

Date:

October 11, 2019

Case:

TxDOT BAC Meeting

TEXAS DEPARTMENT OF TRANSPORTATION
TxDOT BICYCLE ADVISORY COMMITTEE (BAC)
October 11, 2019, Meeting

The above-entitled committee meeting was taken before Patrick Stephens, Certified Court Reporter, commencing at 9:33 a.m. on this, the 11th day of October, 2019, at 200 East Riverside Dr., Bldg. 200, Classroom D, Austin, Texas 78704.

Patrick Stephens
Ptrckstephens1@gmail.com

A P P E A R A N C E S:

BAC Committee Members Present and Participating:

In-Person:

Karla Weaver, Dallas/Fort Worth, Chair
Robert Gonzales, El Paso, Vice Chair
Clint McManus, Houston
David Ham, Midland
Eva Garcia, Brownsville
Frank Rotnofsky, Laredo
Mike Schofield, Austin
Rick Ogan, San Angelo
Trent Brookshire, Tyler

Via telephone:

Jeffrey Pollack, Corpus Christi

TxDOT Present and Participating:

Marc Williams, Deputy Executive Director, TxDOT (ADM)
Eric Gleason, Director, Public Transportation Division (PTN)
Donna Roberts, Program Services Section Director (PTN)
Bonnie Sherman, Statewide Bicycle / Pedestrian Coordinator (PTN)
Noah Heath, Statewide Bicycle / Pedestrian Planner (PTN)

Also Present and/or Participating:

Carl Seifert, Jacobs Engineering Group
Sean Corcoran, Toole Design
Jana Renner, Paso Del Norte Health Foundation

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1 (P R O C E E D I N G S) 9:33 A.M.

2 MS. WEAVER: All right. Good morning, everybody.
3 We are calling our October 11th meeting to order. Welcome
4 everyone. We'll start off with a safety briefing by
5 Bonnie Sherman.

6 MS. SHERMAN: Good morning, folks. Thank you-all for
7 coming in today. I want to let y'all know that there's a
8 festival event in town this weekend. And so, be very
9 cautious when you come in and out of the parking lot here.
10 There is a lot of scooter, and pedestrian and E-bike
11 traffic on sidewalks, so be careful.

12 For purposes of our meeting today, for a medical
13 emergency, please call 911. We have an AED unit at the
14 guard desk up front. First-aid kits are marked and located
15 -- there's one in the corner right over there.

16 In case of fire or other need to evacuate the
17 building, we have fire extinguishers marked and located,
18 one in the corner there as well. We will evaluate and
19 exit the front door of the building by the guard desk,
20 turn left and gather near the sidewalks and the fence line
21 of the parking lot facing Riverside.

22 We also have an exit right out here that we can go
23 out, but it will set off an alarm if you don't have the
24 badge to use the thing.

25 MR. GLEASON: That's fine.

1 MS. SHERMAN: In an emergency, that would be fine. In
2 case of tornado or inclement weather, stay inside, move
3 away from the windows. Up by the guard desk, we have an
4 interior conference room is -- which is where everyone
5 would go in that situation. Again, just follow us; we will
6 lead you the right way.

7 And, in case of an active shooter or bombing threat,
8 please follow the instructions from the PA system and on-
9 site security personnel. Thank you, and let's have a safe
10 and productive meeting.

11 MS. WEAVER: All right. Thanks, Bonnie.

12 MS. SHERMAN: You're welcome.

13 MS. WEAVER: So a couple of things that I wanted to
14 mention before we get started. Thanks to everyone that's
15 attending in the audience here today. If there are any
16 comments that you have about the meeting or questions that
17 you'd like to ask as we go through items, there are public-
18 comment forms that are available at the desk when you first
19 walk in, so please fill those out and let us know what item
20 you'd like to specifically chat about or, if it's just
21 general and broad, we can -- we're happy to do that as
22 well.

23 We also have several folks that are joining us on the
24 phone. Welcome to everyone. So, as we go through and
25 discuss items and as questions come up, if folks would

1 identify themselves so the folks on the phone know who's
2 speaking. That would be great. And then I also want to do
3 a special welcome to Mark Williams, TxDOT's deputy
4 executive director, who's joining us today. Mark, thank
5 you for coming. Anything you'd like to say to the BAC
6 or...?

7 MR. WILLIAMS: Just briefly one -- thank you for your
8 continued efforts leading this committee, and -- and I know
9 we're going to be introducing some of our new Bicycle
10 Advisory Committee members and just, on behalf of the
11 Department, welcome and thank you for taking the time
12 to -- to join and serve on this committee, and -- and to
13 our returning members as -- as well.

14 This is a committee that Eric and his team with
15 Bonnie and Donna and others put a lot of time, and energy
16 and effort into making preparations for it. We value your
17 time and we value your participation and -- and, most
18 importantly, we really value your -- your -- your
19 insight, because gaining insight from the public and the
20 stakeholders like yourselves is just very vital to what we
21 seek to do as a department and -- and in our work as it
22 relates to bicycle and related mobility issues.

23 And this is a very important committee, and -- and
24 your time is appreciated, and respected and, if you ever
25 have any questions or -- or thoughts on how we can make

1 this committee more productive, please feel free to reach
2 out to -- to Karla, Eric, myself. We'd love to just kind
3 of engage in dialogue with you-all. But -- but, mostly,
4 thank you-all for your time, for being here today.

5 MS. WEAVER: Thanks, Mark. All right. So we have a
6 lot of new faces, which is very exciting, so we're going
7 to take some time to go around, and, if everyone would
8 introduce yourselves, kind of let us know what you do in
9 the real world, your day job, and then what your interest
10 is specifically in bicycling and what made you want to join
11 this committee.

12 So my name's Karla Weaver. For my 9 to 5, I work
13 with the North Central Texas Council of Government, which
14 is the Dallas-Fort Worth MPO. So I'm over areas like
15 bicycle/pedestrian planning among others like land use,
16 and zoning and transit-oriented development.

17 So I -- when I joined the Committee, I was just very
18 excited about the direction of where TxDOT was going. The
19 bike -- bike evolution of engineering, and safety and
20 design is at an all-time high in the industry, things are
21 exploding. And so, how that integrates with everything the
22 DOT's doing across the state and what other parts of the
23 region are doing, I just think this committee's a wonderful
24 way to learn from each other, and share ideas and to just
25 talk about that. So it's been really great being on the

1 Committee, so...

2 MR. HAM: Okay. I'm David Ham from Midland, and I
3 owned a bicycle shop for years, retired from that a couple
4 of years ago but still very involved with the local cycling
5 community and the local MPO's Bicycle Advisory Committee.
6 So I'm trying to make cycling safer in our area and all
7 across the state.

8 MR. OGAN: My name is Rick Ogan, and I'm here, I
9 guess, as part of the MPO -- our local MPO. I'm on the
10 bicycle/pedestrian committee, and I got there because I was
11 law enforcement and they wanted law-enforcement presence
12 there, so... I've been doing law enforcement for 33 years
13 and been bicycling probably about 27 years, professionally
14 or on the street, effective cyclist type. And so, I tried
15 to bring insight to our local MPO, and I'm on the board
16 here because the position was open and my director there
17 in San Angelo said he thought I would be a good fit. And
18 so, here I am.

19 MS. WEAVER: Thanks for joining us, again.

20 MR. OGAN: Thank you.

21 MR. BROOKSHIRE: I'm Trent Brookshire. I'm from
22 Tyler, Texas. I -- in my day job, I -- I work for a -- a
23 grocery chain based in Tyler and I help -- I work in the
24 stores. Last night I was -- my voice doesn't normally
25 sound like Barry White, but I -- I was up very late working

1 an event. And so, I got up early this morning, drove down.

2 I'm -- I'm really excited to be a part of the
3 Committee because I -- I think we all should have a
4 vested interest in the state, and that interest should be,
5 I think, not only unified but equilateral across every
6 major area. It's -- it's seeing the major areas that we
7 have represented. East Texas is a beautiful place and I'm
8 -- we're very proud to live there, but there's clearly a
9 need for -- there's remarkable opportunity to get -- to get
10 better, and to raise awareness and -- and to help showcase
11 our state through bicycling and pedestrian investment and
12 infrastructure. So I'm -- I'm happy to -- excited to do my
13 part to -- to help the Committee and help East Texas and
14 the state of Texas.

15 MS. WEAVER: Thank you.

16 MR. SCHOFIELD: I'm Mike Schofield with the City of
17 Austin Transportation Department. I am a street
18 designer/engineer. I work primarily on bicycle/pedestrian
19 transit projects for street design. In addition to our
20 own, like, internal projects, I coordinate a lot with
21 TxDOT on highway crossings, for example, or regional TxDOT
22 projects to -- from the city perspective to make sure that
23 what the state is building aligns with the Austin bicycle
24 plan and urban trails plan. So I'm very excited to be on
25 the Committee and to help where I can.

1 MR. GONZALEZ: My name is Bobby Gonzalez. I'm
2 actually going through my third term on this -- on this
3 committee, so I'm excited about moving forward with the
4 efforts that we've done to improve infrastructure and
5 safety.

6 I am a civil engineer by education, and I've had the
7 privilege of working on several projects in the El Paso
8 area. I actually authored the very first bike race study
9 and plan for the City of El Paso. I've worked on numerous
10 projects with TxDOT. I'm working on some now for -- for
11 the University of Texas at El Paso. So, you know, I've
12 been cycling since I was 18 years old and racing for a
13 long, long time. So I'm excited about what this committee
14 has done and -- and look forward to helping the Committee
15 move forward in implementing some really cool stuff.

16 MS. WEAVER: Thanks, Bob. And, Bob, he's our vice
17 chair, so there may be meetings where I'm not able to
18 attend and Bobby will be at the helm, so...

19 MR. ROTNOFSKY: Good morning. My name is Frank
20 Rotnofsky. I'm from Laredo, Texas. My -- my day job is a
21 -- I'm an architect and urban designer. And my interest in
22 cycling started when I was five years old. I got on my
23 first bike and I've never gotten off.

24 I'm also a founding member in Laredo of Bike Laredo,
25 our local advocacy group, and, you know, we're somewhat

1 isolated so I'm really happy that we have, now, other
2 members around the area that we're starting to connect to
3 as well as the state, and that was really one of the
4 reasons why, when this position became available to apply
5 for it, you know, we really wanted to have somebody from
6 Laredo to represent us and come with like-minded people.
7 So I'm really happy to be here.

8 MR. MCMANUS: My name is Clint McManus. I am a
9 planner at a local transportation firm called TEI, which
10 stands for Traffic Engineers, Inc. Well, we call ourselves
11 TEI now. I think it's the cool thing to do, I guess, and
12 we do a lot of bicycle/pedestrian and transit work locally
13 in Houston, starting to branch out in some ways. But the
14 firm helped build Houston's recent bike plan and the
15 reimagining transit network, which has been echoed in a lot
16 of cities across the country. I'm really excited. I just
17 joined that team.

18 Previously, I was the bicycle/pedestrian planner at
19 the Houston Galveston Area Council, which is the MPO
20 for the Houston region, and wrote the 2045 Active
21 Transportation Plan for the region there and managed the
22 count program and all of the other fun things that come
23 along with bicycle and pedestrian planning at the regional
24 level.

25 And I -- much like is happening in Houston, I feel

1 like there is a lot of momentum at the state level for
2 some big decisions in the next year, five years, 10 years,
3 and I think it's great that -- to be -- to have a statewide
4 perspective on it and to be a part of that. I really
5 appreciate some of the new goals that TxDOT has set, like
6 the 2050 -- the plan to end all roadway deaths by 2050, and
7 I think that this committee has a role to play in helping
8 achieving that goal. So that's why I'm excited to be here.

9 MS. WEAVER: Thank you.

10 MS. GARCIA: Hi. I don't want to put my back to
11 anyone, so I'll just stand. My name's Eva Garcia, and I
12 am the project manager for the Caracara Trails in the --
13 Cameron County, but it's really the Rio Grande Valley that
14 I'm here to represent.

15 My interest, I suppose, is in just making cycling
16 better. I guess I have to tell a little bit about my
17 background. I was born in a colonia in -- in Brownsville.

18 And so, we didn't -- we had, like, Calicha Roads (ph),
19 and, when I was in college, I couldn't afford a vehicle
20 and I had to bike every day, eight miles one way, to
21 school to -- to take my classes, and I happened to need an
22 internship, couldn't afford to go out of town, had to
23 find something that I can bike to and ended up interning
24 for the city of Brownsville.

25 I was studying environmental science but -- so I did,

1 like, park assessments and environmental assessments, and,
2 eventually, they were like, Hey, we're going to, like, do a
3 bike plan -- and I kept interning for free for like a year
4 and a half, and I didn't need to.

5 And they were like, We're going to do a bike plan.
6 Where do you want to build a trail? And I was like, What?
7 I can tell you where I want to build a trail? And I ended
8 up staying. I -- I became a planner for the city of
9 Brownsville for five -- I was a planner for five years.

10 We adopted the plan right before graduation. I was
11 able to help with the public input at the college and
12 around in the community. And I ended up implementing the
13 plan in 2016. We got some Valley Baptist Legacy Foundation
14 funds, which is a health organization, to develop a
15 regional plan to connect our communities in Cameron County,
16 which, if you don't know, has like 80 percent of obesity
17 and -- or overweight or obesity, 1 and 3 are diabetic. We
18 have the highest, you know, poverty rates in the state in
19 addition to so many other, like, education -- all of the
20 statistics basically.

21 And so, in 2016, I was able to administer that plan
22 under my -- my mentor Ramiro Gonzalez. In 2017, we did an
23 economic impact study; in 2018, partnered with the Rails-
24 to-Trails Conservancies and had 11 cities do an MOU with
25 them, and we were able to get funds to hire a project

1 manager, and they hired me. And so, now I'm working with
2 20 organizations, an official advisory committee, to
3 implement this plan which proposes 400 miles in our region.

4 I have overseen projects through the Transportation
5 Alternatives Program, Federal Land Access Program, as -- as
6 far -- and also, like, local entities like Brownsville
7 Community Improvement Corporation, using private funds. So
8 we're -- I'm really accustomed to leveraging dollars and --
9 and pulling from various funding opportunities.

10 And, really, I see bike/ped infrastructure as -- and
11 tourism, everything, as a way to help with our equity
12 issues and make outdoor recreation for people of all
13 backgrounds. But it -- I think it really will improve our
14 health of Texas, which has seen more obesity, more
15 diabetes, the economic impact of that health cost burden
16 in addition to all of the opportunities to spur local small
17 business development and just really drive and improve our
18 economy so that we have more access to the outdoors, can
19 hopefully conserve these environments and our -- our
20 natural resources as well.

