

TRANSCRIPTION OF
TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE
MONDAY, JULY 17, 2017
10:00 A.M.
200 EAST RIVERSIDE DRIVE, BLDG. 200
CLASSROOM C
AUSTIN, TX 78704

TRANSCRIBED BY: JOY QUIROZ-HERNANDEZ, CSR

TRANSCRIPTION DATE: JULY 31, 2017

1 PRESENT

2

3 BAC COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

4 Billy Hibbs, Tyler, Chair

5 Robert Gonzales, El Paso, Vice Chair

6 Allison Kaplan Fink, Austin

7 Karla Weaver, Dallas/Fort Worth

8 Anne-Marie Williamson, Wichita Falls

9 DawnElla Rust, Nacogdoches

10 Shawn Twing, Amarillo

11 David Steiner, Lufkin

12

13

14 TX-DOT PRESENT AND PARTICIPATING:

15 Eric Gleason, Director, Public Transportation Division (PTN)

16 Donna Roberts, Section Director (PTN)

17 Bonnie Sherman, Planner (PTN)

18 Andrew House, Intern (PTN)

19

20 ALSO PRESENT AND PARTICIPATING:

21 Carl Seifert, CH2M Hill

22 Shiibiya Sabu, CH2

23

24

25

1 (Beginning of Proceeding)

2 BILLY HIBBS: All right. Well, according to
3 Apple, it's 10:00, so we'll -- we'll call the meeting to
4 order and get rolling here. Welcome, everybody. Glad
5 to see everyone. Thanks for making the time and trouble
6 to come to Austin for the Bicycle Advisory Committee
7 meeting.

8 We've got some great presentations today and
9 a chance to update everybody on a lot of progress that
10 Carl and his department have been doing. So, to start
11 off, Bonnie is going to give us our safety briefing.
12 Take it away, Bonnie.

13 BONNIE SHERMAN: All right.

14 BILLY HIBBS: Hello? Did we have somebody
15 just phone in?

16 BONNIE SHERMAN: I just un-muted the phone.

17 BILLY HIBBS: Ah, okay.

18 BONNIE SHERMAN: Do we have anyone that's
19 called in on the WebEx?

20 BILLY HIBBS: That's fine.

21 BONNIE SHERMAN: All right. If we have
22 medical emergencies, we -- please call 911. We have a
23 de -- defibrillator unit up at the front by the security
24 desk. In case of a fire, we have fire extinguishers
25 parked in the hall, and we will evacuate through this

1 exit straight out that door and meet in the -- at the
2 corner across from Thundercloud Subs.

3 In case of inclement weather or a tornado,
4 the safest place is the large conference room out across
5 from the security desk where you came in. And in case
6 of an active shooter or threat, follow instructions from
7 the PA system. Thanks.

8 BILLY HIBBS: All right. Thank you, Bonnie.
9 And make sure you don't look at your cell phone. All
10 right. So, it's time to approve the minutes. Hopefully
11 everyone's had a chance to look at the minutes. If --
12 if no one has any recommended amendments, I'll accept a
13 motion to accept the minutes.

14 ROBERT GONZALES: Approve of the minutes.

15 BILLY HIBBS: Motion made by Bobby. We have
16 a second by David?

17 DAVID STEINER: I'll second.

18 BILLY HIBBS: All right. Motion made by
19 Bobby, second by David. All in favor say, "Aye."

20 ("Aye" spoken in unison)

21 BILLY HIBBS: We've adopted the minutes.
22 Okay. A -- just a few kind of brief comments and some
23 things that -- that are happening right now. First of
24 all, I hope everyone is taking the time -- welcome,
25 Eric. Good to see you.

1 ERIC GLEASON: Sorry I'm late.

2 BILLY HIBBS: You're actually ahead. I hope
3 everybody's taken the time to watch a little bit of the
4 Tour de France this year because, number one, I think it
5 shows the amazing popularity of cycling, you know, in
6 all parts of the world.

7 And I think that's important because, you
8 know, Carl right now is gonna be giving us a
9 presentation here soon about what's going on in Texas.
10 And so, you know, I was kind of thinking, okay, well
11 maybe this is the tour of Texas or something like that.
12 So, think -- think big.

13 Think in terms of, you know, one day riders
14 riding in Texas and being greeted by these huge crowds
15 in all these cities, and -- and you can figure out how to do
16 that. So, many thanks to everybody that's been a part
17 of that working group. Spent a lot of time, a lot of
18 effort put into trying to keep that process moving. And
19 frankly, I'm -- I'm looking forward to the presentation
20 from you today.

21 I know that we've got some -- some people
22 that are up for renewal on the Bicycle Advisory
23 Committee. Allison is rolling off for -- for her term,
24 so probably will have a new -- a new person in that
25 role. There may be some new Bicycle Advisory Committee

1 members at the next meeting, so we'll have a chance to
2 -- to greet them.

3 And, Allison, I personally want to thank you
4 for taking the time to serve on this committee and be a
5 part of it. And --

6 ALLISON KAPLAN FINK: Thanks, Billy.

7 BILLY HIBBS: -- hopefully you feel like you
8 have had a chance to impact cycling for --for the future
9 in the state of Texas, so thank you for that.

10 The -- the meetings today, we're going to
11 break at noon as we have in the past, grab a quick bite
12 of lunch. And then for those of you that are going to
13 be a part of the working committee with Carl, he's going
14 to have a -- a group this afternoon.

15 For those of you that aren't necessarily in
16 that working group but you'd like to stay, I want to
17 extend the -- the invitation to stick around and, you
18 know, be a part of the process and see what's going on.
19 It's -- it is hard on everybody to get together to come
20 to Austin in many 5:17*cities, so we try to make your
21 time here as productive as possible.

22 Eric's gonna tell us a little bit about
23 League of American Bicyclists, the bigger piece that
24 you've got there, so I won't steal his thunder. Also,
25 Eric, it would be nice for us to hear a little bit about

1 the status of some of these projects that we're --

2 ERIC GLEASON: Yes, sir.

3 BILLY HIBBS: -- thinking of.

4 (Indiscernible).

5 ERIC GLEASON: Yep. Got it right here.

6 BILLY HIBBS: And then kind of the final
7 thing from me is one of the -- one of the kind of
8 checklist items that we worked on early on a few years
9 ago was the website for TxDOT. And I know that -- that
10 TxDOT extended some human resources to -- to get this
11 thing out of the gate, going.

12 And my fear is that it's not necessarily
13 getting the use that, you know, we had hoped when we
14 first started giving them our ideas, in terms of how
15 this website ought to be organized. Eric, who -- who
16 may give us the status at the next meeting?

17 ERIC GLEASON: We'll get someone here at the
18 next meeting, you bet.

19 BILLY HIBBS: Yes.

20 ERIC GLEASON: Not a problem.

21 BILLY HIBBS: Can we do that and get a
22 gentleman -- and I forget his name.

23 ERIC GLEASON: Michael Sledge.

24 BILLY HIBBS: Michael. Yes.

25 ERIC GLEASON: You bet. He's scheduled to

1 go live in August.

2 BILLY HIBBS: Oh, it is?

3 ERIC GLEASON: It is.

4 BILLY HIBBS: Oh.

5 ERIC GLEASON: Part of my update. You're
6 stealing my updates.

7 BILLY HIBBS: That's awesome. That's
8 awesome. Okay. All right. Then I won't steal any more
9 of Eric's update, and I will turn it over.

10 ERIC GLEASON: Thank you. All right. Good
11 morning. I apologize for being late. I was trapped
12 downtown in an agenda approval meeting for this coming
13 month's commission meeting, and not on my topic but it
14 took a while to get to my topic.

15 But anyway, Chair, you mentioned our
16 outgoing members. Just so the committee knows, we have
17 -- we have five appointments for the commission to make,
18 and they're scheduled to make them at their August
19 meeting next month.

20 Four that the term is ended and the fifth
21 was to replace George Mendez who left his -- his seat
22 early. He was gonna be spending a lot of time out of
23 state, so he -- he opened out. So, we'll be asking the
24 commission to -- to look at five appointments. So, yes,
25 there should be quite a few new people at the next

1 meeting.

2 I wanted to introduce Andrew House. Andrew
3 is a summer intern with the division. He is going to be
4 a senior, correct, at Texas A&M, studying industrial and
5 systems engineering. So, he's working on bike/ped
6 throughout, but he is doing a line of work with us this
7 summer.

8 He's helping Carl with the tourism trail
9 study. He's helped organize a lot of the work that's
10 going into evaluating our TA Set-Aside Projects; kind of
11 a jack of all trades. But, in particular, he is working
12 on helping us to validate and to confirm the tool we're
13 using to sort of assess the current roadway for its
14 desirability, all the different elements that go with
15 that. So excited to have Andrew here. He's -- he's
16 helping us out a lot.

17 To the TA Set-Aside Calls for Projects, as
18 Chair mentioned, we are looking at -- at present we have
19 88 project proposals from areas of under 200,000 around
20 the state that we are looking at in detail in our
21 evaluation. We got over 100 but a number of them were
22 ineligible, a number of them were actually not in the
23 area of the state that we provide funding to, so we have
24 referred those projects elsewhere; but 88 projects.

25 So, we have -- 26 of those projects come

1 from areas of under 5,000, communities under 5,000.
2 That's our non-urban, or rural element, and 62 of those
3 came from what is know as small urban, communities from
4 5,000 to 200,000.

5 We are looking at four years of funding, so
6 funding actually through 2020. So, a total amount that
7 we have available for award is about 52 million dollars.
8 Half of that money is for the non-urban or the rural
9 element of the state and half of it is for the smaller
10 element of the state, so about 26 million dollars each.

11 We are looking at commission action on a
12 recommended list of projects in October. So, we'll be
13 wrapping up our evaluation here this month. We'll be
14 working it through administration approval in August and
15 we'll get ready for this -- for the October commission
16 meeting for approval. So, we're excited about that.

17 BILLY HIBBS: So, you guys --

18 ERIC GLEASON: Got some good project ideas.

19 BILLY HIBBS: -- in October then will take
20 and present those to the commission --

21 ERIC GLEASON: Yes, sir.

22 BILLY HIBBS: -- and then the commission
23 votes on whether to accept --

24 ERIC GLEASON: That's correct.

25 BILLY HIBBS: -- or deny.

1 ERIC GLEASON: That's correct.

2 BILLY HIBBS: Okay. Very good. So when you
3 said, Eric, there was funding through 2020, that implies
4 that this 52 million dollar block, is that all of the
5 funding that's gonna be available between now and 2020
6 in this particular category?

7 ERIC GLEASON: In this particular program,
8 it's -- now, it's not to say that there can't be
9 additional actions elsewhere in the department's program
10 to bring additional funding to bicycle and ped projects.
11 In fact, as a part of our look at these ADA projects,
12 the department has another program which is under design
13 to look at ADA access in safety mobility projects.

14 And once we complete our evaluation, we're
15 gonna identify those that are part of our list that
16 could actually be funded through that program, which
17 would mean that we could bring funds to -- particularly
18 in the small urban case where we have so many
19 applications and so much more being asked for than we
20 have funds available. We're trying to move some of
21 those over to that program, which would free up funding
22 for other projects.

23 BILLY HIBBS: So, of the 88 that you presumably
24 at this point feel like met the qualifications in terms of what was --
25 what was the total amount request that those 88 versus

1 the 52 that's available?

2 ERIC GLEASON: Do I have that somewhere?

3 FEMALE SPEAKER: You have to -.

4 ERIC GLEASON: Here we are. I have to have
5 it up here in my head. So, we are looking at -- looks
6 like 74 million dollars --

7 BILLY HIBBS: Of total --

8 ERIC GLEASON: -- total.

9 BILLY HIBBS: -- requests?

10 ERIC GLEASON: Yeah. 57 million of that was
11 for small urban, and there's 26 million available there,
12 so about twice as much as we have available. The
13 non-urban side, we actually have -- the total is 17
14 million, and we have it -- we have 26 million available
15 there as well.

16 So, we're not -- we don't have project
17 applications from rural areas that if we funded all of
18 them completely, we would still have 9 million dollars
19 available for the subsequent call for projects.

20 BILLY HIBBS: Right. So -- so if there's
21 not enough demand for that money in the small urban --
22 or actually the rural, in 5,000 less, then what happens
23 to those moneys? Do they get reallocated across the
24 others?

25 ERIC GLEASON: Now, at this point --

1 BILLY HIBBS: Or they just sit there in the
2 bank? Or how does that?

3 ERIC GLEASON: Well, to a certain extent,
4 since we're talking about '18, '19, and '20 for federal
5 money, we don't even have that yet as a department.
6 We're anticipating that based on our federal
7 authorization office. So, the fact that we have 9
8 million that, hey, we have not allocated to a project
9 yet, there is nowhere for it to go 'cause we don't even
10 have it yet.

11 BILLY HIBBS: Okay.

12 ERIC GLEASON: So, there -- it's not in any
13 risk of being reallocated to another department purpose
14 if that's the concern or whatever. It's still -- it's
15 still there.

16 BILLY HIBBS: Okay.

17 ERIC GLEASON: All right. So, working group
18 today at 1:00 after this meeting on the tourism trail
19 study. Talked about the web page. Economic impact of
20 bicycling in --

21 KARLA WEAVER: Eric.

22 ERIC GLEASON: -- Texas study -- yes, Karla.

23 KARLA WEAVER: Do you know when in August
24 it's scheduled to go live? I have my BPAC meeting on
25 August 18th.

1 ERIC GLEASON: I do not have a date here.

2 KARLA WEAVER: Okay.

3 ERIC GLEASON: I can try to get that for
4 you.

5 KARLA WEAVER: Okay. If it's before the
6 18th, we'll show it at our BPAC meeting. And we've got
7 about 60 cities that come to that.

8 ERIC GLEASON: Right. It's --

9 KARLA WEAVER: So I can highlight it for
10 you.

11 ERIC GLEASON: There has to be some sort of
12 a general refresh to our entire website.

13 KARLA WEAVER: Right.

14 ERIC GLEASON: And department wide it
15 happens first. It's contingent on that --

16 KARLA WEAVER: Okay.

17 ERIC GLEASON: -- so -- but I'll see if I
18 can't get a date, Karla --

19 KARLA WEAVER: Thank you.

20 ERIC GLEASON: -- on that.

21 BILLY HIBBS: And -- and, Eric, on the
22 website.

23 ERIC GLEASON: Yes.

24 BILLY HIBBS: Once you got it launched and
25 live, is there any plans to promote? In other words,

1 how are you gon get the word out to the people across
2 the state of Texas that this is a tool that they can use
3 to help them, you know, navigate Texas and ride with
4 what...

5 ERIC GLEASON: I don't have an answer for
6 you on that. That's a great question. I will ask that.

7 BILLY HIBBS: Okay.

8 ERIC GLEASON: Obviously, if we have the --

9 BILLY HIBBS: Yeah.

10 ERIC GLEASON: -- opportunity to -- to
11 piggyback on that meeting, that would be one way to get
12 it out. That's a good question. All right.

13 FEMALE SPEAKER: Bike Texas. Maybe bike
14 Texas. Put it out in an e-mail or something.

15 ERIC GLEASON: Yeah. So, economic impact of
16 bicycling in Texas study. This is something that came
17 up, I think, two meetings ago. Robert Stallings
18 embraced it and he thought it was a worthwhile endeavor.

19 We anticipate getting Texas A&M
20 Transportation Institute under contract in September on
21 a six-month effort to look at not only sort of the broad
22 economic impact of bicycling in Texas as a whole, but to
23 also help us attach some sense of benefit or opportunity
24 with some of the corridors that are emerging in the
25 tourism trail study.

