10 feet,
6 another -- additional 10 feet onto the causeway. So
7 you'll be able to take pictures on top of that causeway.
8 And this, actually, in our plan was the number one
9 component to it. That link to the island is important
10 from a tourism perspective.

11 MR. AUSTIN: Just a little fun
12 clarification. I met with the judge two days ago. It
13 is the existing causeway, not the second. Right?

14 MR. GONZALEZ: The existing causeway.

15 MR. AUSTIN: Okay. Good.

16 MR. GONZALEZ: Although you know what? I
17 think we need both.

18 MR. AUSTIN: Yeah, exactly.

19 (Laughter)

20 MR. AUSTIN: I heard from the judge. Just
21 checking.

22 MR. GLEASON: Just to give you a sense of
23 perspective, there's 500 million dollars nationwide for
24 TIGER. TIGER is all modes. All right. They got 585
25 applications totaling 9.3 billion dollars. That's a

1 highly competitive environment. So congratulations.

2 MS. KAPLAN: Wow. That is huge.

3 MR. HIBBS: All right. Shawn, tell us
4 what's going on in Amarillo.

5 MR. TWING: Lots going on in Amarillo. We
6 have a lot of construction, which is opening up
7 opportunities. Because in the downtown area, which
8 is -- what we're finally starting to see
9 development-wise, is that downtown is being revitalized,
10 streets are being torn down, old buildings. So now this
11 is a perfect opportunity to start putting in more
12 bike-friendly, you know, lanes and add that. So instead
13 of having kind of an outward growing in, you know, the
14 people involved would share the road with the business
15 leaders that are doing this revitalization.

16 We're talking about better ways, you know,
17 to start incorporating that now. Somebody earlier had
18 mentioned, you know, if you're already building and the
19 equipment is already there, it's a small step as opposed
20 to a tremendous step.

21 MR. HIBBS: The incremental cost is low.

22 MR. TWING: Amarillo has some bumpy roads
23 politically, you know. But that seems to be starting to
24 iron out, and my hope is that very soon we can start
25 working more closely with the city government and people

1 start thinking, you know, a little bit further ahead,
2 and going around and meeting the county commissioners.

3 The county judges and commissioners -- I
4 mean, Amarillo is pretty landlocked. You know, I mean
5 within the city, you get a lot of support. You start
6 getting to the counties outside, you know, it's more of
7 just showing them that, you know, we're really not a
8 nuisance. There's a lot that we can do. In looking at
9 the Route 66 Trail, you know, the frontage road from
10 Amarillo to Vega to New Mexico is beautiful. It's some
11 of the best blacktop you'll ever ride on. Absolutely
12 gorgeous, and they put Route 66, you know, banners on
13 it.

14 But what often gets overlooked is the east
15 side of the Panhandle. That is absolutely beautiful.
16 It's hilly. It's challenging. It's gorgeous. And, you
17 know, I hope some of the focus starts heading back that
18 direction. Because that's some of the best riding
19 you'll ever do and I highly recommend it, if you ever
20 get an opportunity. Give me a call if you're in
21 Amarillo. I'll take you to some areas of canyons you
22 never knew existed, and it's just breathtaking.

23 MR. AUSTIN: When you talk about Amarillo,
24 don't forget about our travel centers, too. There's
25 good destinations to stop and go into.

1 MR. TWING: And the travel centers all
2 across I-40 are wonderful. I mean, they're great
3 places.

4 MR. AUSTIN: Watch out for rattlesnakes.

5 MR. TWING: Yeah. We see all the signs.
6 Teri was like, "Really?" And I'm like, "Well, yeah,
7 really." Don't let your child go running up there.

8 (Laughter)

9 MR. HIBBS: Thank you, Shawn.

10 Allison?

11 MS. KAPLAN: Just a quick update from
12 Austin. The city council is considering a
13 720-million-dollar mobility bond. Allison Kaplan with
14 Austin.

15 The city council is considering a
16 720 million mobility bond. Most of the dollars will go
17 toward corridor studies that have already been finished.
18 They just need the preliminary engineering and
19 construction money to fund the plan that's been sitting
20 on the shelf.

21 MR. STALLINGS: 120 million active
22 transportation.

23 MS. KAPLAN: 120 million goes specifically
24 towards the bicycle master plan and the sidewalk master
25 plan. The bicycle master was adopted in 2014. The

1 sidewalk master plan was just adopted by council this
2 year. So those are brand-new. I mean, the sidewalk
3 master plan is brand-new this year.

