

Transcript of the Testimony of
Bicycle Advisory Committee TxDOT

Date:

July 15, 2019

Case:

TxDOT Bicycle Advisory Committee

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TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE (BAC) MEETING

200 E. Riverside Dr., Bldg. 200, Classroom D
Austin, Texas 78704

JULY 15, 2019
9:30 A.M. - 11:22 A.M.

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A P P E A R A N C E S

BAC COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

- Karla Weaver Frank Rotnofsky
- Billy Hibbs David Ham
- Robert Gonzales Jeffrey Pollack
- DawnElla Rust (Via Telephone)

TXDOT PRESENT AND PARTICIPATING:

- Bonnie Sherman Donna Roberts
- Noah Heath Sarah Parker
- Eric Gleason Caitlin McGunigle
- Marc Williams Shana Thomas
- Noah Oaks Dustin Wiggins
- Alberto Guevara Cary Karnstadt
- Jennifer Book Corey Theurer

ALSO PRESENT AND PARTICIPATING:

- Carl Seifert (Jacobs)
- A. Michael Manser (TTI)
- Jessica Rodriguez (Freese & Nichols)
- Victoria Zuber (High Street Consulting)
- Robin Stallings (BikeTexas)
- Teri Kaplan (Former TxDOT)
- Isam Bandak (Ramos Consulting)

1 KARLA WEAVER: We will call to order the July
2 15th TxDOT Bike Advisory Committee meeting. I'm Karla
3 Weaver. Welcome to everyone that's attending today. We
4 will get started with a safety briefing by Bonnie Sherman
5 here at TxDOT. Bonnie, take it away.

6 BONNIE SHERMAN: Good morning. For medical
7 emergencies, please call 911. The AED unit is located on
8 the first floor in the main lobby by the security booth, and
9 first aid kits are marked and located on each floor. In
10 case of a fire or other need to evacuate the building, fire
11 extinguishers are marked and located on every floor. We'll
12 evacuate/exit the front door of the building by the guard
13 desk, turn left and gathering in the sidewalks and fence
14 line of the parking lot facing Riverside Drive. In case of
15 tornado or inclement weather, stay inside and move away from
16 the windows. The big conference room by the guard desk is
17 the safest location. And in case of an active shooter or
18 bomb threat, follow instructions from the PA system and
19 on-site security personnel.

20 KARLA WEAVER: All right. Thanks, Bonnie. I
21 just wanted to mention to everyone DawnElla is on the phone.
22 DawnElla, glad you could join us. And so --

23 DAWNELLA RUST: Thank you.

24 KARLA WEAVER: -- as discussion happens, if
25 people would identify themselves so that DawnElla will have

1 an idea who is talking, that would be great. And then
2 throughout the meeting if everyone is interested from the
3 audience in making any comments or providing feedback or
4 asking questions at the end, we have public comment forms
5 that are available at the table that anyone is welcome to
6 grab and fill out, and then you can hand off to our TxDOT
7 staff here.

8 We're going to do the approval of the minutes
9 from April 15th. These were mailed out to board members by
10 Bonnie. Do I have a motion to approve?

11 BILLY HIBBS: So move.

12 KARLA WEAVER: All right. I see Billy's hand.
13 And do I have a second?

14 FRANK ROTNOFSKY: Second.

15 KARLA WEAVER: Thank you very much. All
16 right. All in favor say "aye."

17 (Aye.)

18 KARLA WEAVER: Any opposed? All right.

19 Motion passes.

20 All right. With that, we will turn it over to
21 Eric to give his update on all things exciting bike/ped in
22 TxDOT in the State of Texas.

23 ERIC GLEASON: Good morning. This is Eric
24 Gleason, division director for public transportation in
25 TxDOT.

1 Before I get started, I do want to introduce
2 Marc Williams, our deputy executive director and my boss who
3 has joined us at least for a short time this morning.
4 Hopefully he can stay as long as it takes us to get through
5 number five. There is an interest in that.

6 So anyways real quickly touch on two general
7 topics this morning in my report. First is an update on
8 advisory committee appointments. We are anticipating at
9 this point that at the August commission meeting the
10 commission will consider recommendations for six
11 appointments to the committee, and that's a combination of
12 current vacancies we have and then three additional terms
13 concluding August 30th of this year. So that is currently
14 on their agenda for August, and we have forwarded some
15 names. We solicited names from TxDOT's staff in districts'
16 professional organizations. We accumulated 31 applications
17 I believe. Thirty-one is it?

18 BONNIE SHERMAN: Yes.

19 ERIC GLEASON: Which is an extraordinary
20 number for us, but we have six positions to fill, so not
21 that many after all. And we have forwarded nine of those
22 names to the administration and to the commission for their
23 consideration. So we will find out more about that, and
24 hopefully by the time the committee meets in October we will
25 be a full committee again.

1 In the meantime, members -- current members of
2 the committee can continue to serve if they're available to
3 do that until such time as an appointment is made. So I do
4 want to encourage folks that if we get into a situation
5 where for whatever reason there is a delay in the
6 appointment process, those of you whose term are up -- and
7 that would be DawnElla and Billy. Bobby's term is up as
8 well. He is one of the names that we have forwarded for
9 consideration to be reappointed to the committee. But both
10 DawnElla and Bobby if you are available and there is a delay
11 in the appointment process, you are able to continue to
12 serve on the committee until replaced. So just put that out
13 there.

14 DAWNELLA RUST: Okay. Thank you.

15 ERIC GLEASON: Sure. Having said that, I do
16 want to recognize DawnElla and Bobby for your service. You
17 guys have been instrumental in moving this committee through
18 a number of important issues. I think that in the last --
19 certainly, Billy, since you've been on board this committee
20 has come alive. I think it is a major player now in terms
21 of advancing bicycle interest within the department and
22 within the state. So I appreciate your leadership.

23 ROBERT GONZALES: Thank you.

24 ERIC GLEASON: And, DawnElla, I certainly
25 appreciate your participation in the perspective you've

1 brought. And I want to thank both for you for your service.
2 Very much appreciated.

3 BILLY HIBBS: If I could -- this is Billy
4 Hibbs. I'd just like to thank Bobby personally for stepping
5 up with the software for Bikes to Ride; because when we were
6 really struggling trying to figure out really on one of our
7 first major projects what do we do about the expense that so
8 many communities have when they're trying to come up with a
9 way to lay out for some kind of either a hub and spoke or
10 some kind of logical way of describing their community,
11 Bobby had already done that for the City of El Paso, and he
12 generously donated for free the software, you know, for
13 anyone that wanted to use that. And it's not often that we
14 have somebody on the committee that, you know, can bring
15 something of such profound economic importance to us and
16 just give it away. So I want to thank you, Bobby, for that.

17 ROBERT GONZALES: Thank you.

18 ERIC GLEASON: Okay. Second topic I want to
19 touch on is our current call for projects. We received in
20 April -- we received almost 400 preliminary applications for
21 a combination of funding of Safe Routes to School funding
22 and TA set-aside program funding. Since that time, we have
23 winnowed that 398 figure down to 356. And so 356 projects
24 are proceeding to the next phase, which is a detailed
25 application phase.

1 Now, the total ask in April was \$330 million.
2 We have about \$46 million I think is the total available,
3 and that includes an assumption of future authorization
4 levels. But probably the most challenging set of numbers is
5 moving into detailed application status or about 250 Safe
6 Routes to School projects for which we have \$8.7 million
7 statewide. So it's going to be a challenging time for us
8 between now and the fall when we as staff are trying to pull
9 together a set of projects particularly in the Safe Routes
10 to School program for commission consideration. Now, the
11 good news is all of those Safe Routes to School projects can
12 also be TA set-aside projects. The extent to which a safe
13 -- the Safe Routes to School program is a statewide call,
14 and so areas in the state that don't traditionally
15 participate in the TA set-aside programs that the department
16 administers -- our program is focused in the areas in the
17 state of under 200,000. Safe Routes to School is inclusive
18 of all areas of the state. So the metropolitan areas can
19 play for that money as well.

20 So it's going to be a very challenging time
21 for us. We will -- I think our goal is to try to
22 communicate throughout this next several months as we make
23 our way through. The detailed applications are due in
24 August. August --

25 BONNIE SHERMAN: 15th.

1 ERIC GLEASON: August 15th. And so it will be
2 the time following those and then up through the fall where
3 we will be having to make some pretty difficult decisions.
4 I think by the October meeting of this committee we'll be
5 able to update you on our efforts. We won't yet have a set
6 of firm recommendations for commission consideration, but
7 we'll certainly be able to provide you with updates on our
8 efforts there. And so we are going to need two to three
9 volunteers in the September and October time frame to help
10 with the Safe Routes to School applications, particularly
11 with respect to the encouragement, education and enforcement
12 strategies associated with that program. We're going to
13 bring a lot of extra TxDOT staff in on the evaluation
14 process of those but -- and I think at this point -- and
15 we're going to have to draw those two to three from the
16 members that are continuing on, and so we'll have a
17 relatively small pool to choose from right now. And so that
18 I think -- what's the strategy there? We'd like folks to
19 let us know if they're interested?

20 BONNIE SHERMAN: Yeah, we will send out an
21 e-mail a little bit closer to that time.

22 ERIC GLEASON: Yeah. So you can expect in the
23 late August, early September time frame to get an e-mail
24 from us asking to see if you're interested.

25 DONNA ROBERTS: We do have a commitment from

1 Ham.

2 ERIC GLEASON: David has committed. I'm not
3 sure if David committed knowing --

4 DAVID HAM: I may reconsider after --

5 ERIC GLEASON: You cannot reconsider that.

6 DONNA ROBERTS: You might want to reiterate
7 that right now. We heard it this morning.

8 ERIC GLEASON: And I think that -- I think I
9 will end there. We have a really busy agenda and don't have
10 enough time for that, so that concludes my report.

11 KARLA WEAVER: Thank you very much. We will
12 now turn it over to Bonnie, who is going to give us a
13 presentation on the Bikeway Design Effort. We are at Phase
14 I recommendations.

15 BONNIE SHERMAN: All right. So we are really
16 excited today to wrap up Phase I of the Bikeway Design
17 Effort. We have the recommendations to present as possible
18 action by the committee before we move onto Phase II. So
19 this presentation will cover our progress to date. We will
20 go over the details in that 11X17 exhibit in front of you,
21 all of the elements in the project development process where
22 we have identified possible enhancements, and then we will
23 talk about next steps.

24 So Phase I this completes the past ten months
25 worth of effort of the BAC and in particular the working

1 group members. Jeff Pollack, Frank Rotnofsky, Bobby
2 Gonzales and Karla Weaver, as well as Margaret O'Brien
3 Nelson are the members of the working group from the BAC.
4 Margaret left us in April, so she's no longer on the
5 committee, but we will look to probably getting some
6 additional folks involved in the fall.