1 What I propose to the committee is that at
2 your next meeting we have a more in depth discussion of
3 the scope of that effort. It'll just be getting under
4 way and so it'll be a good opportunity for y'all to ask
5 questions of clarification and have a conversation with
6 the researchers doing that work to push
7 (indiscernible) --

8 BILLY HIBBS: Can -- can we invite them to
9 the meeting --

10 ERIC GLEASON: Absolutely.

11 BILLY HIBBS: -- where we can have some --

12 ERIC GLEASON: Absolutely.

13 BILLY HIBBS: -- with them and say, you
14 know, specifically these are the kind of things
15 (indiscernible).

16 ERIC GLEASON: Well, we'll already have
17 negotiated a scope.

18 BILLY HIBBS: Okay.

19 ERIC GLEASON: So, we'll have to try and
20 stay within that scope, with your comments. But it's --
21 I think you'll be satisfied with what we're asking.

22 BILLY HIBBS: Okay.

23 ERIC GLEASON: League of American Bicyclists
24 Bicycle Friendly State Survey. This is something they
25 used to do every year. They moved it to every other

1 year format. That was the last one. So, it's been a
2 couple years since we've done that. But this is a
3 nationwide survey of state -- state DOTs and others done
4 by the League of American Bicyclists.

5 And we submitted our response on the 2nd of
6 July. I will say that it's really gone through a
7 significant rework since the last one. And so there
8 really is virtually no relationship to a lot of the
9 questions and the level of detail in this one as there
10 was on the last one, so I have no idea, really, what
11 that means for Texas.

12 And independent of what the results are, we
13 know we have a lot of work to do. But one of the things
14 that we -- that they did encourage us to do is to try
15 to, you know, create some kind of a quota about
16 everything that was going on in Texas. And so we have a
17 lot of time for this.

18 We -- we -- we put together. We have a
19 quote from the chair. We have a quote from Robert
20 Stallings. We think it's kind of nice. It's -- you
21 know, this is sort of from the DOT standpoint. And so,
22 you know, we speak about the state in general, but more
23 specifically, we speak about the things that we are
24 doing. And so it's a nice piece.

25 BILLY HIBBS: And so -- so my understanding

1 is that this League of American Bicyclists ranks the
2 states in terms of which ones are most bike friendly and
3 which ones are least bike friendly. And historically
4 we've been somewhere in the middle.

5 ERIC GLEASON: Middle with plenty of room to
6 get better, yes.

7 BILLY HIBBS: So -- so maybe with a little
8 better...marketing --

9 ERIC GLEASON: Well --

10 BILLY HIBBS: -- we can 18:58*treat pieces
11 like this, maybe we can work our way up the chart a
12 little bit.

13 ERIC GLEASON: Had they -- had they -- if
14 this year's survey was consistent with the previous one,
15 I would feel good about charting our path forward,
16 because on the areas we traditionally have responded to,
17 we've made progress as a state. Because it's really
18 different, it's really hard to predict where we're gonna
19 come out. So --

20 BILLY HIBBS: When will they release the
21 ranks, do we know?

22 FEMALE SPEAKER: In the fall sometime, so --

23 BILLY HIBBS: In the fall?

24 FEMALE SPEAKER: -- maybe we can have an
25 update.

1 ERIC GLEASON: But -- but...

2 FEMALE SPEAKER: Find out.

3 BILLY HIBBS: Yeah, so -- so you might be
4 asking yourself, so what, you know what I mean. If
5 we're -- if Texas ranks 20th or 35th or --

6 MALE SPEAKER: 31st.

7 BILLY HIBBS: Yeah. 31 level, what does
8 that mean.

9 ERIC GLEASON: 31 --

10 FEMALE SPEAKER: Last time was 31.

11 ERIC GLEASON: I think the last time --

12 MALE SPEAKER: We went down.

13 ERIC GLEASON: -- what I remember -- and
14 that was up two slots from the time before.

15 MALE SPEAKER: Oh, that's right.

16 ERIC GLEASON: A slow crawl. But, you know,
17 I would --

18 BILLY HIBBS: But -- but what does -- Eric,
19 what does that mean in the big scheme of things? Does
20 that mean that people are going to be more likely to
21 come to Texas because of our cycling, or less because
22 our ranking is not there. Or is it just a way to kind
23 of see, from a public policy standpoint, where
24 investments are being made and -- and what's going on
25 state by state?

1 ERIC GLEASON: I think that's how we use it,
2 more the latter. I think, from our standpoint, we would
3 certainly look at those states that rank highest for
4 best practices to help guide us on things that we can do
5 better on.

6 BILLY HIBBS: Okay. All right, good.

7 FEMALE SPEAKER: Eric, really quick.

8 ERIC GLEASON: Sure.

9 FEMALE SPEAKER: Could you speak to the
10 under planning, the TxDOT Pedestrian Mobility
11 Accessibility and Safety Plan for just a second or two
12 about what that is? I've not heard that.

13 ERIC GLEASON: This is the -- the funding
14 that I spoke about earlier that is under our design.

15 FEMALE SPEAKER: Uh-huh.

16 ERIC GLEASON: And so that is -- that is a
17 program that has historically been funded at about 15
18 million dollars a year --

19 FEMALE SPEAKER: Okay.

20 ERIC GLEASON: -- for pedestrian and ADA
21 access mobility improvements along the state highway
22 system.

23 FEMALE SPEAKER: Okay.

24 ERIC GLEASON: It recently received a shot
25 in the arm from the commission with an additional 70

1 million dollars over the next several years. So, it's
2 gone from being a 15 million dollar program closer to
3 perhaps a 30 or 35 program a year.

4 FEMALE SPEAKER: Okay.

5 ERIC GLEASON: So, they are working really
6 hard and really fast to try and prioritize that next set
7 of projects to bring online, which is why we're gonna
8 talk to them once we've finished our evaluation about
9 some of the projects we have that might fit best with
10 their program.

11 FEMALE SPEAKER: Is that being coordinated
12 with each of the districts, or is Austin developing a
13 plan that's coming out of, like, state safety plan, or
14 how does that -- those priorities get set for corridors?

15 ERIC GLEASON: With being centralized, and
16 I'm sure the design division, that they work really
17 closely with the districts.

18 FEMALE SPEAKER: Okay.

19 ERIC GLEASON: So, those will be district
20 led projects --

21 FEMALE SPEAKER: Okay.

22 ERIC GLEASON: -- for sure. And, you know,
23 I think -- you know, we can look at a presentation from
24 that program of that upcoming meeting. I'm not gonna
25 promise next. I've already got two at the next meeting

1 already, but either the next one or the one after that
2 we can have someone come in and talk to the committee
3 about that.

4 FEMALE SPEAKER: My last question is, do you
5 envision it's an annual decision on funds versus setting
6 a three-year plan, or each year they're gonna evaluate
7 projects? 'Cause if they're setting them now for the
8 next projected three years, that's maybe more important
9 than some of our other priorities now. But if it's
10 annual, they're gonna look at updates and decisions for
11 funding.

12 ERIC GLEASON: I think they would always
13 update it annually from a --

14 FEMALE SPEAKER: Okay.

15 ERIC GLEASON: -- what projects --

16 FEMALE SPEAKER: Kind of like a ten-year
17 plan.

18 ERIC GLEASON: But I think there's -- as you
19 can imagine, there's certainly more than enough --

20 FEMALE SPEAKER: Sure.

21 ERIC GLEASON: -- projects to fill out the
22 years. But I think --

23 FEMALE SPEAKER: Okay.

24 ERIC GLEASON: -- certainly from a readiness
25 standpoint, that would --

1 FEMALE SPEAKER: Okay.

2 ERIC GLEASON: -- drive any given year's --

3 FEMALE SPEAKER: Okay.

4 ERIC GLEASON: -- list of projects.

5 BILLY HIBBS: Very good. Any more questions
6 for -- for Eric? I want to welcome Andrew House.
7 Andrew, I have a question and a comment for you. The --
8 the first question is, at Texas A&M do they have,
9 presumably, some type of, like, engineering emphasis on
10 cycling and cycling infrastructure?

11 ANDREW HOUSE: They just put in green lanes
12 in certain parts of campus for bicyclists.

13 BILLY HIBBS: Well, what I'm specifically
14 asking is, do they -- do they have a curriculum that
15 helps teach guys like you cycling infrastructure and how
16 to go about being a part of a cycling crew in various
17 communities, the cycling and the access.

18 ANDREW HOUSE: They might. If they do, that
19 would be in the civil engineering department more so than
20 what I learn.

21 BILLY HIBBS: Okay. So -- so you're not
22 necessarily in the civil engineering part of it; is that
23 right?

24 (No audible response)

25 BILLY HIBBS: All right. Yes.

1 SHIBIYA SABU: Hi. My name is Shibiya and I
2 recently graduated with a master's in urban planning
3 degree. We have a guideline. In my -- my focus area
4 was transportation planning. (indiscernible) So, there is a separate
5 division for bicycle and pedestrians.

6 BILLY HIBBS: Okay.

7 SHIBIYA SABU: One of my projects was about
8 bike lanes around campus.

9 BILLY HIBBS: Okay.

10 SHIBIYA SABU: And recently, from January
11 2017, There has been a bike share program on campus.
12 (Indiscernible).

13 BILLY HIBBS: Very cool. Very cool. Thank
14 you. Thank you, very much. Well, I would encourage
15 y'all to -- to -- to have an interest in this,
16 particularly long-term, to spend some time with the guy
17 on my left here, Bobby Gonzales, who's a civil engineer
18 who did specifically design bike lanes, develop
19 software, and share that with other communities across
20 the state of Texas.

21 He has done a really great job of helping
22 push the -- the planning part of this, and done it for
23 free. And the reason why I'm bringing this up is you
24 guys, as the next generation of people who are immersed
25 in what's going on here, could really benefit from --

1 from a lot of the things that -- that you've done and a
2 lot of work groundwork. So, welcome and
3 congratulations.

4 We'll move right along. So I think -- Carl,
5 I think you're up next.

6 CARL SEIFERT: Thank you. If I turn off
7 that front light, does that hurt anyone's ability to see
8 their --

9 FEMALE SPEAKER: No, you're fine.

10 CARL SEIFERT: -- fingers in front of them?

11 FEMALE SPEAKER: That's good.

12 CARL SEIFERT: It just seemed a bit bright
13 to me and it said, hi, how's everybody doing. There's a
14 little bit of a lack of energy this morning. Seems a
15 little subdued. There's a certain presence missing in
16 the room.

17 FEMALE SPEAKER: We're not in our usual
18 meeting room, I guess.

19 CARL SEIFERT: Well, there's one Ms. Terry
20 Kaplan that brings a certain "juj" to the -- to the room
21 on a regular basis. But I wanted to say hi and welcome
22 everybody. I really appreciate you coming here. I am
23 gonna share in this presentation an update for those of
24 you not on the working group of what we've been doing
25 with the bicycle tourism trails study.

1 And it is going to -- for those of you who
2 are on the study, it might be informative in a way for
3 organizational in your head to figure out where we've
4 been, and figure out where your part in this has been,
5 and where we're headed. But also, for those of you who
6 aren't, I -- I hope you get to learn a little bit about
7 that. Oh, and I have a clicker, and I point it there.

8 Okay. So, to get started, we're gonna just
9 -- I created some slides, kind of like work flow
10 overview of the different parts, the moving pieces to
11 this. And they come straight out of what you guys have
12 approved before, which is the goals and objectives, the
13 vision, goals, and objectives for the bicycle tourism
14 trail study.

15 So, there's -- there's four products that we
16 envision out of those four different goals; a route map,
17 a set of design criteria and costs, a documentation of
18 benefits of cycling which becomes a piece we hand off to
19 encourage local cities for their own benefit to create
20 trails, and engagement of stakeholders themselves.

21 So, to start with that first one, that first
22 working -- or, excuse me, goal is the route map itself.
23 And we have made some movement since the last meeting.
24 In April, when you guys saw us last, we met with the
25 working group and they helped draw some lines on a map.

1 And later in the presentation I'll show you where those
2 lines on a map have gotten us thus far and where we are.

3 But you'll see the nice, you are here.

4 Following that meeting, we have also worked with the
5 working group to make some criteria to help prioritize
6 and route those. And we're gonna talk about that more
7 this afternoon in our working group meeting.

8 But that criteria meshes together with the
9 routes that we've drawn so far, and we're gonna have
10 conceptual routes which we're gonna then put out to
11 stakeholders. In particular, NPO, COG, and TxDOT
12 district staff who represent local knowledge.

13 So, they're gonna look at our routes and
14 they're gonna say, well, I think you should not put it
15 on this road. Instead, you should put it on this road,
16 'cause we in Amarillo are actually redesigning the loop,
17 and if you put it on this loop, we haven't already
18 planned for that. So, maybe you need to think about a
19 different way, that kind of thing.

20 And that will eventually lead us into the
21 BAC action in -- in the green there. All these slides
22 will have that. And you will see us come back to you
23 later on for approval of each of these products before
24 the end of the show.

25 So, the next section here, the next goal and

1 the corresponding product is design criteria. So, we're
2 gonna be taking a host of different inputs, background
3 data in creating some proposed typical sections and
4 costs. And then we'll be coming back to you guys and
5 saying these are the types of facilities that we imagine
6 would be appropriate for the bicycle tourism trails
7 network.

8 And, again, I'll go through working group
9 and project team refinements, and then we'll come back
10 with the green at the bottom there for BAC approval
11 before the end. And I also want to say, if you guys
12 have any questions, you want to interrupt me, I am not
13 opposed to that. I'm all for it, so just feel free.

14 The third goal corresponds to the benefits
15 of bicycling and tourism -- bicycle tourism in general.
16 And we have made some progress on that and we'll show
17 you some interim products in the working group meeting
18 this afternoon.

19 But taking a look at all of -- a host of
20 academic studies, looking at FHWA and best practices
21 documents, we compiled all these to get a better idea of
22 the economic, environmental, public health, physical
23 health community benefits of cycling and tourism --
24 bicycle tourism in general.

25 And, again, you'll see there's documentation

1 at the end. That will be the result of that. And for
2 our last goal, stakeholder engagement, it's a little
3 different. We've developed a strategy where you all are
4 part of that strategy. The working group is part of
5 that strategy.

6 In a few slides from now, I will show you
7 some upcoming meetings that are also part of that
8 strategy to get local knowledge involved in the process,
9 so that we can make sure what we're proposing has some
10 ground truth to it; has some -- has some ability to
11 actually make a difference in the future.

12 So, you can see there the engagement that
13 we've -- that the state -- the stakeholders that are
14 involved include the division and district staff of
15 TxDOT. I'll tell you later about Texas state agencies.
16 We've had some meetings with them since the last BAC
17 meeting. We also have Bike Texas and NPOs and COGs that
18 will be part of this engagement strategy.

19 So, last time you saw us, we presented you
20 with the goals and objectives, and we said, oh, and
21 we're gonna be drawing some routes, drawing some lines
22 on a map. So, where have we been since then.

23 So, back in April, we met with the working
24 group in an in person sort of charette, and they had the
25 opportunity to share some lines, draw some lines on a

1 map. And this is Texas with their lines drawn on a map.

2 Following that, the project team refined
3 that a little bit and we started categorizing them,
4 saying, well, we definitely want some cross state routes
5 but we realize there's gonna be some routes that aren't
6 cross state but they're still important 'cause they get
7 from major city to major city. And then there's some
8 routes that may be just regional in nature.

9 And so we did categorize those into those
10 three different categories: spine routes, which are the
11 cross state routes, the spur routes, and the regional
12 routes. Following that, we -- we listened to what the
13 working group was saying. We added some more. We
14 closed in some areas that didn't have any particular
15 routes.

16 You'll see we -- we added some in the middle
17 of Texas here. You can see there's some duplication
18 here. Previously, getting down south, we followed along
19 the Rio Grande, and you'll see that we did make some
20 revisions to this. Again, following working group in --
21 inputs and looking at the map. So, this represents as
22 of today.