4 The other thing I want to mention is, the
5 City is starting up its process for the strategic
6 mobility plan. Austin hasn't updated its area
7 transportation plan since the '90s, as I'm aware. And
8 so the update this year, they're starting the process
9 and it should take a couple of years to finish. It's
10 going to be a lot of public involvement.

11 Our transit agency, Capital Metro, has a
12 couple of studies going on right now. One is
13 Connections 2025, which is their five-year plan,
14 updating that. And another is the central study for how
15 they're going to improve transit in Central Austin, and
16 those are small bike and ped components.

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

18 Dave?

19 MR. STEINER: David Steiner.

20 A couple of things to note in the area.
21 Since we last met, we actually got kicked off and
22 started building our trail system at a county park along
23 Lake Sam Rayburn. So this is something that they --
24 there's been a group in the area, the lake enhancement
25 task force, that was really working to expand and

1 improve that park. And, you know, they have reached out
2 to several of us in the community around the trail
3 system. So that was partially funded. You know, it's
4 one of those that is funded through Texas Parks &
5 Wildlife. And then a lot of local labor. So that got
6 kicked off. It's kind of exciting. And then the heat
7 came, so it's kind of slowed down through the summer.
8 Plan to get going on that again here in the fall.

9 The other thing to note is just in the
10 Nacogdoches community, they formed the Healthy
11 Nacogdoches Coalition, which is taking on the -- I think
12 it's called -- and I'm not real familiar with this --
13 the Healthy Cities & Counties Challenge. So they've
14 gotten involved with that. They've reached out to me
15 and also some folks in the bike group in Nacogdoches to
16 help support that. So, you know, within that bike group
17 and that, there's groups in there working as to how can
18 we get lanes -- some dedicated bike lanes on certain
19 routes in the city, as well as just a groundswell of
20 really one guy, really just almost single-handedly
21 building out trails. You know, building out from SFA
22 elsewhere. So, you know, little small projects like
23 that going on.

24 MR. HIBBS: Bobby, how are things in
25 El Paso?

1 MR. GONZALES: Actually, you know, we just
2 finished wrapping up the bikeway master plan for the
3 city. It's going before the council on the 9th. And
4 they've already identified several high-priority
5 projects that they're going to hit the ground running,
6 once council approves it. And both Allison and I
7 actually worked on that plan when she was in El Paso.
8 And so we were a part of that team.

9 We're also working on private projects for
10 green boxes that are going to be strategically placed
11 across the city, which is a good thing.

12 And then as Commissioner Austin
13 discussed -- or stated earlier, we are continuing to
14 work on the campus. UTAP continues to transform the
15 campus into a pedestrian and bicycle-friendly campus.
16 And so that's ongoing and things are looking up.

17 MR. HIBBS: Very good. I hope you didn't
18 mind me adding a little extra something next to your
19 plate there. Because you're at ground zero for so many
20 good things that have happened over there. I think the
21 committee members have really benefited from your
22 presentation with all that's going on. Thank you.

23 Russ, again, thanks for serving on the
24 committee and we look forward to meeting you on the road
25 somewhere. And tell us what's going on in Houston.

1 MR. FRANK: Sounds good. Russ Frank from
2 Houston.

3 I guess it's been a couple meetings ago we
4 did a presentation about what's going on with the
5 Houston bike plan. Since that time -- during that time,
6 the plan was still in the public process. We have done
7 lots of work, the city had done lots of work on that,
8 and it was being presented to the public for comments.
9 It's all been finished now. It's been presented to the
10 city council. Now we're in the phase of sort of how
11 does that become a legal guide for the city to
12 implement. Our city council is very supportive of that
13 plan.

14 Some of you may know we have a new mayor
15 in Houston who has been very, very much pushing for
16 multi-motorism in all types of things. And so some of
17 the work there is for bike things and more bike trails.
18 For metro it means what do we do now for more transit,
19 also. He's come to the TxDOT Commission before. And so
20 he's really pushing for how do you do all these
21 different kind of modes. So I think the bike plan will
22 be very easily integrated into lots of things the city
23 is going to be doing, future projects and future
24 improvement programs and that kind of thing. So that's
25 kind of where we are.