21 So I think it's a really comprehensive approach to
22 tackling a lot of different issues and I'm really happy to
23 just be at the state level and give my input on how we can
24 improve some processes for local governments, because it is
25 a struggle when you're not trained in planning or project

1 management to work with the state DOT or federal
2 regulations. That can be very, very tricky. So I hope
3 to, ideally, make this a -- be a part of this conversation
4 to have bike/ped infrastructure development easier for
5 cities across the state.

6 MS. WEAVER: All right. Thanks, Eva. All right. Did
7 Jeff join us on the phone?

8 MS. ROBERTS: I do not see him unless he's on User 2.

9 MS. WEAVER: Caller User 2, are you Jeff Pollack?

10 (No response.)

11 MS. ROBERTS: Give me just a second to double check.

12 MS. WEAVER: Jeff, are you on the line?

13 (No response.)

14 MS. WEAVER: Okay. So we have two members that are
15 not with us today, Jeff Pollack from Corpus Christi may be
16 calling in, and then Shawn Twing from Amarillo, so he may
17 be calling in as well. We'll just keep an ear open if they
18 join us.

19 All right. So our first order of business is in your
20 packet that was sent out to you from Bonnie. You should
21 have received a copy of the minutes from the July meeting.
22 If you've had a -- hopefully, you've had a chance to review
23 those. Are there any suggested changes or modifications
24 for those that were at the July meeting that you would like
25 to make? Anything? All right. Can I have a motions to

1 approve the minutes?

2 MR. GONZALES: I move to approve the minutes.

3 MS. WEAVER: Thank you.

4 MR. ROTNOFSKY: Second -- second.

5 MS. WEAVER: Thank -- a second from Frank. All in
6 favor, say Aye.

7 BAC MEMBERS: (Collective Aye.)

8 MS. WEAVER: Any opposed? All right. The minutes
9 pass. Thank you very much. And, with that, I -- we will
10 turn it over to Eric Gleason, the division director over
11 bike/ped program, and he's always got some good information
12 about what's going on in the state to share with us. Eric,
13 take it away.

14 MR. GLEASON: Thank you. Good morning. Eric Gleason,
15 division director for public transportation, which includes
16 the bicycle and pedestrian program here at TxDOT.

17 First of all, to our new members, thanks for joining.
18 Bobby, thanks for returning. I'm glad we still have your
19 interest after six years. Hopefully, we'll keep it for
20 another three, then we'll let you off. And we know
21 everyone here, we appreciate your -- your time, your
22 energy, your willingness to travel to Austin. You can join
23 by phone if you have to, so please take advantage of that
24 option if it's just not going to work out for you.

25 But I'm excited by the -- by the diversity of the

1 Committee and we've got a lot of passion, a lot of
2 interest, a lot of experience. For those of you, you
3 know, who may not have the direct professional experience
4 some members have, believe me, your practical, down-to-
5 earth knowledge is extremely valuable and really rounds
6 out the Committee's perspectives on the work that we do.
7 So don't let these professionals intimidate you.

8 All right. So one of the things when the -- one of
9 the things that the Commission did when they made their
10 appointments in August was they did something they had not
11 done before, but they included some charges to the
12 Committee generally, in addition to the -- to the six
13 appointments. And we're going to talk about -- we'll
14 actually end up talking about both of the charges today.

15 The first one is that they charged the Committee with
16 reviewing and providing them with a recommendation on
17 expanding the Bicycle Advisory Committee to address other
18 mobility options such as pedestrians and personal mobility
19 devices.

20 And so, they are looking -- as a commission, they're
21 looking to -- to step up, I think, the Department's
22 engagement and focus on -- particularly on pedestrian
23 issues, given the -- the -- the rise in pedestrian
24 fatalities across the state.

25 Obviously, the introduction of personal mobility

1 devices -- scooters, E-bikes, what have you -- is a
2 enormous issue I think mostly because they use the same
3 facilities that pedestrians and bicycles use, at least for
4 the moment.

5 So they are looking to this group to provide them
6 with some feedback and some recommendations on how best
7 they should address that issue and whether or not it makes
8 sense to expand the scope of this committee to do that
9 and, alternatively, if there's another suggestion this
10 committee has, anything along that line as well. We're
11 going to take that up in more detail on Topic Number 7
12 today.

13 The second charge was review and recommendation of
14 enhancements to safety and efficiency in the design of
15 bikeways, and that goes to the heart of this group's Phase
16 2 effort, following the focus on the project-development
17 process, the Committee is now turning its attention to
18 helping the Department come up with some design standards.
19 So both are underway, and Noah will lay out a schedule
20 and the -- kind of an approach we'll take to the charge
21 of expanding the scope of the Committee when he does his
22 presentation.

23 Behind a lot of the interest from the commission in --
24 in pedestrian safety and fatalities is their commitment to
25 Road to Zero, which is no fatalities by 2050, and they're

1 fully committed to that. It is an aspirational goal, and,
2 you know, it's been 19 years -- no, it's been 17 years
3 since we've had a fatality-free day in the state on
4 roadways, so time to end the streak and time to focus our
5 attention on -- on zero.

6 We're willing to put money behind that effort, 600
7 million dollars; 80 million of it for pedestrian projects;
8 120 million for intersection improvements, just some
9 ballpark target amounts. So we're willing to put money
10 behind the talk, and we'll -- we'll be looking to this
11 committee to help with that effort.

12 Along that same line, there is a -- an external
13 partners work group on system safety. It's led by our
14 director of engineering, the design division and traffic
15 safety division in TxDOT. They are looking for a volunteer
16 from this committee to help on that.

17 We will be sending out an E-mail shortly with some
18 more details about what that looks like, the -- the level
19 of commitment it represents and we'll be looking for
20 interest from any of you for that -- for that role. And I
21 think we have the ability to appoint one person to the
22 group. So we'll see what we got and we'll let you know
23 what -- what we think about that.

24 Just to quickly bring you up to speed, we put out
25 a call for projects; we had funding from -- we have

1 available funding for the rural community -- rural areas
2 of the state, communities under 5,000; we had available
3 funding for state -- for our school projects and we're
4 also looking for projects in the anticipation of future
5 funding under the TA Set-Aside Program, assuming federal
6 authorization.

7 So, anyways, we put out a call for project; we
8 are currently carrying over 250 project applications,
9 looking for 270 million dollars' worth of funding. We
10 have about 46 million available. So it's quite a
11 challenge. 200 million of that 270 are Safe Routes to
12 School Projects. That's where we have 8.7 million dollars,
13 so it's even more extreme that way.

14 So we are close to completing evaluations on all of
15 the over 250 projects. I want to thank three members of
16 this committee: Karla, David and Bobby, I think, took
17 on the task of looking at the Safe Routes to School
18 applications. I'm sure, when you signed up, you weren't
19 thinking there would be 200 of them to look at. We
20 certainly held that information from you so that someone
21 would sign up, and -- and we do appreciate your time with
22 that because, particularly, David, you're not used to
23 looking at these, so I'm sure he was like, Woah, what's
24 this all about?

25 MR. HAM: It was educational, yeah.

1 MR. GLEASON: Yeah. So, anyway, thank you so much
2 for that. We are close to finishing our scoring on that.
3 We are targeting December of this year to have a project
4 list identified for the available funding and then, a
5 little bit later on in February, a project list identified
6 for what we'll call a conditional project list where
7 projects associated with if we get the anticipated federal
8 authorization funding, then we'll have a list of projects.

9 So I know you have to make a lot of decisions here in
10 the -- in the next several months but, unfortunately, a
11 majority of projects aren't going to get funded. Project
12 sponsors know that. We've been in communication with
13 project sponsors and we've told them that, and I think, so
14 far, they've been accepting of that reality. And so, we
15 will try and be as transparent and as open and honest in
16 our communication about our decision-making as we can, and
17 we'll certainly keep the Committee up to speed on that.

18 And then, finally, for those projects that have been
19 already approved by the Commission, all of our 2015
20 projects, about -- I think we had 42 of those -- they've
21 all been authorized for construction with over 30 of those
22 complete. And then, with respect to the group of projects
23 in 2017, 25 or 44 projects have been completed.

24 So for those of you who don't know what to make of
25 that, there is a -- a tremendous amount of effort

1 associated with completing and complying with all of the
2 requirements at the state level, at the federal level, to
3 get properly authorized and then, finally, constructed.

4 So a lot of work being done by district staff, a lot
5 of work being done by project sponsors to get to where we
6 need to be, and we're very pleased with the effort so far.
7 So that concludes my report. I'll be happy to answer any
8 questions you might have about anything I've brought up or
9 any other issue you might be interested in.

10 MS. WEAVER: Any questions for Eric? Anybody? All
11 right. Seeing none, we -- our next item on the agenda,
12 Number 6.

13 MS. ROBERTS: I'm just letting you know Jeff is on the
14 phone now.

15 MS. WEAVER: Jeff, this is Karla. Are you there?

16 MR. POLLACK: I am. Hey, sorry. I was a little bit
17 late.

18 MS. WEAVER: Hey, Jeff, no problem. Jeff, we did --
19 we have several new members here today that have joined us.
20 If you'd like to give a minute or two introduction of
21 yourself, and what you do and your interest in bicycle
22 planning, we'd love to hear it.

23 MR. POLLACK: Sure. Thank you very much. Hi.
24 Welcome to everyone who's new and sorry I couldn't be
25 there in person today. My name is Jeff Pollack. I am

1 currently the director of planning at the port of Corpus
2 Christi, but, prior to this, I ran the metropolitan
3 planning organization in the Corpus Christi area and, in
4 that capacity, was involved in transportation planning
5 projects of various types.

6 And -- and, during my tenure, our group produced the
7 regional bike mobility plan for the Corpus Christi Metro
8 area, which is -- the work was completed in 2016 and -- and
9 have been working to implement it ever since. I -- in that
10 capacity, I'm also lucky enough to chair the city's bike
11 and pedestrian advisory committee, so I'm -- I'm able to
12 support that implementation -- the implementation of the
13 bicycle mobility plan and -- and stay in the game with
14 respect to non-vehicular mobility issues in the greater
15 Corpus area.

16 So I really feel very fortunate to be part of this
17 advisory committee. It's a role I relish and I -- this
18 is the first time I've not been there in person and I --
19 and I hate to miss it, but looking forward to meeting all
20 of the new members next -- next time we get together.

21 MS. WEAVER: All right. Great. Thank you, Jeff.
22 All right. So our Number 6 item on the agenda, Bonnie is
23 going to talk to us about an update that's been made on the
24 bikeway design effort and -- and give you just the quick
25 Reader's Digest on what this is all about and what we're up

1 to.

2 MS. SHERMAN: Thank you, Karla. So this is the big
3 effort that the BAC has taken on currently. There are
4 two primary phases: The first phase was focused on
5 enhancements to the project-development process to better
6 incorporate bicycle and pedestrian needs in roadway
7 projects. The second major phase is focused on bikeway
8 design.

9 And that part we just kicked off, and the focus -- we
10 will have a presentation from FHWA a little later on on
11 their recent bikeway selection guidance, which will speak
12 to the bikeway design effort. This presentation is focused
13 on that first phase, the project development enhancements.

14 Now, let's see. I've got to turn it on. There we go.
15 So we have a few -- or a minor revision to the areas of
16 concurrence exhibit that we shared with all of the BAC
17 members in July and then the new members on the orientation
18 phone call. We also have gathered some feedback from
19 continuing members on priorities for implementation of
20 areas of concurrence and then we'll have Karla talk to us
21 about the working group and opportunities for new members
22 to participate.

23 So this exhibit is in your packet and it was on the
24 table over there in case someone needs one. This
25 identifies 15 areas where TxDOT could enhance the project-

1 development process to better accommodate the needs of
2 bicyclists and pedestrians. It should look very familiar
3 to everyone.

4 It was brought to our attention, however, that with
5 the traffic-control plans incorporating bicycle and
6 pedestrian detours during the construction process, while
7 we developed that -- plans in the detailed design phase,
8 we need some encouragement or enforcement of those detours
9 during the construction phase.

10 So we've added an arrow here to the construction
11 phase of project development, so that's the only difference
12 between the two. And so, we just wanted to bring that to
13 y'all since you did adopt this exhibit in your July
14 meeting. We wanted to be transparent with you and add
15 that on there, and we wanted to ask you guys to take
16 action to approve the modified exhibit, so...

17 MS. WEAVER: All right. Any questions on the changes
18 to the exhibit? It all seems pretty straightforward. Can
19 I have a motion to adopt the updated exhibit with the
20 change for traffic-control plans added to construction?

21 MR. BROOKSHIRE: So move.

22 MS. WEAVER: All right. May I have a second?

23 MS. GARCIA: (Indicating.)

24 MS. WEAVER: Looks like a second from Eva. All in
25 favor, say aye.

1 BAC MEMBERS: (Collective aye.)

2 MS. WEAVER: Aye. Any opposed?

3 MR. POLLACK: Aye.

4 MS. WEAVER: Oh, thank you, Jeff.

5 MS. WEAVER: It looks like the action passes
6 unanimously.

7 MS. SHERMAN: All right. Thank you. All right.
8 So we also wanted to hear from BAC members on what their
9 priorities are. 15 recommendations are going to take some
10 time to accomplish. So, in order to help TxDOT strategize
11 implementation, we asked the continuing BAC members to
12 weigh in on their priorities.

13 We provided this exhibit here, which also is included
14 in your packet, which includes the anticipated duration,
15 the level of effort, the responsible party and a little bit
16 of additional information, and we provided a survey link
17 and we did get feedback from all of the members, I believe.

18 And this is the tentative prioritization order. It's
19 going to be in the slides in your handout, so you can take
20 a look at the order. We've also asked for input from
21 TxDOT's district bicycle and pedestrian coordinators.
22 These areas of effort will hopefully streamline the
23 addition or incorporation of bicycle and pedestrian needs
24 in our roadway projects. So we wanted to also hear from
25 the folks in our districts on their priorities as well.

1 So we will get that information. We had a WebEx with
2 them on Tuesday, and have sent them a survey, and we will
3 get their feedback on that and then compile that to help us
4 identify some implementation strategies, what would we work
5 on first.

6 We want to highlight that there are a handful of
7 these where there are existing TxDOT efforts underway that
8 we can leverage either in whole or in part to assist in
9 accomplishing some of these efforts.