23 You know, some things we heard from the
24 working group in the last meeting were that we wanted to
25 make sure we went into San Antonio and captured all the

1 mission trail and good off-road share/use pass they have
2 there. We wanted to go into Houston to make sure we
3 have a lot of connectivity to the good work they're
4 doing there.

5 And so, as a consequence, we now have --
6 maybe one more slide -- so this just -- I just took off
7 the regional routes so you can see our cross state.
8 This doesn't mean this is a progression. I'm not saying
9 that the regional routes are going to go away. I'm just
10 showing this as a separate slide so that everyone can
11 see, with a little less clutter, the cross state
12 connectivity.

13 So, we have a general east/west route. We
14 have a general north/south route in blue. And then we
15 have this route that goes through the top here which
16 connects to the Adventure Cycling Association, Route 66,
17 historic Route 66.

18 Oklahoma's already doing some work on their
19 side. New Mexico has made some improvements to this
20 route. While it's largely on an interstate or adjacent
21 to an interstate, has a lot of connectivity and
22 represents some more cross state route even if it's a
23 small portion of the state.

24 So, I -- I'm reporting back on this to show
25 you guys progress. You're welcome to interject or tell

1 us -- you know, we're always looking for more inputs on
2 why'd you choose this, why did you do that. We're gonna
3 have a couple slides in -- in a little bit that is gonna
4 be more about direction for us, the general nature of
5 where we're going. I know we'll get to that in a
6 second.

7 But, again, this is just kind of showing you
8 progress that we made so far. I think we're being
9 responsive to what the BAC and working group has been
10 telling us. I think we're doing a good job. Think
11 we're moving this forward.

12 What we're trying to do is get this to a
13 point where we as a project team, and the working group,
14 and the BAC are comfortable sharing this with the local
15 NPO, COG and TxDOT districts and saying, this is where
16 we're at and we need your input to tell us if, you know,
17 we have not read every NPO's bike plan. I looked at as
18 many as I could find, but I'm sure there are some that
19 are hard to find.

20 I certainly know there's plenty of local
21 governments that have bike plans that we don't
22 necessarily have access to or they're not in, you know,
23 JAS format, that kind of thing. So, we're gonna -- it's
24 gonna be refined. It's a step in the process, but we
25 wanted to report back to you. Since -- since April, we

1 now have lines on a map, and I think we're making some
2 good progress.

3 FEMALE SPEAKER: Carl, I'd just like to say,
4 I think this is a great update since our last phone
5 call.

6 CARL SEIFERT: Oh, good. Here, I'll go back
7 to this one so we don't --

8 FEMALE SPEAKER: You can see the Texas
9 triangle a little bit more clearly, and it's getting
10 those key connections from Dallas through Austin, to San
11 Antonio back over to Houston. And I think that's --

12 CARL SEIFERT: Great.

13 FEMALE SPEAKER: I think that's great.

14 CARL SEIFERT: Oh, good. I'm glad to hear
15 it. Yeah, since the last, we also added some
16 connectivity into Midland/Odessa. That was something
17 that while I -- I'm not positive of the benefit, we
18 found the Monahans Big Sands State Park is out there and
19 there's some -- there's maybe some reasons, some good
20 things for a cyclist to see out there.

21 So, we're kind of still at that point where
22 we're adding routes, right. We're making it more
23 geographically expanded. There may come a point where
24 we start funneling back in saying, well, we need to
25 streamline, we need to focus certain routes and maybe --

1 so that may come, and I -- I assume it will.

2 But I think the regional connectivity that
3 this represents, the access this gives you to lots of
4 state parks is very responsive to the direction I think
5 we were given. So, thank you, for saying that.

6 BILLY HIBBS: So, Carl --

7 CARL SEIFERT: Yes, sir.

8 BILLY HIBBS: -- where -- in the -- the
9 slide presentation, I think I recall seeing a slide that
10 says at some point TxDOT looks at these routes and says
11 okay, you know, this is a good route or it's not,
12 because the various things that are going on. How much
13 longer before they get a chance to weigh in on this?

14 CARL SEIFERT: Who's "they"?

15 BILLY HIBBS: TxDOT. The -- the engineering
16 staff that actually looked at those lines and says,
17 okay, this is not gonna work --

18 CARL SEIFERT: Sure.

19 BILLY HIBBS: -- because it's -- has there
20 been any -- has there been any involvement from the
21 engineering side of this point, or is this just all
22 still something theoretical?

23 CARL SEIFERT: So, in the working group
24 presentation this afternoon we'll go over the criteria
25 which will help us to figure out if these routes are

1 appropriate for cyclists at all. And I think that gets
2 to what your --

3 BILLY HIBBS: Yes.

4 CARL SEIFERT: -- what your question's
5 about. So, in particular, we're gonna talk about a way
6 to analyze the whole state network based on speed,
7 shoulder width, volume, and the presence of trucks,
8 which we have determined is kind of like the four most
9 important quantifiable.

10 So, in our data we have all that information
11 and we can group it and say based on these four things,
12 this is a better route versus this route. And so we are
13 gonna go through, figure out which of these routes are
14 not suitable for the average cyclist.

15 BILLY HIBBS: Okay.

16 CARL SEIFERT: And we're gonna say, well, if
17 it's not, is there a better route. If we have four
18 options to get between this state park and this state
19 park, which one is the best. And that's the route we'll
20 take.

21 BILLY HIBBS: Okay.

22 CARL SEIFERT: So, yes, these still
23 represent a hundred-thousand-foot view --

24 BILLY HIBBS: Okay.

25 CARL SEIFERT: -- of the state. And that's

1 where we apply those and we feel comfortable giving that
2 to the district, NPO, COG and saying this represents
3 reality as far as we know it. You know reality better
4 because you know that actually that road got resurfaced
5 and now it's great for cyclists and you should've routed
6 on that one.

7 Whereas, at -- here in Austin, I don't know
8 what's going on out on the ground in Amarillo, or
9 Lubbock or whatever. So -- and we will -- you'll be
10 able to give us more feedback on that this afternoon.
11 So, in that same sense, I realize this -- this is a lot
12 of words. But this is an opportunity I wanted to have
13 just to have a more general discussion.

14 You know, the direction I feel like we've
15 been given is we want a cross state -- we want cross
16 state routes that connect state and national parks to
17 existing bicycle accommodations, and I think that's
18 accurate. So, how should we connect into urban areas.
19 This is a discussion we had at the last working group
20 meeting and we just wanted to have a brief opportunity
21 for this to happen again.

22 Based on the BAC's involvement and the
23 working group's knowledge of this so far, you know, we,
24 again, have these hundred-thousand-foot view routes but
25 they are not going all in rural areas, right. They're

1 going into urban areas.

2 So, we're gonna be proposing routes that may
3 be really great for cyclists in urban areas 'cause they
4 have more infrastructure, shared use paths -- speaking
5 of San Antonio, right. They may have high volumes. I'm
6 gonna close that door, 'cause that's sort of -- thank
7 you.

8 Then they have high motor vehicle volumes.
9 They may have high speeds in urban areas. They may not
10 be as good. But we want to make sure that we're hearing
11 the right direction from you all that even though we
12 want to connect to the money that's already been spent,
13 right, urban areas are doing a much better job providing
14 cyclists infrastructure than rural areas are, and that's
15 there's more people there, there's more money. Like,
16 that's obvious.

17 So, the direction we heard is connect into
18 urban areas, which is just not rural. And so I want to
19 make sure that if there's any feedback, any discussion
20 we should have about this that now we get some approval,
21 some ascent from the BAC in general.

22 I think it makes sense to connect with the
23 infrastructure that's already been built. I think
24 there's benefit to have cyclists go on shared use paths
25 either near their home, if they're not tourists, or

1 tourists can connect into urban areas where they may
2 have interest or there may be destinations for them to
3 connect to.

4 BILLY HIBBS: I think there's several things
5 going on here. Number one, if -- if we're trying to
6 appeal to a larger audience, we've got to make sure that
7 we've got international level airports --

8 CARL SEIFERT: Okay.

9 BILLY HIBBS: -- where people can fly into
10 the state of Texas, presumably bring their bike with
11 them in a bike box, and then get on this thing and go.
12 And so that's -- that's gonna mean some connectivity
13 with some -- some -- some large airports in the state of
14 Texas.

15 I think you're absolutely right, Carl,
16 that -- that, you know, already been a lot of money spent in
17 urban areas where there is great connectivity. I think
18 giving somebody the option whether they want to go on
19 into downtown Houston, or downtown San Antonio, or
20 downtown Austin, or downtown Dallas/Fort Worth, is
21 great.

22 CARL SEIFERT: Right.

23 BILLY HIBBS: Probably a number of them that
24 just assume skirt around the outskirts --

25 CARL SEIFERT: Sure.

1 BILLY HIBBS: -- in some of the -- some of
2 the --

3 CARL SEIFERT: And so what that means --

4 BILLY HIBBS: -- (indiscernible) --

5 CARL SEIFERT: -- for the cyclists across
6 state is they're not going to have a completely rural
7 experience.

8 BILLY HIBBS: Right.

9 CARL SEIFERT: And that's the -- that's the
10 point that I'm getting at is like, so is that okay that
11 we're not giving them -- you know, adventure cycling and
12 U.S. bicycle routes, they intentionally route people
13 through rural areas. So, we're just -- we're -- we're
14 diverging a little bit, riding people into urban areas,
15 and I think that's smart. Eric.

16 ERIC GLEASON: Just a clarification; is
17 there a significance in the distinction between
18 connecting to versus through. So, in other words, the
19 main route --

20 CARL SEIFERT: Mm-hm.

21 ERIC GLEASON: -- may not go through an
22 urban area but it does provide you with an opportunity
23 to connect. Has the work group talked about those two
24 things as being different or talked about them as being
25 the same?

1 CARL SEIFERT: So -- and I'll just say, so
2 this represents how -- what the difference is kind of.
3 Originally, I knew that there was mission trails in
4 San Antonio that were extensive and wonderful, so I
5 connected up just to the southern portion of them. And
6 I said, well, San Antonio's got a great bike plan and
7 they have their own ideas on what their infrastructure
8 should be, so we'll just connect up to them, right. So,
9 this is a regional connection to them.

10 So, based on feedback I heard, instead of
11 doing that, we now connect through, right. So, it's a
12 -- it's a difference between us saying we know we want
13 to get there, so here is the front door, and let's let
14 them decide how they might connect into this. Or us
15 just saying, no, we know there's good stuff. Let's just
16 find the best route.

17 So, in order to create this line, I had to
18 look at this San Antonio shared -- shared use off-road
19 path, fill in the gaps. I had to choose local roads to
20 go between the shared off -- shared -- off-road shared
21 used paths. So, that represents some -- me telling them
22 what we think is best when they already have a plan and
23 the local people know better. I don't know if that
24 makes sense.

25 KARLA WEAVER: Carl, I -- I think it meets

1 the best of both worlds.

2 CARL SEIFERT: Okay.

3 KARLA WEAVER: So, I think that, you know,
4 when you're going through an urban area that has
5 existing infrastructure, there are some groups of
6 cyclists that will feel more comfortable in that. And
7 then, as Billy said, it's a great starting point with
8 our airports to get out to the rural connections and
9 continue through the state.

10 So, for us, we have a trail that connects
11 Fort Worth to Dallas in the heart of the city, but it
12 has four TRE stations on our light rail. And you could
13 come from the airport, hop on a train with your bike, go
14 down to that station, and then from those stations, jump
15 on the trail, and go 64 miles either way.

16 CARL SEIFERT: That's great.

17 KARLA WEAVER: So that then gives you the
18 spur to go this way, to go that way, and then connect
19 on. And some people are not gonna be able to do the
20 entire state of Texas. They're gonna want to dip their
21 toe in the water, and go here or here. And I think it
22 becomes a better resource for Texans but also connects
23 the bigger vision for other states coming to us.

24 CARL SEIFERT: Great.

25 BILLY HIBBS: Well, and I want to mention a

1 conversation that Carl and I had in one of the work
2 groups. In order to get this order of all of the
3 commissioners on a large plan like this, you're probably
4 gonna need to include their particular regions.

5 And so there's -- there's probably some --
6 some political things going on here, but we want to make
7 sure that we can get the votes to -- to -- to keep
8 pushing this thing along and not wind up with some --
9 some commissioners who say, well, you know, I just don't
10 see how this is necessarily gonna benefit, you know, my
11 people and I don't really want to spend money on it
12 because it's not coming anywhere near, you know, my
13 particular metropolitan area.

14 So -- so what we've tried to do is -- is --
15 is be more inclusive and more sensitive to that. And
16 the route is kind of meandering around as we, you know,
17 examine these different things. And -- and I want to
18 commend Carl on trying to, you know, keep everybody
19 happy.

20 At the end of the day, he gets back to the
21 question that I asked earlier, you know, once TxDOT
22 weighs in and says, no, this particular route, this
23 doesn't work, then at least we tried.

24 CARL SEIFERT: Yes.

25 BILLY HIBBS: But we can say, we examined

1 it. We looked at this route. We said, hey, how can we
2 make this work, and the engineers themselves said this
3 is just a bad idea.

4 CARL SEIFERT: Right. And -- and this
5 afternoon we will -- I'll -- we'll talk about our -- our
6 expectations of when we apply those criteria for what we
7 think cyclists -- you know, average cyclists. You know,
8 this route may be thousands of miles. We may be
9 reducing it where we're actually comfortable putting on
10 cyclists down to tens of miles.

11 I mean, if we're honest with each other, we
12 don't make roads in rural areas appropriate for
13 cyclists. That's not been the history of how things are
14 done. So, that means improvements are necessary, but it
15 doesn't mean we can't create a network and dream and
16 work towards it, so... Yes, sir.

17 SHAWN TWING: Can I add one thing? This is
18 kind of a new development in our area of the world, is
19 we're seeing a traumatic trend towards -- they call it
20 gravel grinding. It's known in the rest of the world
21 and CYC Lacrosse. But more and more of our road
22 cyclists, instead of going completely into mountain
23 bikes, they're now going out on these dirt roads for
24 hundreds of miles.

25 So -- and this is something that's happened

1 within about the last year or two and it's become
2 extremely popular. So, you will have people who come in
3 and they don't really want to get on (Indiscernible)
4 Ranch Road, it's so dangerous, but they would certainly
5 get on those county dirt roads and ride forever.

6 So, that might be something to add, and that
7 may be a topic for 1:00. But I did want to put that
8 out, that in addition to looking just at blacktop roads,
9 we might even add spurs that -- that will accommodate
10 those kind of bikes.

11 And, you know, a recent trip to Colorado I
12 noticed that almost on a two to one ratio there were
13 more mountain bikes and CYC Lacrosse bikes I saw on
14 racks as opposed to road bikes. And I think safety is
15 probably driving a lot of that. So...

16 CARL SEIFERT: Yeah. Thank you. I -- I
17 agree. Either this afternoon we can -- we can try and
18 fit it in, or the following working group meeting we're
19 gonna start talking about that design criteria. I think
20 that gets at the type of facility that would go in the
21 network, so... I think I heard my answer to this
22 discussion, unless anyone has anything else. And I'm --
23 I'm just -- well, I'm gonna skip that.

24 Okay. So, moving on to stakeholder
25 outreach. For those of you not on the working group, we

1 also wanted to provide an update of what we've been
2 doing, as far as getting this forward and moving towards
3 a viewership beyond TxDOT.

4 So, we had -- we reached out and managed to
5 find that, low and behold, there's actually a council
6 that meets regularly, the Texas State Agency Tourism
7 Council, and they were very excited about what we had to
8 tell them.