1 MR. AUSTIN: You've got a new county
2 commissioner, too.

3 MR. FRANK: We have a new county
4 commissioner, yes. We have lots of changes in
5 political, yes. And actually, the county commissioner
6 that we have used to be one of our state senators and
7 he's a huge cyclist. Rodney Ellis was a state senator.
8 Now he's going to be a new Harris County commissioner.
9 So he is --

10 MR. HIBBS: Bike friendly.

11 MR. FRANK: -- actually not a commissioner
12 yet. He's the designated democrat to be in that spot,
13 and there's no one else on that ballot. So there's an
14 interim person in that spot right now; a commissioner
15 had passed away. And so he will be, in January, the new
16 commissioner for Harris County. So I think everyone is
17 very excited. Like I said, he's a huge cyclist, so that
18 will be good for Harris County.

19 MR. HIBBS: Awesome. Good, good.

20 Well, Karla, thanks again for a great
21 presentation today. I can speak for Chairman Austin,
22 who is furiously writing down all these notes, and he
23 was saying, "I had no idea," over and over again. So he
24 learned a lot today.

25 MR. AUSTIN: He's going to have his

1 checklist, too.

2 MR. HIBBS: She really put a lot of effort
3 into that. And so we appreciate it very much.

4 The floor is yours.

5 MS. WEAVER: Well, I hit the highlights.
6 The only thing I would mention is that we recently
7 coordinated with TxDOT to do public hearings in our
8 region on bicycle-pedestrian projects. And so our Fort
9 Worth and Dallas district, Teri came down, and we
10 invited all of our communities and folks, and that was a
11 really positive effort. And then our next Bike Advisory
12 Committee meeting of our region -- we bring all the
13 cities together quarterly. We're going to have It's all
14 about TxDOT Day. So we've got the gentleman that
15 presented to us about chip seal coming to talk and
16 everyone is very excited about that. We invited all the
17 bike clubs in our region.

18 MR. GLEASON: Very excited about chip
19 seal.

20 (Laughter)

21 (Simultaneous conversation)

22 MS. WEAVER: We're looking forward to it;
23 it's going to be good. And we're going to talk about
24 the contracting process and how to get projects moving
25 and meeting timelines and give our cities a little push

1 to keep things moving on their end. So we're looking
2 forward to that next month.

3 MR. HIBBS: Thank you.

4 So, Anne-Marie, in Wichita Falls there's a
5 very big event that's coming up.

6 MS. WILLIAMSON: Yes.

7 MR. HIBBS: And you've covered us up with
8 freebies. And so thank you for that.

9 MS. WILLIAMSON: And I have extras, so if
10 you didn't get it. And visitors, too. I'll just leave
11 it over at the table. Whatever is there, please take it
12 so I don't have to take it home.

13 So I'm really happy to talk about the
14 Hotter'N Hell Hundred especially given everything that
15 we talked about today. Because when we talk about
16 tourism, you know, it's not 15,000 Witchitans that ride
17 in the Hotter'N Hell Hundred. For the last -- this is
18 our 35th-year anniversary. And so we've had -- I talked
19 to the director a couple of days ago -- 350,000 riders
20 for the endurance ride over the career of the Hotter'N
21 Hell Hundred. So certainly folks who come into the area
22 are getting a great impression of Wichita Falls and of
23 Texas, because we have international visitors who come
24 to the Hotter'N Hell Hundred.

25 MR. HIBBS: And the economic impact to

1 your region is extraordinary.

2 MS. WILLIAMSON: We're very pleased. The
3 CVI calculated that, that recently it's about between
4 seven and eight million dollars annually at the event --
5 the impact of the event of the Hotter'N Hell Hundred in
6 Wichita Falls. So we're very pleased that we can have
7 that impact on our community. It takes lots of
8 volunteers and lots of hospitality to get people to come
9 back. We also give back to the community to various
10 charitable organizations, the Red Cross, the Boy Scouts,
11 the sheriff's department, police, fire department. We
12 provide a scholarship program for Midwestern State
13 University that has a club cycling team, who have been
14 ranked first in the nation several times. This year
15 we're third in the nation, but we're racing against
16 huge, huge universities.

17 We also have been doing a great deal more
18 research in heat illness and hydration and what's the
19 best way to do it. Because there's a lot of pop culture
20 out there that is kind of not ideal. But also, just on
21 a personal note, my husband is the medical director for
22 the Hotter'N Hell Hundred. And I shouldn't say this
23 because there's no wood around. But he's had a pretty
24 good track record over the last 10 years in terms of a
25 fatality not happening in Hotter'N Hell Hundred. I

1 don't want to say that too loud.