7 So as you may recall, there are four primary
8 tasks involved with this effort. The first one was focused
9 on where in the project development process we could make
10 some improvements in order to improve the -- improve bicycle
11 accommodation in TxDOT's project development process. Then
12 in Phase II, the next big part of this effort, we will focus
13 on bikeway design specifically. There are two other
14 parallel tasks that will be carried throughout this effort,
15 and those involve disseminating information, which is
16 focused on TxDOT policy, training, guidance and local
17 government coordination, ways we can improve local
18 government coordination associated with bikeway
19 accommodation, and that will parallel all of the efforts
20 that we are doing.

21 So we started this back in September of last
22 year and brought to y'all some best practices across the
23 country. Then in the fall the transportation planning and
24 programming division presented to the working group on the
25 various federally mandated planning processes that TxDOT

1 complies with. We also heard at that time a -- the working
2 group had a presentation on the San Antonio district's
3 district bicycle plan. Then in April y'all all heard a
4 presentation on El Paso district's bike plan. Those are two
5 of three districts across the state who have taken the
6 initiative to conduct their own bicycle plan. So that
7 covered planning.

8 Then in the winter design division presented
9 on the various aspects of the project development process.
10 And we're going to focus a lot on the information that they
11 brought to us.

12 Then all of the discussion that was generated
13 through work with the working group and all of our BAC
14 presentation, we have taken that and consolidated it into
15 specific opportunities within TxDOT's traditional project
16 development process where we can improve the incorporation
17 of safe bicycle and pedestrian accommodations. All along
18 this process, the BAC has provided good input on the local
19 perspective, which is the purpose of this committee. So
20 this process has worked very well. Today we are bringing
21 this to y'all for action, adoption of the output of this
22 first phase, and then we'll start the bikeway design phase
23 next.

24 So I want to focus you on the project
25 development process, that arrow in the middle of the exhibit

1 in front of you. This is a very simplified diagram showing
2 TxDOT's project development process starting with project
3 initiation and planning and then preliminary and detailed
4 design, then letting or bids for construction and then
5 finally construction with bicycle or pedestrian ways put on
6 the ground for folks to use.

7 Through this effort, we have identified that,
8 of course, early on is always the best opportunity to get
9 meaningful input and incorporation of bicycle and pedestrian
10 needs in a project. No surprises there.

11 So we have identified several areas in this
12 project development process focused primarily in project
13 initiation planning and early design where we can provide
14 some enhancements, and we're going to focus in on each of
15 these areas one by one.

16 The first is needs identification.
17 Understanding bicycle and pedestrians' needs will help TxDOT
18 be more proactive in identifying appropriate bicycle and
19 pedestrian accommodations. To areas where this can occur is
20 by the promotion of bicycle and pedestrian data collection,
21 as well as initiating district bike plans statewide. Both
22 of those things have been done on a limited basis at TxDOT
23 but expanding those efforts will have big benefits to the
24 state.

25 Before I move on too far, I do want to point

1 out the title of this item. It's areas of concurrence. So
2 originally when we conceived this, we were thinking that we
3 would facilitate recommendations from the Bicycle Advisory
4 Committee to TxDOT on how to enhance the project development
5 process to improve incorporation of bike/ped accommodations,
6 but Marc Williams, when we were briefing him on this effort,
7 pointed out that there was a very collaborative effort that
8 has occurred through this effort with members of our design
9 division and traffic safety decision and TPP. Everybody
10 brought information to the table. We all worked together,
11 and we came up with all of these recommendations as a
12 collaborative effort. And so he recommended that we use the
13 term areas of concurrence, which recognizes that
14 collaborative nature but also indicates the support that we
15 have as an agency for the work that has been produced by the
16 committee.

17 So after needs identification, we have
18 compliance with planning and programming. When projects are
19 included in plans and designated for funding, there is an
20 opportunity to help -- to better identify and provide
21 funding for bicycle accommodation if this information is
22 brought early on.

23 So two areas of concurrence identified here
24 include creating a state-level clearinghouse of bicycle and
25 pedestrian transportation plans. This would be a repository

1 of local or regional bicycle and pedestrian plans that
2 engineers can refer to to understand what the local
3 community wants in regards to bicycle and pedestrian needs
4 when developing a roadway project.

5 The second item there formalized bike/ped
6 performance measures as part of department project scoring
7 and selection processes focuses on that funding aspect. All
8 projects are prioritized by the department when they're
9 allotted funding. And so by including performance measures
10 specific to bike/ped, not only does it encourage inclusion
11 of those elements in those projects, but it helps to ensure
12 that those bike/ped elements will be funded. So that's an
13 important component to our getting actual infrastructure on
14 the ground.

15 The next area is scoping. The first item
16 refine design summary report or developing a scoping tool to
17 address bike/ped needs based on context. The design summary
18 report is a document that defines the design parameters for
19 a project, and so we're looking to enhance that document to
20 identify appropriate bicycle and pedestrian accommodations
21 based on a project's location and context.

22 The next item continue to incorporate bicycle
23 and pedestrian criteria into project safety scoring tool.
24 The project safety scoring tool is a tool that's under
25 development right now and design division has taken the lead

1 on that effort. It will score projects based on safety, but
2 through the work of this committee TxDOT staff involved in
3 this committee identified an opportunity to incorporate
4 bike/ped needs in this tool. So we're recognizing that this
5 is already being done, and we want to continue to support
6 those efforts.

7 The next area is in consultant contracting.
8 The first item is updating standard contract language to
9 ensure context appropriate bicycle and pedestrian
10 accommodation and allowing for design flexibility in case
11 the proper type of facility changes.

12 And then the next item is assessing bicycle
13 and pedestrian consulting qualifications separately. TxDOT
14 certifies professionals based on specific expertise. And so
15 this item would separate bicycle qualifications from
16 pedestrian qualifications, which encourages more specific
17 expertise in the consulting community.

18 The next area is focused on public
19 involvement. The first item there is to refine the comment
20 response process to better document bicycle and pedestrian
21 needs. This would help better communicate the resolution of
22 bicycle and pedestrian comments.

23 And then the next item is to develop guidance
24 and awareness for the annual district bike meeting/hearing.
25 So there is public involvement associated with the

1 environmental process that most of you are familiar with.
2 There is also a requirement for a district-focused bicycle
3 meeting or opportunity really for a public hearing. And so
4 providing guidance and developing awareness for that
5 requirement is what this one speaks to.

6 The next area is focused on what's called a
7 design concept conference. The design criteria or
8 parameters of a project continue to be refined through
9 design concept conferences. There is an opportunity to
10 engage various stakeholders through those conferences to get
11 input on design of a project. And so this item would
12 strengthen the involvement of bicycle and pedestrian
13 stakeholders in these design concept conferences.

14 The next area is about providing detours
15 during construction for bicyclists and pedestrians by
16 including these detours in the traffic control plans when
17 they're being developed for a project.

18 The last area on the bottom right of your
19 handout is focused more on TxDOT business operations. The
20 first item there is to standardize Bikeway Design Guidance
21 so TxDOT engineers refer to one source. This is being done
22 right now is design division, is updating our state-wide
23 roadway design manual. They're going to develop a separate
24 bicycle design chapter and a separate pedestrian design
25 chapter, which we did not have in the past.

1 The next item is to refine existing or create
2 new TxDOT training classes. Self-explanatory.

3 And the last is to develop district-level
4 bicycle and pedestrian design expertise so we can share that
5 expertise across the state.

6 So that was a lot of information, and I tried
7 to break it down as much as possible for those of you who
8 have not had the benefit of participating in the monthly
9 working group meetings. At this point, do you have any
10 questions? Do you want me to go back to any of those or
11 discuss any of those items at this point before I turn it
12 over to Karla? Yes, Billy.

13 BILLY HIBBS: This is Billy Hibbs, and I have
14 a question on that top left underneath identification,
15 promote collection of bike and ped data.

16 BONNIE SHERMAN: Yes.

17 BILLY HIBBS: As you know, I'm in the
18 insurance risk management business. We collect a lot of
19 data. We use a lot of data. And I'll be the first to tell
20 you that sometimes data can be used against you. And so in
21 Tyler, for example, we had a Rails to Trails -- although, I
22 think it's the course now formerly known as Rails to Trails.
23 Anyway a Rails to Trails pathway that was deep flint rocks,
24 so no rode on it. And I'm telling you Bobby Gonzales, at
25 his fittest point in his life, couldn't have made it more

1 than a quarter of a mile because you just sunk down into
2 these rocks. And, you know, it was -- the effort to go a
3 quarter of a mile was just unbelievable, so no one rode it.
4 And if you were to take the data from that trail and say is
5 anyone riding this, the answer would be no. Today it's been
6 paved and has a lot of the areas there in that particular
7 corridor and hundreds and hundreds of people are using it.
8 In fact, we're about to do another grand opening I think
9 next week on part of it.

10 So I'm not sure how the data collection part
11 of it -- whether it's a street where you're going to try and
12 stripe or whether you're going to try to put separate
13 facilities there -- if there's no riders on it, how are you
14 going to collect data on that and then use it to prove your
15 point that we need this when it's too dangerous or it's too
16 impractical for someone to use?

17 BONNIE SHERMAN: I'll let Jeff --

18 JEFFREY POLLACK: Yeah, so just speaking as a
19 member of the working group and also as someone who when I
20 first came on board was pretty outspoken about the
21 comparison -- the bicycle count study, looking at different
22 methodologies for study and having come from a community
23 where we struggle with methodology. I think that the
24 annotation here which doesn't make it to the one pager but
25 has to be associated with that bullet point is not all data

1 collected are considered equal and that data collection
2 methodology really matters. Recognizing that, trying to
3 standardize, for example, bikes count data requires that we
4 zero in on a certain class of rider. And you can't use --
5 certain methodologies only work on street, which inherently
6 precludes some of the recreational riders we're targeting
7 with trail, for example.

8 So I think the point of concurrence on the
9 working group -- and I trust that my fellow members will
10 correct me if they think I'm overstating this -- is that in
11 general metric -- performance metrics and data collection
12 are an important part of the evolution of this process,
13 recognizing that the quality of those data and making sure
14 that sort of the nuance of data collection methodology is
15 coupled with the data. There has to be metadata basically,
16 in other words, to explain what we're seeing. It can't just
17 be a matter of treating all counts equally. But I think as
18 we see projects implemented, particularly as we see project
19 limitation and facility construction standardized, which is
20 really what this is all about at its core -- as that happens
21 over time over the next several years, we need to be
22 evaluating in a standard way as possible how effective those
23 facilities are just so we can get better doing this. I
24 think that was the one concurrence fully recognized that.
25 The type of data and the way you get it really does matter.

