

TEXAS DEPARTMENT OF TRANSPORTATION  
BICYCLE ADVISORY COMMITTEE  
FRIDAY, OCTOBER 21, 2016  
10:00 A.M.  
200 EAST RIVERSIDE DRIVE, BUILDING 200  
CONFERENCE ROOM E  
AUSTIN, TEXAS 78704

1 PRESENT:

2 Committee Chair Hibbs

3 Committee Members:

4 Robert Gonzales

5 David Steiner

6 Allison Kaplan

7 Shawn Twing

8 Karla Weaver

9 Anne-Marie Williamson

10 Joseph Pitchford (by telephone)

11 Shawn Twing (by telephone)

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13 TX-DOT PRESENT AND PARTICIPATING:

14 Teri Kaplan - TAP Program Manager PTN

15 Josh Ribakove - Communications Manager PTN

16 Donna Roberts - PTN Section Director

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CHAIRMAN HIBBS: We will kick off the meeting here and call it to order for the bicycle committee.

MS. KAPLAN: Ask them to please mute their phone.

CHAIRMAN HIBBS: Could we get you to move your phone a little closer, please, so we can hear who's on the line with us?

MS. ROBERTS: Can y'all hear us on the phone? Do we have someone on your phone?

UNIDENTIFIED SPEAKER: Yes, Joseph Pitchford will be on in just one moment.

MS. KAPLAN: Can you ask him to mute his --you mute your phone.

UNIDENTIFIED SPEAKER: It is.

MS. ROBERTS: Who is it?

MS. KAPLAN: Joseph Pitchford.

CHAIRMAN HIBBS: So we have technical things to work out here as we get kicked off.

I want to welcome DawnElla and George this morning. We'll get a chance to hear from you guys a little bit later. Hopefully, you guys will really enjoy being a part of this committee. I know the rest of us do and so, welcome.

1                   We always kick these off with a safety  
2 briefing with Josh. I'm from out of town. I know y'all  
3 are, too, as new members. It's good to know that Austin  
4 has a no cell phone policy. You're about to hear about  
5 it. Go ahead, Josh.

6                   MR. RIBAKOVE: All right. Well, welcome to  
7 the meeting. Austin -- if you're -- if you're from out  
8 of town, Austin is a hands-free city now. And the  
9 enforcement people are pretty serious about it. So I  
10 would recommend not holding your cell phone and not  
11 using it while you drive, if possible. Recommended all  
12 the time.

13                   Here's your safety briefing for this  
14 building. We're in 200 East Riverside in Austin. If we  
15 need to evacuate the building for any reason, our  
16 nearest exit is down the first hall that you'll see  
17 after using the exit door here that you came in through.  
18 Just come out the door, the first hallway on the left.  
19 You'll see the door on the outside on the left side and  
20 just walk straight out that door. Go out to the parking  
21 lot right out to the sidewalk. That's where we'll meet  
22 up. Right across from that door you'll see restrooms.  
23 That's our closest restroom here. There's also water  
24 fountains there. If we need to shelter in place, we're  
25 not expecting --

1 MR. PITCHFORD: Hello?

2 MR. RIBAKOVE: -- or anything like that.

3 MS. KAPLAN: Hello.

4 MS. ROBERTS: Hello.

5 MR. TWING: Good morning.

6 MS. ROBERTS: Good morning.

7 MS. KAPLAN: Is that Mr. Pitchford?

8 MR. TWING: This is Shawn Twing in  
9 Amarillo.

10 MS. KAPLAN: Oh, hi Shawn.

11 MS. ROBERTS: Good morning.

12 CHAIRMAN HIBBS: Hey, Shawn.

13 MR. TWING: Good morning.

14 MS. ROBERTS: We were just going through  
15 the safety briefing. Glad you could join us.

16 MR. TWING: Sorry to interrupt. Please  
17 continue.

18 CHAIRMAN HIBBS: It's probably not going to  
19 apply to you in Amarillo, Shawn.

20 MR. RIBAKOVE: That's true, but here in  
21 Austin, if, should we need to shelter in place for any  
22 unexpected reason, we're going to do that here in the  
23 auditorium here in this building. The way to get there  
24 is to go out that same door, walk down the hallway to  
25 the right and second hallway to the left will take you

1 down to our auditorium. That's the way out of the  
2 building through the doors that you probably came in, at  
3 any rate. That's an all-inside kind of room, and that's  
4 where we'll meet up if we need to do that.

5 We have a good cafeteria here. To get  
6 there, it's out the same door down the hallway, but all  
7 the way to the end. Just kind of snake around and  
8 you'll see signs and the cafeteria will be -- take a  
9 quick left and the cafeteria will be on your right side.

10 By the door, we've got a sign-in sheet. If  
11 you're here to be an audience at the meeting, please do  
12 sign in so we know who you are so we can count you.  
13 There are also comment sheets by the door. If you would  
14 like to speak up during the meeting, just fill one of  
15 those out and pass it to our chairman, Billy Hibbs, who  
16 is sitting right there. That's your safety briefing.

17 CHAIRMAN HIBBS: Thank you, Josh.  
18 Appreciate that very much. We'll move on to our  
19 adoption of the minutes and everyone will get a chance  
20 to look at those. If there are any changes, please let  
21 us know. If not, I'll entertain a motion to adopt the  
22 minutes.

23 MR. GONZALEZ: Motion to approve.

24 CHAIRMAN HIBBS: Motion to approve made by  
25 Bobby. Do we have a second?

1 MR. STEINER: I'll second it.

2 CHAIRMAN HIBBS: Second by David. All in  
3 favor, say aye.

4 ALL: Aye.

5 CHAIRMAN HIBBS: Adopted are the minutes.  
6 All right. So it's time to get through the report from  
7 me.

8 I wanted to thank you everyone for  
9 servicing the committee especially for the new folks.  
10 Traveling is an issue in Austin; getting down here back  
11 and forth and taking time out of your day jobs and  
12 families is difficult.

13 I will tell you that we're doing some very,  
14 very important work. Even though the machinery grinds  
15 slower in government sometimes than we would like, we've  
16 made a tremendous amount of progress and we've got some  
17 very good things that are going on right now that, I  
18 think, is going to be very -- not only fun and exciting  
19 for you to be a part of these things, but as far as into  
20 the future, I believe there's going to come a time when  
21 you're going to look back and go wow. Texas is much,  
22 much more bike-friendly and you guys got to be a part of  
23 that. So welcome aboard. I hope you enjoy your time on  
24 the committee.

25 The last meeting, one quarter ago, we had

1 it in the outside room to the commissioners when we did  
2 their presentation. Commissioner Austin asked for us to  
3 meet there and he wanted to be a part of the meeting. I  
4 can tell you that having him at a meeting was very, very  
5 important to this committee.

6 It gave him a lot of firsthand, upfront  
7 views of what all is being undertaken and he told me  
8 personally afterwards, he said I had no idea you guys  
9 were dealing with so much. I said it's good. These are  
10 good things that are going to help improve the safety  
11 for cyclists. It's going to help improve cycling  
12 tourism. I think it's going to make it easier for Texas  
13 to be bike-friendly. As I explained to him, a lot of it  
14 is economic development. We can't recruit companies  
15 from Seattle and San Francisco and the northeast and try  
16 to bring jobs to Texas and nobody can ride their bike  
17 and get around except in Austin. So we've got a lot of  
18 work to do in Texas. He understands that. He was very  
19 complimentary about the way everyone had -- was very,  
20 very engaged in what we were doing.

21 Again, for the new members, DawnElla and  
22 George, what we try to do each meeting is to feature  
23 some member and, particularly, if they are there a  
24 community that has something like a bike plan or  
25 something like that, that we can learn from. I know

1 that when I first came on this committee as a guy and my  
2 day job was in the insurance business, and I like  
3 cycling and I've always been very much engaged in it  
4 from a recreational standpoint, but you know, I sat  
5 through these meetings and I looked at massive amounts  
6 of paperwork and I didn't even know what they were  
7 talking about, most of it. There are several members of  
8 the committee that actually performed quasi-governmental  
9 functions for different parts of organizations that had  
10 to do with cycling. These people are really smart and I  
11 benefit more from it probably than anybody else.

12 It is very helpful for me to understand  
13 what's going on in the communities. I'm in Tyler. It's  
14 a small community. I like to think we're further down  
15 the road than most communities our size. The long and  
16 short of it is, when you see Houston's bike plan or you  
17 see Dallas' bike plan, you're going to get to see El  
18 Paso's bike plan today. I think it's a marvelous,  
19 teachable moment to take away things from that and  
20 really utilize them in your own communities.

21 We've got great representation here from  
22 across the state. I think that's important. I think  
23 that we need people from small communities and we need  
24 people from large metropolitan areas because cycling is  
25 not necessarily urban specific to certain large areas.

1                   Finally, a couple things that I want to  
2 mention because you're going to hear this come up.  
3 There is a term that we've adopted called BikeStripe.  
4 It's an initiative to allow smaller communities to have  
5 the ability to come in and, basically, add bicycle lanes  
6 in the only bike streets that kind of tie into town in a  
7 hub-and-spoke system.

8                   Bobby Gonzales down here is a civil  
9 engineer by trade and Bobby built a software program for  
10 the City of El Paso to use as they lay down their bike  
11 grid and he has that available for free for communities  
12 to be able to use this to map their own bike lanes.

13                   We've worked and come a long way in terms  
14 of getting where, very soon, I believe we're going to  
15 have some pilot projects going on across the state. I  
16 know that one of your contemporaries at Stephen F.  
17 Austin has been in contact with me numerous times about  
18 this and it is important and I think it's one of the  
19 things that will help us jump start the ability for  
20 cyclists to be able to commute in smaller cities where  
21 the grid hasn't necessarily been designed around bicycle  
22 lanes.

23                   It allows them to capture what I call  
24 "low-hanging fruit." Those overly wide lanes by  
25 cheating in the medians by doing some restriping

1 (inaudible).

2 So that's one of the things you'll hear  
3 about. Another is one that is just kind of gestating  
4 right now. It's very, very exciting. It has to do with  
5 an east west or north south ride across Texas. Over the  
6 last few meetings, we've had some very detailed  
7 presentations from BikeTexas as they have used their  
8 data and they're information to try and give us some  
9 general ideas about how this might happen. I don't  
10 know, they've either (inaudible) I have absolutely no  
11 idea why you would want to go to Iowa to ride a bike,  
12 but they do. 10,000 every year and it's a huge economic  
13 -- Teri has done it.

14 MS. KAPLAN: Actually, Billy, I wanted to  
15 interrupt. We have a problem with our system today.  
16 You hear that little tweaking sound? They've come in.  
17 We don't know what to do with it. I'm going to ask if  
18 everyone, Billy, we're having a little bit harder time  
19 hearing you than usual.

20 CHAIRMAN HIBBS: Okay.

21 MS. KAPLAN: If everyone could speak up  
22 louder.

23 CHAIRMAN HIBBS: Okay. All right. Thanks  
24 to BikeTexas and their efforts. They're working with  
25 TxDOT and try to show them a conception of how we can

1 have a, basically, ride across Texas. This is a really  
2 big deal and I think it would be something that over the  
3 years of getting it built out would be tremendous. The  
4 final thing I'll mention in terms of where the committee  
5 is, something happened about -- I want to say, about  
6 nine months ago which may have been one of the single  
7 biggest, probably, game changers for the bicycle  
8 advisory committee in a long time and that was the  
9 adoption of a strategic plan.

10 This strategic plan had a lot of technical,  
11 basically, suggestions that would be made to TxDOT in  
12 terms of building roads and how to do it being  
13 bicycle-friendly. And a lot of times it starts with  
14 that document and it flows out to the engineers and  
15 various district offices and once they can see some of  
16 the more specific kinds of accommodations that we're  
17 asking for, and once that becomes adopted then you  
18 really have met the curve. So the new construction is  
19 going on and then, of course, the old construction that  
20 goes on and replenishes the highways and all. It's done  
21 in accordance with the kinds of safety features for the  
22 cyclists and accommodations for cyclists that we all  
23 want.

24 So welcome to the committee. We're glad  
25 you're here. We're going to get a chance to hear from

1 you a little later. You should know that at the end of  
2 every meeting there's a time you get the update from the  
3 committee members of local and statewide issues and we  
4 go around the table and everybody gets a chance to talk  
5 about what all is going on in their particular  
6 community. The lady sitting beside you, she's from  
7 Wichita Falls, and obviously they have a really big  
8 event there every year and it's great to hear what is  
9 happening there. Everybody else has a little bit of  
10 different flavor going on. Texas is a big state and  
11 we're glad that you're here and looking forward to  
12 working with you on the committee.

13 So that's my report and I'm sticking to it.  
14 At this point, Eric Gleason is not with us. I believe  
15 this is the first meeting that I can recall in a long  
16 time were Eric hasn't been here. So Donna and Teri are  
17 going to take over for him. So Donna, would you like to  
18 start?

19 MS. ROBERTS: Sure. Good morning,  
20 everyone. Thank you for being here. My name is Donna  
21 Roberts and I'm the Program Services Section Director  
22 within the Public Transportation Division. Eric  
23 Gleason, my boss, Teri's boss, division director could  
24 not be here today so we're filling in. We do have some  
25 things for his director's report to talk about today.

1           Number one, you will find in your packet a  
2 set of proposed rules on the Transportation Alternatives  
3 set-aside Program. Y'all have been hearing us talk  
4 about the Transportation Alternatives Programs. And the  
5 TAP program that we have a call for projects did a year  
6 ago and Teri is going to talk about the status of that  
7 call a little bit later on.

8           Under the FAST Act, the program changed to  
9 sort of a different bucket under the funding mechanisms  
10 of the FAST Act and it changed the name to the  
11 Transportation Alternatives Set aside program and so now  
12 we have to have a new set of rules in our Texas  
13 Administrative Code. So we have some rules that went to  
14 the commission in September. Normally, our process  
15 would be to allow the BAC as a group to react and  
16 respond to the proposed rules. You will still have an a  
17 chance to respond to the rules, not as a group. Let me  
18 explain why. The Department has a plan to go for the  
19 next call for projects under the new rules in January.