2 But we are able to bring in doctors in
3 training to learn how to address heat illness and
4 exercise-induced hyponatremia in the field. And so back
5 in the day when I worked in the pediatric intensive care
6 unit, we had what was called 3 percent sodium. So it's
7 a very highly concentrated IV salt water. And I
8 remember the night that I was working, that they came
9 through and took all those vials out of our reach
10 because of the fear that we would accidentally give that
11 instead of the regular normal saline because you,
12 basically, can make someone a vegetable.

13 And so several years ago looking at the
14 research Keith said, "You know, I think we should give
15 3 percent sodium IV push" -- or not IV push, "but IV at
16 the Hotter'N Hell Hundred." And I was like "In the
17 tent? Have you lost your mind? There is no way. I
18 will not sign off on that." Like I had any say anyway.
19 But we, as a committee, looked at the research. And
20 since we have started doing that, we have had no ICU
21 admissions, so the hospital is very pleased with us.
22 And we have a great relationship anyway with them.

23 We provide all medical care at the
24 Hotter'N Hell Hundred free. If somebody breaks a bone
25 or has a potential that they've got a broken bone, we

1 send them to the hospital to get X-rayed, they come
2 back, there's no charge for that. We get great
3 community support of over 3,000 volunteers throughout
4 the community. So we're really, really, really happy
5 with that. And I hope that any of you who can would
6 come and join us at the Hotter'N Hell Hundred. You're
7 more than welcome. It's a great event. And thanks.

8 MR. HIBBS: Thank you.

9 And I'm so old school I used to take salt
10 tablets.

11 MS. WILLIAMSON: The other thing I want to
12 say is that we're also now, as of last year, having
13 disaster preparedness groups that are coming up and
14 setting up their mobile hospitals and breaking them
15 down. I mean, they need that experience. And so we've
16 also been able to get to meet some of those folks and
17 help them out in their training, and, as well, they're
18 helping us out now, because I get to work in
19 air-conditioning.

20 MR. HIBBS: And thank you for the
21 freebies.

22 MS. WILLIAMSON: Yeah. And I'll put the
23 other ones over there. Sorry I took so long.

24 MR. HIBBS: Joseph.

25 MR. PITCHFORD: Big news in Dallas. Over

1 the past year and a half, a group has come together, a
2 private sector group, to help leverage public-to-private
3 dollars to create a 50-mile loop around the city. Much
4 of that is existing, but there's about 16 miles' worth
5 of gaps that have to be filled. And if filled, we would
6 have a continuous 50-mile loop around our city, which
7 given here, from Dallas there's a lag in the nation in
8 being bike friendly. This would be really, really big
9 for us.

10 So this private sector group has come
11 together that would raise money that is for the form
12 501(c)(3) and put a price tag on it and it's 56 million
13 dollars, which includes 16 million dollars' worth of a
14 maintenance endowment. A contingency endowment being
15 very important there because you've got to maintain them
16 after you build them and some -- to some perks.
17 Twenty million dollars of that the City of Dallas has
18 agreed to put in the 2017 bond package.
19 Twenty-three million dollars would be private, and
20 13 million dollars of other -- different public sector
21 buckets. Our friends of the North Central Texas Council
22 of Governments I believe are to be of assistance in
23 identifying those other public sector buckets.

24 One important segment of this, the most
25 significant segment goes -- connects the Katy Trail to

1 the Trinity Strand Trail, which goes over Stemmons
2 Freeway 35-E. And we will need some help from our
3 friends at TxDOT to make sure that we're coordinating
4 properly and doing it the right way in crossing over
5 that major public roadway. But the momentum is
6 something I've never seen in my time in Dallas, to
7 actually make this happen. So I believe it will.

8 MR. HIBBS: Awesome. That's terrific.

9 All right. Well, Allison, it's your last
10 meeting, too. And so don't forget your jersey, nor
11 everybody else out there.

12 I did notice that last time when we talked
13 about the jerseys and I said this is one of those deals
14 where you got to be present to win, we got a full
15 committee. I don't think there is any, you know, actual
16 association with that. But anyway, thank you.

17 So, Allison, the floor is yours.

18 MS. BLAZOSKY: Thank you, Billy. There's
19 quite a bit going on in the San Antonio area. But one
20 thing that I will kind of highlight is the new addition
21 of our bike map. It's the 5th edition for the City of
22 San Antonio, and the MPO where I work has led each of
23 those editions. This one has the level of comfort type
24 of terminology, so we went back to that, instead of just
25 putting where a bike lane is striped or where the trails

1 are.