1 BONNIE SHERMAN: Right.

2 BILLY HIBBS: You've taken it into
3 consideration. That's important.

4 BONNIE SHERMAN: Yes.

5 BILLY HIBBS: Thank you.

6 BONNIE SHERMAN: And the interpretation of
7 data does need to include context and understanding because
8 there are barriers, you know, which could be surface
9 barriers or lack of facility barriers. So it is good to
10 have a comprehensive data set and an understanding of what's
11 going on in an area.

12 KARLA WEAVER: And I think we also discussed
13 -- this is Karla. We discussed looking at the before and
14 afters of certain projects and seeing if adjustments needed
15 to be made or if they were successful or -- especially for
16 the on-street projects I think that can be really useful.

17 Are there other members from the working
18 committee that want to add anything or just sort of provide
19 feedback on this? Did Bonnie represent you think
20 the discussion and everything that we've been leading up to
21 this point? Robert or Bobby or -- you're good. Jeff?

22 JEFFREY POLLACK: Can I -- one point. I think
23 that for those of you who haven't been part of the working
24 discussions, my perception of those is that not all of these
25 points of concurrence were of equivalent weight to the

1 working group. I mean there were some of these that were,
2 you know, of utmost priority to us. I think that
3 distinction is also valuable, and it's hard to discern that
4 from a one pager. I think that there was really strong
5 opinion about the importance of standardizing design
6 guidance and referencing, you know, the best in practice
7 external guidance. I think there was -- there was very
8 strong concurrence around formalizing performance measures
9 as part of overall project valuations. So, in other words,
10 there is some nuance that isn't captured here. I think
11 there is strong concurrence on every point that's identified
12 on this sheet, but there were some of those we felt were
13 sort of -- kind of I guess inalienable, you know, elements
14 that with -- you know, without which none of this works;
15 whereas, there were others that were important but, you
16 know, maybe not as fundamental. So I think that that's just
17 important to say as -- and, you know, as an explanation of
18 how this process unfolded in the group.

19 KARLA WEAVER: And, Bonnie, we had had
20 discussion maybe about sort of priorities of where to start
21 and not all of these can happen at once, and more materials
22 on that --

23 BONNIE SHERMAN: That will be next --

24 KARLA WEAVER: -- that go into more detail.
25 That's the next phase really --

1 BONNIE SHERMAN: Yeah.

2 KARLA WEAVER: -- just sort of --

3 BONNIE SHERMAN: Well -- and the next slide --
4 and I can cover this slide real quick if you want before we
5 take action.

6 KARLA WEAVER: Yeah, go ahead.

7 BONNIE SHERMAN: So we will send you a survey
8 to understand the members' priorities because we can't just
9 tackle everything at once on top of our already heavy
10 workload, 300 projects to evaluate. So we do want to get
11 some feedback from the BAC members on what y'all's
12 priorities are, so as we develop our work plan to tackle
13 these issues we can take that into consideration. So
14 we'll be providing more information at the end of this month
15 or early August to get your input on priorities.

16 KARLA WEAVER: All right. Well, I think this
17 has been a really great process. For those of us that were
18 on the committee, it was very collaborative with all of
19 these different divisions that came in and participated. It
20 felt very grassroots. People were bringing back comments
21 that they got from their communities, and I think you have
22 to have everybody's buy-in for things to be successful. So
23 I think this is going to be a great tool.

24 So I think what we're looking for here is sort
25 of action of the specific enhancements to the current

1 process, these concurrence items as sort of a goal or kind
2 of next steps to keep moving forward to just improve the
3 processes there and make it more successful.

4 So I'm going to ask for someone to make a
5 motion that we support this plan and next steps to move
6 forward prioritizing these areas of concurrence as
7 identified by the committee.

8 ROBERT GONZALES: So ruled.

9 KARLA WEAVER: Mr. Gonzales. Do I have a
10 second?

11 DAVID HAM: David Ham. Second.

12 KARLA WEAVER: Thank you, David. All in favor
13 say "aye."

14 (Aye.)

15 KARLA WEAVER: Any opposed? All right. Thank
16 you, Bonnie. Appreciate it.

17 MARC WILLIAMS: Karla, can I just make a
18 comment? One, I want to say thank you for your efforts and
19 your work on this as we sit down and discuss it with Bonnie
20 and Eric and Donna and the team. You know, it really was
21 apparent to me that this was a collaborative process, and
22 that was a part of my recommendation on determining the
23 concurrence. It was not something that was generated solely
24 by this committee and said, TxDOT, here, you need to do
25 this. It was really a collaboration on a lot of these

1 ideas, which is important. And I would say that there is a
2 lot of significant process recommendations that are in here
3 for the department, and a lot of this -- sometimes within
4 TxDOT we often are -- when we're talking about project
5 development and our design efforts and our construction
6 efforts, we often are speaking in French when the first of
7 the world is talking in English. And so -- but there is a
8 lot of significant things in here for us as a department,
9 you know, when we're talking about integrating into refining
10 our design summary reports and incorporating it into a
11 decision. The designers within the department, you know,
12 and our consultants as well -- you know, they're very
13 process oriented. That's why we're engineers. You know, we
14 follow the manual, follow the process, and whatever that
15 process says that's the direction that we're going to go.
16 And this effort, you know, has really yielded what I think
17 are some very substantial and significant recommendations
18 that I believe is going to have a substantial effect on the
19 processes that we follow and will probably lead to more
20 tangible results than just about anything else that this
21 committed and the department can be working on in terms of
22 advancing and improving bicycle and pedestrian
23 accommodations is what we do. And it does go beyond just
24 the, you know, infrastructure side. It's really -- and
25 Bonnie did say it. It's incorporating this into the

1 accommodations, into the designs that we do. Whether or
2 not, you know, the road itself specifically has a separate,
3 you know, bike/ped infrastructure element while we always --
4 we know that's a desired outcome. Where that may not be
5 practical or feasible, doing an effective job of
6 accommodating that and building it into the design process
7 is important to the department. It's important for our
8 designers to kind of get this into it -- into our processes
9 the way this is lined out.

10 So I just again want to say thank you all to
11 those committee members that were a part of this effort with
12 us and to Bonnie and individuals throughout the department
13 in different divisions and districts that were part of this
14 because this is a significant piece of improvements to how
15 we go about doing the work that we do with the department.
16 So thank you all very much.

17 KARLA WEAVER: Thanks, Marc. All right. So
18 from there I guess we're going to turn it over to Victoria
19 Zuber.

20 BONNIE SHERMAN: I have a quick little --

21 KARLA WEAVER: I'm sorry. Apologies. Cut it
22 too short.

23 BONNIE SHERMAN: No worry. We kick off Phase
24 II today. After this meeting at noon, we will have a
25 working lunch/working group meeting to focus on Bikeway

1 Design Guidance. That will run through about this time next
2 year or in the fall. We will plan to bring similar
3 recommendations to the group at that time. The Bikeway
4 Design Effort will focus on reviewing best
5 practices initially from local governments. We're going to
6 hear from working group members today what works in their
7 communities or what they would like to see in their
8 communities, and we will also be looking at best practices
9 in TxDOT districts, other state DOTs, current research, and
10 look at context-sensitive solutions in urban versus suburban
11 versus rural environments, engage with update on the TxDOT
12 Roadway Design Manual, as well as the AASHTO Bikeway
13 Facility Design Guidance and facilitate another round of
14 recommendations.

15 So with that I think I can turn it back to
16 you.

17 KARLA WEAVER: Thanks, Bonnie. Actually I'm
18 going to turn it over to Eric to add one additional item.

19 ERIC GLEASON: So one of the -- just take us
20 back to the next step then will be taking this -- these
21 areas of concurrence and asking you for your ideas on where
22 do we get started.

23 When we were going through this -- I mean this
24 is -- you know, to fire off on all of these at the same
25 time would take far more than we the resources to do. So I

1 really do want to ask the committee to focus us in one or
2 two items of the top importance that we can make progress
3 on.

4 I know what happens here is that the tendency
5 is to look for ways you can combine one, two or three items
6 into one. It happens every time. And I just -- I just want
7 to try and ask the committee to really try and think about
8 giving us some really clear direction on a relatively small
9 number of priorities so that we can make some progress that
10 is significant. We can go into this next step on design and
11 support that effort, because that's going to have some
12 important outcomes as well. And we can also in this same
13 time frame make our way through 350 some odd project
14 proposals that we have to evaluate for funding and actually
15 get something built. So very challenging time frame for us
16 as staff. Help us out by duly helping us understand one or
17 two things that we need to get started on.

18 KARLA WEAVER: Thanks, Eric. All right. So
19 now we're turning it over to Victoria Zuber, who is here
20 with us today. And Victoria is with High Street Consulting;
21 is that correct?

22 VICTORIA ZUBER: Yes.

23 KARLA WEAVER: And I believe that y'all are
24 under contract with TxDOT to help them through the
25 prioritization process of the Bicycle Tourism and Trails map

1 or process and program that we've developed over time.

2 VICTORIA ZUBER: Yes. Exactly.

3 KARLA WEAVER: All right. Well, take it away,
4 and we're excited for your presentation.

5 VICTORIA ZUBER: Great. So my name is
6 Victoria Zuber. I'm with High Street Consulting. I'm
7 working on a number of projects with TxDOT, and I'm also
8 personally embedded at TxDOT. So I'm around if you guys
9 have any questions for me.

10 So in this presentation, I will be giving you
11 just a quick overview of the Bicycle Tourism Trails Study,
12 talk about the stakeholder workshop that we held in May, the
13 scoring considerations that came out of that workshop, and
14 then quickly go over the next steps and schedule.

15 So I'm pretty sure that most of you are
16 familiar with the Bicycle Tourism Trails Study; but just in
17 case anyone needs a refresher, this was a study that was
18 completed in 2018, and it looked at the effects of bicycle
19 tourism. And one of the main things that came out of this
20 study was the Bicycle Tourism Trails example network, and
21 this network was developed based on these quantitative and
22 qualitative criteria.

23 And so for this project we are building off of
24 the Bicycle Tourism Trails Study to actually try to begin
25 prioritizing segments to develop the network. So we have

1 collected spatial data, which we can overlay to come up with
2 various prioritization scores based on criteria that we
3 determine. And we are developing a web tool so that
4 decision makers can go in, look at the priority scores based
5 on their criteria, and figure out how to prioritize specific
6 segments or projects.

7 So on May 2nd we held a criteria development
8 workshop. And this is kind of the process of the workshop.
9 We wanted to give participants a chance to suggest criteria
10 and also weight that criteria in order of importance to see
11 how we wanted to build out this prioritization tool.