10 For example, we have mentioned that the roadway design
11 manual which is TxDOT's guide for design, is being updated,
12 so that should speak to Item 1 on the list here. We also
13 have -- Number 2 was worded such that, To continue to
14 incorporate bicycle criteria into project-safety scoring
15 tools. So that acknowledged that that effort was already
16 underway and that we supported the implementation of that.
17 So these are some examples of -- of how we can leverage
18 existing efforts to help accomplish what we are -- what we
19 have determined, as a group, is important.

20 With that, I'm going to turn it over to Karla --
21 unless there are any questions for me -- to talk about
22 the working group.

23 MS. WEAVER: Yeah. So this Part 1 sort of helped get
24 us to this point. We had a subset of this committee --
25 and this happens a lot within our group over your term

1 here, so how it kind of works is there may be planning
2 opportunities that the group decides are important and
3 there may be three or four people of the broader committee
4 that will work with TxDOT staff. It could be monthly
5 conference calls but, usually, there's a meeting after
6 these meetings where people stay another hour or two to
7 kind of work through additional details and then that
8 committee and the work that they helped developed with the
9 TxDOT team comes back to this large committee for more
10 discussion and -- and conversation.

11 So -- so there was a subset of us that helped,
12 with Bonnie, and Noah, and the team and Carl, kind of
13 walked through these ideas and sort of added some
14 additional content or prioritized this list that she was
15 talking about.

16 So now the next Phase is -- and, Bonnie, feel free to
17 add in some here; I don't want to misstate this, but it's
18 really to kind of keep talking about design, going to the
19 next level, sort of what are priorities for the Committee,
20 whether it's best practices, certain standards, as TxDOT
21 is updating manuals over the next several years. You know,
22 does the Committee have certain preferences.

23 We've been looking at good examples around the state
24 of what people are doing regarding bike infrastructure, on-
25 street bike boxes, road diets; all those types of things.

1 So sort of how to prioritize those, I think that's sort of
2 the direction of where it's going.

3 MS. SHERMAN: Yes.

4 MS. WEAVER: Did I say that kind of --

5 MS. SHERMAN: Yes.

6 MS. WEAVER: -- comprehensively? Okay. So it may be
7 up to a year, year-and-a-half commitment. Like I said,
8 it's about -- maybe a phone call once a month and then
9 conversations after these meetings at our quarterly
10 meetings and then report backs come back to the committee.
11 So, even if you're not part of the working group, you're
12 definitely -- all members are engaged in the conversation
13 and have opportunities to weigh in. So that's kind of it.
14 And you guys are going to send out an E-mail to gauge
15 interest and see who would like to participate; is that
16 correct?

17 MS. SHERMAN: Right. And we can have up to five
18 members --

19 MS. WEAVER: Okay.

20 MS. SHERMAN: -- participate in the working group, and
21 we want to open it back up to everyone, so continuing
22 members are welcome to -- to continue on with the effort.
23 We've gotten really good feedback thus far from our
24 continuing members, and new members are welcome to -- to
25 volunteer as well.

1 MR. GLEASON: So if I can -- this is Eric. The reason
2 we sort of limit it to five is, with a committee of 11, if
3 we went to six, we'd have a quorum, and, just to sort of
4 stay away from that potential issue, we'd like to keep it
5 at five.

6 MS. WEAVER: All right. Questions?

7 MR. MCMANUS: I have a -- just a clarification
8 question in terms of Phase 1 and Phase 2 and how they
9 relate to each other. So the Number 1 area of concurrence
10 on that list that was on the screen just a couple of
11 minutes ago, it said, Standardized Bikeway Design Guidance.
12 So it sounds like Phase 2 is -- is updating bikeway design
13 guidance that will then be standardized. Just -- I'm just
14 trying to understand -- I know the phase -- I know the
15 Number 1 on the list isn't Phase 2 itself, but how do they
16 relate to each other, I guess is my question.

17 MS. SHERMAN: Well, so the Number 1 item,
18 Standardizing Bikeway Design, that was kind of a
19 recommendation from the BAC and the working group, which
20 includes BAC members as well as TxDOT staff.

21 Everyone agreed that we do need one centralized
22 source to refer to for bikeway design. And so -- so that
23 was kind of a general acknowledgement and recommendation
24 from Phase 1, which kind of looked at the whole of our
25 project-development process as well as supporting --

1 operational support.

2 Phase 2 will be more specifically focused on design
3 for bikeways, so what kinds of bikeway designs are you
4 doing in your community that you think TxDOT should be
5 considering. You know, what kind of designs are other
6 DOTs across the country doing that maybe TxDOT should
7 consider adopting as well. You know? Looking more
8 specifically at design itself.

9 MR. MCMANUS: Okay. So the Number 1 is a little bit
10 more broad.

11 MS. SHERMAN: Yes.

12 MS. GARCIA: And the -- excuse me. It includes on-
13 street and off-street infrastructure, both?

14 MS. SHERMAN: Yes. It would be transportation
15 focused, so not recreational trails but certainly shared-
16 use paths for transportation purposes.

17 MS. GARCIA: Okay. Thanks.

18 MS. WEAVER: Any other questions? All right. Well,
19 good deal. So now I think our next agenda item, we will
20 turn it over to Noah and he's going to talk about what Eric
21 kind of threw out a teaser on, related to the Texas
22 Commission's minute orders back in August talking about
23 some new potential direction for the Committee. And you
24 should have a copy of this minute order in your packet.
25 If not, there were handouts on the table when you walked

1 in. All right. Noah, take it away.

2 MR. HEATH: All right. As Eric mentioned, as part of
3 the minute order which filled the existing vacancies on
4 the Bicycle Advisory Committee, they also included
5 some charges, one of them being to review and make
6 recommendations on the potential for expanding the Bicycle
7 Advisory Committee to include other similar transportation
8 service options. So -- and it -- and that would include
9 pedestrians and then also personal mobility devices or
10 micro-mobility, scooters; that type of thing. So this
11 presentation is an introduction to that topic.

12 We'll review the language in the minute order from
13 the Texas Transportation Commission and then we'll discuss
14 an approach for how -- how we will review and provide
15 recommendations. We'll also touch on a little bit of
16 background about pedestrian safety and personal mobility
17 devices and then we'll have a brainstorm session where
18 we'll discuss the topic and how everybody feels about it.

19 So, as Eric mentioned, there were two charges: The
20 first one is what we're discussing now, Review and make
21 recommendations on expanding the charge of the Committee to
22 address a wider range of related transportation service
23 options including pedestrian options and personal mobility
24 devices. And then, as Eric said, the second one is in
25 support of Phase 2 of the bikeway design effort where BAC

1 will be looking at design of bikeway facilities.

2 So the proposed approach is to review and provide
3 recommendations for potential inclusion or exclusion of
4 other nonmotorized modes and then also provide
5 recommendations on the potential impacts on the committee
6 and the function of the committee.

7 And the schedule we have laid out is we're introducing
8 and we'll do a brainstorm today and then, in January, the
9 next BAC meeting, we'll discuss it in more depth and then
10 also start putting together draft recommendations. And
11 then, in April, the BAC will take action on those
12 recommendations.

13 Currently, the BAC's charge includes: Advise the
14 commission on bicycle issues, provide the bicyclists'
15 perspective on TxDOT policies affecting bike use including
16 the design, construction and maintenance of highways. And
17 then review and make recommendations on items of mutual
18 concern between the Department and the bicycling community.

19 This slide has information on usage patterns in Texas.
20 These numbers appear to -- to be exact counts but they're
21 actually estimates that are generated from a survey and
22 then extrapolated. So they're really just general numbers.
23 No one's out there or has an exact count of how many
24 pedestrian trips are taken in Texas in a given year, but
25 2.7 million -- or 2.7 billion is the estimated number of

1 trips, which is quite a lot of trips, but we did some
2 calculations and, you know, that's about one percent of
3 all modes. Again, that's also an estimate.

4 But what this slide gets at is a lot of people
5 walk every day; we all walk either a vehicle trip or
6 throughout the course of the day. As far as commuting
7 goes, approximately 20 -- 200,000 people a day commute by
8 walking.

9 So we all know, over the last decade, pedestrian
10 fatalities have increased both nationally and in Texas.
11 The charts show that increase. Nationally, on average, a
12 pedestrian is killed every 88 minutes. The pedestrian
13 fatality rate nationally is 1.84 per 100 -- 100,000 people,
14 and approximately 65,000 pedestrians are injured in roadway
15 crashes. This is 2017 data for Texas.

16 We have 2018 data -- in Texas, in 2018, 621 crashes
17 resulted in a fatality for pedestrians. The pedestrian
18 fatality rate is 2.14 per 100,000, which is higher than
19 the national. Also, pedestrian fatalities represent 17.1
20 percent of all traffic fatalities. So in the slide before,
21 we looked at the, you know, percent of mode share, and
22 it's somewhere around one percent and compare that against
23 17 percent, that's quite a jump in the percentage of total
24 fatalities that are pedestrians.

25 So, since 2004, FHWA has aggressively been trying to

1 reduce pedestrian and bicycle fatalities, and they're doing
2 this by funneling more federal dollars for states or cities
3 that they categorize as pedestrian-and-bicycle focused,
4 either states or cities. So Texas is a focus state, and
5 there are five cities: Austin, Dallas, Fort Worth,
6 Houston and San Antonio, and this is due to higher rates of
7 pedestrian and bicycle fatalities.

8 The BAC, in the past, has considered pedestrian --
9 consider pedestrians in a lot of the work that they do
10 because of the overlapping nature of the modes. The --
11 the strategic direction report, which was a collaboration
12 between TxDOT and BAC in 2015, has seven directions.
13 It's a -- it is used as a statewide document to guide
14 TxDOT's bicycle program, and there's seven focus directions
15 and six of them consider pedestrians in some capacity.

16 And then the other transportation mode mentioned in
17 the charge was personal mobility devices, which are also
18 referred to as micro-mobility. There's also a term, Shared
19 mobility, which includes bicycles and E-bikes, any --
20 anything used in shared mobility or that you can rent. All
21 of those are categorized together sometimes, sometimes
22 they're not. I don't think there's a settled term for
23 micro-mobility or personal mobility devices. Right now,
24 it's mainly scooters, but FHWA is working on a definition,
25 and then also classifications for micro-mobility.

1 So, for shared mobility, which includes E-bikes,
2 bikes and scooters, there were 84 million trips in 2018.
3 38.5 of those trips were scooters.

4 MS. GARCIA: Is that Texas or nationwide?

5 MR. HEATH: That's nationwide.

6 MS. GARCIA: Okay.

7 MR. HEATH: So I think this chart is a good
8 illustration of how scooters appeared. There's almost,
9 like, this little -- instantaneously, they dropped out of
10 the sky. In 2018, we were -- before that, we were just
11 going along with station-based bike share and there was
12 some dockless bikes in 2017 and then, all of a sudden, bam,
13 2018: 38 million -- or 38 million trips by scooter, and
14 that's not even a full years' worth of data. A lot of the
15 scooter programs didn't start until spring or summer of
16 that year, so I'm sure 2019 data -- that number of trips
17 will increase quite a bit.

18 This map. In 2018, these were the active scooter
19 share programs. So you can see, in Texas, along the I-35
20 corridor -- Dallas, Fort Worth, Austin, San Antonio -- have
21 a lot of scooters.

22 Just some general patterns of usage. Between 12 and
23 6 p.m. seems to be the most frequent use time. Friday's,
24 Saturday's and Sunday's users are using scooters most
25 commonly to go to work or, you know, to and from work and

1 then also for recreation. The average trip is a little
2 over a mile and average trip length or time is about 60
3 minutes, and they're exclusively located in urban and
4 suburban context.

5 Why are we talking about scooters? The main -- or
6 micro-mobility? The main -- I guess the -- the key point
7 is that they share the same space as pedestrians and
8 bicyclists. You see the scooters on sidewalks and bike
9 lanes.

10 Also, there's potential benefits of providing
11 additional transportation options. They can encourage high
12 transit use by mitigating the last-mile problem. You know,
13 generally, quarter-mile, half-mile, is the rule-of-thumb
14 distance for walking to a transit station or bus stop and
15 would -- if you integrate scooters, you can increase that a
16 little bit. The average -- like I was saying, the average
17 trip is 1.2 miles, so there may be some synergy with the
18 last-mile problem.

19 Reducing car -- car trips for short trips. Recent
20 user surveys, users are saying that for about a third of
21 the trips, they would have used a car. So they are
22 actually replacing some car trips. They're fun.
23 Obviously, they're popular. You see them all over the
24 place and there's a lot of them. I think in Austin there's
25 like 16,000 approximately. There's eight different

1 companies.

2 Some of the potential cost. Conflicts of pedestrians
3 on sidewalks, parking of E-scooters is an issue. They
4 block accessibility in some cases and create tripping
5 hazards. Safety risk associated with roadway -- roadway
6 users by unskilled riders. So a lot of scooter riders --
7 I believe a recent user survey said 30 to 40 percent
8 haven't used bike lanes and they don't consider themselves
9 bicyclists, so they're new to that facility and, often
10 times, stick to the sidewalk because that's what they're
11 comfortable with. And so, there's a little bit of a
12 safety issue or a potential safety issue with these new
13 users' bicycle facilities.

14 Localized urban congestion. So in some areas where
15 you have bike lanes, you have pickup and drop-off with Uber
16 and then you have, you know, scooters, it's another thing
17 that causes, you know, congestion and -- and it's another
18 thing for motor vehicles to look out for. And so, it can
19 -- it can cause congestion in, like, various micro-small
20 areas.

21 And then also equity concerns. Are these scooters
22 being distributed equally so that transportation options
23 are provided to, you know, everyone in the city and not
24 just in select areas.

25 That was just a brief introduction. So, with that, I

1 think we can turn it over to you guys and hear your
2 thoughts. We'll be -- Carl will be recording everything so
3 that we can use what we talked about for the next meeting
4 and pick some topics to get more -- more into for our next
5 meeting.

6 MR. GLEASON: If -- if I can, I think the main purpose
7 of this brainstorm is, you know, what kinds -- given the
8 charge of the Commission, what kinds of questions are on
9 your mind about the charge, about what additional
10 information you might want to see to help you come up
11 with a recommendation.

12 You know, I don't think we have to answer any of these
13 questions today. Our intent is to take down the questions
14 and then try and structure a conversation with you in
15 January to answer those questions to put you in the
16 position to begin drafting what the recommendation looks
17 like. So anything goes, I think, today, and -- and we're
18 just open to any thoughts on the topic you might have.

19 MS. WEAVER: And for our guests that are on the phone,
20 if everyone would just reintroduce themselves before their
21 conversation, that would be great. Okay. So who wants to
22 start?