9 BILLY HIBBS: Great.

10 CARL SEIFERT: So, we had a meeting in -- in
11 May, very beginning of May. It's actually
12 representatives from Texas Parks and Wildlife, the
13 Governor's Office of Economic Development and Tourism,
14 and the Arts Council, and one other that I can't think
15 of right now. But they meet in one room quarterly, and
16 we gave them a presentation.

17 We talked about the approaches that other
18 states have taken to implementing bicycle tourism, and
19 they said that's great. The only thing is you need to
20 stop saying accommodations because that means hotels. I
21 said, well, we'll -- we'll try to figure out an answer
22 for the right technology. 'Cause they -- they were just
23 thrown for a loop every time I said that, and Terry
24 hates the word, facilities, for -- for bicycle
25 accommodations. And so we're -- we're still out -- you

1 know, if anyone has any great ideas of what to --

2 FEMALE SPEAKER: You need to --

3 CARL SEIFERT: -- call --

4 FEMALE SPEAKER: -- (indiscernible) --

5 CARL SEIFERT: -- bicycle things besides
6 bicycle infrastructure, I guess we need to figure out.
7 But it was a really neat thing. We're gonna try and get
8 in that meeting and give them an update quarterly. The
9 next one's in August. So, we will definitely report
10 back to you on that.

11 We've been reaching out informationally to
12 the TxDOT districts and directors. We also reached out
13 to the appeal coordinators here at TxDOT. We
14 communicated all this information about the great stuff
15 we're doing to TxDOT district and division leadership.
16 And it's more of a FYI sort of thing because we're about
17 to reach out to NPOs and we don't want them to be caught
18 off guard with NPOs knowing more than the district staff
19 does.

20 But tomorrow Bonnie and I are driving down
21 to Harlingen and we're gonna give a presentation on the
22 bicycle tourism trail study to the TEMPO summer meeting.
23 So, that is the executive directors and other staff from
24 all the NPOs around the state, so we'll have another
25 opportunity to talk about this.

1 And it's going to be a guess what we are
2 doing, and you will have an opportunity to input in a
3 few weeks because the other thing we -- we have a
4 webinar as well with COG staff, the Councils of
5 Governments.

6 There's an organization called the Texas
7 Association of Regional Councils, and they have a --
8 we've set up a webinar with them and we're similarly
9 gonna give them an overview of what we're doing, again,
10 to make sure that COGs and other -- and other regional
11 representatives know what we're up to.

12 But this is why it's an FYI and guess what
13 we're doing, because once we apply that routing
14 criteria, we're going to put it on an online map, and
15 then we're going to ask the COG, NPO and district staff
16 to give us their feedback. That map is called a wiki
17 map -- wiki map online input tool.

18 It's an opportunity for them to put a point
19 on a map and say, this point, you know, my name is Joe
20 Shmo, I think this is a bad route because, or I think
21 you should switch it here. They could also draw new
22 lines and say, actually, our bike plan wants you to
23 route it here, think about it.

24 So, we'll have real world feedback from
25 hopefully all across Texas on the route map, and we'll

1 be able to say this is the feedback from the public and
2 this is how we responded to it. So, I think that shows
3 a good responsiveness.

4 DAVID STEINER: Carl.

5 CARL SEIFERT: Yes, sir.

6 DAVID STEINER: Question. This is Dave
7 Steiner. Question. COG, so I'm clear, you're referring
8 to the Council of Governments --

9 CARL SEIFERT: Councils of Governments.

10 DAVID STEINER: -- across the state. What
11 -- what caught my -- the interest, especially in the
12 rural areas where I am in deep east Texas, I'd be
13 interested to know kind of when you might have those
14 discussions with them.

15 CARL SEIFERT: Sure.

16 DAVID STEINER: And part of the background
17 behind is I'm not sure -- I would at least like to have
18 some discussions with them so that they hear from the
19 local cycling community that are in those areas because
20 I don't know how well connected they are with them
21 honestly. I -- I just don't know, and they may be very
22 well connected, but that, I don't know. So, you know, I
23 could help -- at least I want to help and provide some
24 input to that if I knew kind of when it was.

25 CARL SEIFERT: That's perfect.

1 DAVID STEINER: And I know some of the
2 contacts for my area.

3 CARL SEIFERT: Our -- our action items or
4 activities to do following the meeting in the current --
5 in the later slide is for you to do exactly that.

6 DAVID STEINER: Okay.

7 CARL SEIFERT: So, that's -- that's --
8 that's a wonderful suggestion. I appreciate you saying
9 that. And there will be some delay. We'll have that
10 webinar with the Councils of Governments July 26th. I
11 don't expect we'll send out an e-mail to them requesting
12 their input for another couple weeks after that.

13 DAVID STEINER: Okay.

14 CARL SEIFERT: And so I think there's plenty
15 of time for you to start reaching out and for them to
16 also have an opportunity to reach out to their own
17 members, if it's not, you know, by your hand, before
18 they have that -- that period.

19 It'll probably be three weeks maybe where
20 we'll give them access to the online site and request
21 they do their inputs, and then we'll have a time for
22 them to do that. And then we'll close the period for
23 input and then we'll assess and compile all their
24 inputs.

25 FEMALE SPEAKER: Carl, talking about timing,

1 just, again, that August, I said 18th, it's 16th meeting
2 where I bring my -- all my cities together.

3 CARL SEIFERT: Yes.

4 FEMALE SPEAKER: Our main topic is we're
5 updating our long range transportation plan for mobility
6 2040 to 45. And we're laying out all of our county maps
7 and routes, and we're having all of our cities review
8 routes compared to their plans, and see what they lack
9 or don't lack, or what we need to add or take out.

10 If you had this ready to go on the 16th, we
11 could walk through it with our cities while they're
12 there --

13 CARL SEIFERT: Okay.

14 FEMALE SPEAKER: -- and have them provide
15 feedback on some of the proposed routes. Just -- I
16 don't know if August 16th is doable.

17 CARL SEIFERT: The 16th of August?

18 FEMALE SPEAKER: It's a Wednesday afternoon.

19 CARL SEIFERT: Okay.

20 FEMALE SPEAKER: And I don't know about you
21 or TxDOT's schedule, if somebody wanted to come down and
22 present on it, you would -- I'm offering you an
23 invitation for that as well.

24 CARL SEIFERT: Thanks. I am fairly certain
25 that sounds like a wonderful opportunity --

1 FEMALE SPEAKER: Okay.

2 CARL SEIFERT: -- to share the word.

3 FEMALE SPEAKER: We can talk more about
4 that, but just --

5 CARL SEIFERT: Yeah.

6 FEMALE SPEAKER: -- thinking about your
7 schedule and timing.

8 CARL SEIFERT: And also, it's not on here
9 per se, but that several TxDOT staff and myself are also
10 going to the APA conference, the American Planning
11 Association conference. They're giving a presentation
12 in November --

13 FEMALE SPEAKER: Great.

14 CARL SEIFERT: -- in which I will be talking
15 about bicycle tourism trails, so -- and we'll be talking
16 about all of the good work that TxDOT does with bicycle
17 and pedestrians. You were asking earlier about the web
18 page, another opportunity for us to say, hey, this is
19 where we're at. Here's a web page to go see it.

20 So, I think that's -- an in person this is
21 what we're doing. We're gonna probably hand out our 11
22 by 17 page there and say, we're doing right things. You
23 should know about it. Don't think we're all just about
24 cars, right, so...

25 FEMALE SPEAKER: Will y'all have a booth at

1 that conference? If --

2 CARL SEIFERT: I'm -- I'm not sure yet.

3 FEMALE SPEAKER: If TxDOT had a booth --
4 like, Federal Highways comes to the national one and
5 always has a booth, and they tell you about their latest
6 research, their web pages, give out information to find
7 out more. It'd be awesome if TxDOT could do a booth for
8 three days, 'cause you have 500 cities plus in Texas
9 coming to that meeting to learn about what you guys are
10 working on. It's a good investment.

11 CARL SEIFERT: The CH is already thinking
12 about getting a booth, so you can -- you can take up a
13 whole booth.

14 FEMALE SPEAKER: I could be next to each
15 other.

16 CARL SEIFERT: Yeah.

17 BILLY HIBBS: So, Carl --

18 CARL SEIFERT: Yes, sir.

19 BILLY HIBBS: -- back to what David was
20 saying here, I think it's gonna be very important during
21 this comment period when you're taking input, even from
22 the areas that -- that aren't anywhere near where these
23 routes are. And -- and, you know, I can use Tyler for
24 an example.

25 I can get, through our bicycle club and our

1 contacts there in our particular area, a lot of people
2 to weigh in on this that I think would be very positive
3 and be very supportive of the project. And I think, you
4 now, even the people where it doesn't necessarily effect
5 them directly, the fact that they see this, you know,
6 will benefit. Having those comments in there could be
7 very important.

8 CARL SEIFERT: And what we need to weigh is
9 -- I don't think it's an advertising piece.

10 BILLY HIBBS: Right.

11 CARL SEIFERT: So, I do think it's a you are
12 involved in the actual planning and you know the
13 facilities that are on the agenda -- or on the horizon
14 rather, and this is why we're asking you for input. And
15 so we -- we need to figure out if -- I -- I -- we had
16 not originally planned to be distributed to the entire
17 population --

18 BILLY HIBBS: Okay.

19 CARL SEIFERT: -- as per se just the NPO,
20 COG and district staff.

21 BILLY HIBBS: Okay, okay.

22 CARL SEIFERT: Because we don't want to come
23 across as this is a final done and done situation.

24 BILLY HIBBS: That works. Yeah, I
25 understand. Okay.

1 CARL SEIFERT: If we can -- if you all and
2 -- you know, if that's -- if that's feedback that we
3 need but later in the process, then we need to share
4 that --

5 BILLY HIBBS: Well, I think -- I think --

6 CARL SEIFERT: -- with a wider community.

7 BILLY HIBBS: -- process is the direct
8 approach there. So -- so what kind of -- of criticism
9 are you getting? Are you getting some pushback from
10 people that this is just a crazy idea, it's too much
11 money, it'll never happen? Or have you -- has it been
12 mostly positive, the comments you get?

13 CARL SEIFERT: It's been -- it's been mostly
14 positive. We haven't heard a lot of criticism. It has
15 been -- I mean, most people recognize it's early in the
16 process and maybe that's why they're holding their
17 tongue. But those who have spoken up, maybe some of the
18 NPO coordinators from TxDOT were surprised by the
19 breadth of the routes, just given how challenging it is,
20 they know the old routes itself.

21 But once you tell people that this is
22 decades, not years that we're talking about here, I
23 think they get -- they get the idea that it's study.
24 Keep saying study and plan, and things like that, and
25 that makes more sense to them.

1 BILLY HIBBS: All right. Any other
2 questions for Carl?

3 CARL SEIFERT: And I just have a few wrap up
4 things. For the BAC members not on the working group,
5 the next time you hear from us, we'll ask you probably,
6 most likely to be reviewing proposed typical sections
7 and design criteria. We'll ask you to review the
8 results from this online stakeholder outreach process
9 and provide any accent that may be necessary.

10 DAVID STEINER: Carl, will you provide that?
11 Will that be available a couple weeks ahead?

12 CARL SEIFERT: Sure.

13 DAVID STEINER: For the meeting.

14 CARL SEIFERT: Sure.

15 DAVID STEINER: So, we have some time.

16 CARL SEIFERT: Yes.

17 DAVID STEINER: That will be great.

18 CARL SEIFERT: And what we did with the
19 working group, which you know, is we actually -- all
20 these maps I've been showing you, we put those in an
21 online format so they could zoom in, go down its road
22 and say this is a good road or a bad road. So, we could
23 do the same thing with the BAC as a whole. It's not a
24 lot of trouble for me to put it online and then you can
25 see the results.

1 How the results come back from the wiki map
2 are essentially in an Excel, sort of tabular form, and
3 then they're connected with LatLongs to points in space.
4 So, a commenter can go to the intersection of a road and
5 write on there. So, we'll figure out a good way to
6 share that, the comments, the feedback.

7 We may decide that it's best to just share
8 it in more of an aggregate form, so 75 people decided
9 that they didn't like this road versus another road
10 instead of telling you all the --

11 MALE SPEAKER: Right.

12 CARL SEIFERT: -- individual commenters.
13 Yeah, so -- and this is responsive to what you were
14 talking about earlier, David, is once the tool is
15 available, we, exactly what you were talking about,
16 encourage NPO and COG contacts to provide their input.
17 So, that's an activity we expect from -- from the BAC
18 following this meeting and between now and October.

19 And from the project team's perspective, we
20 are gonna be applying those metrics and that -- and the
21 riding criteria we talked about that we're gonna do this
22 afternoon. And then we're gonna continue our outreach
23 and we're gonna create that tool for online engagement.

24 I think we've had a lot of questions. If
25 there are any more, I'm all for it.

1 MALE SPEAKER: Carl, I just think this is
2 excellent. I applaud the whole sub team that's been
3 working on it. It's really pretty exciting.

4 CARL SEIFERT: Cool. Thank you.

5 BILLY HIBBS: It's not only exciting, it's
6 historic.

7 MALE SPEAKER: Yeah.

8 BILLY HIBBS: That's -- that's what's really
9 -- really cool and...

10 MALE SPEAKER: Yeah.

11 BILLY HIBBS: Allison, you need to be
12 checking back with us the progress of all this 'cause,
13 you know, you're a part of getting something started
14 that I think is gonna be a real big deal one day.

15 Carl, thank you for providing some very
16 needed energy to our group today. We appreciate that,
17 and hopefully -- Anne-Marie, I think you're up next to
18 talk about the Hotter 'N Hell, and we can continue with
19 this energetic day.

20 ANN-MARIE WILLIAMSON: Yeah, so I could talk
21 for days, and days, and days, but all I got was 45
22 minutes, right, to continue.

23 (Laughter)

24 FEMALE SPEAKER: 45.

25 ANNE-MARIE WILLIAMSON: So, I have been part

1 of the Hotter'N Hell for more years than I'll say, and
2 have been so excited to see it grow. But just to be in
3 awe of how many people from different walks of life and
4 different organizations come together to make this such
5 a wonderful experience.

6 So, it is the largest single day hundred
7 mile ride through the U.S. And it really is an
8 opportunity for Wichitans to put their best foot
9 forward. And we take that responsibility very
10 seriously. It generates a lot of revenue for our
11 community and for the organizations that then we invest
12 back in.

13 And if you thought I was gonna talk about
14 the ride and the routes, I'll apologize now. I'm really
15 not. I wanted to talk more about the economic impact,
16 the social impact, because that's really kind of the
17 thing that -- we all love cycling. We all love safety.
18 But money doesn't talk, it shouts, and so that's really
19 where I want to go with this.

20 On the flip side of that, we have to make it
21 an experience that brings people back so that we can
22 continue to generate money, and we do that. So, I'm
23 gonna talk about the history of the Hotter'N Hell, what
24 hosting means to us, and the heart of the Hotter'N Hell
25 as well.

1 So, we started in 1982 when Wichita falls
2 was getting ready to celebrate its centennial. And the
3 Hotter'N Hell Hundred really is the brainchild of Roby
4 Christie, who is a very, very good friend of mine.

5 At the time, I wasn't living in Wichita
6 Falls, but they brought in a marketing -- or a firm to
7 consult to celebrate -- how we could celebrate the
8 Hotter'N Hell. And the firm from New York thought that
9 a rocking chair marathon was the way to celebrate what
10 we do in Wichita Falls and the birth of Wichita Falls,
11 so clearly knew nothing about Texans at all.

12 (Laughter from audience)

13 ANNE-MARIE WILLIAMSON: And I wasn't there,
14 but knowing Roby, it was probably quite interesting. At
15 the same time, the Wichita Falls Bike Club had just
16 started as well, and so it really was a great time for
17 bicycling in Wichita Falls. And thankfully, Roby was a
18 big part of both the committee that was preparing for
19 the centennial event and he was a founding member of the
20 bicycle club.