20           So timing being that it was, the  
21 commission -- I don't know what the right word is, but  
22 they reviewed the rules in September and, I guess,  
23 approved them for public comment. So they go for a  
24 public comment period and then will be final adopted in  
25 December at least, that is the schedule. The rules will

1 be published for public comment probably sometime any  
2 day now.

3 MS. KAPLAN: They were posted.

4 MS. ROBERTS: They were posted. Okay.

5 Teri will send you all a link so that you will have the  
6 opportunity to provide comments. You have a copy of  
7 them there in your packet. The deadline for comments  
8 will also be on that link. It will be sometime in mid  
9 November, and that gives the Department time to see all  
10 the comments, see if there are any changes that need to  
11 be made to those proposed rules based on the comments  
12 and then final adoption in December and then, that gives  
13 us very little time to go out for a call for projects in  
14 January, but that's the timing. We want to try to get  
15 the money out there as soon as possible.

16 However, the Transportation Alternatives  
17 Set-Aside rules, there's really not a whole lot of  
18 changes from the TAP. So we took the opportunity to  
19 clarify a few things. One of which was the use of  
20 Economically Disadvantaged Counties Program. EDCP is  
21 what we call it. That's for -- kind of allows certain  
22 parts of the state, certain communities in the state a  
23 discount on their local match requirement if they meet  
24 the criteria to get that discount. We clarified the  
25 EDCP application to the TA set-aside and the other

1 change was what can be fine tuning -- what can be used  
2 as in-kind match. For those of you who have been on the  
3 committee for a while, the TAP program was the first  
4 time the department really allowed the use of in-kind  
5 match to substitute for a cash match requirement from  
6 the local projects sponsor. So we fine-tuned what could  
7 be used as in-kind match. It is now limited to  
8 development of plans, specifications and estimates and  
9 the environmental document.

10 And there is one new requirement from FHWA  
11 on some -- is it monthly reporting and annual reporting  
12 on the use of the funds and status of the projects.  
13 Outside of those three items, there's really not a whole  
14 lot of new things in the rules, but you will have a  
15 chance to review and comment.

16 CHAIRMAN HIBBS: So Donna, if one of the  
17 members of the committee would like to comment on this,  
18 what is the process to do so?

19 MS. ROBERTS: Again, Teri will send a link  
20 and it will have all the information on there on how you  
21 -- how you provide your comments.

22 CHAIRMAN HIBBS: Okay.

23 MS. ROBERTS: You all won't have the  
24 opportunity to vote as a committee on what comments you  
25 want to submit from a committee, but you can as

1 individual members of the committee. Okay.

2 On the TA Set-Aside call for projects we  
3 hope to initiate that in January, as I mentioned and  
4 looking at the scheduled proposal, will probably be due  
5 sometime in May for a target commission action sometime  
6 in August or September 2017.

7 CHAIRMAN HIBBS: Donna --

8 MS. ROBERTS: Yes.

9 CHAIRMAN HIBBS: As a point of  
10 clarification when these types of opportunities come up  
11 for TAP funding and other things, is it safe to assume  
12 that most communities somewhere in the city manager's  
13 office there's probably a bicycle coordinator or someone  
14 that does that? TxDOT is receiving or sending that  
15 information to those communities, correct?

16 MS. ROBERTS: When the call for projects  
17 comes out, yeah, and how we advertise that and send out  
18 information, yeah. There are a variety of ways that we  
19 do that. Through our normal channels of any type of  
20 competitive call for projects or grant funds if the  
21 department initiates. There's an effort to publicize  
22 all that. It goes in the Texas Register. It goes in  
23 our website. There's announcements that go out through  
24 public outreach channels, that type of thing. Yes, we  
25 hope they're getting that word. We know we had -- we

1 had very good response to -- in the TAP. So we're  
2 expecting the TA Set-Aside to be --

3 CHAIRMAN HIBBS: From a committee member  
4 standpoint, knowing this information probably is someone  
5 in the city is monitoring those kind of things, do you  
6 think it would be helpful as a BAC member to,  
7 potentially, reach out to the people in the community --

8 MS. ROBERTS: Absolutely.

9 CHAIRMAN HIBBS: -- and say by the way, I  
10 just want to let you know, you need to have a heads up.

11 MS. ROBERTS: Absolutely. Absolutely.  
12 Ya'll are the first to hear the schedule. We're looking  
13 to have that. It doesn't give Teri much time to get  
14 arrived for a January call for projects because we still  
15 have a lot of money that we need to get obligated from  
16 the previous set of projects under the TAP call. So  
17 she's going to be managing both efforts at one time, but  
18 we are looking forward to the next. I don't know how  
19 much money we have. Do you know how much money we have  
20 for the January call?

21 MS. KAPLAN: We're certainly going to have,  
22 at least, 26 million and we are looking to possibly add  
23 another chunk of money. Not sure what that amount is.  
24 We haven't received authorization from administration.  
25 So at minimum, 26 million and that's going to be for

1 population areas of 200,000 or less and it will be split  
2 about 50-50 between population areas of 5,000 and less  
3 and the other 50 percent to population areas between  
4 5,000 and 200,000.

5 MS. ROBERTS: And the TAP call, we had  
6 about 57 million? What was the amount?

7 MS. KAPLAN: 52 million.

8 MS. ROBERTS: 52 million in the TAP call  
9 that involved four years of funding. This will not be  
10 as many years of funds going in one call so it is a  
11 reduced amount. I think the reason the commission is  
12 looking at, is there some other funds that we can attach  
13 to this call to augment that. That remains to be seen.

14 MR. MENDES: Help me understand this. I  
15 understand -- I lived in MPO. Houston Galveston Area  
16 Council and they have the call for projects or the TAPS.

17 MS. ROBERTS: That's right.

18 MR. MENDES: If there are communities  
19 within the HGAC that are less than 200,000 can they  
20 apply for this or are they exclusive?

21 MS. KAPLAN: Let me explain that for us.

22 MS. ROBERTS: Sure.

23 MS. KAPLAN: Basically, if you were to  
24 envision in your mind a rectangle representing the MPO  
25 jurisdictional boundaries and you were to draw an oval

1 in the center of that to represent the urbanized areas  
2 of that MPO, any local government entity that's within  
3 the urbanized area must receive TAP or TA Set-aside  
4 funding through the MPO. If they are outside of the  
5 urbanized area, but within the square they are part of  
6 the MPO, but outside the urbanized area, they are  
7 eligible for either the TxDOT call for project or the  
8 MPO's call for projects, but in TxDot's rules, we say if  
9 you submit to the MPO you are not eligible in TxDot's  
10 call. In other words, you can't double dip.

11 MS. ROBERTS: You have to choose.

12 MR. MENDES: If you're of the circle within  
13 an MPO, you can't submit for both the TAP and for the  
14 TxDOT projects.

15 MS. KAPLAN: Not the same projects.

16 MR. MENDES: No, but you can submit to both  
17 as long as they're both different projects.

18 MS. KAPLAN: Correct. They have to be  
19 significantly different. They can't be in the same  
20 location.

21 MS. ROBERTS: You pretty much have to  
22 decide, are you going to go to the MPO's call for  
23 projects or are you going to submit a proposal to --

24 MR. MENDES: How do they define what that  
25 circle is?

1 MS. KAPLAN: You have to use the U.S.  
2 Census. It's going to be the U.S. Census that's going  
3 to identify the urbanized boundaries. You can Google  
4 the U.S. Census and it will show you what the urbanized  
5 boundaries are.

6 MR. MENDES: There's a boundary that I'm  
7 familiar with called a UZA. If you're within the -- if  
8 your jurisdiction's within the UZA that means you can  
9 apply for this.

10 MS. ROBERTS: Correct.

11 MR. MENDES: Even if your city is less than  
12 200,000.

13 MS. ROBERTS: That's the HGAC selected  
14 projects.

15 MR. MENDES: Thank you.

16 MS. KAPLAN: Any questions on -- does  
17 everyone understand how that works? Great. I see  
18 acknowledgements.

19 MS. ROBERTS: So, I skipped right over the  
20 first thing, which was to introduce DawnElla and George  
21 as you're talking there, our two newest members. So I  
22 wanted to give the two of you an opportunity to tell the  
23 rest of the committee members a little bit about  
24 yourself and then, after that if we could go quickly  
25 through the rest of you all to let them know a little

1 bit about yourself. So we'll go ahead. Ladies first.  
2 DawnElla.

3 MS. RUST: DawnElla Rust. I live in  
4 Nacogdoches, Texas. I teach at Stephen F. Austin State  
5 University in the community health program. I teach an  
6 environmental health class where we talk about the  
7 built-in environment and I'm a big supporter of policy  
8 systems and environmental changes that make healthy the  
9 easy choice and connecting people and places and places  
10 and things together is very important to the way that I  
11 approach health.

12 I ride a three-speed cruiser to work. A  
13 pencil skirt does not work for that particular bike  
14 sometimes. I learned that the hard way, but I'm all  
15 about making it a better place to ride bicycles in the  
16 state of Texas.

17 MR. MENDES: My name is George Mendes. I'm  
18 from The Woodlands, Texas which is north of Houston.  
19 I'm retired, ten-year partner with Ernst & Young  
20 Management Consulting. I've been involved in various  
21 bike advocacy efforts since my retirement. I am a board  
22 member on Adventure Cycling Association which is the  
23 largest member based cycling organization in the U.S.

24 I have biked across Texas on one of my  
25 cross country trips on the southern tier. So I'm

1 familiar with biking across Texas and couple of the  
2 routes that takes it across. I'm also part, in the  
3 Woodlands, Bike The Woodlands Coalition which is a  
4 coalition of various cycling groups which is the  
5 Montgomery county area, which is the county The  
6 Woodlands is part of. We actually are in the process of  
7 approving our local government, approving a master plan  
8 for bicycle and pedestrian. It's actually on the  
9 board's agenda on the 26, so next week. And you  
10 probably are also familiar with the city of Houston, has  
11 also just completed a bike plan and it's also on their  
12 city council process to get approval, also.

13 CHAIRMAN HIBBS: Shawn, since you're on the  
14 phone, would you like to go next?

15 MR. TWING: Absolutely. My name is Shawn  
16 Twing. I'm a partner of (inaudible) Amarillo. I'm  
17 something of a bicycle advocate in the Texas panhandle  
18 both on the safety side with our local share the road  
19 chapter and also trying to burrow my way into local  
20 politics to try to do what we can to make Texas, not  
21 just bikes more safe, but also just I've been inspired  
22 by the few months I've been on this committee to  
23 incorporate, not just bicycles, but pedestrian walks and  
24 public transportation as Amarillo's downtown is really  
25 changing, make those issues part of the plan so --

1                   CHAIRMAN HIBBS: That's great. Thank you,  
2 Shawn. Karla, do you want to go next?

3                   MS. WEAVER: My name is Karla Weaver and I  
4 work with the North Central Texas Council Government  
5 which is the MPO for the Dallas/Fort Worth region. So I  
6 manage our sustainable development program and under  
7 that umbrella is our bicycle pedestrian program. Yeah,  
8 so I'm just really passionate about this for our area.  
9 I get to work with all of our local counties and transit  
10 agencies and our TxDOT districts and kind of helping  
11 communities develop plans, implement infrastructure. I  
12 bike on the weekends and during the week in my  
13 neighborhood, I'm from Lufkin and did my undergrad at  
14 Stephen F. Austin so welcome both of you guys to the  
15 committee.

16                   MR. GONZALEZ: I guess that's me. My name  
17 is Robert Gonzales. I represent El Paso on this  
18 committee. I am a civil engineer by education and I'm  
19 also an advocate in El Paso. I sit -- I'm the chairman  
20 of the actual bicycle advisory committee for the City of  
21 El Paso. I still race. I still ride a bike and I'm  
22 excited to be here on my second term. Welcome.

23                   CHAIRMAN HIBBS: Robert, tell them the good  
24 stuff.

25                   MR. GONZALEZ: That's the good stuff.

1 you're going to hear the good stuff in a second.

2 CHAIRMAN HIBBS: Aren't you the reigning  
3 champ of the world.

4 MR. GONZALEZ: I'm not reigning this year.

5 CHAIRMAN HIBBS: He's got enormous  
6 credibility with me. Tell us about some of your  
7 championships.

8 MR. GONZALEZ: I have been national  
9 champion three times.

10 MS. KAPLAN: Can you say that louder?

11 MR. MENDES: In CAT races or category 1, 2,  
12 3, 4?

13 MR. GONZALEZ: No, I'm actually triathlons.

14 MR. MENDES: Okay.

15 MR. GONZALEZ: I do all three.

16 MR. MENDES: I forgot. I also do  
17 triathlons.

18 MR. GONZALEZ: I'm going on my 30th year.  
19 I started back in the 80s when it wasn't even a buzz  
20 word. I'm an old guy.

21 MR. STEINER: My name is David Steiner.  
22 I'm based out of -- I live in Lufkin. So Karla, that's  
23 interesting. I didn't realize that about you.

24 MS. WEAVER: Yeah.

25 MR. STEINER: I work at Hexion. We produce

1 adhesives and various materials recycled into forest  
2 products. My role is more of a global role; improving  
3 energy and utilities at our facilities worldwide. So  
4 where does that bring me here? Also, recreational  
5 cyclist, done some triathlons. I wish I had his speed  
6 on feet and swimming because it's phenomenal. He's  
7 incredibly quick. So I do it for fun and recreation.  
8 Also just through those activities since I've been in  
9 the area, really more interested in improving bicycling  
10 infrastructure and especially safety and as well as just  
11 pedestrian walkway and other routes.

12 I'm also involved in a Lead 501(c) in the  
13 area there, deep east Texas trail and trail access  
14 coalition. So we've been working to get, really, some  
15 trail systems in various parks through that. That's --  
16 all things moving is where my interest is, I'll say.