2 So if you're a resident of the area, then
3 you can kind of find where you live and figure out -- if
4 you are comfortable, as adults, on most roadways and
5 you're confident, then you might be able to have a
6 greater number of road types available to your ride.
7 But maybe you want to bring your two-year-old along with
8 you on that type, and so you're looking for a more
9 protective off-street type of facility. And you can
10 kind of see the difference in what is available to you.

11 So it's great for a route-planning
12 perspective as a rider. But then it's also really
13 helpful for staff and for elected officials, because I
14 think it highlights more visibly where there are lacking
15 areas, where there are gaps, and in terms of
16 prioritization they can kind of help. Because we might
17 want to put a bike lane on most streets. But because of
18 our limited funding, we know that would take a long
19 time.

20 So if you have got a pretty good, long
21 access route, that's pretty comfortable for most people,
22 but it's divided by something that looks red, so less
23 comfortable, then you, the planner, might be able to
24 say, "That's the intersection that we need to spend our
25 dollars on to make it easier for people to cross that

1 link." So that's the cool thing about the bike map.
2 The physical copy focuses on San Antonio, but the MPO
3 did it for every road in your region. So if you were to
4 go online, you could look at that for the whole Alamo
5 area.

6 MR. HIBBS: So you have lane miles,
7 Mr. Commissioner.

8 MR. AUSTIN: There you go.

9 MS. BLAZOSKY: When you say "lane miles,"
10 it's weirdly harder than you would expect it to be. So
11 my empathy goes out to everybody who is trying to
12 calculate these because it is a challenge. There's just
13 so much going in, that you're trying to keep up with
14 everybody's progress. But it would be a great thing to
15 have for the Pocket Facts, if we can get that.

16 So at the MPO, I was the bike and
17 pedestrian planner for three years and now I have moved
18 on to be their regional transportation planner. So
19 that's my other news that I'll share. We've hired
20 somebody that's coming over from Florida and she'll be
21 starting in September. So I'm hoping that -- even
22 though she won't be on the committee, this is a great
23 place to get a sense of what's going on in the state,
24 since she's new to the state. So I'll ask her to attend
25 the October meeting --

1 MR. HIBBS: Oh, that would be great.

2 MS. BLAZOSKY: -- and see if there's a
3 bike available for her to try out. I am a total
4 electric bike convert. I think they're great. And I
5 hope some day I can add one to my collection.

6 With that, thank you so much for letting
7 me be a part of your committee.

8 MR. HIBBS: Thank you very much, Allison.
9 We appreciate your service as well.

10 This is the public comment time. Do we
11 have any comment from the public?

12 MS. KAPLAN: Bill, I would like to add
13 something. Teri Kaplan.

14 These little stickers that I've left for
15 you-all, this was an effort that was done by Alamo Area
16 MPO, which Allison represents. And if you take the back
17 off -- not on the ones you have -- these are intended to
18 go on your side windows so that when you look to your
19 mirrors, you will think about bicyclists. That's why I
20 gave you each two so that you'll put them on your -- the
21 main cars that you drive. And there's some extras at
22 the table if you'd like them. And we will be producing
23 more. It's a joint effort between TxDOT.

24 And I just want to say how proud I am of
25 everyone at the table and the efforts that you-all are

1 making to make bicycling and walking safer for everyone.

2 MR. HIBBS: Thank you very much.

3 Robin Stallings has asked for a chance to
4 address something.

5 MR. STALLINGS: Yeah. I wanted to
6 mention, when Karla gave her presentation, we were
7 talking about different types of facilities and lane
8 miles and all that. Bike Texas did a benchmark report
9 in 2012. The 35 largest cities in Texas, we did an
10 inventory of the bike and pedestrian accommodations,
11 including natural surface trails, paved trails,
12 sidewalks. And I believe Karla participated in it,
13 actually. And Brownsville did, basically, the 35
14 largest cities. And so our plan is to do that again.
15 So we have the staff person. We haven't quite
16 identified all the funding. Hint, hint.

17 But that tracks with the bicycle-friendly
18 program. So the communities that have either applied
19 for that designation, there are seven in Texas, or that
20 are considering applying in the future. Once they do
21 this very extensive survey that we have, then,
22 basically, they have a pretty good idea of how they
23 do -- if they wanted to get a bicycle-friendly
24 designation. And it's a rigorous methodology. TTI has
25 used it as a resource. And so it's a pretty useful

1 book. So in a way, we're not covering every area of
2 Texas. And we would love to expand it to include more
3 than the 35 largest cities. But that's what we're
4 building it around right now.