21 And so, of course, everyone in the bicycle
22 club was like yes, we'll do this, and decided that
23 really a hundred mile ride in 100 degrees really, really
24 did exemplify Texans much better than rocking chairs.
25 So, the original steering committee had about seven

1 members. We're now in excess of 100.

2 The -- in preparation for it, you know,
3 there were really lots of forward thinkers and realized
4 that in order to bring more people in, much like we're
5 talking about various routes within the state, there
6 needed to be different routes, different mileage for the
7 first ride as well. And so they -- we had a 6.2 mile, a
8 25 mile, a 50 mile, and the hundred mile route.

9 We knew -- knew there needed to be rest
10 stops, and so Good Sam's RV Club had mobile rest stops.
11 So, they had their RVs with toilets -- I can't imagine
12 cleaning them out -- provided water and a little bit of
13 shade for folks riding the routes. We have certainly
14 moved beyond that now with so many participating in it.

15 At the beginning, less visionaries were
16 thinking oh, maybe we'll have 200, 300 participants.
17 Roby said from the start we're gonna have at least a
18 thousand, and he worked hard to make that happen.

19 They only had one medical unit at that first
20 ride, and that was at the final rest stop. They had
21 individual nurses kind of scattered on the route. How
22 scary that would've been. You could not have -- I
23 wouldn't have volunteered for it. You couldn't have
24 paid me enough to do that, especially given what we do
25 now, but we've really come a long way.

1 By 1987, so just in about five years, we
2 grew to 11,334 participants in the Hotter'N Hell; so
3 from 1,200 to 11,000 in five years. And riders from
4 across the country. Obviously, this is not just Texans,
5 it's not just Wichitans that ride in the Hotter'N Hell.
6 And early on we were able to engage Sheppard Air Force
7 Base and actually have flyovers at the start of the
8 ride, which is just really, really wonderful.

9 So, you might guess now with as many riders
10 as we have, that it takes more than just a handful of
11 volunteers to help us move forward and to help develop
12 the experience for everyone who wants to come and ride.

13 In the late 80s we added the race -- the
14 road race and the crits as well, so that added another
15 aspect to the experience. We weren't -- wasn't just
16 having -- I won't say casual riders, 'cause you can't
17 ride the Hotter'N Hell and be a casual rider. Well, you
18 can but you won't survive it. See a lot of me.

19 But the races really have brought in a lot
20 of phenomenal cyclists and developed a lot of great
21 cyclists. Lance Armstrong rode at 16. We have a
22 picture on the front page of the -- the newspaper of him
23 riding it. Linda was in town -- Linda Armstrong, and we
24 rode -- we drove over, we didn't ride over. We drove
25 over to where the race was the year that Lance was

1 there, and -- and she got to see it, so it was kind of
2 cool.

3 We have added a consumer show that -- and
4 these pictures don't do it justice. It's very
5 interesting to get it set up. There's now no space. We
6 had to spill out of our Mpec center into the hallways
7 and actually out into the grass and concrete land
8 outside. And so that just tells you how motivated
9 members are and how much money it generates to be out in
10 that heat to -- to talk about what their -- what they
11 can bring.

12 The -- obviously we talk about -- the
13 vendors include cycling wears and bikes and that sort of
14 thing, but also health and fitness in general, and
15 safety. We have law enforcement booths there. We have
16 the post office there, as they were the beginning of the
17 Hotter'N Hell Hundred.

18 This -- these are our bags that every
19 participant gets. We roll T-shirts for 12,000
20 participants, put water bottles in, drink a lot of wine
21 along the way, and pack those bags so that folks can
22 pick them up. So, if anybody would like to come and
23 help out with that, you don't need a whole lot of
24 experience to roll T-shirts and drink wine.

25 So, we have the Consumer Show. We also have

1 a spaghetti feed the night before, and a pre ride
2 breakfast as well. So, we want to make sure that
3 everyone is geared up to enjoy what's going on.

4 More recently, we've added a -- an off-road
5 ride as well, which has certainly complicated things for
6 us on the medical side of things, and a trail ride. So,
7 now we have what's called the Triple Threat. And so
8 much I would like to say that we're just brilliant in
9 our preparation and certainly there are some of us not
10 included who are brilliant.

11 But a lot of how the Hotter'N Hell has grown
12 is by participants saying hey, what about -- you know,
13 I've come back year, after year, after year. This would
14 be a way that you can improve it. These are other --
15 other things that we can do to bring it along.

16 The most recent one is our Finish Line
17 Village, 'cause we sort of felt like people, you know,
18 getting so geared up and -- and so hyped up, and then
19 they cross that finish line after the ride and it's like
20 okay, what now. We're just gonna pack up and go home,
21 when it should really be a time of celebration.

22 And so our Finish Line Village really has
23 made it a celebration. Again, something that those of
24 us in the medical safety part of it aren't really
25 thrilled about sometimes, because you ride a hundred

1 miles and drink a lot of beer, not always good things
2 happen.

3 So now, as I said, we have 100-plus members
4 on our steering committee. We start -- our first
5 meeting is in January that we -- in early spring. In
6 May and June we meet once a month, then in July it's
7 every two weeks, and then in August it's weekly. And
8 that's for the big steering committee. But all the
9 subcommittees meet in between that. So, it's really
10 exciting.

11 We've had researchers come into our meetings
12 and see how 4,000 volunteers can be organized for a
13 single goal. And it's pretty amazing, 'cause you can't
14 fire people, right, when they're volunteers. And,
15 again, Roby, phenomenal. And Chip Fowler also do
16 a really, really, great job. We have -- I was
17 interested to know that we had 800 medical volunteers
18 because it certainly feels like it's just me and Keith
19 out there, but clearly it's not.

20 We have 18 rest stops now, which -- and
21 every -- I think all but one rest stop has both the
22 typical rest stop you would think with food and
23 beverage, and also, right next to it, the medical. And
24 we're not talking just first aid. We're talking just
25 short of major surgery in some cases with it.

1 So, the rest stop folks get really excited.
2 Love this little guy that says that you're not even
3 almost there yet. A great thing to see.

4 FEMALE SPEAKER: Don't think you're even
5 close.

6 ANNE-MARIE WILLIAMSON: That's right.
7 That's right. Wishful thinking. We do -- so we have
8 law enforcement. We have the sheriff's department. We
9 have DPS. Last year DPS added -- brought one of their
10 helicopters that we could use as well, and so they were
11 actually part of the flyover, which was kind of cool,
12 kind of scary.

13 And the -- the number two in the helicopter
14 actually -- he's all grown up now -- but I remember when
15 he was on Team Arrow, which was part of our community
16 cycling program for -- for teenager -- adolescents,
17 actually. It was really scary to be on our bike
18 training rides with them. Not sure that it made me a
19 better cyclist, but it certainly did something to me.

20 We have federal agencies that come in.
21 Homeland Security is a big part of it as well. I mean,
22 when you're talking about having 12,000 participants,
23 and then family members, and vendors and -- and whatnot,
24 it is -- can be really scary.

25 And so we have really had to gear up in the

1 last few years and become realistic about -- that we can
2 really be a target, especially being so close to
3 Sheppard. We always know we're a target in Wichita
4 Falls being close to Sheppard.

5 We have hospitals, we have home health
6 agencies, fire and EMS all volunteering their time and
7 talents to keep people safe during the Hotter'N Hell.
8 So, as I said, we have over 800 doctors, nurses,
9 physical therapists, first responders, the Red Cross,
10 just everybody that is providing medical care free of
11 charge.

12 We do everything from cleaning road rash, to
13 suturing wounds, to setting broken bones. Anyone who
14 comes to the final medical tent -- so the way it works,
15 if somebody gets injured out on the field or gets sick
16 out on the field -- in the field, there's now two major
17 stops they can come to. We're working out the kinks.

18 But the final medical stop is just several
19 blocks from one of the major hospitals. So, they come
20 in. If they have to go to the hospital for x-rays, a
21 physician travels with them in a van or side wagon, goes
22 with them through to x-ray. They're x-rayed. The discs
23 of the films are given to that doc who then brings it
24 back to the final medical tent. Those films are
25 reviewed. Patient never gets charged for that. That is

1 free.

2 Suturing, great. Any wounds that are set --
3 or any fractures that are set and stabilized, that's
4 free. Anything that occurs onsite for the Hotter'N Hell
5 is free of charge. So, no one is more than, ever, five
6 miles away from superb medical attention.

7 Our medical director, Dr. Keith
8 Williamson -- same last name -- is an internationally
9 known expert on heat illness and has published numerous
10 articles with researchers from across the country on the
11 physiologic effects of heat in endurance events.

12 We were the first cycling event to give
13 hypertonic saline in the field for hyponatremia. And
14 you all won't realize how scary that is. But when I was
15 a nurse working in the pediatric intensive care unit at
16 Dallas Children's, I remember the day that the
17 pharmacists came through and took out all of our
18 hypertonic saline because kids -- a kid had
19 inadvertently gotten it instead of just normal saline,
20 and died.

21 And so when Keith said, you know, we're
22 gonna start doing this, I said, okay, well, we're
23 getting a divorce because I don't want to be part of
24 this. This is too scary. You have lost your mind. And
25 he said, no, I've looked at some of the research they're

1 doing at the Boston marathon, and I think this is what
2 we need to do. And we have kept people out of the
3 hospital.

4 In the early days, working at the Hotter'N
5 Hell, I can remember starting IVs on seizing patients.
6 So, trying to hit a moving target was really tough. And
7 we have not had -- last year -- last two years we have
8 not had anybody admitted to the ICU for hyponatremia.

9 We've identified them early, given them
10 hypertonic saline, sometimes three bags of it, and --
11 and turned them around, and they haven't spent a week in
12 the ICU, because that is a bill they will incur.

13 BILLY HIBBS: How many deaths over the
14 years?

15 ANNE-MARIE WILLIAMSON: You would ask me
16 that. That was something I didn't look up. I think
17 there've been a total of six. One of the big ones was
18 someone who had had a heart attack several weeks before
19 the Hotter'N Hell, and his cardiologist said don't ride,
20 and he rode anyway. Finished, and sat down to have his
21 beer after the ride, and died.

22 More recently, an individual, they don't
23 know the cause of death, but was found down at the YMCA
24 in the hot tub after. The number of injuries since
25 Keith took over 10 -- 10, 12 years ago as the medical

1 director has decreased by two-thirds. So, we have
2 really, really made an impact there in terms of -- of
3 that.

4 And also, we -- as I said, researchers come
5 in from across the country to do research so then we're
6 sharing that information and keeping other people safe
7 at other endurance events.

8 BILLY HIBBS: Excuse me just a minute, but
9 one of the reasons why I wanted Anne-Marie to give this
10 presentation is I think it has a lot of carryover to
11 Carl's work, what's going on with bicycle tourism,
12 because you brought up lots of good thinking points like
13 somebody is on this trail and they start having
14 problems. You related an accident or otherwise. You
15 know, how far away are they from medical attention.

16 FEMALE SPEAKER: That's a good point.

17 BILLY HIBBS: And there's a whole lot of
18 that route that is gonna be in Hotter'N Hell, right.
19 Even if you're not in a competitive event where you're
20 trying to ride as fast as possible, whether you're down
21 at the south part of Texas, around Corpus Christi where
22 there's a tremendous amount of humidity, or you're, you
23 know, fighting the wind, you know, riding into the wind
24 in west Texas, it's gonna be hot and it's gonna be
25 tough.

1 And I think a lot of what y'all learned
2 there, once this gets -- you know, the -- the -- the --
3 the routes are identified, things like that, a lot of
4 the work that y'all have done over the years is very,
5 very impeccable to -- to using this as a component
6 of the tourism part to teach people about hydration and
7 help them understand the importance of good nutrition
8 and making sure that they -- they don't wind up in the
9 hospital.

10 ANNE-MARIE WILLIAMSON: Sure. And -- and
11 letting first responders in the area know how to treat
12 it, because that's part of the problem early on is that
13 we were dumping liters and liters of fluids in these
14 folks, and so we were making hyponatremia worse 'cause
15 we were thinking they were just dehydrated, and they
16 weren't. They were overhydrated. That's the bigger
17 problem we see at the Hotter'N Hell.

18 So, these are some of our major event
19 sponsors and product sponsors. And I just say that to
20 you to encourage you to patronize these guys because
21 they benefit cycling in our area.

22 From a hosting standpoint, the Hotter'N Hell
23 has forced the hotel industry, in a 60-mile radius, to
24 grow. Like it or not, they had to do it. And Hotter'N
25 Hell weekend, you can't get a hotel room. And so we've

1 had to be creative, open -- opening campsites, the YMCA,
2 churches, whatnot. Have inside camping.

3 Marie Libby is in charge of host homes, and
4 so she has a list of homes. People are willing to open
5 their homes, couches, floors, extra (inaudible) to
6 folks. And they come back year after year to these same
7 host homes. So, really the entire community takes part
8 in hosting folks at the Hotter'N Hell. And then that
9 other picture is of the spaghetti dinner. So, these are
10 the folks that make the Hotter'N Hell the Hotter'N Hell.

11 We have a really interesting start. We have
12 a cannon that shoots off at the beginning of the
13 Hotter'N Hell. It's really loud, but it's a group that
14 reenacts early wars, so that's kind of neat.

15 Last year we did have the Air Force.
16 Federal funding wouldn't permit it, and so somebody else
17 who had a plane said, hey, let me to this, so he came.
18 And then, as I said, we had the helicopter from DPS as
19 well, and then just the individuals who come across.

20 Sheppard Air Force Base -- the route goes
21 through Sheppard Air Force Base as well. And they
22 always have airmen out encouraging the cyclists. So,
23 yep, this is what the Hotter'N Hell is. And I already
24 told you all that.

25 So, people come from across the world to

1 come to the Hotter'N Hell, and we're happy to have them,
2 both on the ride and in the race. We get close to
3 30,000 people that come for the ride either as
4 participants, supporters, or vendors. And so it keeps
5 us in the limelight.

6 But we don't just do it for that. I mean,
7 we -- it's regional participants as well. It's not like
8 everyone comes from Australia or Canada. We know that
9 it's the states more local that come to us. We're still
10 the biggest and we're very proud of that, and we're the
11 only one that has that Triple Threat.

12 And really, when we started talking about
13 the Triple Threat, I was thinking who in their right
14 mind. So, the Triple Threat is a 13-mile off-road bike
15 ride on Friday night, 100-mile road ride on Saturday,
16 and a half marathon on Sunday.

17 BILLY HIBBS: (Indiscernible).

18 ANNE-MARIE WILLIAMSON: And then they commit
19 with me in the psychiatry office on Monday, 'cause I'm
20 sure there's medication for that. We have a huge
21 economic impact. The first event brought in about 3
22 million. Now it's estimated that it's between 6 and 8
23 million for the three-day event each year.

24 And this really -- you know, money shouts.
25 But also, every member of the steering committee is

1 involved in other parts of our community. We're very
2 fortunate that even TxDOT includes us and lets us know
3 about when roads are gonna be resurfaced and how they're
4 gonna be resurfaced because they stay abreast of where
5 the training routes are, where the ride is gonna go,
6 where the race is gonna go, 'cause those are two
7 different routes.

8 And CamelBak was invented at the Hotter'N
9 Hell. Early on, I guess we weren't doing a great job of
10 -- of enough rest stops, and so the developer of
11 CamelBak actually got an IV fluid bag, cold, put it in a
12 sock with IV tubing so he could suck on it and sort of
13 wave at people who were tired and dry along the way.
14 And so that was the first CamelBak, was an IV bag and a
15 sock. Yeah.