17 CHAIRMAN HIBBS: Well, I'll just briefly  
18 tell you my day job is insurance and risk management.  
19 I'm CEO of a family insurance company and because of the  
20 nature of our work in insurance and risk management, I  
21 interact with a lot of government officials. And so the  
22 opportunity to kind of take the contact networking part  
23 of it and marry it up against my advocacy for cycling  
24 and my interest in cycling occurred after I broke my  
25 right foot off in an off-road motorcycle race. I'm an

1 old dirt bike guy. I spent a year in a wheelchair and a  
2 buddy of mine gave me a bike in '92 and I carried it to  
3 the local bike shop and the guy said there's a new  
4 emerging sport called mountain bike racing and the guys  
5 that used to race motorcycles are doing really well  
6 because they know how to go through the trees fast and  
7 all this stuff. He said I think you ought to think  
8 about it.

9 So I went back and sold my family on the  
10 idea of me going from racing motorcycles to bicycles.  
11 And they bought into it. So in '94 I won Texas State  
12 Championship. I got a sponsorship and four of the six  
13 in nationals. Retired after that and I was -- became a  
14 very, very passionate advocate for cycling because I met  
15 so many great people and had a chance, because I was  
16 training on the road a lot, to see how dangerous it is  
17 and, literally, had probably like everybody on this  
18 committee, some near-death experiences. Too many.

19 I started thinking, it's not like this in  
20 other parts of the country. Somebody somewhere thought  
21 that, okay, we need to make some accommodations and I  
22 understand that the wheels of government sometimes move  
23 slowly, but you've got to start somewhere. That's the  
24 reason why I led my presentation with y'all. You may  
25 not see this stuff happening as fast as you want, but

1 the fact we're moving in the right direction is a really  
2 big deal and something you can be proud of. Anne-Marie.

3 MS. WILLIAMSON: I'm Anne-Marie Williamson.  
4 my day job is a psychiatric nurse practitioner, but I'm  
5 also certified as a family nurse practitioner. I guess  
6 at my very core, health promotion is what brought me to  
7 cycling. Two of my children race, one at Midwestern  
8 State University. And my husband and I were very active  
9 in the community cycling program that we had as part of  
10 a research project at Midwestern State University many  
11 years ago.

12 And that really taught me how important it  
13 is that we have safe roads, safe trails because it's  
14 just amazing to me that people who drive cars aren't as  
15 good on bicycles in term of thinking about their own  
16 safety and it was traumatic for me at times. Also, I  
17 was the coordinator for safe routes to schools in  
18 Wichita Falls, started the program there. That was a  
19 lot of fun working with the kids there and seeing what  
20 their needs were. Things I wouldn't have thought about  
21 in terms of backpacks on your back. How do you ride a  
22 bike if you've got a backpack on your back that weighs  
23 almost much as you do. And we have a Hotter'N Hell 100  
24 in Wichita Falls and I'm on the steering committee for  
25 that for more years than I want to think about, but it's

1 a lot of fun. We do lots of research with major  
2 universities coming in to look at cycling and its  
3 effects on the body. And so some of that can really be  
4 generalized to folks riding recreationally on weekends  
5 as well as to and from work and that sort of things in  
6 terms of keeping them safe.

7 CHAIRMAN HIBBS: Allison.

8 ALLISON KAPLAN: I'm Allison Kaplan. I  
9 have been in Austin for the past seven and a half years.  
10 I moved from South Carolina. While I was in college I  
11 studied in Germany and that's where I learned to ride a  
12 bicycle and when I moved back to the United States I was  
13 upset. I got on my bike and I couldn't ride my bike  
14 around and it was hard to just hop on the bike and go  
15 where it was easy in Germany.

16 And I've spend the past 10 years wondering  
17 why I can't just do that and trying to make it happen.  
18 So I work for ACOM an engineering consulting firm and I  
19 had actually given them -- given my colleagues advice on  
20 what to do on highway projects for bicycle  
21 accommodation. I was on Austin Bicycle Advisory Council  
22 for four years and chaired one year. I have also done  
23 triathlons of the sprint variety and I watched my  
24 brother become an iron man and I said no, thanks, that's  
25 not for me.

1                   My passion is to bring some of my  
2                   experience from Germany here and that was solidified  
3                   especially after I was hit by a car a month after I  
4                   moved to Austin. That's the first time I've been hit by  
5                   a car, and that really solidified my desire to make a  
6                   change.

7                   CHAIRMAN HIBBS: Is Joseph Pitchford on the  
8                   phone?

9                   MS. KAPLAN: Joseph, has he joined us?  
10                  Shawn?

11                  MR. TWING: Yes.

12                  MS. KAPLAN: Shawn, could you mute your  
13                  phone.

14                  MR. TWING: I'm having trouble.

15                  CHAIRMAN HIBBS: We're having quite a bit  
16                  of interference, Shawn. Did Joseph ever join us?

17                  UNIDENTIFIED SPEAKER: He's on.

18                  CHAIRMAN HIBBS: Joseph, can we close with  
19                  you?

20                  Okay. Well, so that will give everyone a  
21                  chance to get to know each other and know an idea of the  
22                  berth and depth of experience around the table. So  
23                  Donna, Teri --

24                  MS. ROBERTS: Teri's got a couple more  
25                  things in the Director's report that she's going to

1 clear up.

2 MS. KAPLAN: Just fishing up a couple items  
3 with regards to the Transportation Alternative Program.  
4 We did meet our obligations for FY16 and we're moving  
5 forward with projects that are selected to make sure we  
6 make obligations this year and as you know Donna  
7 mentioned that we'll be going out for TA Set-aside call  
8 for projects in January.

9 The other item I wanted to share with ya'll  
10 is establishing a process to eliminate -- to elect our  
11 chair for the committee and vice chair and the frequency  
12 and the term limits, those types of things. We would  
13 like to bring that to you in January and we'd like ya'll  
14 to think about it between now and then.

15 We're going to be electing a new chair and  
16 vice chair in January. So any of the members that are  
17 interested in serving, I'd like you to notify me before  
18 January 1 so that we can plan time for the agenda.  
19 We're going to give you five minutes to campaign for the  
20 position. Five big minutes. If you need more time we  
21 won't hold you that, but approximately and we'll come up  
22 with an idea. We're thinking about two-year terms.  
23 Having a new chair maybe, elected, every January and not  
24 having -- having term limits of three years. Something  
25 along those lines because we have staggered years.

1 Every year we have new members so we'll throw out our  
2 ideas at you and we'll talk about it at the next meet  
3 and make a decision together. That's about all for the  
4 Director's report.

5 CHAIRMAN HIBBS: Okay. Thank you, Teri.  
6 At this time, I ask Bobby Gonzales to give us a  
7 presentation on the city of El Paso's bike plan. Bobby  
8 is in a great position to do that because his  
9 fingerprints are all over that plan.

10 Take it away, Bobby.

11 MR. GONZALEZ: Well, thank you for allowing  
12 me to be here and share with you the plan of El Paso.  
13 Before I begin, I want to give you a brief history and  
14 in preparing for the this presentation, I kind of had to  
15 go back and look to see how El Paso got where it got  
16 after this plan. And I thought it was kind of  
17 interesting when I went back and did some research.

18 This used to be the comprehensive plan for the city of  
19 El Paso. It was kind of cool because it was completely  
20 hand-typed. It was completely hand-typed by this  
21 gentleman who's on the cover. I didn't make the cover  
22 on the new one. This guy actually made the cover.

23 Anyways, he's a former city council member.  
24 He's a retired Navy captain and an avid cyclist and he  
25 wanted to make a difference in El Paso. So in 1982 he

1 prepared this document and they adopted it soon after.  
2 So I thought it was kind of cool. I'm going to pass it  
3 around. His bio is in here so if you want to know more  
4 about Mr. Ching Fink his bio is in there, but I thought  
5 it was interesting because some of the current problems  
6 that we have on our roads today, he actually presents  
7 them in his 15-page report. Although, what's transpired  
8 since then is a lot more intense. I'm going to pass  
9 this around so you can -- not read it. You probably  
10 could in 15 pages.

11 So in 1997, I had the privilege of working  
12 on the city of El Paso bicycle plan, which is this one.  
13 This one -- nothing really ever came out of that  
14 document. It pretty much got shelved, but when this one  
15 came out this one actually had -- I'm not going there  
16 yet. We actually, we looked at a comprehensive bicycle  
17 network throughout the city of El Paso. We did the  
18 bicycle levels of service which I'll discuss here  
19 shortly under the new plan. We provided recommendations  
20 and preliminary cost estimates, but what this one didn't  
21 do was discuss programs and policies. Although, we did  
22 a pretty good job of identifying corridors that people  
23 could bike on whether they are existing or proposed.  
24 We -- there was some other components of the plan that  
25 were not discussed in this document. However, what did

1 come out of this was about 100 miles of additional bike  
2 lanes that they actually implemented as result of a  
3 retrofit project for the city of El Paso. So I'm going  
4 to pass this around, again. Just FYI. That's the one  
5 that I actually -- I pretty much because of the budget,  
6 I pretty much wrote the whole thing by myself.

7 It was funny because my boss, at the time,  
8 I was working for another engineering company. He said,  
9 Bobby, we can't do this for the amount of money. I'll  
10 do it on my own. It was important because without that  
11 kind of work or level of effort, it's hard to seek  
12 funding. That's why I had committed to do that work.  
13 That leads us to where we are today.

14 MR. MENDES: So Bobby, that's not you on  
15 the tricycle?

16 MR. GONZALEZ: That is absolutely not me.  
17 That brings us where we are today. I want to -- today's  
18 agenda, we're going to talk about the vision, the  
19 process, the assessment, the recommended work and the  
20 implementation. On this little slide is the key input  
21 for the draft planning stage. When you're looking at a  
22 large -- those of you who work in the government or  
23 engineers or planners, you understand there's a lot of  
24 input not only from the public, but the city staff, city  
25 reps, regional transportation agencies. I can tell you,

1 TxDOT played a key role in this, not only the plan that  
2 we did in 1997, but also the plan we're going to discuss  
3 today.

4 So all of this went into formulating and  
5 drafting of this plan. Before I begin, I wanted to tell  
6 you that, not only did my firm have a part in it, but  
7 that's when I met Allison Kaplan. Allison works for an  
8 engineering firm here in Austin, but she was also a part  
9 of that plan. So I met her at a public meeting. So  
10 I've known Allison for quite some time. So I wanted to  
11 thank Allison for working on this plan as well.

12 So our bike plan region statement, El Paso  
13 will be one of the most bicycle-friendly cities in the  
14 country by implementing and evaluating its goals,  
15 promoting bicycle as a viable, safe, everyday activity.

16 That's a pretty challenging vision  
17 statement. So everything we did from objection goals  
18 and recommendations were all directed at achieving this  
19 vision. Just to give you a brief recap of the actual  
20 timeline. We had our initial kickoff meeting in October  
21 of 2015. We ended up finishing the draft plan in May of  
22 this year and it was adopted by council in August of  
23 this year.

24 So, basically, the little chart, the  
25 general process was to review what El Paso had, gather

1 the public input, where is the demand for bike lanes or  
2 bikeways, develop the recommendation and then,  
3 obviously, formulate an implementation.

4           So what did El Paso have? El Paso had --  
5 we already started out with 140 miles of bicycle  
6 facilities and that included 100 miles that came out of  
7 that 1997 study. Buffered bike lanes. El Paso only  
8 implemented those lanes within the last two years so a  
9 lot of these things came onboard within the last five  
10 years. So the 1997 study basically stayed shelved until  
11 here within the past 5 or 6 years. As retrofit projects  
12 were coming through, they started setting aside some  
13 moneys for bicycle facilities, whether it was a trail,  
14 bike lane, so forth and so on. So starting off, El Paso  
15 wasn't really in bad shape. I mean, we were, actually,  
16 in relatively decent shape considering where El Paso is  
17 today.

18           So as you can see, this is basically where  
19 those 140 miles are. It's a little difficult to see,  
20 but you can see it's very disconnected. You've got a  
21 few here, here, here. And El Paso is very different  
22 than a lot of other parts of the city. This gap is  
23 actually the Mount Franklin State Park and there's one  
24 road that goes and connects northwest El Paso to  
25 northeast El Paso. So you have northwest, central,

1 northeast, east and lower valley. So you can see bits  
2 and pieces all over the city, but they weren't really  
3 connected. So the goal of this plan was hey, how do we  
4 connect the dots, basically.

5           So again, it was a great start for El Paso,  
6 but we wanted to move that next step forward. Who's  
7 that goofy guy on the right, there? The plan as a whole  
8 section on city department can interact. So we looked  
9 at the bicycle advisory committee. These are ways that  
10 we actually gathered the information. We did an event  
11 and that's this picture. It was called Chalk the Block.  
12 We actually got spray paint and sprayed chalk paint and  
13 we painted a green bike box at one of the downtown  
14 intersections. It was supposed to be temporary, but it  
15 didn't act temporary. In fact, the city of El Paso had  
16 an intersection for three or four months that had this  
17 green paint at the intersection. They couldn't -- not  
18 even the street sweepers could get it off. So we heard  
19 about that.

20           Again, everybody has a key part in this  
21 including elected officials because they are the  
22 leaders, obviously, in their respective districts so  
23 played a key role in getting this plan moving forward.

24           What did the public want? There were --  
25 based on some of the public meetings that both Allison

1 and I had attended, we had asked them, okay, what is it  
2 that cause you heartburn? What is it that you guys  
3 want? Obviously, connectivity was huge because it's  
4 hard -- going back to that original map where you have a  
5 lot of disconnected pieces it's hard to bike from point  
6 B if they're not connected because then you don't feel  
7 safe on pieces of road that aren't in the system. So  
8 connectivity was a huge issue. Safety of existing  
9 infrastructure. That goes without saying. Maintenance  
10 of existing infrastructure. This one was really key  
11 because when we did our research, we found out the city  
12 of El Paso only sweeps the roadways twice a year.