12 So workshop participants -- there were a lot
13 of TxDOT employees, MPO employee were there, and also
14 external advocacy groups.

15 And this is some of the research that we
16 presented during the workshop. We wanted to make sure that
17 we were collecting criteria that already existed in relation
18 to bicycle trails. So we looked at all of the Texas MPOs,
19 some other regions across the U.S. We also looked at state
20 bicycle plans and also looked for best practices using
21 NCHRP reports. And you can see in the map. The blue colors
22 are areas that we took criteria from for consideration.

23 So this graph shows the criteria categories.
24 So most of the most heavily weighted criterias were in the
25 category of safety, and this is followed by connectivity

1 and accessibility.

2 So we can look further and dive a little
3 deeper into and this and see -- these are -- this is kind of
4 all of the criteria that was brainstormed during this
5 workshop. And on the right you'll see the global priority
6 column. And basically the way that this was determined is
7 by using pair-wise comparisons. So a pair-wise comparison
8 is where all of the participants of the workshop were
9 presented with two different criteria, and they had to rank
10 the criteria that they thought was most important. And they
11 went through this exercise until they had -- until they had
12 ranked all of the different criteria that was in the list.
13 So that came up with weights.

14 And then another thing to note is that we
15 normalize the weights by office. So hopefully this can
16 reduce a little bit of the bias as well.

17 We also got some key takeaways from the
18 workshop, kind of project types to be on the lookout for
19 while we're prioritizing. So the first one would be
20 low-hanging fruit. This would be a project that, you know,
21 can happen pretty quickly that's not too costly, that we can
22 quickly say is helping to develop this example network.

23 The next one would be the substantive fruit,
24 which would kind of be like the more visible kind of project
25 for this example network. So it might not be as cheap but

1 it probably scores really well in all of the criteria
2 categories and would be really important to the region where
3 it's being built.

4 And then finally we can also be looking out
5 for the windows of opportunity. So if there is a project
6 that already exists that's on or near the example network,
7 we could hopefully maybe amend the scope a little bit to add
8 a bicycle component, which would be much cheaper than
9 developing a project on its own.

10 And then just one general thing to note also
11 is that bicyclists have all different types of experience
12 and comfort levels. So we need to keep in mind that when
13 we're developing this network we want to cater to all
14 different types of bicyclists, not just the super
15 experienced ones.

16 So now that we've gotten those takeaways from
17 the workshop, we are beginning to work on the prioritization
18 tool itself. So we recognize that there are a lot of
19 different approaches that you can take for prioritization.
20 So these are just some different scores that we can provide.
21 It's not exhaustive, but we can add some more scores to
22 based on everyone's recommendation. So it can be
23 overlapping with the TxDOT project. We can have a cost
24 score and see what's minimal, demand and high needs. Those
25 kind of things we can prioritize on as long as we have data.

1 And then I think also this works really well
2 with the conversation you guys were having about how not all
3 -- or how data should be contact specific and if not all
4 collected equally. So data will vary based on whether the
5 segment is on system or off system. It also varies by
6 facility type. So, for example, we're really lucky to have
7 the BTTTS study because that gives us data on whether certain
8 off-road segments the surface improvements or not. And so
9 that's the data that we're using for off-road trails and
10 shared-use paths, stuff like that.

11 KARLA WEAVER: What's the BTTTS study?

12 VICTORIA ZUBER: The Bicycle Tourism Trails
13 Study.

14 KARLA WEAVER: Sorry.

15 VICTORIA ZUBER: So right now we are working
16 on refining the criteria that we've gotten from the
17 workshops based on available data. We are also in the
18 process of developing and testing this tool. In August we
19 hope to be identifying the planned projects that could be
20 candidates for the Bicycle Tourism Trail and then also to
21 prioritize network segments. And hopefully in October we
22 can come back to you all and brief you on the results of
23 this effort.

24 So that's what I have. Let me know if you
25 have any questions?

1 KARLA WEAVER: I do have a question. This is
2 Karla. In August you talked about identifying planned
3 projects as candidates and looking at prioritizing example
4 network segments. How would you go about identifying
5 various projects across the state, or how does that work to
6 sort of them out? What information do you need or are you
7 collecting to feed into that process?

8 VICTORIA ZUBER: To test the projects that are
9 already happening?

10 KARLA WEAVER: Yes.

11 VICTORIA ZUBER: Yeah, so I think that the
12 main function of this tool is to just prioritize the
13 projects. Testing would come after that.

14 KARLA WEAVER: I'm sorry. What projects? Are
15 these existing projects? Are these future projects? Are
16 these like the 300 that were just submitted, or what are you
17 using as your test case?

18 BONNIE SHERMAN: So it would be like the UTP,
19 Unified Transportation Program, which is TxDOT's ten-year
20 plan of project. So that ten-year plan of projects will be
21 overlaid onto this prioritization tool to see if there might
22 be some opportunities that are already in the works that
23 could be possibly potentially modified --

24 KARLA WEAVER: Okay.

25 BONNIE SHERMAN: -- to build out maybe a

1 segment of the Bicycle Tourism Trail.

2 KARLA WEAVER: Okay. So from my knowledge,
3 our region -- our ten-year plan does not include any
4 stand-alone trail projects.

5 BONNIE SHERMAN: Right. This would not be
6 stand-alone trail projects. We would be looking at roadway
7 projects that overlay.

8 KARLA WEAVER: Okay. So like a potential
9 roadway project with a side path or -- I'm a little nervous
10 our level of detail that is provided in the ten-year plan
11 wouldn't give you a good assessment of what's there or
12 what's not there to even evaluate. Are new potential
13 projects being requested that may be potential trail
14 projects, or right now is the ten-year the base start and
15 we'll see what shakes out and everything or --

16 VICTORIA ZUBER: I think ten-year is the base
17 start, but that's also why we are looking at high need areas
18 too; because if there isn't a project that already exists,
19 we can flag it as an area that might be like a really good
20 candidate to like develop that segment.

21 KARLA WEAVER: Okay.

22 VICTORIA ZUBER: So it's a not super fast fix,
23 but --

24 KARLA WEAVER: Sure.

25 VICTORIA ZUBER: -- but that's -- the tool

1 will help with that as well.

2 KARLA WEAVER: Okay. Will there be a -- is
3 there a way to maybe check with the committee and see if
4 they're aware of projects that may meet this type of
5 criteria or high priority projects or some of these things
6 that you're flagging, or would that not be the right time
7 for that?

8 VICTORIA ZUBER: Well, I think once we develop
9 the tool we'll come back to you all and say does this sound
10 right, are we missing anything that's blatantly obvious, --

11 KARLA WEAVER: Okay.

12 VICTORIA ZUBER: -- stuff like that.

13 FRANK ROTNOFSKY: This is Frank. So you will
14 have a criteria laid out in this study as well like clearly
15 defining what --

16 VICTORIA ZUBER: Yes.

17 FRANK ROTNOFSKY: Okay. That would be great.

18 VICTORIA ZUBER: I think we might have some,
19 but it needs to still get approved. But this is an example
20 of the criteria details in the appendix.

21 KARLA WEAVER: Any other questions? All
22 right. Thank you, Victoria. Appreciate that.

23 All right. And then our final presentation
24 will be on the Texas Pedestrian Safety Coalition and their
25 activities by Mr. Michael Manser.

1 And I had talked to Bonnie about having a
2 presentation from someone from TTI and the work that we're
3 doing. And I know that we're the Bike Advisory Committee,
4 but bicycle and pedestrian activities and engineering and
5 all of those things go very closely hand in hand, and
6 pedestrian fatalities unfortunately and injuries are on the
7 rise in our state. And so TTI is working with TxDOT and
8 different folks from around the state to really dive into
9 this issue and see what can be done, and I wanted to make
10 sure everybody here was aware of this issue.

11 In our part of the state, we're doing several
12 safety projects with TTI. Our Dallas district has got a
13 safety project. So there's a lot of movement and activity,
14 and there are may be things going in your area that are
15 worth exploring and finding out more about. So this will be
16 just a good introduction. There are more meetings that are
17 being held on this. There's always room for people to join
18 the coalition and be involved in the conversation.

19 So with that, Michael, please take it away.

20 MICHAEL MANSER: Thank you. Welcome,
21 everybody, and thank you for having me. What I want to do
22 today based on feedback from Karla and Bonnie is just give
23 you kind of a high-level overview of our Pedestrian Safety
24 Coalition. And before I dig into that, I want to spend just
25 a few minutes talking about sort of the genesis of where the

1 idea of the coalition came from and some of the impetus for
2 it.

3 Karla mentioned the pedestrian safety problem
4 is getting much, much worse. This is reflected in the data.
5 We can see this is data from 2010 to '17. I checked with
6 Marcy last week. The 2018 data is somewhat sort of out
7 there but maybe not quite finalized. So she was reluctant
8 to give it to me, but the 2018 numbers she said are very
9 close or just slightly higher than the 2017 numbers.
10 So those trend lines that you can see do indicate that there
11 is a continuing increase in suspected serious injuries,
12 which are the blue lines, and fatalities with pedestrians.

13 This graph only shows total number of
14 pedestrians suspected serious injuries and fatalities.
15 Right? It doesn't show per mile and all of the nice
16 controlling factors and all of that stuff. But what I'd
17 like to show and talk about is a few baseline elements.

18 Texas is one of the three highest states for
19 pedestrian fatalities. We're right up there unfortunately
20 with California and Florida. It's not a good situation.

21 Second, we often think of pedestrians as like,
22 well, there is really not too big a deal with pedestrians.
23 I talk to a lot of people as I go through my day, right, how
24 many pedestrians really dies; it's not that big a deal. And
25 I hate to say it, but they say the same thing about bikes as

1 well, like it's not not that big of a problem. It is a
2 problem. People are dying.

3 I like to put things in perspective of
4 motorcycle safety. Everybody thinks there are a lot of
5 motorcyclists who die. It's a high-risk activity. People
6 are crashing. People are dying all over the state. There
7 are fewer motorcycle fatalities every year than there are
8 pedestrian fatalities, and that is -- we get about 480 or so
9 motorcycle fatalities per year. And you can see at about
10 2012 pedestrian fatalities began to exceed motorcyclist
11 fatalities. Being a pedestrian is not a low-risk activity,
12 just like being a cyclist is not a low-risk activity.