23 MS. GARCIA: This is Eva, and my first -- my question
24 is -- now, when you were -- you were going over the
25 potential benefits -- is encourage higher transit, and I

1 want -- I mean, how do we know if -- is there -- what is
2 being done to track that data and the scooter relationship
3 to transit use? Is there a relationship? Are they really
4 using it to have public transit as their last mile? I just
5 don't know. I've never seen anyone get off a bus and get
6 on a scooter.

7 And then, I think for the equity concern, you know,
8 we're talking about geographic areas but I think, for me,
9 my thoughts behind it are more like, we -- we know the
10 scooters are going to be on the streets and I think it's
11 more of like, what is the speed limit? What is that street
12 used for? It has to be a local street, in my opinion, with
13 speedbumps and slow -- like, traffic-calming, you know,
14 devices or treatment. And so, it's less about where the
15 affluence might be or where, you know, access is and it's
16 more about where is it safe.

17 Additionally, if you're talking about low-income
18 concerns, I think it's -- you know, it's not that they --
19 they shouldn't have the opportunity to use them but I also
20 think that with, like, some bike-share programs, you have
21 lower cost or membership rates available as options for
22 low-income communities, and is that also being applied
23 with the scooters and those companies. So -- so those are
24 my thoughts on it.

25 MS. WEAVER: Other thoughts or questions or comments?

1 MR. SCHOFIELD: This is Mike Schofield. It seems to
2 me that, if we're weighing in on bike infrastructure,
3 whether that's a bike lane or a shared-use path, E-bikes,
4 and scooters and mobility devices are all going to use that
5 structure. So we kind of, by default, are -- it's within
6 our scope, I feel like. So, whether we're saying it is or
7 not, it kind of is.

8 MR. MCMANUS: So our board's recommendations --

9 MS. GARCIA: You --

10 MR. MCMANUS: -- how -- how we -- oh, I'm sorry.
11 This is Clint. Thank you. Our recommendation is how we
12 are going to fold these issues into the BAC; right? And
13 so, the things that come to mind to me are -- as it
14 stands, the current structure of the BAC, do we have the
15 appropriate amount of time to address these issues and do
16 we have the appropriate expertise on the BAC?

17 And I don't know if either of those things are true
18 because I'm brand new. And so, I'm curious from
19 experienced members: Do y'all feel like you have had
20 enough time in these quarterly meetings to address what
21 needs to happen just on the bicycle-related things?

22 And then, who are we potentially missing from the
23 room? I don't know -- I don't know everybody. I -- I
24 know there's diversity in ability issues that we might want
25 to consider. There's a completely different experience

1 when you're in a wheelchair. I know everybody's aware of
2 this. I'm not preaching to the choir. Been on a bicycle
3 and sidewalks and bike lanes sometimes -- you know, there's
4 -- there -- sometimes those -- bicyclists and pedestrians
5 should be separated for safety reasons, and there are tons
6 of considerations, I think both in the commonalities and
7 differences, but I'm just curious if we believe we have
8 the appropriate people at the table and the appropriate
9 time to be responsible?

10 Because I don't want to -- I think it would be
11 irresponsible of us to take on pedestrian and micro-
12 mobility issues and, by dint of that, giving those issues
13 short shrift because we have a lot of other things to do
14 related to bicycles. So those are just -- I have no
15 recommendations. Those are just my concerns.

16 MS. GARCIA: This is Eva. I just want to say, like,
17 those are really valid points. Capacity is likely an
18 issue, and I think ADA compliance and accessibility
19 for others is -- is a consideration that needs to be
20 carefully looked at and that we should invite appropriate
21 stakeholders to the table if we are going to move forward
22 and have a separate working group or incorporate it into
23 this committee.

24 MR. ROTNOFSKI: This is Frank. First of all, I want
25 to say this is absolutely music to my ears. It makes a lot

1 of sense. We're going through this in Laredo right now
2 because we recently adopted the complete -- well, we
3 haven't adopted -- we adopted Vision Zero. We're 1 of 4
4 cities, I think, in a state of five now.

5 We adopted Vision Zero and we're about to adopt the
6 Complete Streets. Our local groups that work out of our
7 health department like Laredo, which works with the city,
8 with TxDOT, with schools, we're -- our next meeting, we're
9 talking about doing, exactly, the same thing.

10 We're talking about expanding into what we're calling
11 Walk, Bike, Ride. Of course, pedestrian bicycle but also,
12 because we're a smaller community and we need that
13 conductivity to our mass transit system. We're doing
14 exactly that in Laredo.

15 And so, I think the points that you brought up are
16 excellent. I don't know -- like, I'm all for it. Now, how
17 do we do it? I think there might be a lot of expertise
18 here. I think because we have the planners and the
19 engineers here -- some of you-all are, I'm not. But I
20 think there's a lot of expertise here. It's just a matter
21 of how do you, I guess, tackle it --

22 MS. GARCIA: And the time.

23 MR. ROTNOFSKY: Yes, of course -- and the time
24 allotted, the way we're set up or if it would become a
25 subcommittee, I don't know. But, definitely, I think it's

1 a really timely discussion.

2 MS. WEAVER: Okay. Others?

3 MR. MCMANUS: I -- I guess I am curious, folks who
4 have been on here: Do you feel like you have had enough
5 time just on the bike side to address what you need to
6 address? Do you feel like?

7 MS. WEAVER: I -- I -- I can speak for me because I've
8 been on as long as Bobby, over six years now. I think yes.
9 I think it's amazing what Bonnie and her team are able to
10 bring back to the conversation, the amount of specialized
11 speakers that they've brought in on a variety of topics.

12 I was going to sort of wait till the end to provide my
13 feedback. I have been advocating for years that we should
14 be the bicycle and pedestrian committee, because
15 pedestrians are four times -- are dying four times more
16 than bikes. We're looking at mode share in our region, so
17 you have to do federal performance measures now at the
18 regional level for non-SOV, non-single occupancy vehicle,
19 and we have elected officials that want that broken down by
20 bike, by ped, by transit, by work from home.

21 And, actually, our work mode is higher than bike. And
22 so -- but we're killing so many more pedestrians. I'm
23 passionate about this topic; we're doing a regional
24 pedestrian safety plan in Dallas-Fort Worth because we have
25 2 of the 5 cities that are the -- the most dangerous, right

1 now, to walk in.

2 So I just think the money goes hand-in-hand when you
3 fund projects for bike and ped, Safe Routes to School is
4 for bike and ped, sidewalks, bike infrastructure, Complete
5 Streets -- you look at all of those different things
6 collectively.

7 So, to me, it makes a lot of sense with the synergy of
8 how we have to fund things to implement them, that they
9 work together. And I think your point about E-scooters
10 and the speed is critical, because it all comes down to a
11 question of speed and where we put people. Because a
12 pedestrian is a different speed than a cyclist and it's
13 even a different speed than an E-scooter or an E-bike --

14 MS. GARCIA: And the wheelchair users.

15 MS. WEAVER: -- and a wheelchair user. And who --
16 this conflict that we're creating as we share right-of-way.
17 Curb-lane management is something that we're more and more
18 trying to talk about in Dallas-Fort Worth because it's a
19 fight as more and more things want to get in that -- that
20 space. So I think these things all gel and I think, if you
21 separate them, different groups are going to have different
22 important points of the conversation that the other group's
23 going to miss out on. My area does not have a lot of
24 strong pedestrian advocates.

25 I've tried for years to see who will come to our

1 meetings and talk to us about pedestrian things, and it's
2 just -- it's not -- it's not a big topic. We've got some
3 ARC folks that have shown up that have been great, but I
4 don't have, you know, schools for folks that are certain
5 disabled groups or just strong people to come. There's
6 tons of bike groups, and that voice is being heard but I
7 think this is maybe a missed opportunity that this group
8 could help address and make sure those folks aren't left
9 behind.

10 So I -- but I do -- the how is important; right? And
11 so, that's the thing that we're being asked to sort of --
12 how does -- what does this look like, and how would this
13 work, and how does it merge its way in while not losing
14 some of our traditional goals, and focus and the importance
15 of everything that's happening with bike technology, and
16 infrastructure and everything like that.

17 MR. HAM: (Indicating.)

18 MR. MCMANUS: Can I ask -- oh, sorry. Please. I've
19 spoken a lot.

20 MR. HAM: That's fine. I think the same thing. We're
21 already sharing the same space. You know, we need to come
22 up with a plan where it can be done safely. Texas
23 legislature, this year, passed a bill related to E-bikes,
24 you know, the three different levels of speed basically
25 that are used for E-bikes. We need to bring the scooters

1 in there, too, and I think we're as qualified as anybody
2 out there to -- to try to coordinate -- you know, Let's
3 don't all run over each other.

4 MS. WEAVER: Yeah.

5 MS. GARCIA: That was David.

6 MR. HAM: Yes, David. That's right.

7 MS. WEAVER: Thanks, David. Clint, do you want to
8 say --

9 MR. MCMANUS: This is -- yeah, this is Clint again.
10 I'm assuming this charge isn't for something specific.
11 This isn't for, like, one specific task. This is a larger,
12 on into the future. So we need to consider, you know,
13 it's not just giving feedback on pedestrian side of the
14 statewide design guidelines. It's everything. Okay.
15 I just wanted to clarify that.

16 MR. ROTNOFSKY: This is -- this is Frank. I know this
17 is the first time we're discussing it, but do we have a
18 timeline on this? So are we putting, like --

19 MS. WEAVER: So --

20 MR. ROTNOFSKY: -- an idea of when we'd like to do
21 this by?

22 MS. WEAVER: -- Noah presented sort of a gameplan that
23 rhymes with initial discussion here in October meeting; in
24 January, bringing back more in-depth discussion and some
25 draft recommendations for folks to respond to and then, in

1 April, kind of saying something declarative that could be
2 fed back into the Commission perhaps. Mark?

3 MS. SHERMAN: Oh, Jeff Pollack, our member on the line
4 has comments he'd like to add.

5 MS. WEAVER: Oh, sure. Jeff. Take it away. Go
6 ahead. Jeff?

7 MS. ROBERTS: He may be muted.

8 MS. WEAVER: Uh-oh. Jeff, we do want to hear from
9 you.

10 MR. GLEASON: But we're not hearing yet.

11 MS. ROBERTS: He might have got muted again.

12 MS. SHERMAN: Don't be super passionate about it yet.

13 MS. WEAVER: Okay. Jeff --

14 MR. POLLACK: Hello?

15 BAC MEMBERS: (Collective response.)

16 MS. WEAVER: -- we think we've unmuted you. Go ahead.

17 MR. POLLACK: All right. I was speaking to an
18 audience of one. So --

19 MS. WEAVER: That was great.

20 MR. POLLACK: I think -- so I -- I'm -- I appreciate
21 the perspectives that have been offered here so far because
22 I think there is sort of two ways in which we need to
23 consider this. The first is a practical, which is, if we
24 don't address this, who will? And I think that trumps the
25 question of whether we really have the capacity to take it

1 on.

2 I think -- you know, whether our expertise is
3 perfectly suited or not, I think there are enough analogies
4 just in terms of the spaces in which micro-mobility
5 vehicles like scooters move and -- and anything equivalent
6 to them that we see pop up next that it -- it's most
7 closely aligned with our scope. And I think, for that
8 reason, you know, the -- begrudgingly or not, we ultimately
9 end up stepping up to do it.

10 One important distinction I think that we need to
11 acknowledge, though, is that, here, support of this group
12 has really focused on active modes. And so -- you know,
13 and this -- this is a question of whether we are going to
14 forge into this realm of micro-mobility which doesn't
15 necessarily check the same boxes in terms of community
16 benefit and, you know, environment impact.

17 I mean, so the -- it -- it's really more than just
18 saying, you know, in terms of the actual logistical
19 operation of this particular mode, is -- is it a good fit.
20 It -- the scope question is, I think, much broader and
21 really gets at the heart of whether we, you know, as a
22 group, we're here to look at primarily active modes or
23 anything that is not skill (ph). And so, I just want to
24 make sure we're thinking appropriately broadly about that.

25 Thanks.

1 MS. WEAVER: Thanks, Jeff. Mark, you wanted to add
2 something?

3 MR. WILLIAMS: Yes. Thanks -- thank you. Mark
4 Williams with TxDOT. Maybe just to kind of help provide a
5 little context for what I think the Commission was really
6 -- was -- was wanting, and I think addressing everything
7 that you-all laid out here is certainly appropriate.

8 But, you know, for the purposes of -- of maybe hitting
9 the April deadline, the Commission, I think, was really
10 wanting to understand the -- currently within statute, this
11 is defined as the Bicycle Advisory Committee, and the
12 statute -- in the Texas statute and transportation code
13 and our administrative code all revolves around bicycle
14 transportation issues.

15 And -- and so, the Commission, realizing some of the
16 things that were expressed here said, you know, We -- I
17 think they understand that this committee is -- is looking
18 at, and aware of and addressing these issues, but I -- I --
19 what they, I believe, were wanting to maybe gain from the
20 Committee with this -- this charge is whether or not there
21 should be a more deliberate process that would, you know,
22 likely -- potentially, if this was a recommendation of the
23 committee, involve a statutory change to redefine the scope
24 of the committee and the charge of the committee. And --
25 and, in so doing, you know, take that into consideration

1 with committee makeup and -- and the process going forward.

2 And so, I don't think the commission was expecting or
3 anticipating that we would solve all of the issues related
4 to this but to really get an understanding and feedback
5 from the committee, Yes, we feel like we need to look at --
6 you know, or, We need to expand the charge and, if we do
7 expand the charge, we feel like it should address these
8 elements.

9 And then, in so doing, you know, the timing of that
10 begins to kind of set us up going into the -- the 2000 and
11 -- 20 -- 2021 -- 2021 legislative cycle that, you know, if
12 there is statutory change that needs to occur, then we can
13 begin to do that and it also kind of sets us up nicely,
14 too, that, you know, a -- a name-change legislation I
15 think would be pretty easy to pass but that, you know, also
16 gives an opportunity through the hearing process that this
17 legislation goes through for the legislature, and members
18 of this committee and the Department to really kind of
19 articulate some of the broader issues related and tied to
20 this expanding -- you know, and -- and dynamic change in
21 our transportation modes, as it involves, you know, this --
22 this merger of bicyclists to pedestrians and -- and now
23 personal mobility devices.