13           And when you have crowned roadways, most of  
14 the trash and debris goes towards the curb where the  
15 bike lanes are, right, so a lot of accidents including  
16 one that I had, I ended up breaking a shoulder because I  
17 was actually in a bike lane, but I didn't see a rock  
18 that was maybe about this big and I went down. So  
19 maintenance of facilities was huge for the city because  
20 if you build it, and people can't use it then it doesn't  
21 work. Something is not right, right? So that was a  
22 huge issue amongst cyclist and the other thing is, the  
23 drivers get mad when the cyclist isn't in the bike lane  
24 and then, they are wondering why. We can't get in there  
25 because they are trashed. That was another issue.

1 Additional off-road infrastructure  
2 including use of canals. We have a ton of canals in El  
3 Paso. We have the Rio Grande that bisects Mexico with  
4 the United States and well, before all the issues that  
5 were in Mexico, nobody wanted to ride the riverbank  
6 because they didn't want to get shot at, but things are  
7 a lot different now. That added a whole degree of  
8 difficulty. The lack of in-crypt facilities, more  
9 education encouragement including law enforcement,  
10 improvements to aesthetics. We wanted to make the  
11 facilities appealing and having a greater experience for  
12 the cyclists. So landscaping, some of these was  
13 important. So where was the demand. This is a  
14 composite map of where the demand for bicycling is. Red  
15 being the high demand, green being the low demand.  
16 Again, this takes into account several elements; where  
17 people play. That included parks, pools, et cetera.  
18 Where people learn, colleges, high schools, community  
19 colleges. Where people work and again, going back to El  
20 Paso we have a unique situation because it is -- the  
21 mountain pretty much bisects the city. You can see  
22 there's blotches all over. This downtown El Paso in  
23 this area. You have community colleges strategically  
24 placed throughout the city of El Paso. There's one in  
25 northeast, northwest, central, east and lower valley.

1 So a lot of these little dark red spots in these certain  
2 areas are actually the community colleges so you know  
3 somebody is biking to get to school, but it's just that  
4 there's no connection.

5 So as far as the distribution in the city  
6 of El Paso, this was very widely distributed. You see a  
7 lot of red in certain parts, but it's not all there.  
8 With the heavier --

9 MR. MENDES: Can we ask questions?

10 CHAIRMAN HIBBS: Sure.

11 MR. GONZALEZ: Sure.

12 MR. MENDES: Is that the Strava map? Is  
13 this where you got the data from? How did you get the  
14 data?

15 MR. GONZALEZ: They actually did -- that  
16 was one way. They did it several different ways. They  
17 actually did it way, plus, they actually -- we did a lot  
18 of polling, I guess they went place to place. It was a  
19 pretty lengthy process. So that's how they got a lot of  
20 information, but yes, Strava was one of them.

21 Okay, so let's talk about stress levels.  
22 When we talk about separation that means cars and  
23 bicycles. We talk about the level of stress for a  
24 cyclist. So we looked at the stress on all existing  
25 corridors and low stress, again, being green and highest

1 level of stress being the red. You can see there's a  
2 lot of red. The low stress areas are in the  
3 neighborhoods with low volume, low speed. And the  
4 higher stress level are on the major arterials or large  
5 corridors. That's what we want --

6 MS. KAPLAN: I just wanted to ask if there  
7 are designated bike routes.

8 MR. GONZALEZ: They are not. This is  
9 existing levels of stress. Our plan, this new plan for  
10 El Paso, this new plan was crafted for those individuals  
11 that are interested in biking, but do not feel  
12 comfortable getting out on the road. Some of us can  
13 ride pretty much wherever. Sometimes it's not safe, but  
14 I feel comfortable going on one of those red routes  
15 while somebody else may not. I certainly wouldn't let a  
16 child or somebody else ride on a ride like that.

17 So you understand that some people are  
18 different. It's just your comfort level on when you  
19 feel you can do and what you can't. The target group  
20 were actually those individuals that higher 60 percent  
21 of individuals that maybe want to get out and bike, but  
22 can't get out and bike because they don't feel safe.  
23 And again, the goal of this plan was to try to turn as  
24 many of those reds into green. In a little while we'll  
25 get into that and in a little bit more detail. The

1 recommended network, so this network is pretty intense  
2 and it was well distributed throughout the whole city.  
3 I would like to say it's very densely organized to cover  
4 all of the bikeway types and the bike way users.  
5 There's different users. You've got your rec riders,  
6 you've got your races, you've got the mountain bikers  
7 and the weekend warrior kind of thing. So there's a  
8 bunch of different people that when you look at this  
9 plan, you have to consider because they're all  
10 different. So every time you see a major arterial --  
11 this is an example. So every time you see a major  
12 arterial for a buffered bike lane as an example you'll  
13 see a parallel neighborhood route that's low volume, low  
14 stress. So if a racer guy wanted to get out there on  
15 the arterial and ride, you have somebody else that  
16 doesn't feel safe on the arterial we also made a  
17 parallel path that others can use to encourage more  
18 riding to work or getting out and riding their bike. It  
19 was planned that way and the other thing that did was it  
20 actually bumped up the mileage on the plan.

21 So it helped us in two different areas. As  
22 you can see, this plan gets into the neighbors where you  
23 have destinations such as schools, parks, libraries,  
24 trails, public transit. That was important, too,  
25 because a lot of folks in El Paso, for example, want to

1 ride their bikes, but they didn't want to ride across  
2 town. So what we did, we coordinated with Sun Metro  
3 which is our transit organization so they can ride to a  
4 transit terminal, hook their bikes on a bike rack that's  
5 on buses and they could get a ride to work and then vice  
6 versa. That was huge for us as well.

7 So where were we at the end of the day  
8 after this plan was done? We went from 140 miles. We  
9 recommended about 938 miles. It leaves us a net of  
10 about 1,100 worth of bike lanes. We've got two way  
11 cycle tracks, protected bike lanes, buffered bike lanes,  
12 boulevard and at the bottom where we have further study  
13 needed. These were areas where there was some  
14 uncertainty because due to land acquisitions and there  
15 were other entities that we had to deal with, maybe  
16 dealing with the IBWC because they had jurisdiction over  
17 Rio Grande area so we put that, although it's in there,  
18 it says further study needed at a later date, at a later  
19 date.

20 So what were some of the recommended  
21 facility types. You can see the sharrow there, which we  
22 have a lot of in El Paso. I'm going to show you some  
23 existing routes that we currently have. Bicycle  
24 boulevard, that means low speed low volume through  
25 neighborhoods, streets. Yes, Allison.

1                   ALLISON KAPLAN: I wanted to point out that  
2 I am of the school of thought that says sharrows are a  
3 cop out. It's a way for paint to be put on the ground  
4 when you really need a bike lane, but what I learned  
5 from doing this bike plan is that sharrows are  
6 appropriate for when you're on a bicycle boulevard and  
7 you want to designate it as, this is part of the bicycle  
8 boulevard. It's a very low volume, very low speed  
9 street like a neighborhood street. Like in Austin, if  
10 you're familiar with Rio Grande, maybe. It's just,  
11 there's not a lot going on. It's not dangerous. That's  
12 the only place that sharrows are appropriate. I just  
13 wanted to throw that out there.

14                   MS. KAPLAN: I'd like to echo that opinion,  
15 Teri, because Allison, I totally agree. I think safety  
16 should be high consideration when placing sharrows. Too  
17 many people are putting them on roadways with too high  
18 of traffic volume and too high posted speeds. They may  
19 be appropriate in a downtown area where traffic is  
20 controlled by signals and speed, but I'm uncomfortable  
21 with them on some roads where I've seen them.

22                   CHAIRMAN HIBBS: This is Billy. I'd like  
23 to know what the prerequisite is for a bike boulevard.  
24 Is there a certain traffic count maximum?

25                   MR. GONZALEZ: We looked at the traffic

1 volumes and the speed limits. So most of those  
2 boulevards that we called out on the plan were actually  
3 through neighborhoods, low volume. And again, it may be  
4 a street in front of your house assuming you don't live  
5 on an arterial. It was those kind of facilities. When  
6 we looked at them, we looked at how could we provide  
7 that connectivity, but also put it in an area where it  
8 may go by a park. It may go by a library or local small  
9 pool. We looked at the volumes.

10 CHAIRMAN HIBBS: Okay.

11 MR. GONZALEZ: And I agree on the sharrow  
12 thing. On some of these corridors, and I'll show you  
13 one in particular right now, the right-of-way wasn't  
14 available for an expansion to accommodate a lane, per  
15 se. It was actually TxDOT, it was through UTEP's  
16 property and campus. It was a TxDOT funded project.  
17 They didn't have the room to accommodate your standard  
18 bicycle lane so they started putting the sharrow in  
19 there because they wanted some connectivity, but they  
20 couldn't get it any other way. So sometimes if the  
21 right-of-way isn't there, but they want connectivity  
22 that was the only way they could do it. I just wanted  
23 to throw that out there. That was the case. Where we  
24 could, if we were able to fit one in a lane we wanted to  
25 do that, absolutely. Shoulder bike ways you'll see a

1 lot of these on some of the highways. This lady is a  
2 little past the white line. I would probably scoot it  
3 over a little bit. I don't know if anybody -- if you  
4 can see that. She's got this little a child in a  
5 homemade box. Again, bike lanes that's pretty common,  
6 those types of facilities. Buffered bike lanes where  
7 you have spaces between vehicles and bike lanes.  
8 Protected bike lanes where you have delineators or  
9 barriers curving or landscaping that actually separate  
10 the vehicular traffic from the bike lane. Recommended  
11 type facilities, other ones, two-way cycle tracks. The  
12 shared-use bike lane is right by my house. The one you  
13 see there. That's maybe a mile from my house.  
14 Protected intersections. This allows -- I don't see  
15 this very often, although we recommended it for a couple  
16 places in El Paso. This makes it easier for a cyclist  
17 to maneuver and turn into intersections. Traffic  
18 calming, which, we've been doing traffic calming for the  
19 last 15 years to slow down vehicular speeds through  
20 areas and it's helped immensely. So we're using these  
21 now, these corridors, to incorporate bicycle facilities  
22 because the speeds have been reduced.

23 MR. MENDES: Roberto, on the traffic  
24 calming, that's a protruding curb. Is that --

25 MS. ROBERTS: Panes or bulb-outs.

1 MR. MENDES: Okay. It's interesting. In  
2 my community, we're actually pushing to get all those  
3 removed.

4 MR. GONZALEZ: Are you really?

5 MR. MENDES: We found recreational cyclists  
6 aren't paying attention. They hit the curbs, there's  
7 accidents.

8 MR. GONZALEZ: Really?

9 MR. MENDES: We are also finding that it  
10 becomes more dangerous when they get to the intersection  
11 they have to leave the bike lane, move into the traffic  
12 and then come back into the shoulder again. That's been  
13 one of the, probably, our highest priority item to get  
14 it removed.

15 MR. GONZALEZ: Really?

16 MS. KAPLAN: Lesson learned.

17 MR. GONZALEZ: I would venture to guess, I  
18 guess it's the way you -- those are designed. So if it  
19 is designed properly whether it accommodates the motion  
20 of transportation whether it's a cyclist or a vehicle.  
21 I think it would work, but I can see where they would  
22 cause some heartburn.

23 End-of-trip facilities. In this case you  
24 have bicycle parking. Those covered bike parking areas  
25 are probably nice in El Paso because we get 108-degree

1 temp and it's really nice to have. The bike parking in  
2 the street on the photograph on your left, I think we  
3 have one on the University of Texas El Paso campus.  
4 They actually put that in the street so they don't block  
5 -- so they don't have obstructions in the sidewalk so  
6 they can have people go by without knocking bikes over  
7 or without getting hurt themselves. They actually have  
8 -- put curbing in there and some delineators to protect  
9 the bikes.

10 So what were the recommended network  
11 results? This map was a network that was -- remember  
12 that exhibit that we showed earlier that was all in red?  
13 It got a lot greener. Not totally green, but it got us  
14 to where we want to be which is low stress bicycling in  
15 the city of El Paso. So you can see that a lot of those  
16 red arterials that we saw in a previous slide that are  
17 now green and that's really the objective and the goals  
18 of this plan.

19 So what were the final recommendations?  
20 Infrastructure is just one piece of the bike plan. We  
21 have other elements such as evaluation, education,  
22 encouragement and equity and all of these were key  
23 elements in this plan. So infrastructure we looked at,  
24 obviously, bicycle parking and expansion of the bike  
25 share program and right now, the bike share program that

1 we have currently connects the University of Texas at El  
2 Paso campus with downtown. So it wasn't a large  
3 stretch, but they want to expand that to other parts of  
4 the city. So we're looking at doing that. Some of  
5 programs, the bicycle and pedestrian coordinator, this  
6 is going to be key and, actually, because this  
7 individual would be the go-between between all of  
8 departments. They are the person that's going to look  
9 at those opportunities and capitalize on those  
10 opportunities. And so right now, the city of El Paso is  
11 actually going to start interviewing for that position.

12 In 1997, when I worked on that study that  
13 was one of recommendations, but I guess they didn't pay  
14 attention or whatever. They didn't have the funding for  
15 this individual, but now that this new plan is coming  
16 through, that's a priority for them because that  
17 individual is going to be the guy or the girl that goes  
18 after the money to implement this plan because this  
19 plan, they spent a lot of money on this plan. So now is  
20 the time to act on it otherwise, it's going to get  
21 shelved. So you're going to look at encouragement  
22 programs. How do we encourage folks to get out and ride  
23 their bikes, implement the policies. Do we have report  
24 cards to evaluate how things are going. I think this is  
25 really important because it's a good measurement on how

1 we're doing with this plan. I think the planning group  
2 also provided or prepared a little video for the city of  
3 El Paso on this bike box example. And that was to  
4 educate not only the users of the facility, the cyclist,  
5 but also the motorist. How does the motorist know how  
6 to act when he sees that green box. How does the  
7 cyclist know where to be. So they did a video and this  
8 is part of process to educate the city, those folks that  
9 are going to implement the plan and all the users of  
10 this facility.