5 Yes, sir?

6 MR. GLEASON: Who funded that 2012 effort?

7 MR. STALLINGS: Well, we funded it out of
8 pocket, which was pretty tough, but we --

9 MR. GLEASON: How much was it?

10 MR. STALLINGS: -- with a little bit of
11 money from REI. There's a national benchmark report
12 that's funded by the CDC, the Center for Disease
13 Control. And so they do the 50 largest cities in the
14 country and included seven cities in Texas, you know,
15 including several in North Texas, you know, Dallas/Fort
16 Worth and Arlington were included and, of course,
17 Austin, Houston, you know, San Antonio, El Paso -- not
18 El Paso.

19 And so we wanted to make sure that it
20 would track also with that. So if you lived in a Texas
21 city you could compare yourself with any other city in
22 that list, or if you were in Tyler you could compare
23 yourself with Longview, or if you were in Amarillo you
24 could compare yourself with Lubbock. And so it was
25 widely -- you know, really popular. Because we need

1 that kind of data.

2 MR. AUSTIN: What did that study cost?

3 MR. STALLINGS: Well, it takes us about a
4 hundred thousand dollars to do it.

5 MR. AUSTIN: Okay.

6 MR. STALLINGS: But it's very thorough.
7 We've got samples of the 2012 model, so now we'll be
8 able to measure the progress. And so we're happy to
9 send and share copies with everybody on the committee.
10 We'll send one to you, Commissioner.

11 MR. HIBBS: Okay. That would be great.
12 Okay. All right.

13 So, at this point, we need to talk about
14 our future meetings, Teri.

15 MS. KAPLAN: I think we'll do that via
16 e-mail with the committee members to save time.

17 We have TxDOT's photographer with us; Will
18 is here today. I would like for everyone to -- I'd like
19 for us all to take a photograph on the stairs of the
20 Greer Building, and I want the first photograph to
21 include everyone in the room. We have good
22 representation from our commission office, from TPP,
23 from FHWA, we've got out bicycle advocacy group and
24 we've got PTN and, of course, the members. So I'd like
25 us all to be in the photograph with the members up

1 front, and then photographs of the members.

2 MR. HIBBS: And that would be
3 post-restroom break for the chairman. At this point,
4 we're -- we will stand adjourned.

5 Commissioner Austin has graciously
6 provided us with these Don't Mess With Texas stickers.

7 MR. AUSTIN: These are patches that you
8 can -- they're iron-ons. You can sew them or paste them
9 on -- I said paste them on -- iron them on.

10 Thank y'all for being here. I've learned
11 quite a bit.

12 And there's two folks I don't -- you know,
13 you may have met before. Tim Ginn, wave your hand. Tim
14 and Megan Kenney work in the commission office as
15 support. And I'll say one little known fact about Tim.
16 Any Longhorn fans in here?

17 MR. HIBBS: Yes.

18 MR. AUSTIN: Okay. You know that guy,
19 that Bevo that ran around on the -- in costume running
20 around the field during games? You're looking at one of
21 the guys. I just wanted you to know. Just so you know.

22 (Simultaneous conversation)

23 MR. HIBBS: With that important piece of
24 state official business, do we have a motion to adjourn?

25 MS. WILLIAMSON: So moved.

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

MR. HIBBS: So moved by Anne-Marie.

MR. STEINER: Second.

MR. HIBBS: Second by David. All in favor
say aye.

("Aye" spoken in unison)

MR. HIBBS: We'll see you in October.
Thank you-all.

(Proceedings concluded at 12:40 p.m.)

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

C E R T I F I C A T E

STATE OF TEXAS)
COUNTY OF TRAVIS)

I, SUZANNE VILLA, a Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above-mentioned proceedings occurred as hereinbefore set out.

I FURTHER CERTIFY THAT the proceedings of such were reported by me or under my supervision, later reduced to typewritten form under my supervision and control and that the foregoing pages are a full, true and correct transcription of the original notes.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 10th day of August 2016.



Suzanne Villa, CSR
Texas CSR No. 8323
Expiration Date: 12-31-16
Veritext Legal Solutions
300 Throckmorton Street, Suite 1600
Fort Worth, Texas 76102
Firm Registration: 571
817-336-3042