24 It's -- you know, broadly speaking, this is a really
25 exciting time in transportation because -- just things are

1 changing overnight, and -- and this is just one, you know,
2 element of it. But, you know, boiling it down to, I think,
3 what the Commission was looking for in the charge is what
4 do you-all, as the committee, really feel like your charge
5 should be as it relates to this and does there need to be
6 some formal statutory change to your designation going
7 forward.

8 MR. ROTNOFSKY: This is Frank. I'd like to really
9 consider being the bicycle/pedestrian advisory committee,
10 and I know -- Jeff brought up a good point about -- you
11 know, if we're talking about active transportation, well,
12 we've got it there, but the reality is that these other --
13 you know, these other mobility options exist.

14 And -- and we know they're conflicts. I mean, I don't
15 know if we can figure it out here or solve it but we at
16 least have to acknowledge that they do exist and -- and see
17 what the state is doing and, of course, what cities are
18 doing. But, for sure, bicycle and pedestrian advisory, I
19 think.

20 MS. GARCIA: This is Eva, and thank you, Mark. That
21 helps clarify a lot, I think, about what we're talking
22 about here. And I agree. I think that there does need
23 to be some changes, especially in name, and I would venture
24 to say that we're more than just bicycle and pedestrians.
25 It's vulnerable road users across the board. And I think

1 there are additional mobility devices that others are using
2 that we need to consider in the language.

3 And I think, to Jeff's points, it's very true whether,
4 you know, the charge is on us and who's going to do it if
5 we don't, and I think it needs to be a comprehensive
6 approach where we're looking at all ages and abilities, and
7 -- and include -- you know, as to make sure that everybody
8 can get safely to their destinations regardless of the way
9 that they're getting there.

10 So I think the -- knowing that this is more of a focus
11 on potential impacts to the committee composition and
12 function is definitely something that we need to discuss
13 and consider from a very inclusive approach.

14 MS. WEAVER: Okay. So Noah -- this is Karla. So,
15 Noah, our next steps would be, having heard this feedback
16 in sort of a general discussion, you guys, in January,
17 would come back with some different options of sort of
18 what this might look like or where we are today and where
19 we could go into the future and sort of different levels
20 of what that might look like or what recommendations could
21 potentially be or what are you thinking?

22 MR. GLEASON: I think -- this is Eric. I think what
23 we will try and do is -- is put together a handful of issue
24 papers, if you will --

25 MS. WEAVER: Okay.

1 MR. GLEASON: -- that will kind of tease out some of
2 the -- you know, some of the focus that Mark clarified,
3 some of the -- you know, based on the feedback here today.
4 We'll try and tease out what we think are the key issues
5 associated with the -- answering the charge of the
6 Commission.

7 And, you know, we -- we may -- I think the discussion
8 about all of this stuff is helpful because that helps us
9 understand the statewide issues maybe, because that --
10 that's one of the things to think about as well. As the
11 statewide advisory committee, given the range of issues
12 associated with these things, where -- where is it that --
13 you know, as a statewide, what's appropriate for a
14 statewide committee to be looking at, and, you know, maybe
15 not so much as some of these other things.

16 You know, in my mind, it's always been easy to include
17 pedestrians as a part of this. Karla's also reminded us
18 from time to time that while there's overlap with bicycle,
19 there's also uniqueness when it comes to E-share (ph) as
20 well.

21 Where I have the -- the leap I have to make in this
22 conversation is the inclusion of the -- of the scooters and
23 the personal mobility devices. And, yeah, they use it but
24 that's really -- conceptionally, that's further than I've
25 ever really wanted to go. But as Eva points out, they're

1 vulnerable users, and that's another -- that's an
2 interesting perspective. I hadn't thought of it that way
3 before.

4 So we will try and put together some issue papers, and
5 we'll do it -- and I think we'll try and do it in an
6 interactive kind of way. We'll ask you as individuals,
7 maybe, to respond to some of our ideas. We won't ask you
8 as a committee until we have another meeting. That role --
9 we could communicate with you in between meetings as
10 individuals, as this comes together in our mind, and -- and
11 we'll see if -- and we'll try and get something back in
12 January that makes some sense for you.

13 And we'll either -- maybe we'll wrap it in January if
14 it's that straightforward, and maybe we'll need to carry it
15 further but I think we'll -- and some of it is about
16 composition, some of it's about community size, some of
17 it's about, you know, the scope of conversations and all of
18 that kind of stuff.

19 MS. WEAVER: Mark, do you have --

20 MR. WILLIAMS: Thank you. Mark Williams, again, with
21 TxDOT. I think, too, it may be helpful for the committee
22 to, as much as you and I have enjoyed diving into
23 administrative rules and statutes, it may be -- it -- it
24 may be -- it may still -- still, that is how -- that is how
25 this committee is defined.

1 MR. GLEASON: Yes.

2 MR. WILLIAMS: It's defined in the administrative
3 rules, in the statutes that govern it, and, as I mentioned
4 before, those say bicycle. And -- and I think it might be
5 helpful for the committee to be aware of at least how it's
6 -- you-all are defined in statute and the administrative
7 code, and I think that's the type of feedback that our
8 commission would like to -- to receive.

9 And if -- if, through the course of this deliberation,
10 there's a feeling that we should propose to the legislature
11 expanding the scope of this committee, then, you know, we
12 probably would want you-all to at least consider how that
13 is phrased in statute and then we would be able to, you
14 know, work with this committee to carry that back to the
15 commission and to begin to share that appropriately with
16 legislative members as well.

17 MS. WEAVER: Okay.

18 MR. GLEASON: So one of our issue papers can address
19 that, is --

20 MS. WEAVER: Okay.

21 MR. GLEASON: -- is -- you know, from a statutory
22 standpoint, this is what it could look like, and then get
23 some feedback.

24 MS. WEAVER: Clint, did you have one other quick
25 comment?

1 MR. MCMANUS: This is Clint. I was just going to ask
2 that, in addition to the issue papers, do y'all take a look
3 at the structure of the Committee, but it seemed like --

4 MR. GLEASON: Yes.

5 MR. MCMANUS: -- that was already in the minds of --

6 MR. GLEASON: Yeah.

7 MR. MCMANUS: Okay.

8 MS. WEAVER: Okay. And one final thing I'll add --
9 this is Karla. I'm very sensitive to what you mentioned,
10 as far as, like, what is the state's role and
11 perspective --

12 MR. GLEASON: Exactly.

13 MS. WEAVER: -- because, as a region even, we have a
14 project where we're working with five cities and five
15 mayors to connect a trail, and one of the mayors wanted us
16 to take a regional perspective on E-bikes, and speeds, and
17 who should be on and who shouldn't, and we're very cautious
18 to do that and don't really want to get too prescriptive
19 with that because every community's different and every
20 city council has a different perspective and -- where
21 people want to go and how it wants to be handled.

22 So I -- I thoroughly agree with you on that. We think
23 about the entire state and the impacts of these things. It
24 just has to be handled carefully. So all right. This has
25 been a wonderful discussion, everyone. Anything else,

1 Noah, on this item or that you need to...

2 MR. HEATH: No, I think we covered it. So we'll
3 gather everything that you said and then come back to you
4 in January with more detail.

5 MS. WEAVER: All right. Thank you so much. All
6 right. Well, we are -- let's see. We're doing -- a little
7 behind on schedule but that's all right. This has been a
8 great conversation. Our next presentation on Item 8 is
9 from Sean Corcoran -- hopefully I didn't butcher that too
10 bad --

11 MR. CORCORAN: That's close enough for me.

12 MS. WEAVER: -- from Federal Highways to give us a
13 presentation on the FHWA bikeway selection guide, which is
14 super exciting. We just actually held two days of training
15 on this, courtesy of Federal Highway, in the Dallas-Fort
16 Worth region last week. Bonnie attended and tons of TxDOT
17 staff actually. It was wonderful, so I'm really excited
18 about this topic today, and, hopefully, everyone will be
19 learning a little bit more about the guide if you're not
20 already familiar. It's a really cool tool and resource
21 that Federal Highways has come out with recently.

22 MR. CORCORAN: All right. Sorry about that. Morning,
23 everybody. My name's Sean Corcoran. I am a civil engineer
24 with Toole Design Group. We're a consulting firm. We
25 specialize in planning, engineering and urban design work

1 for multi-modal transportation projects, meaning, you know,
2 bike facilities, pedestrian facilities and transit
3 projects.

4 I appreciate Bonnie inviting me here to come talk to
5 you-all. It's a really interesting conversation here. As
6 you mentioned, I'm here to give an overview of a new tool
7 that FHWA came out with earlier this year. It's their
8 Bikeway Facility Selection Guide.

9 Just some quick overview. It's really intended to be
10 a resource to help, you know, transportation professionals,
11 being engineers and planners, guide you through the
12 selection process for selecting bike facilities.

13 You know, it's intended to supplement existing
14 guidance. It's not in -- in and of itself, it's not a
15 design guide. It's really sort of a compendium of -- of
16 design guidance.

17 There's been a lot of really good design guidance
18 that's come out in the past few years on bike facilities,
19 and it really is trying to bring it all under one umbrella
20 to help guide people through the process, particularly, as
21 more and more designers are doing this work and haven't
22 necessarily done it before and, really, with a focus on
23 designing for people of all ages and abilities. And I --
24 is everybody on the Committee familiar with that phrase?
25 I imagine you probably are.

1 You know, again, it's not -- in and of itself, it's
2 not a design guide. It's not meant to supplement or
3 replace any other guidances out there. It's really just
4 meant to build on some of the existing guidance.

5 So just really quickly going over how we got here
6 from a bike-facility design standpoint: In the 70s, there
7 was -- or in the 60s and 70s, there was a significant
8 increase in the number of people who were biking. You can
9 see here in this table, you know, basically, the number of
10 bikes sold doubled between 1960 and 1970 and then it
11 doubled again in the 70s.

12 So there were more and more people on bikes, more and
13 more people using facilities but there really weren't
14 places for them; there wasn't a lot of guidance in terms
15 of what -- what type of facilities to design and how to do
16 that.

17 And you can see here there was, surprisingly, more
18 people on bikes. There was a significant jump in the
19 number of bike rations, and this was, you know, pretty much
20 across the country. It wasn't unique to any one place.

21 So one city in particular, Davis, California, really
22 took it upon themselves to try and design a bicycle network
23 that had -- it's at a college town; there were a lot of
24 students biking to school, so they had a lot of people that
25 were already using bikes so they tried to figure out a way

1 to make it safe for people to do that.

2 And, you know, they really tried to figure it out on
3 their own in using some of the existing facilities that
4 were out there, but it really highlighted a need for
5 guidance. There wasn't much for professionals, you know,
6 or design guidance for roadways. It has really developed
7 over time, and there's a lot of good guidance to guide
8 professionals in making decisions and giving them standards
9 to go by. That wasn't really the case for bikes and
10 pedestrians.

11 So, in 1974, the first AASHTO bike guide came out.
12 You can see here, the picture on the right -- I don't know
13 how many folks in the room are familiar with a protected
14 intersection, but this is from that guide. They didn't
15 call it a protected intersection at the time but the
16 building blocks were there.

17 So the concepts were already there. You know, a
18 lot of people understood that there was a desire for
19 separation, particularly at the intersection, and it's
20 kind of interesting to see that we've sort of gone back to
21 this over the past few years as more guidance has -- really
22 trying to grab itself in that safety research that --
23 that's been done.

24 Really quickly, in that 1974 bike guide, you can see
25 here the design speed was 10 miles an hour; the desirable

1 speed is 15 miles an hour. So, really, if you think about
2 what type of user is going at that speed, it's more of
3 the casual user, that all ages-and-abilities user. And,
4 again, there was that protected intersection guidance.

5 But there was some concern from the bicycling
6 community that these types of facilities might not meet
7 their needs, and you see here a picture. This is from
8 Davis.

9 Part of their network included use of sidewalk
10 facilities, and this is well before the advent of ADA. So,
11 if you're in an intersection; there's no curb ramps. So,
12 on your bike, it's pretty uncomfortable. You know, some
13 people are maybe comfortable hopping the curb, going from
14 the sidewalk to the street but they -- most people would
15 not be comfortable trying to jump up a curb. So there
16 were lots of issues with some of the facilities.

17 So you know there was a desire to use sidewalks
18 because they were already there, so there was sort of a
19 motive, Let's maybe save costs a little bit; let's use what
20 we have. But if you think about -- this isn't at every
21 intersection, but driveways is also the same. A lot of
22 them didn't have -- you know, the ramp really wasn't
23 accessible -- or the sidewalk wasn't accessible at every
24 driveway. There were issues with utility poles; there
25 were issues with the sign poles.

1 So, while it was well-intentioned, I think there was
2 certainly some valid reasons for wanting to use sidewalks.
3 There were a lot of issues with them. And so, from the
4 vehicular-cycling community -- I'm sure many people in the
5 room are familiar with John Forester. You know, he is an
6 engineer, so he sort of understood how to talk to engineers
7 and how to navigate the systems for our design guidance and
8 how those were made, and he's had a significant influence.

9 But, you know, he -- his mentality is that, you know,
10 he just wants to go fast. He wants to be able to ride
11 fast, so he's -- he's comfortable riding mixed in with
12 traffic. And you can see here, you know, he sees that
13 these initial guidance and guidelines, particularly with
14 facilities that would force people to use the sidewalk on
15 their bike, you know, imposing a childish inferiority
16 system.

17 So there was a lot of pushback against this, and, you
18 know -- this is a quote from Forester. He says that the
19 plain joy of cycling overrides the annoyance of even heavy
20 traffic. So, because of that, you know, this is the type
21 of facility that you get as a result. You know, you're
22 mixed in with traffic, and -- and, certainly, you know,
23 we see people who are out riding in this, so this is
24 comfortable for some people but it's a very small
25 percentage of people.

1 And so, John Forester and maybe some other people
2 who've had similar mindsets, they advocated very hard in
3 the next AASHTO bike guide. You can see here the minimum
4 design speed is now 20 miles an hour, desirable is 30 miles
5 an hour. I ride my bike pretty frequently. It's very rare
6 that I ever hit 30 miles an hour on my bike.

7 So there was a significant change in the guidance to
8 try to, essentially, keep bikes off of sidewalks and to mix
9 bikes in with traffic. And this is a quote from the
10 introduction of that guide: Many of the common problems
11 are related to improper behavior and can only be corrected
12 through effective education and enforcement programs, and
13 I think it's particularly ironic that this is the
14 introduction to an engineering design guidance --

15 MS. GARCIA: It's terrible.

16 MS. WEAVER: Don't look at us.

17 MR. CORCORAN: -- and it's taking out the ability of
18 engineering to have a positive impact on this, so... And,
19 again, so this is what you have. You know, the wide
20 outside lane became really the de facto standard. It's
21 very easy to do. And, in most places, particularly when
22 we're building brand new roads and if we have space within
23 the right-of-way -- so, sure, build a wide lane.