11 So we developed a prioritization plan.  
12 Some of the key guidance elements include what's going  
13 to capture high demand, what's going to provide more  
14 access to bikeways, what's going to link and expand the  
15 network, how it 's going to eliminate barriers. So all  
16 these things went into the prioritization and produced a  
17 map that shows what those priorities are. That map is,  
18 again, this is just a guide. That's not to say that if  
19 a funding opportunity comes up for a medium priority  
20 project that you don't act on it. If funding becomes  
21 available for a low or high priority project you're  
22 going to take it and do it, but this was just a guide  
23 that we gave the city of El Paso something so that they  
24 can have a goal to go by.

25 MS. WEAVER: Bobby, what was your process

1 by selecting the high, medium, low?

2 MR. GONZALEZ: That was hard because you  
3 have city reps that want stuff in their district and you  
4 have -- we kind of took -- there's six districts in El  
5 Paso and without going through them again, we looked at  
6 the priority projects with some of the major arterials  
7 to make it safer and to connect the dots that were  
8 spread out all over the city. So those were the -- the  
9 medium priority projects, we hit the neighborhoods and  
10 then the low priority projects are those undeveloped.  
11 All this stuff in red are either undeveloped or there's  
12 not much population out there. Eventually there will  
13 be, but those were the low priority projects, but we had  
14 to be fair and everybody's district so they don't come  
15 back and say you didn't take care of me.

16 CHAIRMAN HIBBS: Bobby, how receptive were  
17 the city of El Paso leaders, city council members, the  
18 mayor and all that, when you presented this to them?  
19 Was this something they were very excited about?

20 MR. GONZALEZ: Oh, absolutely.

21 CHAIRMAN HIBBS: Good.

22 MR. GONZALEZ: We thought we were going to  
23 get -- we were worried about a couple of representatives  
24 because they're not pro-bike. I was actually shocked  
25 when this exact presentation was done at council. They

1 actually said wow, because I'm a firm believer in if you  
2 build it they'll come. It's a quality of life thing for  
3 the city of El Paso. So if you make the connections to  
4 the parks, to the pools, to the theaters, to the  
5 schools, that's all. Its helps El Paso. It attracts  
6 people to the city. It's just good all the way around.  
7 So they were actually very, very favorable.

8 MR. MENDES: Just to followup, did you get  
9 any pushback from the community on any of the facility  
10 types, the bicycle facility types? Do they not like  
11 taking --

12 MR. GONZALEZ: Business owners.

13 MR. MENDES: Which facility type did they  
14 get the biggest pushback on?

15 MR. GONZALEZ: Bike lanes.

16 MR. MENDES: Okay.

17 MR. GONZALEZ: The bike lanes because in  
18 some cases, there was -- and I knew this was going to  
19 come up because a lot of business owners didn't want to  
20 remove the on-street parking to accommodate a bike lane  
21 although we were going to provide parking on the other  
22 side of the street. Well, I have my business over here.  
23 This is not going to work. It was some of the business  
24 owners. It wasn't bad. We managed to -- it's probably  
25 going to take a little bit of coordination and working

1 closely with them to get some of this done. It's not  
2 over yet. We just did the plan. A lot of this stuff  
3 hasn't been implemented. So I would imagine a lot of  
4 this is going to go to public meetings to get their  
5 buy-in.

6 MR. MENDES: So it's a retail business not  
7 the corporate businesses.

8 MR. GONZALEZ: They are retail.  
9 Absolutely. It was actually funny because there was a  
10 barber shop, one that I don't attend frequently. There  
11 was a barbershop that had four spaces in the front of  
12 his little place. And he was like gosh, you're going to  
13 take away my four spaces. Where am I going to take my  
14 four people that want to come get a haircut. We are  
15 trying to tell them we're not taking it all away. They  
16 may have to cross the street, but work with us here.  
17 It's going to take a little bit more interaction.

18 CHAIRMAN HIBBS: Let me follow-up with  
19 that. This is Billy. George, I reference this bike  
20 stripe thing that we've got going on. When I first  
21 approached the mayor at the city of Tyler about it and  
22 Bobby was kind of enough to give the software and help  
23 develop this hub-and spoke-network for all this. He  
24 looked at it and said I don't think it's going to work  
25 because you're going to wind up with people's houses and

1 a bike lane being in front of it where Grandma can't  
2 come over on Sundays and have lunch with the grand kids.  
3 This is going to be a DOA if it's going to be this  
4 disruptive to neighborhood traffic. And I said  
5 Mr. Mayor, I believe that the cyclist would happily  
6 drive around Grandma's car to be able to live to see  
7 another day and have a bike lane and just that fast, we  
8 got it resolved.

9 It would be great if in the city of Tyler,  
10 the cars wouldn't park in the bike lanes. Sometimes you  
11 just have to take care of the low hanging fruit. Once  
12 the mayor knew that he wasn't going to have to fight a  
13 battle with thousands of homeowners that would keep  
14 people from parking at their house, he was all on board.

15 MR. GONZALEZ: What we found out when we  
16 were doing this study, at all the schools, mostly all of  
17 them, 85 percent of the students are bussed.

18 MS. KAPLAN: What percentage?

19 MR. GONZALEZ: 85. And the reason is  
20 because when we talk to folks, they say we don't want  
21 our kids to ride because there's no safe facilities.  
22 We're hoping what comes out of that that number drops  
23 significantly or their parents drop them off. So a lot  
24 of the schools we're finding out is that it's so packed  
25 with cars and buses that they've had to expand their

1 drive-through -- not drive-through -- their drop-off  
2 zones so that they could accommodate more vehicular  
3 traffic. I stood out there and watched these people go  
4 crazy at these drop-off zones. So we're hoping that  
5 number comes way down.

6 MS. RUST: Are there neighborhood schools  
7 in El Paso or are they building new school districts  
8 forcing people to drive and bus their kids there?

9 MR. GONZALEZ: Both. We have outlying  
10 communities, but mostly, obviously there's a lot  
11 internal. We have six school districts in El Paso and a  
12 lot of them are in the outskirts. Three that are  
13 internal.

14 CHAIRMAN HIBBS: These are not small school  
15 districts.

16 MR. GONZALEZ: So our implementation plan  
17 just to wrap this up, what did we accomplish by doing  
18 this plan? We provided that connectivity that we didn't  
19 have before. So we're going to add to the bike network  
20 incrementally, but it has to be strategic. We're going  
21 to coordinate amongst all the departments. A lot of  
22 routes in this plan are state roads and other agencies  
23 including TxDOT we'll need to become regional partners.

24 We're going to integrate improved  
25 infrastructure with education, encouragement, programs

1 and policies.

2 That pretty much concludes this  
3 presentation. Teri, are there photos?

4 MS. KAPLAN: Keep going.

5 MR. GONZALEZ: Keep going?

6 MS. KAPLAN: Uh-huh. They're not there?

7 MR. GONZALEZ: I wanted to show you.

8 MS. KAPLAN: They are in our copies.

9 CHAIRMAN HIBBS: We have copies in our  
10 packet.

11 MR. MENDES: I have more of a technical  
12 question for you. On your traffic stress analysis, did  
13 you use current volume data or projected like when they  
14 look at project volumes to say what the roads are going  
15 to turn out to be?

16 MR. GONZALEZ: On the future stuff. On the  
17 existing stuff it's internal. We got all that traffic  
18 data from the city's transportation department. So they  
19 gave us what they had and there were times where we  
20 didn't -- we wouldn't have had the time to go out and do  
21 traffic counts.

22 MR. MENDES: They also -- those traffic  
23 departments have both the current traffic counts, but  
24 when they do the studies they then project the future  
25 based on population growth and all that.

1 MR. GONZALEZ: We did that.

2 MR. MENDES: So you did do -- okay.

3 MR. GONZALEZ: I just wanted to show you  
4 this. This is the guts of the UTEP campus. This is  
5 what it looked like before. You can see it's nothing  
6 but parking. This is what it looks like today. It was  
7 a huge change for the city of El Paso. It's pedestrian  
8 and bicycle friendly. Those are all the pictures of it.  
9 This was before and this is what it looks like now.  
10 Before, after. This is the shared lane route on Sun  
11 Bowl Drive right by the stadium.

12 These are just recently completed projects  
13 that the city has implemented not as a result of this  
14 plan, but of the previous plan. This plan just got  
15 adopted in August. That's why the new downtown  
16 ballpark.

17 ALLISON KAPLAN: Was that a shared use path  
18 earlier?

19 MR. GONZALEZ: This one?

20 ALLISON KAPLAN: No. That one.

21 MR. GONZALEZ: Yes, they spent a lot of  
22 money on that one.

23 MR. STEINER: Bobby, David Steiner.  
24 Question for you: What kind of benefit did you see or  
25 just -- or did you use some justification around how

1 this could be supported and would support future  
2 business activity? I heard, I think it was in Dallas  
3 that one of the big companies coming in, really that was  
4 a key piece that drove their interest in moving  
5 headquarters into Dallas. Can you offer your viewpoint  
6 on that?

7 MR. GONZALEZ: We spoke to several -- we  
8 spoke to several real estate folks. One of the things  
9 that was asked of them with some of these big companies  
10 that come to El Paso, it's not just El Paso because our  
11 neighboring country or city to the south border which is  
12 Juarez. There's a lot of Mekilas down there and so they  
13 have -- a lot of the big companies which is Delphi and  
14 Hewlett Packard. They actually have their offices in  
15 Juarez, but the folks that work there live in El Paso.

16 One of the key components is what's your  
17 quality of life like over there? What would bring me to  
18 El Paso?

19 MR. STEINER: Right.

20 MR. GONZALEZ: And pre this plan, there  
21 really wasn't a whole lot. We can boast about having  
22 the nicest weather, which sometimes we don't get the  
23 cold. We get heat and the wind, but we don't go through  
24 tornadoes and stuff like that, but that was one of the  
25 key components of this plan was to build it so that it

1 entices people to move to the city because, you know, as  
2 a grown-up, and I'm not talking about teenagers --  
3 teenagers will find things to do, but people who bring  
4 their families to your respective city, I think, you  
5 look at the young kids. Can they bike to the pool? Can  
6 they bike to the library? Can they bike go to the park?  
7 They can't now because we're disconnected, but I think  
8 once you do this it will offer different opportunities  
9 for them.

10 So we talked to some people, but we haven't  
11 gotten a feel from business -- we talked to some  
12 business owners, but not -- they are excited about this  
13 with the exception of the selected few. They were  
14 excited about this plan. I don't know if I answered  
15 your question, but maybe we haven't gotten there quite  
16 yet.

17 MR. STEINER: No, you have. I think it  
18 would be beneficial if there were data out there. How  
19 does that support and translate into encouraging  
20 business to locate into the area? Because it's  
21 something especially in these more rural areas where we  
22 live, that's a big deal. How do you provide companies  
23 to come in that are going to provide future jobs for  
24 everybody's kids?

25 CHAIRMAN HIBBS: This is Billy for the

1 recorder. If you can make an economic development  
2 argument for these kind of projects you instantly have  
3 everybody's attention. I know for us it's quality of  
4 life things. You're talking about spending millions and  
5 millions of dollars on infrastructure in a state where  
6 there are great needs for people that are driving around  
7 in cars and SUVs and pickup trucks and the very best way  
8 to get somebody's attention and those somebodies the  
9 elected officials is to go to them and explain to them  
10 that unless Texas gets on board with these initiatives  
11 and begins to start building out our communities,  
12 there's going to come a point in time where we're going  
13 to be losing jobs to other states and those relocations  
14 aren't going to happen here because they can't find the  
15 quality of life here that they had in Seattle, San  
16 Francisco and the northeast where these bike  
17 accommodations have been implemented.

18 So any further questions for Bobby?

19 MR. GONZALEZ: I want to thank ya'll very  
20 much.

21 CHAIRMAN HIBBS: Listen, and I mean this.  
22 For everyone that's made one of these presentations, I  
23 learn so much from these. And being the guy that  
24 probably has less cycling advocacy experience than  
25 anybody on this committee, but these kinds of things are

1 so enormously helpful and they take a lot of time.  
2 Bobby's got a few things going on other than  
3 presentations to please committees, here and thank you,  
4 Bobby for that and I want to thank Bobby again for  
5 donating the software to the University of Texas at  
6 Tyler for the engineering class there so they could put  
7 together a bike grid. He took, basically, the years of  
8 work he had done at the city of El Paso and gave it, for  
9 free, to the university there where they are able to  
10 develop these bike grids and do the same kind of thing.  
11 You saw the report that he did for free.

12 Bobby, you're a great advocate. Thank you.

13 MR. GONZALEZ: Thank ya'll very much.

14 MS. KAPLAN: Thank you, Bobby.

15 CHAIRMAN HIBBS: Moving right along.

16 MR. PITCHFORD: Mr. Chairman?

17 CHAIRMAN HIBBS: Yes, sir.

18 MR. PITCHFORD: Joseph Pitchford. I heard  
19 all Bobby's presentation, but for some reason when Teri  
20 called my name, name I couldn't get through. I hung up  
21 and dialed back in. I apologize for that, but thank  
22 you, Bobby. Good presentation.

23 MR. GONZALEZ: Thank you.

24 CHAIRMAN HIBBS: Hey, Joseph, since we  
25 missed you on the presentation part of it here, while

1 our next group is getting geared up, why don't you tell  
2 the new members what you do and what your interest is in  
3 cycling advocacy.