13 The genesis of the Pedestrian Safety Coalition
14 actually occurred in two different areas. One, the
15 Pedestrian Safety Coalition was starting to come to
16 fruition -- that idea was starting to come to fruition
17 through the Strategic Highway Safety Plan, which is sort of
18 the overarching safety plan that TxDOT puts forward. They
19 have a pedestrian safety emphasis area team as part of that
20 SHSP activity, and they were starting to think about new
21 ways to address pedestrian safety, and they started to
22 notice that there are these gaps in communication amongst
23 different groups. In parallel, the TTI team, myself and a
24 number of people started to realize that there are a lot of
25 pedestrian safety activities that occur throughout Texas,

1 but they're not really talking with each other. We have the
2 City of Austin, which actually has a really fantastic
3 pedestrian safety action plan, lots of really wonderful
4 data. And if you want an example of a good approach to
5 follow for pedestrian safety, that's a good starting point.
6 But other communities, Dallas, North Central Texas Council
7 of Governments is doing a lot of work. Houston is doing a
8 lot of work. There are a lot of mid-sized cities. College
9 Station/Bryan, Texas, that kind of size -- they're doing a
10 lot of work. But there is never really a good clean
11 mechanism to get all of these people talking with each other
12 to help them learn, oh, Houston is doing program X. That's
13 really cool. That's something that we can do, but we just
14 need to tweak it a little bit up here in Dallas and vice
15 versa. So we at TTI in parallel were thinking, well, there
16 is a huge gap here in communications and understanding.

17 We typically get our funding through TxDOT for
18 two grants. So we're limited in those grants to doing
19 education and outreach activities, so we don't dig a lot
20 into the engineering side, but we do dig into how to get
21 people to communicate. Yes, Karla.

22 KARLA WEAVER: When you talk about the gap, I
23 just want to do a little -- I have to tell on ourselves we
24 had someone in our MPO in our safety team attending these
25 meetings and did not communicate it to our bike/ped team.

1 So they were attending meetings for six months, and we
2 didn't know about it. So this happens at all levels of
3 organizations. Right? So it's regions. It's state. They
4 get this -- it sounds simple to get people to talk together,
5 but it's sometimes very challenging and you're five doors
6 down. Sorry, I just had to say that this is more pervasive
7 than people are aware of.

8 MICHAEL MANSER: We ended up -- we applied for
9 and received grant money from TxDOT for a program to
10 establish the Statewide Pedestrian Safety Coalition. It's
11 actually a larger project, and the coalition is one element
12 to that. And I'll return to that in a minute. But, again,
13 the purpose of this coalition is really to get people
14 talking with each other, to find out, you know, what are the
15 best practices in other cities and what are their approaches
16 and can that be modified for us.

17 Another element of the coalition is capacity
18 building. We're trying to build resources that people
19 working pedestrian safety can turn to and use in order to
20 address their pedestrian safety needs. And I'll talk about
21 that in just a minute.

22 How do the two relate to each other? SHSP is
23 critically important for the State of Texas, like I said.
24 It provides this high-level guidance as to what we really
25 should be looking at. They talk about prioritized

1 strategies, countermeasures and action plans. What that
2 does not address, and it's on purpose, is what is happening
3 on a local level. In addition, what they don't address
4 quite often is actually how to implement those high-level
5 strategies.

6 So the strategies -- for example, alcohol is a
7 big, big, big -- I can't even underestimate it. It is a
8 massive factor in pedestrian fatalities. The average BAC
9 for fatality is .197. You and I would have problems walking
10 at .197. So they talk about, you know, trying to reduce the
11 incidents of drunk and intoxicated pedestrians, but they
12 don't really talk about specific methods and techniques to
13 address it, and that's where our coalition comes in is we
14 say, yeah, we've got this really wonderful strategy.
15 They're exactly right, but how do we make that come to life
16 on a day-to-day basis. And that's really what the coalition
17 is trying to identify is how do we make that stuff actually
18 happen, kind of boots on the ground approach.

19 The coalition activities and the larger
20 project activities. We have four meetings per year,
21 quarterly meetings. They're held through WebEx because we
22 understand that getting to a central location except for
23 everybody here today -- I see everybody is from all over.
24 But we try and make it as accessible as we possibly can to
25 anybody in the public who has an interest in pedestrian

1 safety. So it's all through WebEx. We keep the meeting
2 short to about an hour and 45 to two hours so you're not
3 sitting in your office being bored playing whatever new
4 video game is being played on computers.

5 We do provide SHSP updates about our coalition
6 activities to the pedestrian safety emphasis area. We are
7 providing data resources, and we're trying to get data out
8 to stakeholders. And that's particularly evident in
9 the next bullet. We do statewide pedestrian safety data
10 analyses every other year, and then that feeds up to the
11 SHSP, and then we also feed that out to the pedestrian
12 safety stakeholders. So they have some information, some
13 weapons that they can use when they go to attack this
14 problem.

15 Like I said, we put together a pedestrian
16 safety countermeasure implementation plans. Those also get
17 fed up to the SHSP and then they get fed out to the
18 Pedestrian Safety Coalition members themselves.

19 Pedestrian safety outreach and education
20 materials. Because it's a 402 grant, we have to have some
21 element of education and outreach, and we do this by
22 attending pedestrian and motorist events and
23 distributing education outreach material that really focuses
24 on making -- making peds and motorists aware of pedestrian
25 safety laws.

1 And then lastly we conduct a pedestrian safety
2 forum, which I'll touch on in just a second. So that really
3 encompasses kind of the broad range of activities that we do
4 as part of our coalition.

5 In this process, we have managed to garner a
6 lot of support from many, many different organizations. And
7 I just have them listed here. The text is a little small,
8 but I will say we have about 400 members on our coalition.
9 That's our distribution list. We have a much smaller
10 contingent, about 50 people that attend our virtual
11 quarterly meetings, and Karla is one of those quite often.
12 So the meetings do tend to be fairly well attended. We
13 cover a lot of ground in them, and we have, as you can see,
14 quite a few connections out into the actual stakeholders out
15 in the field. I do like the fact that we have many
16 different municipalities on our coalition.

17 Our statewide forum is just a wonderful
18 opportunity for all of the stakeholders to get together.
19 This is the second year of our project. The first year our
20 forum was at North Center here in Austin, which is kind of
21 north of Austin there. We had 130 members at the forum,
22 which was a great success. We got wonderful reviews this
23 year. Our forum is scheduled for Thursday, August 22nd.
24 The great news is that y'all are invited to attend. The bad
25 news is you can't attend. We have -- this year we raised --

1 we were able to get a little bit more money dedicated to the
2 forum itself, so we were able to raise the cap of the number
3 of people that could attend. So we're only allowed because
4 of finances with the project and the conference center
5 there's a max number of people. As of just in the last few
6 days, we reached our new cap of about 145 people, so we're
7 starting to put people on a wait list. If you want to
8 attend, I encourage you go to the -- go to the website, get
9 your name on a wait list. The list is pretty short. What
10 we're trying to do right now is work with the conference
11 center to get more people allowed to attend. So we're
12 trying to get up in the area of like 150, 160. You can see
13 -- I mean we have another six weeks to go and we've already
14 hit our cap. So that's really good news for us, and it also
15 shows a strong interest in pedestrian safety in Texas. So
16 if you do a search for Texas Pedestrian Safety Forum 2019,
17 it's like the first or second hit that will come up in
18 Google. I don't know about Bing and some of those other
19 search engines, but that will come up.

20 The conference -- I have a really wonderful
21 staff member, Ben Ettelman, who is organizing this
22 conference. And actually I say conference, but it's a forum
23 and I want to make sure that distinction. A conference is
24 sitting in your seats listening to boring people like me
25 yammer on for hours and hours on end. Right? This is a

1 forum. We expect people to be interactive. We do have
2 speakers scheduled. For example, this year we have an NTSB
3 staff member, who is part of a landmark investigation into
4 pedestrian fatalities. He was one of the researchers on
5 that project. He's going to come in and be one of our key
6 stakeholders. But after each presentation, there is an
7 interactive portion, break into small groups, and we start
8 to identify different implementation plans. We start to
9 identify activities. We start to figure out what really
10 needs to be done to address pedestrian safety relative to
11 the topic that was just discussed. So it is not sit in your
12 seat all day long listening to speakers. It's something
13 that we hope is much more interesting and exciting.

14 A few of the topics that we're going to cover
15 this year, equity, social justice, planning for pedestrian
16 safety. I will say that we do try and adopt more like a
17 vision zero type approach where we're trying to look at
18 engineering, education, all of the different domains that
19 impact pedestrian safety. So it's really a great
20 conference. Ben has really done a wonderful job at
21 organizing it.

22 Where is our coalition going? I know today
23 was just kind of a brief, brief overview of what we've done.
24 We have received funding for the next fiscal year. The
25 funding is at about the same level that we were last year.

1 So what we've done is reconfigured the project slightly to
2 better focus some of the financial resources that we have.
3 We're going to have an enhanced focus on coalition meetings.
4 One of the challenges that we have in phone calls -- and
5 you've all been on conference calls -- is people do tend to
6 sort of recede into the background and sit there. Right?
7 And while it's been pretty active on the phone calls, we do
8 have -- we do tend to fall into that trap a little bit. So
9 we're building in online rating tools where they can get on
10 their cell phone, they can get on their computer and we can
11 start to go through exercises and questions, and they can
12 answer those online and we can in realtime show those
13 polling results on the screen, and that way we can be a
14 little bit more productive during those meetings.

15 Development of Texas statewide pedestrian
16 safety clearinghouse. And Ben used the term clearinghouse.
17 I prefer resource center. Clearinghouse assumes you're
18 going to kind of collect all the information you possibly
19 can to get it all in one spot. We are not quite that, I
20 don't know, assertive maybe. We're more interested in
21 providing resources that are really focused that can really
22 benefit our stakeholders. For example, one of the things
23 that they've been calling for and have just asked for -- and
24 that's really the reason for the coalition is give us a list
25 of everybody who is doing pedestrian safety activities in

1 Texas. Give us a list of the projects that are ongoing
2 throughout Texas. Given us a little summary. Give us their
3 contact information. It seems like a pretty simple ask on
4 the surface, but within the parameters of the TxDOT 402
5 project it's kind of not the main charge. So this next year
6 we managed to kind of reallocate some finances to develop
7 that resource center and then we'll continue to build that
8 center over the next couple of years.

9 Okay. That's really kind of the -- that's
10 really a quick overview.

11 KARLA WEAVER: Great. Does anybody have any
12 questions for Michael?

13 FRANK ROTNOFSKY: I have a question. This is
14 Frank. So how does an MPO or a city that's not on your
15 stakeholder list become one?

16 MICHAEL MANSER: Yeah, the easiest way is just
17 to e-mail me. I don't have an e-mail out there, but I will
18 send it to Karla or Bonnie --

19 KARLA WEAVER: Bonnie can get it.

20 MICHAEL MANSER: And Bonnie can send it out.
21 It's just simply m-manser@TTI.tamu.edu. I'll get that sent
22 to Bonnie, and she'll send it out to everybody. It's real
23 easy. You just get onto the -- get onto our list and then
24 through that list we send out the invitations to the
25 coalition meetings. We send out kind of regular updates.