24 So you have situations like this where -- you know,
25 this is -- I have no idea where this picture is taken from

1 but it could be in any number of cities across the country,
2 and it's not for lack of space. There's plenty of space
3 within the street to provide a facility that most people
4 would feel comfortable using. It's just that our design
5 guidance wasn't giving us proper instruction on how to do
6 that.

7 So that's really what we've been trying to fix over
8 the past 10 to 15 years. And, like I said, there are a lot
9 of good resources out there but there's sort of an
10 understanding and an acknowledgment that, within the design
11 community, not everybody is aware of those standards, not
12 everybody has used them before.

13 So, really, the intent of this guidance is to bring
14 all of that in one place and try to have as relatively
15 easy to use guide to help navigate people through that,
16 especially if they haven't -- haven't done these type of
17 projects before.

18 You can see there's a lot of -- a lot of our safety
19 research comes from European cities because they have just
20 many more people who ride their bikes on a regular basis.
21 So you see here -- this is some safety data from the 2000s.
22 There is not -- and this is not statistically speaking, but
23 there's not a significant difference in terms of the number
24 of injuries per 100 million kilometers traveled on bike but
25 there is a significant difference in the number of

1 fatalities, and I think that really speaks to when we're
2 mixing bikes in with traffic at high speeds, whether it's
3 high speeds of bikes and high speeds of traffic, we know
4 from data that higher speeds of cars leads to more -- more
5 fatal and serious-injury crashes.

6 So, again, really, the big shift in the design
7 community over the past 5 or 10 years has been an
8 acknowledgement and acceptance that if we want to -- you
9 know, we -- we've been stuck at this, like, one percent or
10 less mode share and thinking about, well, really, why is
11 that, and, if we're designing facilities that only one
12 percent of people are going to be comfortable using, like,
13 that's what we're going to get.

14 And if we really, truly, want to get more people to
15 use bikes and get out walking, we need to design facilities
16 that are going to be comfortable and accommodate for that.
17 So, really, we want to try to design for kids, you know,
18 design for parents who might be taking their kids to school
19 and those type of things.

20 MS. GARCIA: For grandparents taking care of their
21 kids.

22 MR. CORCORAN: Absolutely, absolutely, and making a
23 lot of, like, short, small trips. So there is going to be
24 -- the AASHTO bike guide is in the process of being updated
25 right now. We hope it's going to come out next year.

1 Here's some things that are in the draft guide right
2 now: The minimum design speed's 15 miles an hour with a
3 desirable design speed between 18 and 30 miles an hour.
4 The reason for the range there is just in different types
5 of facilities. Particularly, if you're going to have
6 recreational shared-use paths with a lot of downgrades,
7 you know, that's why we have that 30 mile-an-hour design
8 speed in some cases, if you're going to have some really
9 long, steep downgrades where people might get going faster.

10 But there's going to be guidance in there on how to
11 design protected intersections and, really, that -- the
12 wide outside lane should be the last resort. Like, you
13 really should only do that if you absolutely can't do
14 anything else.

15 So just going through an overview of the existing
16 guidance that's out there -- I imagine many, if not all of
17 you, in the room are familiar with the MUTCD. The 2012
18 AASHTO Guide for Development of Bicycle Facilities is the
19 most recent AASHTO bike guide.

20 NACTO and ITE have a number of very good design guides
21 that came out recently. I know NACTO just released another
22 intersection design guidance that came out earlier this
23 year. FHWA has some really good separated bike-lane
24 design guidance that came out in early 2013.

25 But, like I said, the -- you know, you could kind of

1 see that there's been these building blocks of different
2 design guidance over the past 5 -- 10 years and, really,
3 this design guidance or the FHWA facility selection design
4 guide is really trying to bring all of that together and
5 walk you through the process and try to make it a little
6 bit simpler, especially in the initial phases of looking
7 at potential projects.

8 So there's a number of -- you know, there's sort of
9 the process by which you build and design and plan for
10 these kind of facilities. Really, it starts with your
11 policy. I know there was a mention of Vision Zero. A
12 number of cities in the state have Vision Zero policies
13 but it doesn't have to be something like that. It can be
14 your Complete Streets policy; it can be a policy of -- you
15 know, I know most cities -- and FHWA has guidance on this
16 that, with resurfacing, looking and implementing bike
17 facilities, sort of dovetailing and piggybacking on those
18 kind of things.

19 There's planning, the design guidance or the -- I'm
20 sorry -- the facilities selection guide has guidance for
21 the selection process, like looking at specific streets,
22 what do you consider and then, you know, how do you design
23 those kind of facilities.

24 I would encourage you -- whether you do design work or
25 not, I think the guide is very user-friendly. There's a

1 lot of good material in there. This is a flowchart that
2 kind of guides you through the process of how you navigate
3 these situations, and the selection guide is free. It's on
4 that FHWA website. So, like I said, I would encourage you
5 to -- to take a look at it if you're interested.

6 Again, you know, having a local policy helps to ground
7 a lot of these decisions; it helps give you pretty good
8 decision-makers, give you the political backing, and we've
9 seen a lot of success in different communities around the
10 country with their policy helping to implement and move
11 forward some of these -- these programs.

12 You know, a number of cities have had Vision Zero
13 programs or Vision Zero plans for the past, you know, five
14 years or so. I know New York's has been particularly
15 successful in reducing the number of pedestrian fatalities.

16 So, again, when -- when we're going through the
17 planning process, if you don't already have a bicycle plan,
18 that's a really good place to start. It helps you identify
19 places where people might want to bike or places that would
20 offer connectivity opportunities from a broader network
21 perspective. Again, I talked about earlier the design
22 user, just trying to think through -- if we are trying to
23 get more people on bikes, trying to think through what
24 short trips could we capture and how do we go about doing
25 that.

1 You know, are we looking at areas near schools, with
2 Safe Rides to School programs; you know, areas to connect
3 residential neighborhoods with their grocery store or those
4 kind of things and then looking at the types of roads that
5 you have available and going through, like, what are the
6 ones with lower speeds and volumes that might be more
7 comfortable for people to ride on and what ones, if they
8 are higher speeds and volumes, like, you know, is there
9 room to do bike lanes or protected bike lanes; those kind
10 of things.

11 I imagine most people are familiar with the mix of
12 design users. You know, we have the highly-confident
13 riders that are, you know, depending on -- there is a
14 little bit of variety from different parts of the country
15 but, in general, the results are remarkably consistent
16 around the country. You know, this is anywhere from, like,
17 2 to 7 percent of the population feels pretty comfortable
18 riding pretty much anywhere. They don't necessarily need a
19 bike lane or a facility to ride on the road.

20 There's a number -- you know, about 5 -- 10 percent
21 of the population that feels reasonably confident, like
22 they'll probably ride if there's a bike lane. They might
23 not ride in places where there is, like, not a sharrow or
24 like -- you know, just -- they may not take that wide
25 outside lane but they'll generally feel pretty comfortable

1 riding in most situations.

2 And then the biggest chunk of the population is that
3 interested but concerned. You know, they -- they want to
4 ride their bike; they would definitely consider it for
5 certain trips but they want to make sure that they feel
6 comfortable and feel safe to do that.

7 And, again, I bet most people in the room are
8 familiar with our sort of spectrum of facilities. On the
9 right-hand side of the screen, we have, you know, those
10 that -- where you're mixed directly with traffic, whether
11 that be a shared lane or a shoulder. And then, as it
12 goes to the left, you know, you're -- you're getting
13 progressively more and more separation from traffic.

14 Whether that be just a standard bike lane or a
15 buffered bike lane all the way up to a separated bike lane,
16 a side path, you know, along -- along the road or in front
17 of the road and then a fully separated shared-use path.
18 That's, you know -- it can serve as both a transportation
19 and recreational function.

20 I think one of the really nice features of this design
21 guide or the selection design guide is these -- there's two
22 tables that help guide you through the bikeway selection
23 process. There's this one here. This is for, you know,
24 urban environments, small towns or suburban areas. It
25 also would be used for -- even if it's a real small town,

1 like the rural center of town, you'd want to use this
2 table.

3 The design user here is assumed to be that interested
4 but concerned cyclist. So, again, we're -- that's why you
5 see here -- the chart is deliberately -- you know, these --
6 the lines are a little bit blurred. They're not hard
7 lined. It's meant to sort of give you an idea of -- as
8 you see, like, the lower-left corner of the table where
9 speeds are lower and volumes are lower, you may not need a
10 dedicated facility. You might be able to get away with a
11 shared -- or shared-lane markings or, you know, bike-
12 boulevard treatments with traffic calming and those kind of
13 things.

14 But, as your speeds increase and as your volumes
15 increase, you're going to want to start to introduce that
16 separation between your bikes and traffic. And, as speeds
17 get even higher, you're going to want to have something
18 separated, whether that's a separated bike lane or a
19 shared-use path.

20 And I think, pretty unique to Texas, especially TxDOT,
21 there's a lot of -- I mean, there's a huge variety of roads
22 that TxDOT is responsible for maintaining. If you think
23 about, you know, the roads in our cities here and then all
24 the way to these, you know, very narrow country roads that
25 probably don't see a lot of traffic but are -- are also

1 very important.

2 You know, this is probably the reason why there's a
3 separate table for those rural roadways where you have
4 lower -- lower volumes but likely higher speeds. Also,
5 your trips are assumed to be longer. So the design user
6 for this table for rural roadways is assumed to be that
7 confident cyclist. And, again, that's largely because the
8 trips were -- are assumed to be a lot longer, so you're
9 talking on the order of, you know, 5 to 10, 15-plus miles
10 rather than the short trips that more people would consider
11 -- consider using.

12 And these tables are intended to be a guide. You
13 know, it's not saying you have to do this; it's not saying,
14 you know, if -- if your speeds and volumes indicate that a
15 shared lane is the desired facility selection, it's not
16 saying you have to do that. You could do a shoulder; you
17 could do a shared-use path. There's certainly going to be
18 situations where you just don't have the right-of-way to do
19 the recommended facility.

20 There's a number of other considerations in addition
21 to just looking at speeds and volumes, and that's a very
22 simplistic way of giving you, like, a very quick initial
23 recommendation for a facility, but, as you see, there's a
24 number of other things. Like, you know, what's going on --
25 like, are there a lot of trucks and buses, is there a lot

1 of activity on the curbside and, you know, is that like --
2 is the street going to give -- would having a facility on a
3 street have a really significant impact on the network.

4 You know, a situation that we see a lot is, you know,
5 would you rather have a wide outside lane or a bike lane,
6 particularly if you don't have space to do much more than
7 that. We've seen, and the research shows that the -- even
8 having just a narrow travel lane with a narrow bike lane
9 has better benefits -- has better safety outcomes for both
10 cars and people on bikes, and it generally does not
11 increase -- you know, does not increase crashes and, again,
12 it communicates to anybody who might be considering riding
13 a bike that there is a place for them to ride.

14 Again, another issue that we commonly see is where
15 there's narrow space, particularly in areas where there's
16 street parking, with the parallel street parking in
17 particular with the risk of door-zone crashes. You know,
18 is it better to stripe a bike lane there or to not have a
19 bike lane at all.

20 Research does show that the -- having a bike lane does
21 have better safety outcomes; it has lower crash risks.
22 There's some very good opinions on why that's the case but
23 there's some thinking that having that bike lane and -- and
24 somebody opening their car door, seeing a bike lane, might
25 be more likely to pay attention and check that a bike might

1 be there before doing so.

2 And, lastly, you know, another thing we run into a lot
3 is on streets with two-way traffic or where we want to put
4 two-way bike traffic our -- a lot of times, even by
5 narrowing travel lines, our options are either to have
6 narrow one-way bike lanes in both directions or have a
7 two-way separated bike lane on one side of the street.

8 Obviously, the narrow bike lanes, they do provide a
9 facility and -- and a facility that would be comfortable
10 for that confident cyclist but they're not going to be
11 accommodating to that interested but concerned user.

12 But a two-way separated bike lane is going to provide
13 that higher-comfort facility that's going to accommodate
14 the interested but concerned user, but it does introduce
15 some additional conflicts with the contraflow direction of
16 bike traffic that need to be mitigated at intersections.

17 There's also some additional challenges at
18 intersections that, particularly, if you have signalized
19 intersections, it would need to be addressed with a bicycle
20 signal. But, thankfully, we do have statewide adoption of
21 the interim approval for bicycle signals here in Texas.

22 Again, you know, the -- the guide gives you -- it
23 really walks you through -- there's some examples of
24 different cases of how you would navigate using these
25 tables. It walks you through the facility selection

1 process but it also gives you some guidance on, like --
2 basically, you should only downgrade from the recommended
3 facility if you absolutely can't fit it in, and you need
4 to understand that there's going to be impacts to doing
5 that.

6 If you are trying to build out a network of high-
7 comfort facilities and you have a link that's not going to
8 have that same standard of comfort, there's going to be
9 negative impacts to that and, you know, people will
10 potentially not feel comfortable using it, so they may
11 not use the rest of the network, and that you're going
12 to have, potentially, some additional safety risks,
13 particularly if you are -- if you have high-comfort
14 facilities, there's a potential that people might be riding
15 on the sidewalk or riding contraflow across some of those
16 areas. So you just need to think through all of those
17 things and then account for them as much as possible.

18 As what I mentioned, you know, FHWA has a number of
19 resources that come along with this. You know, we gave a
20 couple of trainings to the Dallas-Fort Worth area. But,
21 you know, there's group discussions and exercises, there's
22 those examples I mentioned in the guide and there's also
23 some other resources. There's, like, an action plan that
24 comes with the guide, so it sort of walks you through how
25 might you be able to utilize the resources in there within

1 your local community. Does anybody have any questions?

2 MS. WEAVER: All right.

3 MR. CORCORAN: All right.

4 MS. WEAVER: Well, thank you so much --

5 MR. CORCORAN: Yeah, thank you.

6 MS. WEAVER: -- for your presentation.

7 MR. CORCORAN: Thanks for having me.

8 MS. WEAVER: We appreciate it. Hopefully, everybody
9 will download a copy of the guide, if you don't have it,
10 and Bonnie and her team are always a great resource if you
11 have questions or want to know more about it.

12 All right. So we will quickly change gears, and our
13 next presenter on Item 9 is Jana Renner who has come all
14 the way from El Paso to share with us on what they're doing
15 on a really neat project going on out there. And I thank
16 you so much for coming. We're excited to hear about what's
17 going on out in the El Paso region.