4 MR. PITCHFORD: I'm Joseph Pitchford. I'm  
5 from Dallas. I'm with a realty development company  
6 called Crescent Real Estate for 30 years. That's my day  
7 job and on the cycling side, I'm a member of the board  
8 of the Northeast Texas Trail which is a 130 mile trail  
9 from Farmersville to New Boston. Also on the board of  
10 something I want to talk to this group about later  
11 called Circuit Trail Conservancy which is a group  
12 seeking to connect the dots and build a 50-mile bike  
13 loop around the city of Dallas and I heard one of the  
14 other members say he's on the board of Adventure Cycling  
15 which I'd like to talk to him more about. I've been a  
16 member of that group for a number of years. Cycling  
17 advocate in my spare time. I'm very proud to be part of  
18 this board.

19 CHAIRMAN HIBBS: Thank you, Joseph.  
20 Appreciate you giving us the heads up, there. All  
21 right. So the next presentation is from the Texas  
22 Transportation Institute. It is the evaluation of  
23 bicycle and pedestrian monitoring equipment to establish  
24 collection database and methodologies for estimating  
25 non-motorized traffic. So I want to welcome Shawn

1 Turner, Joan Hudson, Greg Griffin and Robert Benz.

2 MR. TURNER: Thank you for the  
3 introduction, Bill.

4 Good morning, everybody. I'm Shawn Turner.  
5 Before I get started, I do to want introduce two of my  
6 colleagues back here. I'll ask them to stand. Joan  
7 Hudson is with our -- with TTI here in Austin and Robert  
8 Benz is with us, joining us from our office in Houston.  
9 I'm from Aggieland. I'm in for the day. They let me  
10 into the city. I'm going to be able to get out later  
11 this afternoon. Pleasure to be here. I'm going to try  
12 not to get too technical.

13 I've already heard this mentioned one or  
14 twice already. I'm going to try to make that immediate  
15 connection based on what Bobby mentioned. So one of  
16 Bobby's slides is program recommendations. He's talking  
17 about data collection and tracking. Billy just  
18 mentioned something -- go ahead, Teri.

19 MS. KAPLAN: I just wanted you to explain  
20 to the group this is a research project that's funded  
21 through TxDOT, a proposal that came out of TxDOT and TTI  
22 was selected to do the research through a competitive  
23 process.

24 CHAIRMAN HIBBS: Thank you for that, Teri.

25 MR. TURNER: So tieing back to some of the

1 discussion, Bobby has mentioned data collection and  
2 tracking. I think Billy just made the point that we're  
3 spending millions of dollars and there's a lot of  
4 competing resources and essentially, what this project  
5 is about is gathering the information to make that  
6 assessment about for the millions of dollars that we're  
7 spending. Are we seeing increased levels of usage in  
8 terms of biking and walking with the facilities that  
9 we're building? Are we getting more -- fundamentally,  
10 are we getting more people biking and walking?

11 There's a lot of uses for this count data.  
12 Safety, planning, operations, but I think,  
13 fundamentally, that's one of the biggest questions  
14 that's being asked and that's what a lot of agencies  
15 around the country are trying to answer in these county  
16 programs.

17 So, as Teri mentioned, this is a research  
18 project. We have two primary -- well, the main  
19 objective is to recommend some type of statewide  
20 monitoring process for pedestrians and cyclists.  
21 There's two sub-objectives for that. Two things we're  
22 going to do that's going to help us meet that overall  
23 goal. The first thing that we're going to do is we're  
24 going to do pilot tests in two of the TxDOT districts.  
25 We're going to look at different types -- the use of

1 different type of equipment, approaches and processes in  
2 how we can best monitor bicycle and pedestrian activity.  
3 The second thing that we're going to do in the course of  
4 this research project is we're going to compile some  
5 existing data that's being gathered by several of the  
6 larger MPOs and cities and the state as well as put  
7 together the count data that we're gathering in these  
8 two particular pilot locations.

9 MS. KAPLAN: Excuse me a moment. Those of  
10 you that are on the phone, we get your feedback. If you  
11 would please mute your phones.

12 CHAIRMAN HIBBS: Thank you.

13 MR. TURNER: If questions come up during  
14 the course of the presentation, please just raise your  
15 hand or speak up. So we're really just getting underway  
16 in this research project. We've got five different  
17 tasks. The first and I'm going to go through each of  
18 these in a little bit more detail. We're basically  
19 looking around the state to see who's doing what.  
20 That's what we're doing right now. We've already talked  
21 with Karla in Dallas/Fort Worth area. Robert is already  
22 involved in some work in Houston, Joan, as well, in  
23 Austin. And I've reached out to a number of folks. I  
24 was just talking to Anne -Marie before the meeting and  
25 talked with one of her colleagues up there in Wichita

1 Falls. We're going to develop an approach for working  
2 with two of the pilot testing TxDOT districts. We're  
3 going to, basically, we're going to be installing some  
4 of the equipment. I'm going to show you pictures of  
5 this equipment, what it looks like and talk a little bit  
6 about how it works. We're going to be testing that  
7 approach, working again with TxDOT and local folks and  
8 then as we start to collect the data from the pilot test  
9 areas we're going to put that together as well as try  
10 and gather up as much as preexisting information as we  
11 can.

12           The one thing that I should have mentioned  
13 probably on the previous slide is that TxDOT has  
14 gathered car and truck data on a systematic basis for  
15 probably at least half a century. We have traffic  
16 volumes on all the state highways that goes back  
17 50 years. That largely does not exist for bicyclists  
18 and pedestrians. That's ultimately, I think that's the  
19 long goal that we're reaching for here. We're trying to  
20 get things started. There's several of the larger MPOs  
21 that are already doing this. We're trying to get TxDOT  
22 more involved and we're trying to, essentially, put  
23 TxDOT out from as the clearinghouse and the agency that  
24 would consolidate all this. So just like right now, if  
25 you want to get car counts on anywhere within the state

1 of Texas on a state highway you go to TxDOT. You will  
2 also be able to do so that with bike and pedestrian  
3 counts as well.

4 CHAIRMAN HIBBS: Shawn, this is Billy. I  
5 would just like to make a comment on that. Kind of the  
6 opening comments for this meeting today, I talked about  
7 Commissioner Austin who had come to our last meeting and  
8 he is, basically, a data freak and one of the things he  
9 asked for multiple times in that meeting was more  
10 information about bicycle counts and usage and things  
11 like that.

12 I am thrilled to death that TxDOT is taking  
13 this seriously and has engaged you and your firm, Texas  
14 A&M to do this project for us.

15 MR. TURNER: I'll admit, I'm a data geek  
16 myself. So I'm glad to be doing this, glad to be  
17 helping out and we've got other folks that are  
18 well-versed in data as well. We're really -- we're  
19 shooting for the stars on this one with Teri's  
20 encouragement and help.

21 This is just -- I'm going to skip over  
22 this. This is a project management task. We're  
23 basically going to be in contact with our --

24 MS. KAPLAN: Project advisory committee.

25 MR. TURNER: Project advisory committee,

1 being in contact with that and so forth.

2 MS. KAPLAN: Since you mentioned that, let  
3 me say that our project advisory committee on this  
4 project is larger than typically. We've included  
5 representatives from TxDOT, from various divisions that  
6 would be affected including design and traffic  
7 operations, but we've also engaged folks from outside of  
8 TxDOT to include the MPOs at Dallas, Houston and Austin  
9 as well as city representatives from the city of Houston  
10 and the city of Austin so that we could come together  
11 and agree about equipment and procedures for collecting  
12 and monitoring data.

13 MR. TURNER: So we're underway with this  
14 effort right now in terms of just trying to figure out  
15 what's going on within the state. Who is collecting  
16 what in terms of bicycle and pedestrian counts. So  
17 we're talking with the TxDOT districts, all of the  
18 metropolitan planning organizations. In some cases, the  
19 local agencies, the city, whether it be the traffic  
20 engineering department or in some case, it may be the  
21 Parks and Recreation Department that is doing counts on  
22 off-road trails. We're also looking outside the borders  
23 just a little bit. Federal Highway has actually done a  
24 lot recently in terms of trying to provide better  
25 guidance to states and MPOs and local agencies on bike

1 and pedestrian data collection. They've also, in turn,  
2 federal highways, essentially, creating this national  
3 database for bicycle and pedestrian counts. Again,  
4 Federal Highway has been consolidating for several truck  
5 and car counts from the 50 state DOTs for several  
6 decades. It's a pretty big milestone that they are  
7 essentially adapting, modifying their databases to be  
8 able to include bicycle and pedestrian counts on a  
9 national basis.

10 We're also going to reach out to a number  
11 of states that are -- that we've heard are leaders in  
12 this area where the state DOT is, essentially, trying to  
13 spur on the count data collection and they are also  
14 trying to serve as a clearinghouse for the state.

15 MR. MENDES: Are you also looking at --  
16 you've got both Garmin and Strava have collected almost  
17 a decade worth of pedestrian --

18 MR. TURNER: Yes.

19 MR. MENDES: -- that have counts. Are you  
20 looking to feed that in to at least have a baseline?

21 MR. TURNER: That's exactly right. I'm  
22 actually going to show some Strava heat maps here in  
23 three or four slides. One of the important things, I  
24 think, probably, one of the most important things is  
25 we're going to be working with TxDot's Transportation

1 Planning and Programing Division, TPP. That is  
2 essentially the functional unit within TxDOT that right  
3 now manages and reports all of car and truck counts.  
4 Ultimately, we're -- Texas A & M and TTI, we're involved  
5 for 18 months in trying to get things underway and then  
6 we're going to turn over recommendations and our  
7 research project is going to be over and we want,  
8 essentially, our research results to be implemented so  
9 we're having early discussions with them. We're getting  
10 them involved early and talking with them and trying to  
11 understand their constraints and needs and requirements  
12 as well.

13 I'm just going to show a couple of  
14 examples. So some of these pictures you could probably  
15 see better in your handouts. Robert Benz has been  
16 involved for the past four or five years in the Houston  
17 area, has worked with HGAC trying to get a systematic  
18 monitoring program up and running. These are just a  
19 couple of examples. This map here shows a number, quite  
20 a number of locations scattered around the area where  
21 counts are being conducted on a short-term basis. That  
22 is, portable equipment is put out for, perhaps, a week  
23 or two or a couple weeks at a time and it's moved around  
24 to a lot of different locations.

25 Robert has also worked with local agencies

1 in terms of installing permanent equipment. So what  
2 you'll see here in these pictures and, again, you might  
3 be able to see them better on your handouts, this is an  
4 example of an inductance loop detector, right. So  
5 you're probably driving around on the streets. You see  
6 the saw cuts in the pavement. There's a little wire in  
7 the pavement. That's how we count cars and trucks. The  
8 same principle with little tweaks can also be used to  
9 count cyclists and this is a photo from an installation  
10 in Houston. This is another one. I think in this case,  
11 this is a combined location where an inductance loop,  
12 the wire is counting the bikes and then, I believe,  
13 Robert, is this one where we also have a side counter?

14 MR. BENZ: It, essentially, is mounted in a  
15 post with infrared sensor that counts the pedestrians  
16 and then the bicycles are counted with the inductance  
17 loop detectors. The software subtracts the bicyclist  
18 from the pedestrian because it counts everybody that  
19 moves by so you wind up with two separate counts. You  
20 get both directions. You can get a directional volume.  
21 So there's a lot of information. A lot more robust  
22 information when you do a permanent location.

23 MR. TURNER: So I'm going to show you a  
24 chart here in little a minute. It can get pretty  
25 technical. There's a lot of different types of

1 technology and in the past say, five to eight years,  
2 there are a lot of equipment manufacturers, vendors that  
3 have, essentially, expanded their offering in terms of  
4 ways to automatically count cyclists and pedestrians.

5 I'm just going to show real quickly. This  
6 is an example from Austin. Joan has been involved with  
7 Campo and with the city in the early stages in trying to  
8 get a monitoring process up and underway. I think is an  
9 example where TTI was involved and installed a permanent  
10 monitoring location along the Lance Armstrong Bikeway.  
11 I think the city of Austin's program has grown since  
12 then to include a number of permanent locations as well  
13 as temporary short durations locations.

14 CHAIRMAN HIBBS: Shawn, before we leave  
15 that, and this is Billy. Incidentally, I should have  
16 told our new members that for the stenographer, it's  
17 always helpful to announce who you are before you make a  
18 comment, but do these also track pedestrians, joggers  
19 and all or is it just cyclists?

20 MR. TURNER: So they -- different types of  
21 equipment can detect different objects. Some can only  
22 detect, for example when somebody is going by. Other  
23 types of technology can only detect bicyclists. So I'm  
24 going to -- I think the next slide is one where we try  
25 to make it easier to understand what technology does

1 what. So what is happening within the state is several  
2 of the larger MPOs and cities have already gotten on  
3 board in terms of developing these monitoring programs.  
4 We're trying to get some of the TxDOT involved as well  
5 as some of the smaller cities and MPOs as well.

6 I've talked about or mentioned task three.  
7 This is the part where we're going to develop this  
8 approach where we're going to be working closely with  
9 two TxDOT districts in terms of picking specific  
10 locations, specifying the types of equipment and then  
11 working with TxDOT and the local agencies in getting  
12 some permanent equipment installed as well as using some  
13 of the existing portable equipment that TTIRE owns.  
14 Being able to do some temporary short duration counts at  
15 a number of different locations within these two pilot  
16 cities.

17 One of the things that we're also going to  
18 be doing is we're going to be comparing and validating  
19 the use of this crowd-source data, right. So,  
20 essentially, what this equipment that I've talked about,  
21 its goal is to measure every single pedestrian or  
22 bicyclist that passes by the equipment, right. So  
23 essentially, we're trying to measure 100 percent of that  
24 traffic stream. Strava and crowd-source data measures a  
25 sample of that traffic stream, but it measures that

1 sample potentially everywhere in the city or, at least,  
2 where those people are biking and walking. I like to  
3 say it's, essentially, complimentary data sources,  
4 right, so you can use these for two different data  
5 sources for different things and we're going to try to  
6 demonstrate that in our particular project.