1 We send out the invitations to the forum. We send out our
2 data analysis that we do every other year. We're developing
3 education and outreach materials for pedestrian safety.
4 Those all get sent out to the coalition members as well. So
5 we try not to inundate everybody's e-mail in-box with a
6 bunch of stuff. We try and keep it very focused and very
7 purposeful and limited, so --

8 KARLA WEAVER: Any other questions?

9 MICHAEL MANSER: Thank you.

10 KARLA WEAVER: All right. So our last formal
11 item is I wanted to chat with the committee about ideas for
12 presentations and the types of presentations that people are
13 interested in learning more about or the types of topics.
14 As I was chatting with Bonnie and they're thinking
15 about different speakers or projects to highlight, if there
16 is anything particular people are interested in, whether
17 this is -- could be more about specific on-street
18 facilities. This could be more about specific trail
19 successes to highlight. It could be based on design and
20 safety. I just kind of wanted to get y'all's feedback over
21 the next six months to a year what kind of things that are
22 of interest that people that would like to see come to the
23 committee. So let's just kind of go around and just give us
24 your general thoughts, if you have any, and then that will
25 help our TxDOT staff with some -- yeah, Bonnie, if you want

1 to sort of white board it and that will give us some good
2 ideas for next time. Who would like to start? Jeff.

3 JEFFREY POLLACK: Thanks. First of all, I
4 think it's a great question to ask. I personally would like
5 to see us receive with some regularity deep dive technical
6 presentations either from design teams on case studies or
7 from, you know, municipal or district decision makers from
8 communities where there's been a great project implemented.
9 In essence what I'm saying is I think that we should strive
10 to make every member of this committee a technical expert on
11 design details, recognizing that not everyone here comes
12 from, you know, a technical engineering background, but I
13 think that we should be able to point to at a moment's
14 notice good examples of process and implementation for the
15 benefit of communities in which -- you know, that we
16 represent and which we're having ongoing conversations,
17 because also because I think that will force the issue for
18 the sort of collective represented here. If we are in
19 earnest searching for good technical examples and
20 implementation and bringing them here, I think it's good for
21 the TxDOT staff divisions. I think in general we should be
22 striving to -- and I realize that differentiation between
23 clearinghouse or sort of resource archive where we're --
24 which implies we would actually be curating the technical
25 resources rather than just trying to gather it all, but I

1 think, you know, it's coming on us to have that familiarity
2 with who is doing best and where, and I'd like to see us
3 working to try to use this as a forum to showcase this
4 project. So I don't know if that means one presentation a
5 quarter or two a year. I'm not sure how that looks, but I
6 for one would like more of that.

7 BILLY HIBBS: Karla, this is Billy. I think
8 that's a great idea. I know that was one of my biggest
9 weaknesses on the committee here is being in the insurance
10 business -- this kind of stuff just doesn't come up much in
11 my day job, so --

12 I've thought a lot about, you know, what is
13 the best way to drive people up the learning curve,
14 particularly these new committee members that you've got
15 coming along. And I'm not so sure that you shouldn't have a
16 new committee packet for someone who is coming on board, and
17 in it is a -- maybe a little five or ten-page synopsis on a
18 lot of the variety of kind of things that we're going to be
19 talking about. And then I would have -- I would have a
20 multiple choice test at the back, two or three pages that
21 have, you know -- where you really have to think about it,
22 and you're not graded or scored on it but it kind of helps
23 you figure out where you are in the process so after you
24 read the materials you can go through and answer the
25 questions and say, okay, now I feel like I'm qualified now

1 to be able to sit and make some decisions about some really
2 important matters if they're like me and they come from
3 maybe a business background or something or where they just
4 don't have a lot of information. So I love it.

5 BONNIE SHERMAN: I wanted to point out that at
6 the request of David and Margaret we did institute an
7 orientation -- a one hour WebEx orientation for new members.
8 And so Frank participated in that when he came on board.

9 FRANK ROTNOFSKY: It was helpful, yes.

10 DONNA ROBERTS: It didn't have a multiple
11 choice exam, but we'll take that into consideration.

12 KARLA WEAVER: What kind of stuff does that
13 provide, or what's the basis of that information? I'm just
14 wondering. Frank.

15 FRANK ROTNOFSKY: I mean it was nice because
16 basically just an introduction of what we do here other than
17 knowing that it's an advisory committee, you know, our
18 obligations, our responsibilities as members, as well as it
19 was nice to be brought up to date on the current process so
20 that even at my first meeting I wasn't fully aware of what
21 was going on I had a basic idea of what was being
22 communicated.

23 KARLA WEAVER: Fantastic.

24 DONNA ROBERTS: Strategic direction report.

25 ERIC GLEASON: Yeah, we did try and ground new

1 folks in the strategic direction report so they could see
2 where the specific topics are coming from. And I think in
3 that context that report continues to remain important, keep
4 it alive and keep it updated.

5 KARLA WEAVER: David, what about you? Any
6 ideas, thoughts or interests?

7 DAVID HAM: TxDOT is not going to fund
8 everything that we're doing.

9 KARLA WEAVER: Probably not.

10 DAVID HAM: New sources.

11 KARLA WEAVER: Okay. Other funding sources,
12 grants.

13 DAVID HAM: Possibility of the grants, to
14 report on other ways to get some of our projects started.
15 Maybe to work together with TxDOT. They're not going to
16 fund the whole thing, kind of within -- get these
17 projects --

18 KARLA WEAVER: Is everybody familiar with
19 Texas Parks and Wildlife grants for trails and
20 implementation and stuff like that? I don't know if that
21 would be of interest.

22 DAVID HAM: Somewhat. I know it exists.

23 KARLA WEAVER: Okay.

24 BONNIE SHERMAN: Did you say TPWD grants?

25 KARLA WEAVER: I did.

1 MARC WILLIAMS: Are you talking infrastructure
2 grants or just the whole broad range? Because I would agree
3 everything in the alphabet soup --

4 DAVID HAM: You're not going to get anything
5 done without studying it first, of course.

6 MARC WILLIAMS: Right.

7 DAVID HAM: You're going to have to have money
8 for --

9 MARC WILLIAMS: How to get your project funded
10 when you want it.

11 DAVID HAM: And then finally we've got a plan
12 and we've got a way to build it. Where do we get the money
13 for that.

14 MARC WILLIAMS: Yeah.

15 KARLA WEAVER: All right. Frank, what are you
16 interested in?

17 FRANK ROTNOFSKY: Well, I'd like -- I know you
18 guys are really good about -- staff is good about keeping us
19 up to date here, but if we could maybe get a periodic update
20 on what's happening at the Federal Highway Administration,
21 changes, what's coming down the pike, studies that are going
22 on that, you know, we could be made aware of, that would be
23 really helpful.

24 KARLA WEAVER: There was a -- Bonnie, just
25 thinking of ideas, there was a Federal Highway study of ten

1 MPOs across the country on bike count data. And so Jeremy
2 Raw with the Federal Highway -- he let MPOs decide what
3 counters they wanted to use, how they wanted to buy them, go
4 out and test them. There is some really interesting before
5 and afters. Some people like crashed and burned and some
6 people were like this is great, let's do more. So that may
7 be an interesting one since we've got a bike count and state
8 program. All right. Bobby, about what you? What's of
9 interest?

10 ROBERT GONZALES: Well, it kind of goes hand
11 in hand with what Jeffrey thought might be interesting. You
12 know, Billy kind of -- Billy actually did start it. It had
13 several members of BAC. If a project comes up in their
14 community, maybe give a presentation on what -- and I've got
15 several coming up, so it might -- I wouldn't mind giving a
16 presentation. You know, I did -- I gave one a year or so
17 ago on the bikeway's master plan for the City of El Paso.
18 So, you know, I love to share stories like that about what
19 worked and what didn't work, and there have been a few
20 things that didn't really work, and I can -- we can talk
21 about reasons why they didn't work and -- so I'd like to
22 hear more of those kind of stories.

23 KARLA WEAVER: Bonnie, maybe there is a way we
24 could e-mail the committee members and just say are there
25 local area plans that you're familiar with, regional plans,

1 specific project plans or things that you think would be
2 good case studies to bring to the committee, and then we'll
3 leave it up to our friends on the committee to then try to
4 find the champions to speak for those plans. If there are
5 people within your cities or communities that may want to
6 come up here and give us a presentation, that would be
7 fantastic and a really good partnership and help for the
8 committee.

9 I think these are great ideas. I think
10 similar for me I'm very interested in on-street design, the
11 tricky parts related to intersection, signal crossings, how
12 people are doing those successfully within their
13 communities. The devil is in the details for our poor
14 on-street cyclists getting through intersections.

15 And then intersection trail interactions,
16 those type of things and how people are signaling those or
17 stop control and things like there. And maybe there could
18 be a refresh in the next year or so on some of -- what are
19 all the guides that are out there like NACTO and AASHTO
20 bike/ped and what's coming up new for those and how people
21 are using those within their committees. Are they seeing
22 them just local streets and cities are taking the lead? Is
23 there anybody trying anything with federal dollars or on
24 system, or sort of how is that playing out within
25 communities I think would be interesting? Keeping us

1 updated on the TxDOT guidelines. Those that are developing
2 the bike/ped chapter is super exciting. So that would be
3 great.

4 All right. Anything else? DawnElla, tell us
5 ideas that you're interested in for bike/ped.

6 DAWNELLA RUST: I think as coming as a health
7 educator I feel that there's just a little bit of lip
8 service with benefits of the health and quality of life, and
9 I would like to see a presentation in the future that people
10 can use the information to go back to their communities and
11 to really support what they're trying to do from a quality
12 of life and health aspect.

13 KARLA WEAVER: That's a great suggestion,
14 DawnElla, bringing in the health community and what they're
15 doing, looking at the data, improvements and the benefits.
16 Thank you for that. Yes, sir. Billy.

17 BILLY HIBBS: Karla, this is Billy. The
18 tourism and trails effort that we spent years on now I think
19 is going to at some point require a lot of thought about how
20 to market this to the State of Texas, and I believe that's
21 going to be a super important component in order to get it
22 actually realized. I think it's going to require a lot of
23 thought put into what other state agencies we need to pull
24 together with this. I know Karla has done some of that, but
25 things like real estate developers and educators and people

1 who can be a champion and a cheerleader for this. I think
2 it's going to really take some thought on the part of this
3 committee in order to figure out how to go forward. You can
4 have the greatest product in the world; but if you don't
5 have somebody to sell or market it out there, it's not going
6 to go anywhere. And I don't think it's too soon to start
7 figuring out who the partners are going to be in that
8 process and then go on and bring them now while we're
9 finalizing some different parts of this and help them have
10 some ownership in it too.