18 MS. RENNER: Thank you so much for having me. Hi,
19 I'm Jana Renner. I'm a program officer with El Paso del
20 Norte Health Foundation in El Paso. Our mission is to
21 lead, leverage and invest in programs and initiatives that
22 promote health and prevent disease, and I oversee our
23 healthy-eating active living portfolio. And, over the past
24 couple of years, this has included the special project on
25 trails.

1 So like many communities, we've been envisioning a
2 trail network in El Paso County for a number of years and
3 we've looked at a number of trails across the country to --
4 to envision this. And this is something that El Pasoans
5 have been really interested in doing since the early 2000s
6 when the county and our health foundations and other
7 entities came together to develop a trail along the Rio
8 Grande Valley in what is the upper valley of El Paso.

9 And so, after that was developed, interest kind of --
10 people were always interested; people would come to the
11 table and not much happens. So, a few years ago, the
12 county approached the Health Foundation to start convening
13 people around this and the Health Foundation invested in a
14 master trail plan.

15 And we've worked with Sites Southwest out of
16 Albuquerque, who helped us hold public meetings, convene
17 relevant stakeholders, there was a community survey, and we
18 came up with a master trail -- or they came up with a
19 master trail, I meant, with -- with this input.

20 This can be -- I didn't bring this with me because
21 it's a really big book, but it's on our website called Paso
22 del Norte Trail.org if anyone is interested. And we also
23 received a small technical-assistance grant from the
24 National Parks Service to also help us with the alignment
25 through some of the trickier urban core areas.

1 So this is kind of small, but El Paso County, along
2 the trail, this is about 68 miles. And -- and it -- we
3 included five different districts. When we were talking to
4 stakeholders, we talked to people in each district, and the
5 idea is each segment of the trail would have the
6 characteristics of that part of the region.

7 There are different parts that have some cultural and
8 historical sites that people wanted to connect to. So, in
9 addition to this main alignment, there are a number of
10 loops and spurs that were also considered and are in the --
11 the big trail plan that different entities are interested
12 in pursuing.

13 Along the same time, we had the opportunity to invest
14 in the design and construction of a small trail segment in
15 the lower valley of -- of El Paso along -- it's not an
16 irrigation canal anymore. It's now a storm-water
17 retention... drain. I couldn't think of the word. It's
18 a drain now.

19 And so, the El Paso water worked with the city and
20 said that they're -- these drains could -- the banks could
21 be used for recreation purposes. And so, we did the design
22 and constructed 3.4 miles of trail along the Playa Drain.
23 It connects two parks, Ascarate Park, which is a large
24 county park, and a smaller city park.

25 There are also about 10 schools that are in the

1 vicinity of the trail, and the neat thing about this
2 trail is that people were already using it for active
3 transportation and now they have this really nice facility.
4 It's in a part of the city that really doesn't have a lot
5 of amenities and facilities for active transportation.

6 And we even have pictures -- I wish I had it here --
7 of when the trucks were laying down concrete, people were
8 kind of -- the -- the sides of it, people were walking
9 behind the -- the machinery. So they were really excited
10 for this trail. It's a really nice immunity now.

11 In addition to this trail, the city has also
12 constructed different segments, smaller segments that
13 will link to this trail eventually. And we worked with
14 TxDOT as well. There is a -- they were doing a
15 construction project on Alameda Avenue, which is a --
16 you-all probably know this, and they -- it -- it's along
17 the Franklin Canal, and this is along our main alignment
18 in that part of El Paso, and they had already budgeted to
19 put in a 5-foot sidewalk. And so, we contributed funds to
20 widen the sidewalk to 10 feet. And so, there's about a
21 half-a-mile segment of that trail that's already developed
22 because TxDOT was already there. So a lot of interesting
23 opportunities have come up and we're hoping more like that
24 come up.

25 We've also started convening a group of stakeholders.

1 These are people that would likely apply for funding to
2 construct part of this trail and some community people as
3 well that are interested in the development of this trail.
4 And they've prioritized trail segments because what we
5 really want is for this group to work together and apply
6 for funding in a strategic way that's noncompetitive rather
7 than all of the entities competing for different segments
8 at the same time.

9 Going back to the Playa Drain trail. It was really
10 meant to be a demonstration project as well, so we put a
11 lot of trail amenities in. I think the city, who's agreed
12 to maintain this, may think we put a little bit too much --
13 too many amenities because they -- but it's been a good
14 learning process, and we're getting feedback from that
15 on -- on what would be the appropriate amount of amenities
16 to have on the entire trail.

17 And then I'm sure you-all know there are many benefits
18 to trails: economic development, other -- Sunland Park, New
19 Mexico, and Socorro, they're on kind of opposite ends of
20 the trail -- are really interested in how the trails could
21 benefit tourism in their areas, and, of course, we're
22 interested in the health benefits. And there are studies
23 that have shown that -- and I'm sure you all know -- if
24 you're -- if you live close to a trail, chances are you're
25 going to get out and use it, either for exercise or to use

1 it for active transportation. And that's all I have today,
2 unless you-all have questions.

3 MS. WEAVER: Any questions for Jana?

4 MS. GARCIA: Are you tracking the health around the
5 trail network that you're developing?

6 MS. RENNER: Right now we're not. We do -- we did
7 initiate a survey of trail usage and we're getting
8 preliminary data back from that, looking at how many people
9 were using it before and how many people -- but we haven't
10 really started looking at specific health outcomes.

11 MS. GARCIA: And is that through trail counters --

12 MS. RENNER: Yes.

13 MS. GARCIA: -- use -- the trail use?

14 MS. RENNER: Yeah, the trail counters, and we had a
15 small survey that's associated with that. We do have some
16 health data that are -- that has, like, obesity rates,
17 diabetes rates of communities that are on the trail but
18 we haven't evaluated or thought of an evaluation that would
19 go post.

20 MS. WEAVER: Jana, have they put a price behind what
21 they think full buildout would cost?

22 MS. RENNER: So we estimate -- based on the Playa
23 Drain trail, it was about a million dollars per mile --

24 MS. WEAVER: Okay.

25 MS. RENNER: -- and that included these amenities.

1 MS. WEAVER: Okay. And, of the 68 miles, it's kind of
2 -- different parts are being implemented over time.

3 MS. RENNER: Uh-huh.

4 MS. WEAVER: How much have you guys currently got
5 constructed?

6 MS. RENNER: We have about 15 miles constructed, but
7 -- and that includes that initial one that was along the
8 Rio Grande --

9 MS. WEAVER: Okay.

10 MS. RENNER: -- Valley.

11 MS. WEAVER: Wonderful. Any other questions from the
12 Committee?

13 MS. GARCIA: How are you -- you're working with the
14 county to lead the implementation? The strategic planning
15 is being done with who?

16 MS. RENNER: It's -- actually, we are the ones that
17 are bringing folks together, and the county is part of that
18 as well as the city of El Paso, MPO --

19 MS. GARCIA: So you're leading the implementation.

20 MS. RENNER: Right now we are --

21 MS. GARCIA: Okay.

22 MS. RENNER: -- but we want to make sure that there's
23 momentum -- that the momentum continues. And so, right
24 now, we're the ones that are calling the meeting, and
25 we're hoping that we can kind of -- we -- we don't want

1 to construct all of the trail. The 3.4 mile one was, I
2 think, enough for us. But we don't have expertise in
3 construction, is one of the things we learned loud and
4 clear. But -- but the neat thing is the people we're
5 bringing around the table are interested and they are
6 prioritizing some of the funding efforts to -- to get
7 the trail developed.

8 MS. WEAVER: Wonderful. Well, this is a fascinating
9 project. The collaboration you guys have had in bringing
10 all of the stakeholders to the table, I mean, that's
11 lessons everybody can take back to their communities.
12 So thank you so much for presenting today.

13 MS. RENNER: Thanks so much for having me.

14 MS. WEAVER: That's great. All right. So this is a
15 -- kind of the part of our show where we go around the
16 table and everybody, briefly, gets a few minutes to kind of
17 tell us about things that are happening in your part of the
18 world.

19 And so, anything that you're familiar with that's
20 moving forward related to bicycle issues or planning or
21 projects, we'd love to hear about it. And then, as we
22 continue to network and work together, you know, it's great
23 to reach out to a colleague and say, Hey, I want to know
24 more about that, maybe we want to do that in our area. And
25 so, it's just very interesting to learn about the different

1 parts of the state and what's happening. So do you mind
2 going first for us?

3 MS. GARCIA: No, I don't mind.

4 MS. WEAVER: Just sort of cruise around the table.

5 MS. GARCIA: Well, from the Rio Grande Valley -- the
6 lower, I guess, Rio Grande Valley -- lower, I always
7 forget to say lower. I -- I know, with the Caracara
8 Trails and the Valley Baptist Legacy Foundation, our
9 health organizations are funding 18 or 17 trail counters
10 to implement in three county -- existing trails in three
11 counties and we are partnering with the UT-Houston School
12 of Public Health. They have a Brownsville campus. And
13 so, they are going to be helping us formulate some research
14 around direct relationship between trail usage and health
15 benefits.

16 So we're -- we had a preliminary research meeting
17 last week, and I think that is going to be great because
18 the health foundation wants to see those metrics. We want
19 to see, as we connect the -- the separated trails right now
20 to one another, how developing a transportation network can
21 increase trail use or health benefits. And so, that's
22 happening, and I think that's really exciting. I know
23 Texas has a -- a statewide trail counter database type of
24 thing with TTI and -- and, yeah, so hope -- that's going
25 on.

1 Outside of that, there is other projects just
2 constantly being developed in the -- in the community.
3 Yeah, I think that that's -- we were working on the USBR.
4 We have a United States Bicycle Route working group. We're
5 working with Kerry Irons from Adventure Cycling Association
6 to hopefully designate the first USBR route in the state of
7 Texas. And so, our local district offices are aware of
8 that, and that's something that we're working on.

9 MS. WEAVER: Awesome. Thanks so much.

10 MR. MCMANUS: So just to talk about four things that
11 are cool that are happening in Houston really quick, just
12 to give y'all an idea of the momentum that's going on
13 there.

14 So our bike share program, which is Houston Bcycle,
15 is continuing to expand and, actually, it started in
16 2013 and, this last year, they are still -- they saw 65
17 percent increase in ridership which, this far into being
18 established, I think is a pretty big feat. Part of that
19 was expanding to our -- some of our -- the University of
20 Houston and Texas Southern University. Those university
21 students really like their bike share. So Bcycle and our
22 city is going strong and continuing to expand.

23 We also have our -- Houston Parks Board is leading the
24 construction of 150 miles of hike-and-bike trails along our
25 nine bayous in Harris County, which is the county where

1 Houston is located, and they're on track to complete those
2 150 miles by 2020, which was their goal, and they're now
3 looking -- all of those bayous around East-West. And so,
4 now they're looking into ways to connect those East-West
5 bayous North-South to provide a recreational trail network
6 grid.

7 Their work -- yes, and -- and those trails already
8 are used by folks to get to work. Multiple of them connect
9 downtown, other employment centers, schools, hospitals.
10 So it is a -- their work is amazing. They're going hard
11 and fast and doing really cool things.

12 Also, recently, the city of Houston and Harris County
13 partnered to build 50 miles of bikeways in one year, and
14 they accomplished that and are looking for future
15 investments as well. That's -- integrates with our city's
16 bike plan that is going -- that people are -- are acting
17 on.

18 And we just did an analysis on it. And so, the -- the
19 Year 1 and Year 2 trails, 25 percent of the residents that
20 live within a quarter -- or a half mile of those trails
21 are zero-car households, so that's a big proportion of
22 folks that are going to be impacted by those -- those
23 facilities.

24 And then, finally, the last thing is our metro --
25 Houston metro system is also very -- is embracing active

1 transportation. They are wanting to bring every single
2 one of their facilities up to ADA compliance and are also
3 investing in bikeways that help transit riders get to their
4 destinations safer and quicker, and we also -- they are
5 also -- have a bond issue on -- that will be up in November
6 that is a major expansion of BRT in their system and also
7 improving existing service and extending some of our light
8 rail. So that's just an overview of the stuff that's
9 happening in Houston.

10 MS. WEAVER: Thanks, Clint.

11 MR. ROTNOFSKY: Well, I'm pretty excited, being
12 where we are in Laredo. We've been really focusing on --
13 because we are really just trying to get our population to
14 understand that we can have this in our community and
15 it's not too hot if we do it right.

16 We've been really focusing on education, and we're
17 really happy to report that, as of two weeks ago, we
18 went from zero League of American Bicyclists' certified
19 instructors -- went from 0 to 11. And the 11 that
20 we brought into the flock are advocates, City of Laredo
21 Health Department, City of Laredo Parks and Recreation and
22 our school districts.

23 So we're initiating a safe routes to school program
24 with our local school districts. Another program that
25 we're about to start through working with the League is

1 we're going to also be providing classes to the parents of
2 those kids to teach the parents about cycling and -- as
3 well and we're working with our parks department right now
4 to implement a senior cycling program.

5 So hopefully, in a relatively short period of time,
6 we're going to get to the kids, their parents and their
7 grandparents and provide them with the -- the opportunity
8 -- as well as working with our city.

9 On the city side -- I'm just going to put this out
10 there, because we're also -- for those of you that want a
11 change of pace from the cooler weathers of Austin and want
12 to make a -- make a run for the border, we have two
13 positions that are coming in our city.

14 Our -- our traffic department will be advertising a
15 bicycle/pedestrian coordinator and our planning department
16 will be advertising an active transportation planner. So
17 we're going to have two positions that are going to be key
18 to all of this.

19 And kind of just piggybacking our earlier topic on us
20 considering -- off of the bicycle, so to speak, the reason
21 why this is all coming together is that we were going to
22 have our planning department put together a bicycle plan
23 for the city of Laredo, which came out of our comprehensive
24 plan, but that's been changed to an active transportation
25 plan.

1 So that's the reason why we're also changing gears
2 here -- not changing, expanding the idea of really awesome
3 broadening advocacy to bring more people to the table, and
4 our city, to -- to become advocates for this. So that's
5 what's going on.

6 MS. GARCIA: I just -- I forgot one major thing
7 happening in the Valley.

8 MS. WEAVER: Yeah.

9 MS. GARCIA: Our three MPOs -- we had Brownsville
10 MPO, Harlingen-San Benito MPO and the Hidalgo County MPO
11 just merged, and this October was their first policy and
12 technical meetings.