7           There has been guidance issue on monitoring  
8 bicyclist and pedestrians recently so we're largely  
9 relying on this existing guidance. This is the Federal  
10 Highway Administration for the first time. They've had  
11 the traffic monitoring guide, probably, it's been in  
12 existence for, at least, 25 maybe 30 years. For the  
13 first time in 2013, there's a chapter in there on  
14 monitoring nonmotorized traffic. I think that's a  
15 pretty big deal. This is a recent research report that  
16 came out. It talks, basically, about all of the  
17 different types of equipment and it really gets into  
18 detail and provides guidance to public agencies about  
19 how to select the equipment and get started on counting  
20 bicyclists and pedestrians.

21           This is partially an eye chart, but what  
22 this is, is essentially, it's a matrix. So George, I  
23 think you asked about does some of the technology count.  
24 Does it count bikes, pedestrians or both. So in some  
25 cases, there's certain types of technology that will

1 only count bicyclists. There were certain types of  
2 technology that can, for example, gather information on  
3 both. But what, essentially, what you would discern  
4 from this is really, the prevailing approach has been  
5 you have to marry up two or more different kinds of  
6 technology if you want to get into the details.

7 For example, I think one of the common  
8 types of equipment that has been installed is one that  
9 combines a passive infrared, essentially. When I say  
10 "passive infrared" whenever you walk in the door at  
11 Walmart or a grocery store the door opens automatically.  
12 That's passive infrared. It senses that somebody is  
13 there. So the most common types of equipment is  
14 combining this passive infrared which essentially shoots  
15 across a trail, you don't see it, it's invisible light.  
16 It combines that with an inductance loop.

17 So I think, Karla, in the Dallas/Fort Worth  
18 area they have maybe 30 or so locations of where it's  
19 installed and what that does is that gives you the  
20 ability to count bicyclists separately from pedestrians  
21 and it also gives you the ability to count direction.  
22 So you know the cyclists or pedestrians are headed this  
23 way or that way.

24 MR. MENDES: This is George speaking. Does  
25 that technology take care of rural areas where there's

1 animal life or even in areas where they're walking dogs  
2 and stuff like that. Are they counting those things,  
3 too?

4 MR. TURNER: It depends. So I think part  
5 of their algorithm is the size of the heat source they  
6 are seeing. So I know whenever we've tested the  
7 infrared and I guess the other thing is mounting height.  
8 So you typically will put it the midsection of an adult  
9 so you would catch the head of a child, but you wouldn't  
10 capture dogs. I have heard anecdotes where they've put  
11 these infrared sensors in rural locations. I think this  
12 was actually in Norway where they had a lot of reindeer  
13 that were traveling and so you would get counts in the  
14 middle of night. They figured out, okay, this isn't  
15 people. This is large animals that are walking through  
16 this trail.

17 There are certain tips and tricks. I think  
18 that guide that I showed earlier talks about some of  
19 these nuances and details. So I guess the takeaway from  
20 this is there's a lot of different technologies. What  
21 we're showing here are the full circles are the most  
22 commonly used technologies for certain types of  
23 applications.

24 MS. RUST: This is DawnElla. Just back to  
25 that question on the pedestrian and bicyclists, the

1 manual observer. Why -- is it expensive paying someone  
2 to be a manual observer? Does it cost more dollar  
3 signs?

4 MR. TURNER: So what's expensive about that  
5 is doing it at scale, right. So typically, when you do  
6 a manual observer, when you have somebody that's sitting  
7 out along side of the road punching a clipboard,  
8 clicking a counter they tend to do that for several  
9 hours at a time. If you were to do that at scale that  
10 some of these other automated, then it starts to be  
11 expensive.

12 The way this whole counting started, say,  
13 eight or so 10 years ago was exactly that. At the time,  
14 the counting was done for very short periods of time.  
15 So there's been some question about well, is that really  
16 valid. You're going out and doing two hours and one day  
17 out of the year and with these other technologies you  
18 can get counts around the clock, 365 days a year.

19 MS. KAPLAN: And also that data can be  
20 calibrated and collected and fed into a system in a  
21 consistent manner.

22 MR. TURNER: Strava. Do we have Strava  
23 users here or MapMyRide users? So if you're seriously  
24 recreationally you're probably using some sort of an app  
25 to track your activity, maybe brag to your friends or

1 have you friends hold you accountable for activity. One  
2 of the companies that is one of the largest  
3 crowdsourcing in terms of physical activity, Strava,  
4 they've decided that we want to make their data publicly  
5 available. If you Google Strava heat map, what you will  
6 see is you will see a map like this. I grabbed several  
7 different screen shots. So essentially, what Strava is  
8 doing whenever you download Strava and whenever you hit  
9 accept terms and conditions you're, essentially,  
10 agreeing to Strava being able to aggregate this and  
11 provide it out for public consumption. They protect  
12 privacy. There's user anonymity here. I can't see  
13 individual users, but Strava is, essentially, showing  
14 the intensity of activity in their -- they have a  
15 publicly available heat map and that's what they can see  
16 here. They can go online and zoom into Wichita Falls.  
17 You can zoom into the Woodlands and see those streets  
18 where Strava users are the most active. You can also  
19 buy or license a data set where you buy the relative  
20 intensity levels for individual street segments. I  
21 think there's a few cities within Texas that have  
22 already licensed data sets.

23 CHAIRMAN HIBBS: This is Billy. What are  
24 they measuring? You said a heat source, but is it your  
25 cell phone?

1 MR. TURNER: What they're doing, whenever I  
2 say, go for a bike ride, I want to track that, right,  
3 and so it's going Strava -- my Strava app is going to be  
4 sending my GPS location up to the Cloud, up to the  
5 Strava servers. There's maybe tens or hundreds of other  
6 cyclists or joggers that are going to be doing the same  
7 thing. What they do is they aggregate that usage over  
8 time, over the different street segments. What you'll  
9 see -- let me zoom in here.

10 MR. MENDES: It could be app or it could be  
11 your GPS.

12 MR. TURNER: Your device.

13 CHAIRMAN HIBBS: You have to be on Strava  
14 app.

15 MR. TURNER: Yes.

16 MR. MENDES: No. You can use a Garmin  
17 device on your bike and what happens is it takes the  
18 data from the Garmin device and it matches and sends it  
19 to Strava or MapMyRide or Garmin Connect. It will  
20 automatically post it.

21 MR. TURNER: As a user you denote where you  
22 want to send your activity. Some of the newer devices  
23 allow you to just shoot out to a couple of the more  
24 popular ones.

25 ALLISON KAPLAN: What they mean by heat map

1 is just the appearance of the map. It looks like a map  
2 you see with the weather map that shows heat in certain  
3 places.

4 MR. TURNER: It's the level of intensity.

5 MS. WILLIAMSON: It's only measuring the  
6 people who are signed up, correct? Not what's actually  
7 occurring.

8 MR. TURNER: That's correct.

9 CHAIRMAN HIBBS: Where I'm trying to go  
10 with this is, if you're in a community and you're  
11 wanting to provide some type of grid for the city to  
12 look at to incorporate into the bike plan because you  
13 want to apply for funds for Bike Stripe or whatever it  
14 may be, you could literally go to your bicycle club,  
15 introduce them to Strava, get people to start using this  
16 so there can almost immediately be available data where  
17 you can see where people are traveling on a bicycle.

18 MR. TURNER: That is one of the most common  
19 applications for this type of data. It's a small sample  
20 and it's a small sample of the recreational riders, but  
21 in some cases that's really what you want to know.

22 In our particular study, we've talked with  
23 the Houston district within TxDOT and they are dealing  
24 with issues in some of the rural areas offices where  
25 they sort of want to know in advance where do we have

1 recreational riders. There's not a lot of commuters in  
2 some of these areas. They know that the use is  
3 primarily recreational, but they really don't have a  
4 sense of where the relative level of intensity where  
5 that use is. That is a perfect application of this. In  
6 other cases, if you're spending millions of dollars and  
7 you want to capture the entire usage, including kids  
8 that are biking to school, including older folks. You  
9 want to focus on the types of equipment that counts  
10 everybody and not necessarily just the heavy-duty  
11 recreation folks.

12           Again, you can Google Strava heat map.  
13 It's really quite fascinating the level of data and  
14 information that we can get from there. I've pulled up  
15 a couple snapshots here again. You can probably see  
16 them better on your handout, but certain things  
17 immediately pop out and you can click on -- so Strava  
18 works for biking as well as running or jogging or  
19 whatever. So there's immediate things that pop out.  
20 For example, in the level of intensity Strava map for  
21 Austin you can clearly see Mansfield Dam Loop. That's a  
22 big popular recreational loop in Austin. As far as  
23 running, Lady Bird Lake. The running loop around that  
24 immediately pops out. There's a park up here. I forget  
25 the name, Joan. This is up in Williamson County.

1 MS. HUDSON: Cedar Park.

2 MR. TURNER: Cedar Park area, but again, I  
3 think you immediately see the levels of higher activity  
4 pop out in these maps. Similar thing in Houston.  
5 Again, check it out Google Strava heat map, zoom into  
6 your particular city and I think you'll be surprised at  
7 what you can see.

8 So we're going to be working in our two  
9 pilot areas. We're going to be looking at Strava data  
10 as well as the count data and sort of comparing and  
11 contrasting and what can we see from the Strava data.  
12 And what are the different application that we can use  
13 that for and what can we use the count information for.  
14 So one of the basic approaches that's been used, and  
15 decades for the car and truck side, is to use a  
16 combination of permanent locations and short duration  
17 locations, right. So you put just a few permanent  
18 locations out and they give you a much better idea of  
19 seasonal traffic patterns, but this equipment is  
20 expensive. You can't afford to put it everywhere. So  
21 you use the portable equipment and you move those around  
22 to a lot of different locations. What you can do then,  
23 is you can make adjustments for these short durations.  
24 You're going to count bicycle traffic in Houston  
25 October. What you really want is you want an annual

1 number. You want to know what is the typical annual  
2 average in Houston. You're going to need to adjust what  
3 you've counted in October. You've got a permanent  
4 counter that's tied with the short duration counts that  
5 essentially allows you to make that seasonal adjustment  
6 factor. So we're going to be involved in designating  
7 these permanent short duration sites, install any  
8 calibrating equipment and then doing this comparison of  
9 the direct counts with the crowd source data. This is  
10 just another example of what I showed you before.

11 In this case, this is what I referred to  
12 previously. This is one of the most competent equipment  
13 installations. You see right here there's a diamond in  
14 the pavement. There's wire that's buried a couple  
15 inches into the concrete and you cover that up with an  
16 epoxy and that is able to detect the cyclist. We have  
17 an infrared sensor that's hidden in a post over here,  
18 vandal resistance is important whenever you talk about  
19 this equipment. This infrared sensor is counting  
20 everybody. The loops are only counting cyclists.  
21 There's a computer. There's a small computer that's  
22 buried here in a little utility box that does the math  
23 and sends it via a modem up to the cloud and you can  
24 literally get reporting. The more advanced type of this  
25 equipment you can get reporting, literally, you can see

1 your counts up there every hour, an hour after it  
2 happens. You couple these permanent locations. You  
3 have a few of these that are scattered around the city,  
4 different types of facilities, different areas. You  
5 combine that with things like what I'm showing here, is  
6 this portable equipment. There's are the little tubes  
7 that are stretched across the road. We use these for  
8 cars and trucks. You can use a similar type of set-up  
9 for bicyclists. You have to adapt it just a little bit  
10 in order to be able to accurately count cyclists. So  
11 you would do this and you can just essentially move this  
12 equipment around every couple of weeks. If you wanted  
13 to count pedestrians then you would essentially take one  
14 of these infrared boxes and you would tag that onto a  
15 utility pole and move that around to different places  
16 around the city.

17 The last task, and I'm going to try to wrap  
18 up here in the next two minutes is developing this  
19 consolidated database. Right now we've got some of MPOs  
20 already have data. We want to get that together and we  
21 want to try to have that in some type of a clearinghouse  
22 and have that available just like we have car and truck  
23 counts statewide. The Federal Highway Administration  
24 they developed a standard for states to report bike and  
25 pedestrian count data to the national level. We're

1 going to largely stick to that standard in the state  
2 such that any data that TxDOT gathers, TxDOT can send up  
3 to the national level. One of the things that you see  
4 here is this equipment tends to be proprietary. What  
5 you get is data in a lot of different formats so we  
6 anticipate that we're going to have to do some data  
7 integration from the different types of counting  
8 equipment. This is just a screen shot that shows some  
9 of the data standards that Federal Highway has  
10 published. That's it. I'm going to leave my contact  
11 information up there. Any questions or comments?

12 MS. WILLIAMSON: What's your timeline in  
13 terms of when you're going to submit your conclusions or  
14 final report?

15 MS. KAPLAN: So we will have in about 14 to  
16 15 months from now. It's an 18-month project so our  
17 report is due 16 months from now.

18 CHAIRMAN HIBBS: Shawn, in Bobby Gonzalez's  
19 presentation, he talked about build it and they will  
20 come. He also talked about how El Paso had 62 miles  
21 roughly of bike lanes and they were all fragmented and  
22 disconnected and no real process. Well, we have five  
23 miles of bike lanes and none of them connect. They are  
24 hit or miss. What's to keep a government official from  
25 saying we want to monitor the traffic on this particular

1 stretch of road and there's nobody on it and then make  
2 it an economic argument that we don't need to spend any  
3 money on cycling because no one is using what we've got  
4 because they don't see that, again, you almost have to  
5 build it before they will come. There's a lot of people  
6 like myself who have stopped riding in Tyler because  
7 it's so dangerous.

8 So when you present this data, how is it  
9 used in a constructive way to help further cycling  
10 instead of being seen a real problem where you're always  
11 on the defense?

12 MR. TURNER: So there's an analogy that  
13 says you don't necessarily know where to build a bridge  
14 based on how many people are swimming. I think that's  
15 the case here is that you have to look at, essentially,  
16 the latent demand. The people that would bike or walk  
17 if there are safe facilities. So there are tools to  
18 estimate that. There are previous examples that's in  
19 the planning and engineering profession where we've  
20 said, okay, they've essentially documented. I think  
21 we're seeing that right now in other cities around the  
22 country where largely nothing existed before. There  
23 weren't many people biking and walking. They are  
24 putting in facilities and they've had the foresight to  
25 measure before and after and they've been able to point

1 to and document the increased ridership and walking that  
2 occurs whenever safe facilities are built. Teri.