11 KARLA WEAVER: Great suggestion. All right.
12 Juices flowing on ideas. Anything else that comes to mind
13 that you're interested in and learning more about?

14 All right. Well, this is a hardy list. This
15 will give us all kinds of ideas. Rome wasn't built in a
16 day, so it's good to have a stable of ideas so the well
17 won't run dry.

18 All right. Thank you, Bonnie, for documenting
19 all of those. And we'll split those -- we can synthesize
20 all of those and make sure we've read everybody's ideas. Of
21 course, if you have other ideas, I'm sure Bonnie and the
22 team are available. David, real quick.

23 DAVID HAM: The Bicycle Tourism and Trails,
24 was that an action item? Do we need to approve that?

25 KARLA WEAVER: I don't think that we do.

1 BONNIE SHERMAN: Just potential. We identify
2 things as action items in case you might want to endorse the
3 progress or --

4 KARLA WEAVER: And this will come back next
5 meeting as sort of the final priorities list.

6 Okay. So we want to go around -- this is our
7 period to kind of go around to each of the committee
8 members, ask about anything going on within your communities
9 local and statewide, updates. Billy, can we start with you?

10 BILLY HIBBS: Thank you, Madam Chairwoman, for
11 continuing on with this I think important part of the
12 agenda. And I appreciate the chance to, first of all, thank
13 everybody for a great run over these last few years and all
14 of the hard work everyone did. I'll consider being on this
15 committee one of the great professional highlights of my
16 life. So thanks to TxDOT and everybody else that
17 contributed.

18 I want to kind of end where I started, and
19 that is when I first came on the committee I'd bring in some
20 newspapers, and it was usually about somebody getting killed
21 in our area up there, and I would talk about what was going
22 on with our deaths of fellow cyclists. I still get
23 information and a lot of it. And to Michael's point about
24 the pedestrians and all, the June 17th article pedestrian
25 and bicycle deaths rose in 2018 and -- both of them are

1 apparently up. It said a small decline in U.S. traffic
2 fatalities in 2018 was marred by significant increases in
3 pedestrian and cyclist deaths. Bicycling deaths are up by
4 10 percent, which is significant. This is national data
5 across the country.

6 When you start to dig down and try to figure
7 out, you know, what's going on, I think certainly, you know,
8 distracted driving is a big part of it, and the cell phones
9 about all is a significant issue. I think highway miles
10 driven is up. The economy is doing well, gas prices are
11 low, and so people are driving more. But a big part of it
12 that I think really plays into our discussion about the
13 types of facilities we are going to have in the future for
14 bicyclists is that the automobiles are getting larger, which
15 is kind of a contrast of what you would think because we
16 went through a period of time where we thought everybody
17 would be in smart cars at this point. Well, smart cars is
18 no longer even in business and now we've got, you know,
19 manufacturers like Ford that are only going to make SUVs and
20 trucks. And so they're actually getting larger and larger.
21 And I'm not trying to deny anybody, you know, to drive a
22 large truck, but I think this does have implications for
23 cycling, particularly for people that want to try to ride on
24 the shoulder; because, trust me, when a large Ford F-250
25 passes you, it's different than a mini. And so I just want

1 to say again, you know, people are dying for us to do our
2 jobs. No pun intended here, but I think we've got to keep
3 the death part of this at the top of mind.

4 And the final thing is just to ensure, Madam
5 Chairwoman, that you don't let this job go to your head nor
6 any of the other members of the committee here because it is
7 important work, and I know that you guys are all very proud
8 of the fact that TxDOT has chosen you to be a part of the
9 committee. I just want to let you know that one of my most
10 important objectives during the six years that I served on
11 here was to see if we could get some lane striping in some
12 small communities like Tyler. Not to rehash the whole
13 thing, but, you know, we came up with this concept called
14 BikeStripe. We got TxDOT to trademark the name. It was
15 used in Bobby's software that I discussed earlier. We had
16 community colleges and engineering schools use their own
17 free labor or student labors to come up with the plans and
18 all. I know in Tyler we finally got far enough along to do
19 a -- I believe it was a TAP request. Is that right, Eric?

20 ERIC GLEASON: Uh-huh.

21 BILLY HIBBS: It was -- after going through
22 all the process, it was eventually granted. And we still
23 have no lane striping in Tyler, Texas. So I reached out to
24 the -- knowing that this was my last meeting, I reached out
25 to our city manager, and I said, "Ed, I have my final

1 meeting with the Bicycle Advisory Committee next Monday. I
2 chaired it for six years, and it's time for me to head to
3 the pasture. Could you please give me a quick update on the
4 progress of BikeStripe. This was a signature initiative for
5 the BAC, and I haven't had much to report in the last 18
6 months. In fact, I'm concerned that if we don't start
7 making progress in Tyler, the TxDOT funding
8 might mysteriously disappear. Stranger things have
9 happened. I appreciate all that you do for the City of
10 Tyler. Hoping one day you can look back on this striping
11 program as one of your important achievements as well."

12 Here is his reply. "Dear Billy, thank you for
13 your service to Tyler and the State of Texas with the BAC.
14 With every year I am more impressed with the increase in
15 bicycle use as for both work and recreation. As to our
16 project, the UT Tyler class is expected to have a 60 percent
17 set of plans submitted to TxDOT for review in August. The
18 final plans are supposed to be ready by the end of November.
19 We can then expect striping to probably not begin until
20 after January or even later depending on the temperature
21 dependency of whatever striping product is used. Thanks for
22 your work on this and being the cheerleader for the
23 program."

24 So after all of these years and all of this
25 work we still do not have a single drop of paint on a single

1 piece of asphalt in Tyler, Texas, but I'm determined to be
2 there when it happens. So with that, Madam Chairwoman,
3 thank you again. Over and out.

4 KARLA WEAVER: Thank you, Billy. You've done
5 such a great --

6 DAVID HAM: To encourage you a little bit,
7 I've been working on Midland since I started a bicycle store
8 45 years ago, and we're finally getting some striping.

9 KARLA WEAVER: Thank you, Billy. That's
10 great. Jeff, anything going on you want to mention to the
11 group?

12 JEFFREY POLLACK: Corpus is actually -- has
13 had a -- is coming out of basically an 11-month period of
14 dormancy. So -- and I'm not in any way with my next
15 statement implying that I am somehow related to that. But
16 the MPO -- so I left the MPO a year ago. They're finally
17 actually now back to full staffing. I've managed to
18 convince the city to formally appoint me to their
19 Transportation Advisory Commission and to chair their Bike
20 Advisory Committee. So hopefully we'll have some sort of
21 synergy in direct groups and -- so I've got at least a short
22 list of bucket list items like Billy that I -- I've noticed
23 they have been inactive with respect to pursuit of some of
24 the available state funds. It's been really disappointing
25 to see, but I'm hoping that by October I can share more.

1 KARLA WEAVER: Mr. David.

2 DAVID HAM: Our MPO has finally approved a
3 trail study that we had done, small one, but they're going
4 into Phase II now, getting ready to figure out how to
5 actually build it now that they've got it studied. So
6 that's slowly taking form. Midland is updating their
7 bike/pedestrian plan. So we'll have a report on that at the
8 first of the year probably.

9 KARLA WEAVER: Fantastic.

10 DAVID HAM: Got an MS ride coming up this next
11 weekend, getting some people out riding their bicycles. So
12 that will help too.

13 KARLA WEAVER: All right. Frank.

14 FRANK ROTNOFSKY: So we're very happy to tell
15 everyone that our City of Laredo just hired a new planning
16 director. And what we love about him is that he moved from
17 Houston to Laredo. He moved downtown, and he commutes to
18 work on his bike. He's very involved and excited about
19 active transportation. He's embraced our comprehensive plan
20 that was adopted two years ago this September. And I'm
21 putting the word out that his first action is to hire an
22 active transportation planner in his department, which is
23 incredibly new to us. And so anybody there -- anyone out
24 there that's interested in a change of life and coming down
25 to the border, please -- we really do want to get something

1 going because his first action is to start a citywide bike
2 plan. So we're very excited about that.

3 KARLA WEAVER: Great. Bobby.

4 ROBERT GONZALES: Billy, if it's any
5 consolation, I wrote -- or I authored the first bikeways
6 plan for the City of El Paso in 1997. The first striping
7 occurred in 2014, so --

8 DAVID HAM: So, Billy, you're doing pretty
9 good.

10 BILLY HIBBS: The wheels of government grind
11 slowly.

12 ROBERT GONZALES: I'm hoping yours goes a lot
13 quicker than that. But actually we're wrapping up the
14 design of the mountain -- I think I mentioned this at the
15 last meeting, mountain to river trail. Construction should
16 begin -- we're actually doing the design of it, and it
17 should begin hopefully in the fall. So maybe if I'm still
18 on the committee, I can come back and show you pretty
19 pictures and eye candy and hopefully we'll -- you know, as
20 they're building it, I can share those little pictures with
21 y'all.

22 One of the other things we're also looking at
23 is adding a few more miles to our Paso Del Norte Trail,
24 which is a planned 60-mile hike/bike corridor paved through
25 El Paso County from one end to the other. We are currently

1 -- we're looking at adding a few more miles, and I think we
2 have only four of those miles out of the 60. So about six
3 percent. Not too bad. But we're making -- it connects all
4 the parks, schools, athletic venues to El Paso's lower
5 valley. So hopefully at the next meeting I'll have some
6 good news to report on progress to increase that six
7 percent. Other than that, Madam Chair, that's all I have.

8 KARLA WEAVER: All right. Thank you, sir.
9 Well, in the Dallas/Forth Worth region, I can report --
10 there's a few things going on. The City of Fort Worth just
11 adopted formally an active transportation plan. So this is
12 a creation of a trails plan. It's an update to their walk
13 plan, and it's an on-street plan. And the cool part about
14 it is it looked at level of comfort for cyclists. So it
15 evaluated all of their streets and speeds and the land use
16 and driveways, and it's really kind of the first city in
17 D/FW that's done this. So we're excited about it and hoping
18 to do it in other places.

19 We also have a project -- we call it Denton to
20 Dallas where we've got three cities, two counties, two
21 transit agencies, and I like to throw in a partridge in a
22 pear tree because this is a lot of folks working together
23 that don't always work together. And we've got a
24 consultant underway that's looking at this critical gap in
25 the trail alignment that if we can figure out this part

1 you'll almost be able to ride from the city of Denton to the
2 city of Dallas. That will be pretty cool, if you're
3 familiar with that area.