16 Now we put ice in -- in kneehigh pantyhose
17 as a cooling -- put it in there, tie it off, and then
18 down the center of your back or in your pockets of your
19 shirt. It's great 'cause as it melts, it keeps you
20 cool.

21 The social impact, obviously, 4,000
22 volunteers, 12,000 participants plus supporters and
23 vendors. We get medical services together, social
24 services together. It's -- you know, we keep the work
25 fun so people keep coming back for more. Keep the

1 participation fun, people kept coming back for more.

2 That's the really key part of it.

3 The other thing is that we are very clear
4 about the fact that we need to give back. I don't know
5 how to get to that from here. Let me just show you
6 really quickly. All right. So, Red Cross, Bike Texas,
7 Boy Scouts, Children's Miracle Network. I just want you
8 to know that it's not just cycling that we give back to.
9 And you can go to the Hotter'N Hell website.

10 BILLY HIBBS: Well, Anne-Marie, I think
11 that's important because all of those support groups
12 that are in Wichita Falls that are a part of your event,
13 in all of these different communities along these routes
14 potentially can be stakeholders and people that -- you
15 know, Carl can ultimately engage to help provide, you
16 know, facilities and a place to get free medical
17 attention or spend the night, or whatever they're
18 developing. They're camping or something from a tourism
19 standpoint.

20 ANNE-MARIE WILLIAMSON: Mm-hm.

21 BILLY HIBBS: And, you know, you guys have
22 done it better than just about anybody 'cause you've got
23 this fabulously successful event. But the kinds of
24 things that you guys are doing there, I believe have a
25 lot of interest to this tourism thing we talked about --

1 ANNE-MARIE WILLIAMSON: Right.

2 BILLY HIBBS: -- because -- because I think
3 there's a lot of opportunities to play off of that and
4 improve it.

5 ANNE-MARIE WILLIAMSON: We also provide
6 childcare and dog care for people who come to the
7 Hotter'N Hell. So, we're trying to be great hosts.
8 People even get married at the Hotter'N Hell. We have
9 young and old. Little outfits that they wear. Crazy
10 bikes. Awesome bikes and crazy hats.

11 BILLY HIBBS: Very cool.

12 ANNE-MARIE WILLIAMSON: This -- I just want
13 to show you this quickly, then I'm gonna call it quits.

14 (Video plays)

15 "It's hard to imagine Wichita Falls without
16 Hotter'N Hell. It attracts thousands of people each
17 year, pumping millions into the local economy. Public
18 art, family activities, and land lines were all made
19 possible because of this ride, and dozens of area
20 agencies are directly impacted, including Boy Scouts,
21 Children's Miracle Network, the YMCA, and volunteer fire
22 departments. What's your reason for riding."

23 ANNE-MARIE WILLIAMSON: She says it much
24 better than...

25 BILLY HIBBS: That's great. Well, thank

1 you --

2 ANNE-MARIE WILLIAMSON: Thank you.

3 BILLY HIBBS: -- very much, Anne-Marie.

4 (Applause)

5 BILLY HIBBS: How many members have ridden
6 the Hotter'N Hell? All right, so we've got three of us
7 here that have actually undertaken it. Well, that's
8 good. It's -- it's a classic event. And I had no idea
9 that the economic benefit that the Hotter'N Hell are,
10 but that's -- that's great. That's great.

11 ANNE-MARIE WILLIAMSON: Sorry I went over.

12 BILLY HIBBS: That's all right. Okay. So,
13 any more questions on the Hotter'N Hell? All right.
14 Well, then we'll ask Karla to give her presentation on
15 the Dallas/Fort Worth area.

16 KARLA WEAVER: All right, thanks. And if
17 everyone's okay, I may just present from here and just
18 kind of informally go for it. So, Billy had asked me to
19 present on a news article that came out about the mayor
20 of Dallas talking about the importance of bicycling
21 within the community, and so I have that article and I'm
22 gonna read some excerpts from it.

23 And then Terry called me and said, can you
24 also give an update on -- we just selected projects for
25 our regional transportation alternative program, and

1 then we also came out with our second year bicycle
2 pedestrian counter report.

3 So, we've been counting now bicyclists and
4 cyclists on several of our trails for the last two
5 years, and so I'm gonna show you just a highlight from
6 that and some of the things that we saw over the last
7 two years.

8 So, some of you are familiar with our region
9 and some of you are not. The Dallas/Fort Worth area is
10 over 200 cities, 12 counties within our metropolitan
11 planning area. We're currently a little over 7 million
12 people and projected to grow to over 10 million.

13 I work for the Metropolitan Planning
14 Organization, which is the transportation agency of DFW.
15 So this -- I manage our sustainable development program.
16 We have couple of different areas, bicycle pedestrian
17 planning, we do a regional veloweb and other facility
18 mapping for the region.

19 We -- we fund trails through programs like
20 the Transportational Alternative Call for Projects but
21 we also have what we call Congestion Mitigation Air
22 Quality, or CMAQ funds, that we put towards spot
23 improvements for bicycle and pedestrian safety. We do
24 data collection, which I'm gonna highlight.

25 We have our Bicycle Pedestrian Advisory

1 Committee meeting that meets quarterly. About 70 to 80
2 folks from about 30 or 40 different cities show up, plus
3 citizens and other interested parties. We have a safety
4 campaign called Look Out Texans which has lots of
5 materials that could be reformatted for other regions
6 and different cities. If you want to use any of it,
7 it's all free and available.

8 And then we actually have a consultant doing
9 a survey for us right now. It's a -- it's 1,200 surveys
10 of a statistically valid sample of our region on do
11 people bike. Why don't you bike. If you do bike, do
12 you ride (sic) your helmet. You know, when do you bike.
13 What would you like to see more in biking. Would you
14 bike if it was safer. What's your perception of
15 streets, all those kinds of things.

16 And we're gonna compare them by counties,
17 and then we have five cities that paid extra to get city
18 specific surveys. So, we're very excited. Our results
19 are coming out actually this week to kind of start
20 reviewing those and just kind of give us a benchmark.

21 So, the first thing is sort of policy
22 focused. So, we have a long range transportation plan
23 called Mobility 2040. We have goals about supporting
24 planning and design for a multimodal transportation
25 network. We talk about implementing pedestrian and

1 bicycle facilities that are accessible, that are safe
2 for all ages and abilities.

3 We developed a -- what's called a policy
4 bundle. We have 20 policies in our long range
5 transportation plan, and we have opportunities for
6 cities, transit, counties, even TxDOT, school districts
7 to apply for these policies. And if they meet a certain
8 criteria of policies, we will offset their 20 percent
9 local match requirement.

10 So, some of those policies involve safe
11 routes to school programs, or coordination with school
12 districts, or green infrastructure, or parking, or all
13 kinds of things that are livability focus. So, cities
14 and agencies can save millions of dollars in local match
15 to federal and state funds if they'll start thinking
16 about this wholistically.

17 We have elected officials on our regional
18 transportation council that sort of buy off into this
19 idea when they're adopting mobility plan and are kind of
20 thinking about what policies our cities need to adopt.

21 And then the mayor of Dallas talked about,
22 you know, he sees bicycles as part of the new philosophy
23 that is emerging today on transportation planning in
24 cities. He recently went to Montreal and talked about,
25 you know, while it's denser and larger than Dallas, it

1 kind of demonstrates Fort Worth together, kind of what
2 we could do to think about more protected bike lanes,
3 making that a more viable and safer option for
4 residents.

5 Dallas has struggled with not having a bike
6 planner for about two years, but they're really trying
7 to focus on hiring that position. Dallas also wants to
8 do bike share. They have some sort of popup companies
9 that are bringing bike share to different locations in a
10 nontraditional way around the city and downtown and
11 around Klyde Warren Park. So, we're gonna see what
12 happens there, but it's an exciting time.

13 Just for sort of FYI, we have a regional
14 trail system called the Veloweb. This has been around
15 over ten years and this is our highway of trails. So,
16 these are these large 10, 12-foot, 14-foot grade
17 separated systems. We spend a lot of time with our
18 cities, and our counties, and our partners at TxDOT
19 looking at these routes and sort of evaluating
20 feasibility every few years.

21 There are 440 miles that exist you could
22 ride today. There are 146 that have funding and are
23 under construction. And then there are over 1,200 miles
24 that are still planned but need funding. And this is
25 one of the main ways we prioritize funding in our region

1 because it has so much buy-in of this is how we connect
2 cities and communities and projects.

3 This hodgepodge that you can't read is
4 everything starting with the Veloweb. Then we add on
5 community paths that are maybe in adopted plans but
6 aren't as big of a regional benefit, but still
7 important. And then we add on street bike network --
8 networks which connect trails together, 'cause you can't
9 get everywhere by a trail and you need that on street
10 system to make it all work.

11 Things that aren't included here are
12 mountain bikes, loops around lakes. Things like that
13 are not necessarily considered in our transportation
14 network mapping. One of the things that we've been
15 focusing on a lot is complete streets and content
16 sensitive design.

17 So, we are a focus state, Texas is, for
18 pedestrian safety. We have two of the five focus cities
19 in the state in DFW, Dallas and Fort Worth, where
20 pedestrian fatalities are ridiculously high, so we
21 qualify for a lot of free training for federal highway
22 to come in and talk about things like pedestrian safety.

23 And we got -- you know, most of our classes,
24 we try to reserve at least a fourth of our space for our
25 TxDOT districts so TxDOT staff can attend. We've had

1 them go to NACTO. We've had them learn about AASHTO's
2 bike guide. We've had them learn about pedestrian
3 designing where they're out there in wheelchairs or
4 we're putting blindfolds on people and giving them canes
5 and having them navigate sidewalks that are within our
6 cities.

7 We have done a lot towards complete streets
8 and sort of what is that and how does that work within
9 communities. Dallas and Fort Worth are my two cities
10 that have adopted complete streets policies. I tried to
11 take a complete streets policy to the region five years
12 ago; we were booted off the stage. We weren't ready for
13 it. Five years ago, though, I had two cities with bike
14 plans. I now have 60 cities with bike plans. It's an
15 evolution.

16 So, now I've got two cities with complete
17 streets policies. I'm ready for the evolution to begin
18 on complete streets. And we actually are having an
19 executive coordination meeting with our two TxDOT
20 engineers and their upper management in August about
21 TxDOT and our districts, and complete streets, and how
22 we work together, how we review DSRs, which are the
23 planning documents for roadways, how the NPO and cities
24 provide input on that.

25 We're gonna talk about more training needs

1 for TxDOT staff. We're just really gonna talk about
2 coordination so that we're all in the same team and
3 thinking wholistically about this and ahead of time,
4 'cause projects take years and years between design,
5 environmental and construction. And people come in at
6 construction and are like, I have an idea. You're like,
7 you missed the boat.

8 So, we want to just sort of all be on the
9 review process for that. And bikes are just like a
10 checkbox on a 20-page report. How do we advance that as
11 well. Those are conversations that we want to have. We
12 don't say complete streets as much 'cause some people
13 think you're saying our streets aren't complete. And
14 some streets are complete and we want to say it's very
15 context specific to the road, to the land use, to all of
16 that, and how we think about that's important.

17 Okay. So, TA Set-Aside after that
18 background. So, we did our 2017 Call for Projects. It
19 launched before Christmas. We go ahead and sub allocate
20 it into two categories. The feds give you lots of
21 categories you could award money to, and we're like, no,
22 no, let's just focus on bike/ped.

23 Active transportation is one bucket. Safe
24 routes to school is another bucket. So, for us, that
25 funds things like shared use path, on street bike

1 facilities, signalization, crosswalks, curb ramps,
2 signals if they're related to bike/ped improvements.

3 Some cities will just try to put in a random
4 ole traffic signal and we're like, we don't want to pay
5 for those. Road diets and a whole host of things.
6 They're pretty much the same types of work but just in
7 different categories or focus areas.

8 So, how we score these. So, for our active
9 transportation, bicycle/ped projects, the top point's
10 25, is if you're on the regional veloweb. So, I
11 mentioned that map's important, and cities want to be on
12 that map. 20 points if you connect to transit. We're
13 trying to do these last mile connections, this important
14 of multimodal, and so transit is very important.

15 BILLY HIBBS: Okay, Karla hey.

16 KARLA WEAVER: Yes, sir.

17 BILLY HIBBS: Karla, for -- for your study,
18 is there any consideration made towards connectivity to
19 -- to transit? And -- and one of the things that Carl
20 talked about earlier was, like, the DART substations
21 that allow you to fly into DFW, get on a --

22 KARLA WEAVER: Yeah.

23 BILLY HIBBS: -- train and then go someplace.
24 I think -- I think having that and -- and -- as a
25 consideration as part of what you're studying and your

1 people are examining are really, really important. And
2 it kind of gets back to the low hanging fruit. If --

3 KARLA WAVER: Yeah.

4 BILLY HIBBS: -- it's already there and it's
5 making it easy--

6 KARLA WEAVER: Show people how to do it.

7 BILLY HIBBS: -- then that needs to be a
8 pretty important decision point, I would think.

9 KARLA WEAVER: Yeah.

10 BILLY HIBBS: Okay, I'm sorry.

11 KARLA WEAVER: No, great. So, safety, of
12 course, we looked at the TxDOT crits data on where we've
13 had bicycle and pedestrian collisions or fatalities. We
14 draw buffers around projects and sort of look around
15 them. Reducing barriers. So, barriers are really hard,
16 if it's crossing over a major freeway, or a river, or a
17 railroad track, or those things that are the harder
18 projects, those need some extra love.

19 Reducing congestion, this is a lot about
20 density and where we get the biggest bang for the buck
21 of volumes of people. And also, it's a short car trip,
22 so we have these heat maps of where we have our less
23 than two-mile car trips. And so we overlay those with
24 projects, and if you're in one of those zones where
25 people have a higher likelihood than taking an

1 alternative mode of transportation, you get points for
2 that.

3 I mentioned density. That's connection to
4 large employers and key tourist destinations like
5 shopping malls, or event centers like American Airlines,
6 or the Cowboys, or things like that. We look at air
7 quality benefits, which is a calculated rate by us. We
8 look at equity. Our environmental justice communities
9 get points. And then we look at local connectivity.
10 So, if you've got a plan and you're trying to implement
11 it, we want to reward good planning.

12 Safe routes to school. 20 percent if -- 10
13 -- 20 points if you've developed a plan. Nobody is
14 developing safe routes to school plans. We're not
15 seeing them. In our last Call for Projects we received
16 35 projects and no plans in all 35 projects. They're
17 just like, we got an idea. So, we're like, if you'll do
18 a plan, we'll reward you for that.

19 Safety -- you didn't have to have one but
20 you got a lot of points if you had one. Safety, of
21 course, is even more important here. Reducing
22 congestion. This is, again, where is your -- your --
23 the -- the district of where kids are coming from and
24 what are your opportunities to walk and bike. Equity is
25 important here. Disadvantaged communities, lower income

1 communities, kids are more likely to walk to school or
2 bike to school.

3 Community and stakeholder support. If there
4 was a lot of parent support, they've done any
5 involvement with the community. And then air quality
6 benefits because we're in a region of nonattainment, so
7 that's always important for us.

8 Additional considerations. So, project
9 readiness is huge. So, if you've done any of your
10 preliminary engineering, you have any of your
11 environmental, you -- you know, all these things that
12 say you're ready to spend money now 'cause this is a pot
13 of funds that we can actually lose if they're not moving
14 quick enough, that's important.

15 And then project innovation. So, I'm dying
16 for people to put counters on trails. So, if you want
17 to come to a 4 million dollar count -- trail, I'm like,
18 go ahead and just put 10,000 more and we'll buy you a
19 counter or a green bike box. We had a city that wanted
20 to try that. Or I even just yell -- yell at people put
21 \$1,000 in there for signage. Like, nobody puts signage
22 in trails anymore, and so let the grant pay for that
23 kind of stuff. And we're really trying to encourage
24 that.