13 And so, that is -- I think now we're the fifth largest
14 MPO in the state with that, and they'll have a bicycle
15 advisory committee. They're -- because they're also going
16 to be updating and they've already merged all of the plans
17 in one way but they're going to be redoing all of the
18 plans. And so, that's big news because we'll be able to
19 make some -- some major adjustments and improvements to
20 those plans. So it's huge. Yeah, I forgot.

21 MS. WEAVER: Thanks. Bobby?

22 MR. GONZALEZ: Well, you heard from Jana on the
23 exciting things happening with the Paso del Norte trail,
24 and I want to thank her for making the trip. The Paso del
25 Norte Health Foundation has done some wonderful things in

1 El Paso, and I thank her and the organization for
2 everything they're doing.

3 We just finished Phase 1 for the design of the
4 Mount -- Mount Franklin -- or the Mountain to River Trail
5 Project. We're looking at the construction beginning on
6 Phase 1 here in the ladder part of this year, and the
7 intent is to connect the Mount Franklin State Park to the
8 Paso del Norte Trail. She doesn't know this yet, but we're
9 going to connect it in the upper valley -- you may or may
10 not know this. So that -- that should be something really
11 cool happening here pretty quick.

12 So the other thing we're working on is UTEP,
13 University of Texas El Paso, continues to upgrade their
14 infrastructure -- bicycle -- bike/ped infrastructure
15 through their campus and we're getting ready to -- to make
16 some improvements to Glory Road, named after the movie
17 obviously, and that goes through the campus. That will
18 have bike/ped enhancements also. So that's a good thing.
19 So all is well in El Paso.

20 MS. WEAVER: Awesome. All right. City of Austin or
21 Austin area. What's happening?

22 MR. SCHOFIELD: Yep. Lots of great things happening
23 for biking in Austin. For anyone who's not aware, in 2016,
24 we passed our largest transportation bond ever for the
25 city of Austin that had a lot of funds for local mobility,

1 for the bikeways, programs, sidewalks, Safe Routes to
2 School, urban trails. Each of those could be their own
3 conversation, but -- but they -- you know, each of those
4 programs got their largest infusion of funds, I believe,
5 in -- that they've ever had.

6 We worked directly on the bikeways portion of that.
7 That bond also funded nine major corridors that are high-
8 entry corridors in Austin. Those are expected to be
9 complete -- have construction completed in the next five-
10 ish years. All of those will include all ages and
11 abilities bikeways, so that will be a good change here
12 for the city.

13 We also recently got grand funding from People for
14 Bikes, and People For Bikes has done a lot that's marketing
15 related, so you might see billboards around town promoting
16 the bikeways. And the city's commitment for that funding
17 was to do 100 miles of all ages [sic] and facilities by
18 the end of 2020, which we should be close to meeting.

19 Also, lots of coordination with TxDOT projects
20 recently. One notable one is Oak Hill Parkway Project
21 where the original schematic for that showed shared-use
22 paths on one side of Oak Hill Parkway. Our BAC and us
23 internally at the city kind of pushed for the shared-use
24 paths on both sides because that's what's recommended in
25 our -- in our bicycle plan, and the recent schematic update

1 included that. So that will be 14 miles of shared-use
2 paths, so that's big for our region.

3 MS. WEAVER: Awesome. All right. Trent, anything to
4 share from the Tyler area?

5 MR. BROOKSHIRE: Sure. Since this committee's last
6 meeting in July, we -- we celebrated -- we had a grand
7 opening of our first trail, a hike-and-bike trail, funded
8 by a sales-tax increase. It's a 4-and-a-half mile trail on
9 the southside of Tyler. And so, we're very excited about
10 that. It came in at a million dollars a mile, which was
11 interesting.

12 MS. WEAVER: The going rate.

13 MR. BROOKSHIRE: Yeah. So -- and just -- I -- I live
14 in immediate proximity to the -- to the trail head, and
15 it's -- it's amazing to see what 4-and-a-half miles in a
16 metropolitan area -- loose term for Tyler -- but nearly
17 250,000 dollars -- or 250,000 people during the week, and
18 just seeing the excitement and the energy and the usage
19 grow like it has, it's -- so, you know, I can only imagine
20 what -- and it's our first trail, I think, that we've built
21 in 20 years in Tyler.

22 And the first trail was like 3 miles, so we've got
23 7-and-a-half miles of trail in Tyler. So we have -- as I
24 said earlier, there's a lot opportunity, and just seeing
25 the usage, an exponential growth from very little to a lot

1 very quickly, gives me a lot of hope and belief in -- in,
2 you know, the -- in what we're doing here and the promise
3 for tomorrow. So... Yeah, 68 would be nice. Yeah.

4 MS. WEAVER: All right. Thanks. Rick, what about the
5 San Angelo area?

6 MR. OGAN: In the San Angelo area, I've been working
7 with the MPO, and we developed a master plan of where we
8 want to put bike lanes, multiuse paths; things like that.

9 And we've implemented a multiuse path in the Red
10 Arroyo area, and it's been received well. We have a dog
11 park down there also and we get a lot of usage out of it.
12 We have cyclists going there, lots of walkers,
13 skateboarders, rollerbladers -- just the whole gamut of
14 folks. So it's pretty nice. For on-road facilities
15 within the last year -- and I can't give you the mileage,
16 but we've laid down bike lanes and -- and some sharrows,
17 so it's coming along kind of nice. I like it.

18 MS. WEAVER: Fantastic. David, what about Midland,
19 and Odessa and all of that area?

20 MR. HAM: Midland's kind of stagnated a little bit
21 right now. We haven't had a lot going real recently, but
22 I -- I did meet with some of the executives from a plan-
23 development community that is going on that wants to put a
24 bike path -- a separated bike path in their community, and
25 I also met with them about not only, you know, where they

1 had it planned but how they could possibly tie it into
2 future city of Midland -- their bike plan, plus our planned
3 corridor (ph) between Midland and Odessa, separated bike
4 paths. So they were really excited about how they could
5 develop their community.

6 Our MPO next meeting -- our bicycle and pedestrian
7 advisory committee is how we have it worded -- they are
8 working on how to bring the health community, which we
9 were presented with just then, into some of the
10 development and funding and trying to get a little bit
11 more excitement going for that. So I'm anxious to see
12 what this next meeting will -- what will happen there.

13 MS. WEAVER: Sounds exciting. In Dallas-Fort Worth,
14 a few things that are rolling: We just did the two-day
15 training with Federal Highway on the Bikeway Selection
16 Guide. We had a waiting list. It was very popular, I
17 think some good information there that we presented to
18 different engineers, and cities and consultants within our
19 region.

20 We are in the middle of a regional pedestrian safety
21 plan, so we worked with TxDOT actually and their public-
22 involvement division on using a metro plus, which is a
23 public-platform tool online that we received over a
24 thousand responses from the public on what they'd like to
25 see, and it maps areas of concern and we gave them visual

1 preferences. And so, now we're synthesizing what did all
2 of that mean and where did all of that come from, and
3 getting information back to cities so that they're aware of
4 problems as well. So we're working through that process.

5 We're preparing for a new call for projects for
6 transportation alternatives, set aside. We're aiming for
7 about -- to launch in February, I believe, and it'll be our
8 fiscal year 2021. I think we're going to try to go out to
9 '22 to get ahead of it as well, around 35 million for that.

10 We have recently funded -- the city of Irving was our
11 largest city in Dallas-Fort Worth that did not have a bike
12 plan, about 250,000 people. It's like a big hole in the
13 middle of the region. Things just happened in Irving; we
14 weren't sure.

15 So -- so we're going to be going out for a call for
16 projects in the next few months to get that plan up and
17 rolling, which is -- it'll kind of fill in the gap in our
18 part of the world.

19 We did a walk-to-school day event last week or the
20 week -- it was last week. It was the big push. We had
21 the mayor of Fort Worth out there walking with elementary
22 kids. The council of our MPO provided banners, and
23 stickers and activity kits for schools that would
24 participate, and you can get schools to sign up to a
25 national database to kind of track progress. So we had

1 about 70 schools. Now, we have 127 school districts and
2 thousands of schools, so the numbers can always be better
3 but it was a good start, and we're hoping to continue to
4 increase the popularity of that because it's an annual
5 event that we want to try to promote.

6 And then, finally, we received -- I mentioned this to
7 our committee before. We're developing a trail from Fort
8 Worth to Dallas that will connect five cities, and it's
9 been fully funded. And so, now we're going out to put
10 together a branding plan for it. So each city is usually
11 their own kingdom but how do they work together between
12 the five cities so people know they're on the same
13 facility, how does safety work, mile markers, how does
14 big, special events get planned, electric and water and
15 all of that kind of stuff.

16 And so, we brought in the tourism boards from those
17 five cities to kind of talk about what do you need to make
18 this a state destination or a national destination. And
19 so, we're going to be doing a procurement for that as well
20 to get some special services to help us sort of create the
21 vision for that trail. So that's really exciting.
22 Yeah, I think that's it for our region.

23 Jeff, anything from Corpus Christi you want to share
24 with us?

25 MR. POLLACK: No. Thanks for asking. I -- we've also

1 been in a relatively quiet period but I'm always inspired
2 by the level of activity in the communities represented
3 here. So, hopefully, a bit more to share next quarter.
4 Thanks.

5 MS. WEAVER: Thanks, Jeff. I don't know that we
6 received any public-comment forms. Nobody with any
7 questions or comments or anything to share with the group?

8 MR. HAM: Robin's not here?

9 MS. WEAVER: Robin Stallings from Bike -- from Bike
10 Texas is usually with us but I guess, yeah, he did not make
11 today's meeting. All right. So Bonnie wanted to talk
12 really quickly about future agenda items for the meeting.
13 Bonnie, what do you have to share with us? Or do you want
14 me to talk about that or how do you want to tag team this?

15 MS. SHERMAN: Well, I'm -- I'm not really prepared
16 with anything --

17 MS. WEAVER: Okay.

18 MS. SHERMAN: -- except that we will be doing a --
19 when is good to poll members on which dates are good for
20 y'all for quarterly meetings in January, April, July and
21 October.

22 MS. WEAVER: Okay.

23 MS. SHERMAN: But we did want to get some input on day
24 of the weekend and...

25 MS. WEAVER: Okay. I can give you a sneak peek of

1 what we kind of think is going to be coming up over the
2 next two meetings and then if you have ideas of additional
3 topics you're interested in.

4 So, in January, our last meeting, we -- we just had a
5 big discussion amongst everyone that was here on just sort
6 of general things they'd like to learn more about or they'd
7 like to come to these committee meetings about.

8 So, in January, we're going to talk more about count
9 data. So Federal Highways has finished a big nationwide
10 project looking at different parts of the country,
11 including Puerto Rico, and what technology people are
12 using, how they're using count data. And so, we're
13 reaching out to them to see if they'll present. I think
14 it's a great time to also talk about different parts of
15 the state of Texas, and who's got count data and who's
16 doing counts and what's successful and what's -- what
17 was not working as well as you hoped and kind of all
18 learn from each other.

19 And then TxDOT has been kind of trying to figure out
20 how to funnel this up, and learn what we're all doing and
21 how they can be a repository for that as well. So I think
22 there will be some good conversations to come out of that.

23 Of course, we're going to come back with discussions
24 about what we talked about today and sort of where we're
25 headed with the Commission's sort of charge for us. And

1 then the Bicycle Tourism Trail map and guide that was
2 developed several -- almost a year ago now at this point,
3 they're going to bring that back to our committee to update
4 everybody with that, and sort of where that's headed and
5 who's overseeing that -- the progress on that.

6 I think that'll be a really great topic, because
7 almost all parts of our state and everyone's region that's
8 here today has some element of that, and you want to make
9 sure you're aware of the parts that are priority for the
10 state.

11 And, in April, we want to talk a little bit more about
12 health. And so -- quality of life, and maybe there are
13 some folks from ARC or other organizations that will tell
14 us about some activities that are going on. There's some
15 CDC grants that we're going to have highlighted and
16 profiled potentially as well as some safety grants that
17 TxDOT has.

18 So really funding, whether it's through trails
19 programs, health programs or organizations, those kinds of
20 things as well, we want to come back and have more
21 discussion and chatting on. And so, really, health is the
22 April focus and then July will be safety focus, funding for
23 safety-type projects and then how BAC members are engaging
24 with local communities, and how that conversation works,
25 and bringing in stakeholders and -- and advocacy and those

1 types of things.

2 So there's a lot to chat about. If you have other
3 ideas or other interest, you know, get with Bonnie and Noah
4 and chat with them. And there's ways to filter in programs
5 throughout the year. And, if you have some really
6 interesting topics or speakers -- very similar to our
7 friends from El Paso -- that you think would be a great
8 highlighted topic, feel free to share those with Bonnie and
9 Noah as well if people are -- from your part of the world
10 are willing to travel and -- and share what's going on.
11 That's always great.

12 All right. So, with that, I think we're ready to
13 adjourn. Or, Bonnie, one more item?

14 MS. WEAVER: I did want to ask -- so we have been
15 scheduling these Mondays or Fridays, whichever works best
16 for folks. Do those days of the week still work for most
17 folks? I'm seeing a nod of heads. Anybody it doesn't work
18 for?

19 MR. BROOKSHIRE: Monday's tough for me.

20 MS. SHERMAN: Monday is?

21 MR. BROOKSHIRE: Yeah.

22 MS. SHERMAN: Okay. Since, for most people, either
23 of those will work, we'll send out the schedule and we'll
24 try to schedule it when everybody can come.

25 MS. WEAVER: All right. And it's wonderful to get

1 these on the calendar for the year, and we appreciate
2 y'all doing that. And four times a year is -- it's
3 awesome if we can all be together and meet in person. Of
4 course, the phone option's there and we appreciate that as
5 well.

6 All right. Well, with that, we will adjourn our
7 October 11th meeting. Thanks, everybody, for being here.
8 Appreciate it.

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25 (Whereupon, the proceedings were concluded at 11:46 a.m.)

C E R T I F I C A T E

STATE OF TEXAS

COUNTY OF TRAVIS

I, Patrick Stephens, hereby certify that the foregoing record taken down by me, as a certified court reporter, is a true, correct and complete record of the above-entitled Bicycle Advisory Committee meeting.

This certification is expressly withdrawn and denied upon the disassembly or photocopying of the foregoing proceedings, including exhibits, unless said disassembly is done by the undersigning certified court reporter and original signature and raised seal is attached thereto.

This the 28th day of _ October____ _, 2019.



Patrick Stephens

PATRICK A. STEPHENS, CCR, CVR
CERTIFICATE NO. 4672-1141-4562-4064

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