4 We brought five mayors together of our central
5 cities, Fort Worth, Arlington, Grand Prairie, Irving and
6 Dallas, together. We finally funded all parts Fort Worth to
7 Dallas Trail and we've identified dollars to start a
8 marketing and branding campaign. We're going to create a
9 logo. We're going to look at how we would hold events
10 there, where would the electric be, do we have water, where
11 are the safety mile markers along all five cities, just how
12 do their parks and recs department want to handle
13 maintenance. So having those conversations and kind of
14 creating a template for these inter-jurisdictional trails.
15 And so we're hoping for procurement on that in the fall.

16 We funded the City of Irving a bike plan in
17 our region. It's the biggest city without a bike plan.
18 They're just now a big donut in the region of emptiness.
19 They're very stealthy about bikes. They're like we don't
20 like to put them on the map. People may raise -- we've just
21 got to do them when we do them. So that will be good to get
22 that formalized.

23 Another big thing we're doing is in our two
24 big counties, Fort Worth and Dallas, they have these large
25 mayor-led back-to-school events. So next month in August

1 the Dallas back-to-school event brings in 30,000 people of
2 low income families and communities that need back-to-school
3 supplies. Then there's one in Tarrant County as well. And
4 so we give out tons of like bike lights and bike education
5 materials and spread the word to a lot of families that are
6 single car households or no vehicles. And so it's for
7 kids safety we're educating parents, just kind of the whole
8 gamut. So that's always exciting. I think it's one of our
9 best events. It's really get a lot of bang for your buck.
10 So looking forward to that. I think that will be fun.

11 All right. So now -- yes.

12 DAVID HAM: DawnElla.

13 KARLA WEAVER: Oh, DawnElla, tell us what's
14 going on in Nacogdoches. I'm sorry. You're here in our
15 hearts, just not in our vision.

16 DAWNELLA RUST: I want to say, again, this is
17 officially my last meeting, but I would like to attend if I
18 can still -- attend the meetings for sure. But I want you
19 to know that I've taken all this information back to my
20 classroom and used it. And as soon as I leave the class,
21 they'll tell me I never look at sidewalks and bikeways the
22 same way. And so hopefully the information that I've gained
23 from this service, this organization and this committee has
24 broadened the horizon for a lot of people, in my students,
25 and I appreciate that. I've learned a lot, and I will

1 continue to use this information to spread the word in East
2 Texas.

3 KARLA WEAVER: Awesome. Thank you, DawnElla.
4 It's been great having you on the committee and just your
5 perspective as an educator and from the health perspective.
6 We've loved having you be part of our group.

7 DAWNELLA RUST: Thank you.

8 KARLA WEAVER: All right. So now we've got
9 the period of public comments. I have a couple of comment
10 forms here, and they're specific to different agenda items.
11 But I think what I'll do is let one person speak on all
12 their items, and then we'll go to another person to cover
13 their items. Ms. Teri Kaplan, would you like address the
14 committee?

15 TERI KAPLAN: Good morning, everyone. My name
16 is Teri Kaplan. I am TxDOT's former statewide bike/ped
17 coordinator. I want to begin by thanking Billy most
18 importantly, to congratulate you and to thank you for the
19 passion, the service and the contributions to TxDOT's
20 bicycle efforts.

21 BILLY HIBBS: Thank you.

22 TERI KAPLAN: We will all appreciate your
23 continued support and look forward to those bike stripes.
24 Thank you all.

25 And also to DawnElla. DawnElla, thank you

1 very much. It's been a pleasure working with you, and I
2 will look forward to growing our personal friendship.

3 DAWNELLA RUST: I look forward to that too.

4 TERI KAPLAN: On the meeting, I want to make a
5 comment on item number five. When the -- on the slide there
6 was a presentation on the entities that were participating
7 in the meetings. I think we need to know more about who is
8 participating in those meetings, a breakdown, not just MPOs.
9 Am I looking at the right thing here? Oh, I'm sorry, wrong
10 one. Local governments need to develop local plans, and
11 they need to incorporate TxDOT designs. That should be a
12 priority and should be a message out there to all
13 communities. No matter how rural or how urban they are,
14 they need to have a bicycle and pedestrian plan.

15 I agree with monitoring the projects that the
16 back-chair recommended during the presentation to follow and
17 monitor the development of projects and the effectiveness of
18 completed projects and also to look at making the data that
19 folks are using consistent. We all don't have to be using
20 the same data; but as long as we're using the data in a
21 consistent way and that data is being collected in a
22 consistent are the important characteristics.

23 Number six item -- and you guys have the
24 agenda, so I didn't put the topic here. And this is
25 where -- improving the overview of information to have a

1 breakdown of the various participants to include --
2 ERIC GLEASON: Tourism and trails.
3 KARLA WEAVER: Tourism and trails.
4 TERI KAPLAN: Number six -- sorry, providing
5 overview, providing details on the attendees from various
6 public meetings and to -- that the scores should include
7 local plans and be a -- should be local plans and there
8 should be local participants participating in those meetings
9 as well. I didn't see them recognized here. Even though
10 you may have recognized government entities and organized
11 bicyclists, but they may include -- and another thing that
12 wasn't clear was local contributions that may be taken into
13 account. There are businesses out there that want to see
14 safer and better bicycle and pedestrian accommodations, that
15 if they were more aware of these projects larger
16 corporations may be willing to contribute to a project or we
17 may not have the funds on the project for the bike and
18 pedestrian infrastructure.

19 And I started off with the wrong one first
20 because they were handed to me out of order, and that was to
21 recognize all of the different entities participating in
22 public meetings, including state, city, county, MPOs, COGs,
23 tax increment reinvestment zones, independent folks and
24 non-profit organizations. We need to know who is at these
25 meetings making the comments and recommendations. And with

1 all of those comments, I'm finished. Thank you.

2 KARLA WEAVER: All right. And then our next
3 speaker is Mr. Robin Stallings from BikeTexas.

4 ROBIN STALLINGS: Hi, I'm Robin Stallings,
5 executive director of BikeTexas. Nice to see a few new
6 faces here.

7 I just want to say thank you very much to
8 DawnElla and Bobby and Billy for your service on the Bike
9 Advisory Committee. I certainly hope that Bobby is back.
10 Y'all have been so valuable and really moved this whole
11 committee forward and made great progress in Texas.

12 A couple of items I just wanted to point out.
13 It's a little bit of a plug at the same time. The Texas
14 Trails and Active Transportation Conference has been going
15 on quite a long time. A lot of bicycle program managers
16 meet each other, engineers, planners, policymakers get
17 together. It's every two years. It's been going on for --
18 it started with the Trails Conference in 1992. It's a
19 pretty good road, should be about 300 people. Some of y'all
20 have been there before. But especially item five on the
21 bikeway design criteria should be ready to present then. I
22 hope that somebody will plan. Now is when the speaker
23 proposals are -- call those out, time to present. And also
24 on the Texas Pedestrian Safety Coalition, it's all about
25 active transportation and the pedestrian stuff is really

1 valuable. We've got some interesting stuff on hiking, but
2 we need more on pedestrian safety. Hope you can present or
3 someone from your group. Yes.

4 KARLA WEAVER: Can you remind people when the
5 conference is?

6 ROBIN STALLINGS: Yeah, thank you. March
7 25th, 26th and 27th, Wednesday, Thursday, Friday, in San
8 Antonio at the El Tropicano Hotel. So we move it around the
9 big triangle cities every two years. 2018 was Austin. 2020
10 is San Antonio. So I hope to see any of you all there, but
11 especially some of these presentations. I believe we rolled
12 out Bicycle Tourism and Trails plan this last year. A lot
13 of new stuff gets rolled out there. People come looking for
14 this kind of thing. Thanks.

15 KARLA WEAVER: Thanks, Robin. All right. I
16 think that then concludes our items.

17 MARC WILLIAMS: Karla, one item just for the
18 awareness of the committee. This time of year the
19 commission is leading up to their adoption of the new
20 ten-year Unified Transportation Program, which is the
21 ten-year project funding program that the department
22 follows. Public involvement, public comment period is
23 underway right now. You can go online. You can view a
24 graph document. You can offer comments relative to whatever
25 issue you feel is important.

1 One thing that I would call your attention to
2 that the commission has done and is reflected in some of the
3 proposals for this year's Unified Transportation Program is
4 two months ago the commission adopted a goal of zero
5 fatalities on our roads by 2050, road to zero program, which
6 got some attention and some publicity around it, but it's a
7 -- it's a very meaningful intention of our commission
8 members. You can go back and watch the video of our
9 commission when they adopted it, and the -- you know, the
10 motion of Commissioner Ryan, who led that motion. But I
11 bring that up to point out that in the proposal for the
12 Unified Transportation Program the commission -- the draft
13 proposal that's out there for the UTP includes an additional
14 \$600 million to go toward safety improvements statewide.
15 And there will be a presentation at the commission workshop
16 on Wednesday of next week to talk a little bit about the
17 department's initial plans on that, but certainly
18 recognizing the significant rise in pedestrian-related and
19 bicycle-related fatalities and that -- you know, a lot of
20 things are trending downward. Bicycle and pedestrian is one
21 area that is going in the wrong direction for us. I think
22 it would be a timely point for individuals that recognize
23 that as a need to make those types of comments to the
24 commission either through the formal UTP public involvement
25 process; or if you're so inclined to come to the commission

1 workshop on Wednesday and to offer that, that would be a
2 good opportunity to recognize that, you know, when we look
3 at safety -- or the commission looks at safety and the
4 department does, there is a focus on the highway side of
5 that. That still is the preponderance of our fatalities,
6 the majority of fatalities that are there. But I think from
7 an educational, informational standpoint, it would be a
8 timely opportunity to call attention to, you know, the
9 pedestrian and bicycle element of it and the increase in
10 fatalities that we're going to see in that area.

11 So just a bit of information and awareness for
12 the committee members. Thank you, Karla.

13 KARLA WEAVER: Yes.

14 TERI KAPLAN: Teri Kaplan. I just wanted to
15 add a comment that having Marc Williams with us here today
16 demonstrates the support that TxDOT as an organization has
17 for our committee, and we should be very appreciative of his
18 knowledge of the activities that we have going on here by
19 directly participating today. So thank you, Marc.

20 MARC WILLIAMS: Thank you all very much.

21 KARLA WEAVER: All right. Well, thank
22 everybody for today coming out. I think we had some great
23 presentations. And with that, I will call us adjourned.
24 Thanks, everyone.

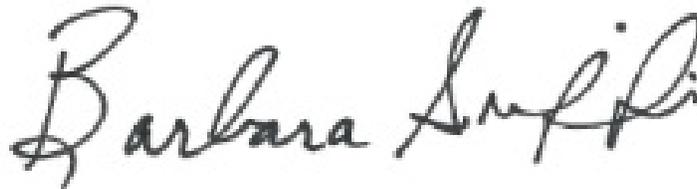
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