25 Okay. So, here is the total request of

1 funds that we receive, 56 million dollars. We received
2 61 applications and we had 27 million dollars available
3 for our region. We divide our region up population
4 base, the Fort Worth district on the west side and the
5 Dallas district on the east side. We also have the
6 Paris district in one county, Hunt County, and it gets
7 rolled into Dallas. So, 56 million of requests, 27
8 million available.

9 We ended up awarding our -- we ended up
10 awarding 12 active transportation projects and 22 safe
11 routes to school projects. But the active
12 transportation always costs a lot more than the safe
13 routes to school, so it was 22 million worth of active
14 transportation and 12 million of safe routes to school.
15 And you're like, 34 million doesn't rhyme with how much
16 money you said you had.

17 But we ended up able to flex some of our
18 CMAQ dollars that we get as an NPO, and we added our 27
19 million of our TA Set-Aside money with 6 million -- or
20 close to 7 of additional good projects that we thought
21 we saw. We were using a little bit of our fiscal year
22 '16 money we had left over, plus '17, '18, and '19 for
23 this Call for Projects.

24 Here's a map. If you look at DFW, the
25 yellow are the active transportation bigger trail

1 projects, and the triangles are all of the safe routes
2 to school projects kind of sprinkled throughout. One
3 thing I want to flag for this, it's kind of interesting,
4 there's a lot of safe routes to school projects.

5 In Fort Worth they received over 4 million
6 dollars within the city of Fort Worth. When this call
7 launched in November, Fort Worth immediately found
8 discretionary money, hired a consultant for \$150,000 and
9 did 20 safe routes to school plans. \$150,000 netted
10 them over 4 million dollars of construction money.

11 So, it was a huge return on investment for
12 the city of Fort Worth. And I tell that story
13 everywhere and I'm like, go start developing your plans.
14 You can do a safe routes to school plan for, like,
15 \$15,000 or less, and you can get -- this is great
16 priorities for regions, for TxDOT, you know, having
17 these plans in place to (indiscernible) you in for the
18 money.

19 Real quick, about the bike/ped report, so we
20 predominantly use permanent counters. Mobile counters
21 are a lot of labor. There's a lot of whole issues tied
22 to that. We have mobile counters for trails and on
23 street. But permanent gives us those consistence
24 reportings year after year, so that's our focus.

25 We own 11 counters that we partner with

1 cities to put in place. We've also done joint
2 procurement co-op purchasing, so to speak, where we've
3 gone in for better rates and bought counters for other
4 cities in exchange for we receive the data for those.

5 So, other agencies have 19 counters that we
6 report on in our report. Dallas has additional counters
7 to that, but they're not considered really active
8 transportation. It may be about a loop around a lake or
9 it can be into their rec centers. They're trying to
10 count how many people come every time. So, the 19 of
11 other people's are part of our -- our program.

12 And then we have one on street. Little,
13 sad, lonely guy out there in Fort Worth, but I'll talk
14 about him. They're kind of dipping their toe in the
15 water for some of their bike lanes.

16 This year was kind of interesting. And the
17 values aren't showing up there, I'm sorry. But we had
18 more pedestrians than bicyclists. Last year was 50/50
19 down the row. This year we have, I think it's, like, 55
20 -- 54 pedestrians, 54 percent compared to bicyclists.
21 So, that was sort of an interesting trend. We'll see if
22 that continues in future years.

23 The yellow here are pedestrians. The blue
24 are bicyclists. So, it's very interesting to see some
25 trails are 83 percent bicyclists and some trails are 88

1 percent pedestrians, and it kind of depends on where
2 you're at. And then it's interesting to cross compare
3 some of these trails with our volumes of trails, right.

4 So, you have the Katy Trail (Indiscernible)
5 Street in downtown Dallas that's averaging close to
6 3,500 people a day. And then if you went back and
7 looked at sort of where that falls on this, is it more
8 cyclists, is it more pedestrian, you know, we're doing
9 all those sort of analytics to kind of see what are the
10 -- the trends and why are some trails more heavy in
11 certain areas than others, and why do some trails have
12 more activity than others.

13 What we're finding is these lower volumes of
14 trails, yes, it's a density conversation but it's also
15 these tend to be trails where there's food nearby. So,
16 trails that have access to good restaurants, to places
17 to stop and grab a drink or something to eat are
18 predominantly, like, killing it.

19 So, trails that are more out in the back 40
20 but you could get a longer ride maybe but you're not
21 really near anything, you know, it makes common sense
22 but those are the harder trails to get sometimes in the
23 middle of development. So, there's sort of tradeoffs
24 there, but it helps us think of our policy of funding
25 and where do we want to get our biggest bang for our

1 buck when elected officials are deciding where to put
2 dollars.

3 BILLY HIBBS: So, Karla, are all those
4 trailed paved trails?

5 KARLA WEAVER: Yes, sir.

6 BILLY HIBBS: So there's not any gravel or
7 anything that --

8 KARLA WEAVER: Not as part --

9 BILLY HIBBS: -- we could say --

10 KARLA WEAVER: -- of this analysis.

11 BILLY HIBBS: -- lean more towards the
12 pedestrian than a cyclist, that they're all paved.

13 KARLA WEAVER: They're all paved, yeah.

14 BILLY HIBBS: All right. I think -- I
15 think, Carl, there was another good data point there
16 about being close to food and facilities, and showing
17 how much more usage it gets -- it -- it -- all those
18 things are considered, so --

19 KARLA WEAVER: Yeah.

20 CARL SEIFERT: It does make a difference.

21 KARLA WEAVER: For sure. Now, this is our
22 one little on street counter that I thought was
23 interesting. So, the city had put this in actually
24 before and then started -- before they -- they developed
25 a cycle track here and then have watched it spike over

1 time. This actually exceeds some of our shared use
2 paths, as far as the numbers of users.

3 So, this is, like, one month average, and
4 they were getting over seven -- the month of June, over
5 7,000 uses in this facility, which exceeded some of our
6 trails. So, it's -- again, it's about where you're at.
7 It's location, location, location not just in real
8 estate of housing but also trails. So, again, I think
9 the land use part is really interesting and more that
10 we're gonna study in the future.

11 So, what we saw from '15 to '16, we added
12 five new counters into the system. All 14 counters in
13 Dallas are now showing an entire year's worth of
14 reporting. Pedestrian mode share increased by 8
15 percent, and then we went from 3.1 million to 7.4
16 million people reported.

17 Now, some of that is a factor of new
18 counters coming online, how many years worth of data.
19 But, again, as we're starting to set these baselines,
20 7.4 million this year, next year will it go up, will it
21 go down, we will see.

22 BILLY HIBBS: That's incredible.

23 KARLA WEAVER: So --

24 BILLY HIBBS: How much does a counter cost?

25 KARLA WEAVER: About \$5,000. 5 to 7,000 is

1 what we paid, and then we are having the cities pay for
2 five years of data, which is about \$600, 'cause we don't
3 want to send people out into the field, and it pays for
4 the cloud to report back to us, and it also tracks
5 weather. So, we have other reports.

6 Elected officials told me all the time,
7 nobody will ride in Texas in July, and our counters tell
8 us that July's our most popular month. So, I'm like,
9 well, counselman so and so, that's really -- you know, I
10 see why you think that, but actually we have data that
11 shows, you know, ridership is here. So, it's quite
12 interesting when people have real data, what you can say
13 and do.

14 BILLY HIBBS: And that counter can
15 differentiate between a pedestrian --

16 KARLA WEAVER: It does.

17 BILLY HIBBS: -- and a cyclist.

18 KARLA WEAVER: So, it has a -- there's a
19 pole that has infrared that counts everything. And then
20 we put in the ground these loops that are in the
21 pavement that counts the bikes. And so you -- you --
22 you subtract everything that goes in the -- the loop
23 from the pole, and you know bike versus ped.

24 We also have direction, so we can know if
25 they're going, you know, into town or out of town. It

1 does 15-minute increments like a car counter does, so I
2 can see during peak periods, certain trails near office
3 buildings have higher ridership, so maybe people are
4 riding to work.

5 And that's the other part of the land use
6 study of near employment trails during, like, car's peak
7 period of going to work and leaving work, same kind of
8 thing. Lunch is a big pick up in certain trails where
9 there's near food. And so all those things, we're
10 trying to evaluate.

11 BILLY HIBBS: Very cool.

12 KARLA WEAVER: Yeah.

13 BILLY HIBBS: Wow. You know, you guys are
14 so far ahead, in terms of just the sophistication of not
15 only 01:54 (indiscernible) which you --

16 KARLA WEAVER: Took us a long time to get
17 there.

18 BILLY HIBBS: -- all this other stuff that's
19 going on. This is incredible.

20 KARLA WEAVER: Yeah.

21 BILLY HIBBS: Very, very helpful.

22 KARLA WEAVER: Thanks.

23 BILLY HIBBS: Thank you.

24 KARLA WEAVER: We're happy to share this
25 with anybody that's interested in thinking about it. We

1 had the federal highway administration come out and do a
2 peer review for us about five years ago, because I was
3 very overwhelmed on where to even start. And we brought
4 in the people already in the country doing this.

5 So, the Colorado DOT has a really great
6 count program. The San Francisco NPO. The Philadelphia
7 NPO is leading the country in count program. And so
8 they just all came in with TTI. And I was like, where
9 do you even start. I don't know if I want to buy this
10 or this and put them here or here, or how many cities.
11 And you just get overwhelmed by all of it.

12 And they really -- they put out a report
13 that -- kind of talking to all those people that have
14 done it to help us kind of create a path. And so
15 there's lots of tools and resources like that, so --

16 BILLY HIBBS: That's great.

17 KARLA WEAVER: Yeah.

18 BILLY HIBBS: Carl -- did Carl (inaudible).

19 FEMALE SPEAKER: (Indiscernible).

20 BILLY HIBBS: Okay. All right. I think
21 there's -- there's -- Houston is counting. Dallas/Fort
22 Worth is counting. Which other major urban areas have
23 counters?

24 KARLA WEAVER: Austin's got some.

25 BILLY HIBBS: Austin? San Antonio maybe?

1 KARLA WEAVER: San Antonio's -- yeah,
2 they've got them on their -- that -- their different
3 mission trails, they've started adding counters to them.

4 MALE SPEAKER: (Indiscernible).

5 BILLY HIBBS: Yeah, I think -- I think
6 that's gonna be important --

7 KARLA WEAVER: Yeah.

8 BILLY HIBBS: -- when Carl gets ready to
9 start selling this to people --

10 KARLA WEAVER: Yeah.

11 BILLY HIBBS: -- is to help.

12 KARLA WEAVER: And it's not a huge
13 investment.

14 BILLY HIBBS: Right.

15 KARLA WEAVER: People, I think, think it's
16 gonna be a whole lot of money to be out there all the
17 time, if you do the permanent. The federal government
18 picked ten NPOs around the country to test out counting,
19 but they used mobile counters.

20 And I was actually speaking on a panel
21 before the guy that went to speak on this, and I didn't
22 realize they were all mobile. And I got up there and I
23 was like, I hate mobile counters. Mobile counters are
24 the worst, and I gave this whole thing about mobile
25 counters. And his presentation was like, well, I'm here

1 to talk about mobile counters. And I was like, well,
2 this is awkward. Was like, sorry.

3 But the permanent, you just set it and you
4 go. And that has been -- you know, when you're thinking
5 about resources, you replace the battery every two
6 years. We had one where counts shot up to 20,000 a day,
7 and we're like, what's happening here. It was a spider
8 inside.

9 BILLY HIBBS: Oh, wow.

10 KARLA WEAVER: And he was, like, zinging
11 around his web. And so we're like, wow, something
12 happened out there. But the city just went out and
13 cleaned -- you know, killed him, and we've been good to
14 go, so... I'm sure they humanely relocated him
15 somewhere else.

16 MALE SPEAKER: Relocated.

17 BILLY HIBBS: Thank you for that, very, very
18 much.

19 MAL SPEAKER: Good job.

20 BILLY HIBBS: All right. So --

21 KARLA WEAVER: Did you have a -- did you
22 have a question?

23 SHIBIYA SABU: Yeah. So, I (indiscernible)
24 question.

25 KARLA WEAVER: Oh. Sure.

1 SHIBIYA SABU: So, I noticed that some of
2 the scoring criteria, they're more than others.

3 KARLA WEAVER: Yep.

4 SHIBIYA SABU: Example, safety was more than
5 air quality. How do you -- how do you come up with a
6 number? Like, what --

7 KARLA WEAVER: Great question. So, a lot of
8 it, we start with our bases of our historical Calls for
9 Projects and how we tend to sort of prioritize them. We
10 actually go to public meetings at the beginning of a
11 program when we're developing criteria. And then we go
12 to our technical board, and our policy board, and our
13 bike advisory committee and we show them sort of our
14 initial staff recommendation and see if they want it up
15 or down, or adjust the scores.

16 So, we get a lot of feedback into the
17 process, and they -- the rates tend to be kind of
18 similar over time. We also use our long range
19 transportation plan. So, everything that has points,
20 like the Veloweb, and safety, and connections to
21 transit, you will see reflected in our long range
22 transportation plan.

23 Our director says we want to build the plan
24 because this is our vision for the next 20 years, and so
25 create programs that help you fund your vision, and

1 that's where we put our scoring criteria as well.

2 SHIBIYA SABU: That's interesting. For
3 example, in California, lot of places, you -- you might
4 find the air quality more than --

5 KARLA WEAVER: 'Cause y'all got all those
6 state bills, yeah.

7 SHIBIYA SABU: Oh.

8 KARLA WEAVER: Texas doesn't have all that.

9 SHIBIYA SABU: And could you name, like,
10 what -- some of the projects that -- that have good
11 scoring criteria? Do you rate projects according to the
12 scores --

13 KARLA WEAVER: Yes. So, on our website is a
14 -- is a matrices of every project and how it scored in
15 its points. So, I -- I -- I couldn't name you, like,
16 random projects right now but I can make all of that
17 available to you, or send you that link. Yeah.

18 SHIBIYA SABU: (Indiscernible) the Power
19 Point.

20 KARLA WEAVER: I think it's sent to the
21 committee members. Bonnie's got a copy. Yeah.

22 SHIBIYA SABU: Thank you.

23 KARLA WEAVER: You're welcome.

24 BILLY HIBBS: All right. Thanks, again,
25 Karla.

1 KARLA WEAVER: Sure.

2 BILLY HIBBS: Great presentation.

3 Incredibly helpful. All right. So, it's time on the
4 agenda to go around the table. And, Bobby, would --
5 would you mind starting us off.

6 ROBERT GONZALES: Well, in El Paso, you
7 know, we have a list of -- of short and medium projects
8 that were identified in last year's bike plan that we
9 adopted in August of last year. And -- and so one by
10 one, those projects -- in fact, that list of project was
11 approved by council last week, as a matter of fact. And
12 so now the Capital Improvement -- through the Capital
13 Improvement Department they're gonna start implementing
14 projects. And the -- the new bicycle coordinator, who
15 is -- who is one month into his helm --

16 FEMALE SPEAKER: Yay.

17 ROBERT GONZALES: -- is now moving those
18 projects forward, so that's a good thing. The other
19 thing is the TxDOT El Paso district just came out with
20 their draft bicycle program strategic plan, and it
21 identifies existing corridors, the special design
22 considerations, and then the implementation plan.

23 And -- and I haven't had a chance to go
24 through it in its entirety, but I will say this, that
25 some of the corridors that we're talking about on the

1 tourism trail side kind of ties into 62.180, for example
2 and then, you know, the -- the I-10, of course. So, all
3 the corridors will tie into that study very well.