3 CHAIRMAN HIBBS: Billy. Having worked in  
4 Houston and helped to build segments of bikeways, I very  
5 often saw if you had segments A, B, C and D and you  
6 build segment A and C and you monitored those for a few  
7 years and then you built segment B you can see a  
8 tremendous increase in A and C because of the that  
9 connectivity. So by looking at example that will be  
10 created by larger cities you would be able to build more  
11 support for development within your communities.

12 MR. STEINER: This is David. This is more  
13 of request that I would have. Is there -- where is that  
14 data that somebody like me could go and look at? What  
15 is that data in cities that have already evaluated this  
16 before and after? Could that be available for us?

17 MS. KAPLAN: It's inconsistent in its  
18 collection up to now. They're going to try to  
19 neutralize that kind of information and establish a  
20 standardized procedure so that we could all be using  
21 similar equipment calibrated in a similar manner and  
22 collected in a similar manner.

23 MR. TURNER: I might add, have y'all talked  
24 about NACTO? NACTO has had a number of cities, probably  
25 about 10 or so, that have been part of this green lane

1 project. So I guess where I would point you to, I can  
2 think of a specific report that I just looked at in the  
3 past couple of days where they've showed and they have  
4 charts that shows the miles of bikeways that they've  
5 built and the safety trends. And they've,  
6 essentially -- I think there are examples from some of  
7 the cities that have been aggressive about building out  
8 a connective network.

9 MR. STEINER: That would be very good and  
10 that's exactly what I was be looking for. I can marry  
11 that. It may not be perfect but some of our own  
12 experience when we put the trail in, they came out of  
13 woodwork. If you build it, absolutely. It's heavily  
14 used now. There's some anecdotal local data that would  
15 support that, too. Thank you.

16 CHAIRMAN HIBBS: Thanks, Shawn.

17 MS. RUST: I think a critical piece, too,  
18 is using that data with public health data. Obesity  
19 rates can take economic development as far as business.  
20 From a public health standpoint, physical activity  
21 that's going to be critical in putting pieces together.

22 MR. TURNER: That's a very good point. So  
23 the public health community has been very involved and  
24 has been a partner with the transportation community in  
25 getting more biking and walking activity data gathered.

1 In some cases, the CDC or other local public health  
2 departments have funded activities to gather this type  
3 of information.

4 MS. WEAVER: I would add real quick.  
5 David, we have an annual report where we kind of show  
6 what we've seen over the past year in counting and  
7 trends of some of our counters tied to different cities  
8 and different sizes. If you're interested in that, I  
9 can send you a link. It's on our website.

10 MR. STEINER: Yes, absolutely, appreciate  
11 it.

12 CHAIRMAN HIBBS: Thank you, Shawn.  
13 Excellent presentation. That was fascinating  
14 information and we appreciate it very much.

15 MR. STEINER: Yes, thank you.

16 CHAIRMAN HIBBS: This is the point in time  
17 where we go around the table and talk about what's going  
18 on in our various communities. I tell you what, we'll  
19 start with the phone. Shawn, you want to lead us off?  
20 I guess Shawn is not there anymore.

21 Joseph, are you still there?

22 MR. PITCHFORD: No, I'm here.

23 CHAIRMAN HIBBS: Why don't you go ahead and  
24 tell us, real briefly, what's going on in your neck of  
25 the woods.

1 MR. PITCHFORD: Mr. Chairman, this is  
2 something I hope to get on the agenda for the full  
3 committee in the very near future is this effort  
4 underway in Dallas to complete a 50-mile loop, a bicycle  
5 loop, around a little city which would be both a  
6 monumental achievement, as hard as it sounds because 40  
7 miles of this loop is already built. There's just four  
8 connector pieces that need to be completed to make it  
9 happen. Sorry, forty miles have been either built or  
10 funded.

11 These four connector pieces,  
12 unfortunately, are the most difficult pieces. That's  
13 just how it works, right? Those four corrector pieces  
14 together cost \$43 million. However, the city has given  
15 us a strong indication that they'll support 20 million  
16 in their bond in 2017 and the group that I'm part of the  
17 Trail Conservancy and they are raising the other 23 and  
18 we have darn-near raised it. So we feel very good if we  
19 do our part and the city does their part and in 2017,  
20 we'll be able to announce that we have the \$43 million  
21 to complete a 50-mile loop around the city of Dallas.

22 CHAIRMAN HIBBS: Joseph, this is Billy. I  
23 think your work on this particular project is very  
24 timely considering what all else is going on and what  
25 the BAC committee is working on as well.

1           Would you be willing to do a presentation  
2           at our next committee meeting on this 50-mile loop and  
3           where it stands because I think there's a lot of  
4           practical things that would benefit the entire group to  
5           hear that you've been able to overcome.

6           MR. PITCHFORD: Mr. Chairman, I would  
7           really love to do that and look forward to doing that.  
8           And I'll be able to point out in more detail then, how  
9           this is a combination of efforts between the private  
10          sector, the city and council of government and other  
11          public agency that are going to combine forces and  
12          dollars to make this happen. Absolutely, I would like  
13          to do that at the next meeting.

14          CHAIRMAN HIBBS: Terrific. Thank you,  
15          Joseph. Allison?

16          ALLISON KAPLAN: So in Austin we're in bond  
17          mode all the time. We have \$720 million bond referendum  
18          on the ballot for this November. Early voting starts  
19          October 24th. And in addition to the corridors that are  
20          included -- planned in the bond, those are Lamar,  
21          Guadalupe, some of our main arterials. Improvement does  
22          include bicycle and pedestrian components, but in  
23          addition to those that are included in those corridor  
24          plans, there is \$150 million just for an active  
25          transportation on that bond. So Bike Austin endorsed

1 the bond and are encouraging all of their members to  
2 vote for it.

3 CHAIRMAN HIBBS: Very good. Anne-Marie?

4 MS. WILLIAMSON: We had almost 12,000  
5 participants at the Hotter in Hell 100 and that was  
6 great. Nobody died. That was even greater. It wasn't  
7 quite as hot this year so that was nice, too. We're  
8 still working on our bike-friendly designation city and  
9 hopefully have a new member on the city council who is  
10 bike friendly and bike aware will really help us move  
11 forward.

12 CHAIRMAN HIBBS: Thank you. George,  
13 anything else?

14 MR. MENDES: Other than for those who are  
15 triathlon triathletes, national championship is being  
16 held in The Woodlands in April. Much nicer time of year  
17 than the previous May and TxDOT has been kind of enough  
18 to allow bike route to be on the Hardy Tollway. So they  
19 are closing down the Hardy Tollway and there will be no  
20 cars on the 104-mile bike ride. Thank you, TxDOT.

21 CHAIRMAN HIBBS: Thank you.

22 MS. RUST: East Texas Nacogdoches, we're  
23 making progress. We've got a pedestrian ordinance and  
24 sidewalk ordinance that we passed recently. We're  
25 working on it in east Texas.

1                   CHAIRMAN HIBBS: I'd like to say too,  
2 DawnElla she mentioned about the health aspects of this.  
3 We both live in the same part of the state of Texas  
4 where we have the highest obesity in the state of Texas.  
5 It's a serious problem particularly in northeast Texas.  
6 I think the kind of things we're talking about here are  
7 not only to going to benefit the economic development,  
8 but the health of the people, too. We need it worse  
9 than anybody. Thank you. David?

10                   MR. STEINER: Yeah, David. What's going on  
11 not a whole lot different than our last meeting. They  
12 did kickoff now that the weather has cooled off a little  
13 bit more back on building out the trail at Cassels Park  
14 in Angelina County along Lake Sam Rayburn. That's going  
15 on right now. Otherwise, just starting to work from  
16 debt tracks trail access route coalition starting to  
17 pull the groups together around what is our next steps  
18 and how do we approach a city and gathering some of this  
19 data, Karla, that you had and crowdsourcing data really  
20 kind of helps us there. That's kind of a kick off of a  
21 new initiative. Otherwise, that's all I have.

22                   CHAIRMAN HIBBS: Bobby.

23                   MR. GONZALEZ: I don't have anything else  
24 to add. The only good thing now is now the plan is  
25 going to start implementing projects out of that plan

1 and they are looking to start here in the coming month.  
2 And the capital improvement part is going to start  
3 planning and designing.

4 CHAIRMAN HIBBS: That's a good thing.  
5 Karla.

6 MS. WEAVER: We are hiring a consultant  
7 this month to do a region-wide survey of residents to  
8 ask them their bicycling preferences. So Portland came  
9 out with this interested, but concerned, no way no how,  
10 enthused and confident. How we're going to do that for  
11 Texas and for D/FW because we always hear, we're not  
12 Portland. So we'll see what our residents say. We're  
13 going to break that down by our five core counties to  
14 see how Dallas county is different from Colin County and  
15 Tarrant and Denton and Rockwall. And so that's going to  
16 be exciting.

17 We're starting similar to the state, our TA  
18 set-aside call for projects so that's a lot of work for  
19 our region. We're partnering with UTA who is  
20 implementing bike share. They're going to do bike share  
21 stations on the campus and we're going to be advertising  
22 our safety campaign and also advertising our safely  
23 campaign at Mavs games and things like that to get out  
24 to students about walking and biking safety. The last  
25 thing I'll mention is my agency has applied to be a bike

1 friendly business. So we're really promoting bike  
2 friendly businesses along with working with our cities  
3 who are trying to be bike friendly cities and we thought  
4 we needed to get on that list if we were going to  
5 encourage other people to do that.

6 CHAIRMAN HIBBS: Okay. Do we have anyone  
7 that needs to be recognized for public comment? Is  
8 there anyone that filled out any forms for that? The  
9 agenda items for the future bike meetings, Teri.

10 MS. KAPLAN: We're going to have a  
11 presentation in January from Joseph Pitchford and we're  
12 going to have a presentation from Brownsville and we'll  
13 establish procedures for electing the chair and vice  
14 chair and some of the other standard things. That's it.  
15 Earlier there should have been a chart that looks like  
16 this that was circulating around. I want you to initial  
17 to check your address and name. Could anybody find it  
18 in front of him? Would you send it around, please.  
19 Please make sure your e-mail address and telephone  
20 number is correct for posting on TxDot's website.  
21 Initial it.

22 MS. WEAVER: What is the status of the  
23 website that we saw earlier this year for the all the  
24 bike/ped stuff?

25 MS. KAPLAN: We had a hiring freeze. We

1 have lost a lot of staff here at TxDOT and some things  
2 were put on the back burner, but I'm glad to say it's  
3 back active and as a matter of fact, I have a meeting  
4 scheduled not next week, but the week after look at  
5 their --

6 MS. ROBERTS: Progress.

7 MS. KAPLAN: That will work.

8 MS. ROBERTS: It was dead for a while, but  
9 it picked back up. Hopefully, by January we'll have  
10 something else.

11 MS. WEAVER: Will y'all post the call for  
12 projects information on there most likely?

13 MS. KAPLAN: Yes. If not, it will be there  
14 and on our public --

15 MS. ROBERTS: Public Transportation  
16 Division website.

17 MR. MENDES: Has the dates for these  
18 business meetings been circulated?

19 MS. KAPLAN: I'm glad you said that. I  
20 generally plan our year of events. I do that over the  
21 next few months to schedule the January, April, July and  
22 October meeting for 2017. I'll circulate some dates  
23 based on the availability of conference rooms and  
24 determine the dates based on your availability and it's  
25 always majority rules.

1 MS. ROBERTS: We had gone through this  
2 process before and we decided that Friday mornings are  
3 the day of the week and 10:00 was the good time of the  
4 morning.

5 CHAIRMAN HIBBS: All I can comment on is  
6 the sooner the better. We need to jump on that pretty  
7 soon, Teri.

8 MS. KAPLAN: Yes, sir.

9 MS. ROBERTS: One more thing before we  
10 adjourn. I'd like to introduce Carl Seifert. If you  
11 would stand up. Some of you remember Stephanie who  
12 worked with us from CH2M Hill was our consultant.  
13 Stephanie has moved to Indiana and Carl is taking her  
14 place. Carl works with us three days a week on some of  
15 our bike/ped activities. I just wanted to introduce  
16 Carl.

17 MR. SEIFERT: Thank you, guys. I plan to  
18 support Teri and TxDOT as well as I can. We want to be  
19 able to execute as much of this report and get that  
20 done. So we're going kind of work with whoever we need  
21 to make that possible.

22 CHAIRMAN HIBBS: With that, I'll -- if  
23 there's no further comments or questions I'll maintain a  
24 motion to adjourn and ask you to stay in your chairs for  
25 a couple more second while we talk about something else.

1 Do we have a motion?

2 MR. STEINER: I'll make a motion to  
3 adjourn.

4 MR. GONZALEZ: Second.

5 CHAIRMAN HIBBS: Thank you. David made the  
6 motion and Bobby seconded.

7 All in favor say, Aye.

8 ALL: Aye.

9 (Meeting concluded at 12:18 a.m.)

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1 STATE OF TEXAS )

2 COUNTY OF TRAVIS )

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4 I, Olivia Mata, CSR, in and for the State  
5 of Texas, do hereby certify that the above-captioned  
6 proceedings were reported to me, accurately reduced to  
7 typewriting under my supervision and control and that  
8 the foregoing pages are a full, true, and correct  
9 transcription of said proceedings.

10 I FURTHER CERTIFY that I am neither  
11 attorney or counsel for, related to, nor employed by any  
12 parties to the action of these proceedings and, further,  
13 I am not a relative or employee of any counsel employed  
14 by the parties hereto or financially interested in the  
15 action.

16 SUBSCRIBED AND SWORN to under my hand and  
17 seal of office on this the 2nd day of November, 2016.

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