4 So, that's -- that's a good -- I have a
5 draft copy but I've been asked not to share it. But --
6 but just --

7 ERIC GLEASON: Well, just tell us.

8 ROBERT GONZALES: But -- but it's a good
9 plan.

10 FEMALE SPEAKER: Teaser.

11 BILLY HIBBS: Thank you, Bobby. Anne-Marie,
12 anything else?

13 ANNE-MARIE WILLIAMSON: So, the first phase
14 of our Circle Trails Dash are starting on the second
15 phase. Thanks, TxDOT, for that. And we sent in three
16 proposals in the last call, so...

17 BILLY HIBBS: Very good.

18 FEMALE SPEAKER: The biggest news from
19 Austin is on June 14th, the bike bridge over Barton
20 Creek opened. And that was a --

21 FEMALE SPEAKER: Yay.

22 FEMALE SPEAKER: -- joint effort between the
23 City of Austin and TxDOT. There was also some federal
24 participation, I understand. But it was a 14.1 million
25 dollar project --

1 BILLY HIBBS: Wow.

2 FEMALE SPEAKER: -- that I think the City's
3 had -- okay. I should say the Statesman has had some
4 heart attacks over the cost, but bicyclists are coming
5 out in droves and saying worth it. Worth every penny,
6 so...

7 BILLY HIBBS: Good, good. Thanks, again,
8 for your service on that.

9 FEMALE SPEAKER: Thanks, Billy.

10 BILLY HIBBS: David?

11 DAVID STEINER: Yeah. A few things for the
12 area that -- that we've been working on. First, with
13 the Trail and Route Access Coalition I -- I -- I lead.
14 One thing we embarked on early this year was around, you
15 know, getting the voice of -- of members in the area to
16 -- to the city and -- and -- and the council for their
17 longer range planning.

18 So, a couple of things we did, and I put
19 together a real simple, you know, survey together that
20 sent out to various folks. Wasn't statistically a
21 sample of the community, it was really focused on, you
22 know, the bikes and the runners because those are
23 communities I know. Got a lot of input from them.

24 Also worked with the City and got a map of
25 the city of Lufkin. And we got together, just as a

1 group at Buffalo Wild Wings over beer, and we marked a
2 map up. You know, and this isn't a big community. I
3 mean, the city itself is 35,000. But, you know, where
4 do we need, you know, sidewalks. Where are good bike
5 routes for -- you know, the intent was to give to the
6 city for the long range planning. It's not gonna happen
7 overnight.

8 It worked out wonderfully and it was really
9 beautiful because, two things, one, the city was like
10 the dirt in Texas in 2011. It was ready to suck up all
11 the water it could get, and we were the water. So, they
12 were like, oh, please, yes. I needed information
13 because there's been a lot more interest from the city.

14 And I understand they put in some projects
15 to the TA Set-Aside this year for actually -- and it --
16 and it worked very well because it was some sidewalks
17 and stuff to the high school that we had also marked up.
18 You know, and we did the same thing, trying to connect;
19 where do we have grocery stores or shopping and stuff,
20 and trying to do that connectivity.

21 So, very simple. It wasn't low cost, it was
22 a no cost effort to try to get it to them. So, that
23 worked very well. And the City of Lufkin is updating
24 their long range comprehensive plan which really looks
25 at, you know, quality of life, economics,

1 transportation, and it also talked about outdoor
2 activity; so it fit very well with all of that.

3 So, all that's gone into the city. That's
4 been given to the outfit that the City's hired to
5 upgrade their -- their comprehensive plan. So, that's
6 kind of excitement, and I think we're kind of starting
7 to get some more traction around long range plans in the
8 city. And there's a lot of interest in it. So it's --
9 timing's worked very well.

10 Couple of other things which was exciting.
11 We had money from a few years back to add a trail system
12 at a -- at Cassels Boykin Park, which is right along
13 Lake Sam Rayburn and a big expansion. So, that was
14 finished up in June.

15 And we've also had interest -- we've met
16 with the city parks in Lufkin about expansion of the
17 trail at another park that we put in at Kit McConnico in
18 Lufkin, which gets a lot of interest. And that's, you
19 know, partly I think why the city is more interested.

20 They see the -- the use of all those trails,
21 so now we're looking at expanding it. The city says,
22 oh, yes, you can have that land, just bring us a plan
23 what you want to do. So, we're starting to move in that
24 direction.

25 I think when the weather cools off and the

1 growth dies out, we can get into that brush. We'll map
2 that route out in more detail, but -- so that's what's
3 going on. Kind of a lot of things first half of this
4 year, which is exciting.

5 BILLY HIBBS: Yeah. Shawn, how are things
6 in Amarillo?

7 SHAWN TWING: Well, actually, was gonna
8 title my report as the "Tale of Two Cities." Couple of
9 things. I'll give you the good, the bad, and the ugly.
10 You know, Amarillo did put in very nice rails -- trails
11 some years -- years ago. It's -- I think where it's
12 located, there's -- there's a limited usage, mainly
13 because where it cuts through.

14 But Amarillo has a very difficult geography.
15 The way the city built, it's very difficult to link.
16 Amarillo's a perfect four quarter quadrant city. And to
17 get from one quadrant to the other, there's really not
18 very many safe ways to do that.

19 In fact, if you look at our city plan -- I
20 pulled it up again. This was from 2015 through 2040,
21 and it pretty much says until attitudes in the area
22 change, there's no demand. So, there's really nothing
23 for Amarillo to do. So, you know, we're fine with that.

24 And I did a survey study with a friend --
25 one of my training friends is a swim coach in Amarillo.

1 And we tried to get an aquatics center put in and
2 Amarillo twice has voted down both times. So, we did,
3 you know, an anecdotal review of the health records.
4 And, you know, not surprisingly, Potter and Randall
5 County are almost in the top ten, not just in obesity
6 rates but in what's called inactivity.

7 There's actually a gauge for inactivity.
8 And Potter County's running about 32 percent inactivity.
9 That, by the way, is somebody who does less than one
10 hour of physical activity a week is considered inactive.
11 So, according to these health statistics in our northern
12 county, a third of our population is -- is inactive.

13 And Randall County, which you'd consider is
14 a little bit more, you know, active, that's where you'll
15 find the runners and stuff, it's in the 20s. So, you
16 know, it's -- it's -- you know, we're working on
17 attitude.

18 So, through the local share the road
19 committee and local cyclist committee, you know, we have
20 -- you know, Tascosa cycling and the tri -- triathlete
21 groups. Although, triathletes are all going to CYC
22 Lacrosse. You know, we -- we -- we battle that quite a
23 bit.

24 Now, that's the -- kind of bad, you know, if
25 you will. I mean, until we can encourage, you know,

1 alternative transportation, both for recreation and so
2 forth, you know, it's gonna be our long haul.

3 The good news, and this is why
4 (indiscernible) is the second city's Canyon Texas, of
5 all places. Canyon, Texas is really coming on board.
6 Their -- their local pop -- citizens voted to put in an
7 aquatics center. You're seeing more and more students
8 riding their bikes, you know, the university, the close
9 proximity to Palo Duro Canyon.

10 I mean, it's really starting to become a
11 hub, and they also put in a -- the city bought some land
12 to put in a mountain bike trail. It's -- it's for, you
13 know, people that are more beginners, intermediate.
14 It's not this crazy jumping off the rocks. It's become
15 extremely popular.

16 And if you looked at the map on the trail
17 stay, I intentionally took -- my recommendation was to
18 go south of Amarillo, mainly 'cause there's really no
19 way to get through it, but it really started putting
20 everybody south.

21 And Canyon's gonna be the -- the place where
22 I think if we're going to change attitudes north --
23 northern attitudes, it's gonna be -- they're gonna see
24 that and they're gonna see a lot of really cool things
25 happening in -- in Canyon. And -- and so I really

1 wanted to give Canyon a lot -- a big pat on the back.

2 In my emphasis with the local community is
3 I'm spending time talking to people in that town. And
4 I'm hoping -- I thought, you know, because Amarillo,
5 where it was located, would move from there out. I now
6 have the exact opposite. Well, center in the Canyon
7 area.

8 And the activities, I can only dream of
9 getting to the Hotter'N Hell level. But we do have 24
10 Hours in the Canyon, which has become nationally known
11 mountain bike race. It's a 24-hour race with all kinds
12 of events. You got road and mountain bike. They'll be
13 adding fat tire racing, you know, all that stuff these
14 crazy people like to do. I like to stay on the
15 blacktop.

16 But they got probably 800 riders this year,
17 you know, for 24 hours. And even with some bad weather
18 it was very successful. It's been going on for ten
19 years. Palo Duro Canyon has had 32 years of trail run,
20 if any trail runners.

21 In October they've added 50 miles, so you
22 have 50-mile. 50k to 20k. And, you know, and Canyon
23 starts filling up. You know, so if you're a runner or
24 cyclist, there are a lot of things to do down there, you
25 know.

1 At the end of the day, you know, we're just
2 -- I -- I can only dream -- you know, I just spent a
3 week in Denver, and Colorado Springs, and Boulder, and
4 then I come to Austin and just green with envy, you
5 know. But, you know, again, it's -- it's just a
6 different world.

7 You know, we don't have the congestion y'all
8 have. And, you know, it's starting to get there and you
9 just got miles and miles, you know, of places to -- to,
10 you know, drive your car. So, but anyway, I think
11 long-term it's -- it's gonna take off.

12 And this CYC Lacrosse, I'm very curious to
13 see where that goes because we're starting to see people
14 that drive in from Kansas, New Mexico are starting to
15 pull into the panhandle because we literally have
16 thousands of miles of dirt roads. If you want dirt, we
17 got more than you could ever want, so...

18 BILLY HIBBS: Well, Shawn, your comments
19 about CYC Lacrosse, and think about Carl and the work
20 he's doing, you know, one of the questions that I don't
21 think has ever been asked is, is the surface for what
22 you're doing, Carl, is it going to be all blacktop? Or
23 is it going to have gravel where you're going to need a
24 specialized kind of bike to be able to do that?

25 Because, you know, a mountain bike can ride

1 on everything. But a mountain bike's not, obviously,
2 the best way to ride 100 miles a day on asphalt. And if
3 you take a road bike, you put it on one of those gravel
4 trails, like the presentation that we got from the guys,
5 you know, northeast Texas part of it up there, you know
6 that could be problematic.

7 So, I think at some point we've -- we've got
8 to say, it's either gonna be asphalt the whole way or
9 you're gonna need to make some previsions because you
10 can't ride a road bike with skinny tires on, you know,
11 dirt roads.

12 SHAWN TWING: Well --

13 BILLY HIBBS: You can't --

14 SHAWN TWING: -- the CYC Lacrosse bikes,
15 they do ride on --

16 BILLY HIBBS: You can't --

17 SHAWN TWING: -- the blacktop.

18 BILLY HIBBS: -- on a CYC Lacrosse bike,
19 but, yeah. But that's --

20 SHAWN TWING: And that's what I call --

21 BILLY HIBBS: -- specialized set of tires --

22 SHAWN TWING: You know, yeah.

23 BILLY HIBBS: -- (indiscernible).

24 SHAWN TWING: They're heavy duty tires. But
25 the geography of a bike -- I asked if I could convert my

1 road bike and they said no.

2 BILLY HIBBS: Right.

3 SHAWN TWING: Something about the geography
4 of it.

5 BILLY HIBBS: Yeah, it's -- yeah.

6 SHAWN TWING: But, you know -- you know,
7 it'd be interesting to see, but y'all are right. And I
8 don't know for trails stay, it may be something it says
9 on a footnote. Look, if you fly into this city in
10 addition to road riding, you know, you can do -- you can
11 take off --

12 BILLY HIBBS: Yeah.

13 SHAWN TWING: -- on these other trails.

14 BILLY HIBBS: Yeah.

15 SHAWN TWING: But I don't think you would
16 incorporate it necessarily.

17 MALE SPEAKER: How other states do it, you
18 may have a map that shows all of their trails, and then
19 it may identify certain trails as appropriate for one
20 type of bike.

21 FEMALE SPEAKER: Coded somehow.

22 MALE SPEAKER: Or one type of
23 (indiscernible). So you could have -- you know, your
24 mountain bike, your cycle bike could go on only asphalt.
25 You may just identify certain connections and say also

1 there's this, or this route you can take until you get
2 to this point and then it's almost this. That's how
3 other states have done it. You may choose
4 (indiscernible). I think that comes later with design
5 facility conversation in future working groups.

6 BILLY HIBBS: Okay. All right. Thank you,
7 Shawn. Karla, anything else?

8 KARLA WEAVER: Nothing else from me.

9 BILLY HIBBS: All right. Okay. So, at this
10 point, we've got the public comment. I did not get any
11 ideas from anyone saying that anyone from the audience
12 needs to comment publicly, so I think we're okay with
13 that.

14 SHAWN TWING: Bill, sorry to interrupt.

15 BILLY HIBBS: Yes.

16 SHAWN TWING: I did have -- I received one
17 comment from a citizen in Amarillo who wanted to ask our
18 committee to consider recommending mirrors -- rearview
19 mirrors as a legal requirement for bicyclists on the
20 road, and I promised him that I would bring that up
21 during the public comment.

22 DAVID STEINER: That's interesting, because
23 I got an e-mail from somebody talked about legal
24 requirement for lights on.

25 ANN-MARIE WILLIAMSON: I got that one, too.

1 I didn't know where they were.

2 KARLA WEAVER: I got it --

3 ANNE-MARIE WILLIAMSON: I responded.

4 KARLA WEAVER: -- as well.

5 DAVID STEINER: Did you?

6 ANNE-MARIE WILLIAMSON: Yeah.

7 DAVID STEINER: Okay.

8 (Multiple speakers; Indiscernible)

9 SHAWN TWING: Well, the lights are a
10 requirement, you know, at dusk. If you're on the
11 roadway, you're actually required --

12 KARLA WEAVER: Oh, he wanted to require
13 cars.

14 DAVID STEINER: I mean, for the cars to have
15 rear --

16 (Multiple speakers, Indiscernible)

17 SHAWN TWING: Oh, oh, oh, oh.

18 DAVID STEINER: The comment was when I look
19 in my mirror, I can't see cars.

20 SHAWN TWING: True.

21 DAVID STEINER: So I said, thank you, very
22 much. You know, my strategy is I -- I'm like a
23 Christmas tree. I have taillights. I use headlights
24 and -- and I have a mirror. But that's -- that's
25 probably more --

1 (Multiple speakers, Indiscernible)

2 DAVID STEINER: -- DPS type, those
3 regulations, right, it's not a TxDOT (indiscernible).
4 But I got something similar. It's interesting several
5 of us have that.

6 SHAWN TWING: Well, and I thanked him for
7 input.

8 BILLY HIBBS: Sure.

9 SHAWN TWING: I didn't know -- actually,
10 what I wanted to say is well, when we make helmets
11 required, we can look at mirrors. But, you know, I
12 refrained.

13 BILLY HIBBS: Okay. All right. So, on item
14 number 11, we're talking about future agenda items
15 (indiscernible) where we are on that. (Indiscernible).
16 Do we have any other matters to come before us today? I
17 want to thank everyone again for making the trip over
18 here. We are adjourned.

19 (End of Proceeding)

20

21

22

23

24

25

1 REPORTER'S CERTIFICATE)
2 COUNTY OF TRAVIS)
3 STATE OF TEXAS)

4 I, Joy Quiroz-Hernandez, Certified Shorthand
5 Reporter in and for the State of Texas, do hereby
6 certify that the foregoing is a correct transcription
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9 Please take note that I was not personally
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14 I further certify that I am not related nor
15 employed by any of the parties in which this proceeding
16 was taken, nor do I have a financial interest in the
17 actions taken.

18
19 Subscribed and sworn to on this 31st day of
20 July, 2017.



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