
TEXAS DEPARTMENT OF TRANSPORTATION

BICYCLE ADVISORY COMMITTEE

FRIDAY, OCTOBER 9, 2020

9:30 A.M.

REMOTE MEETING VIA WebEx

TRANSCRIBED BY: JOY QUIROZ-HERNANDEZ, CSR

1 TRANSCRIPTION DATE: NOVEMBER 5, 2020

2 PRESENT BAC MEMBERS:

3 Committee Chair: Karla Weaver

4 Committee Members:

5 Bobby Gonzales, Committee Vice-Chair

6 Chelsea Phlegar, Waco

7 Clint McManus, Houston

8 Eddie Church, Cedar Park

9 Frank Rotnofsky, Laredo

10 Jeff Pollack, Corpus Christi

11 Rick Ogan, San Angelo

12 Trent Brookshire, Tyler

13

14 TxDOT Present and Participating:

15 Eric Gleason, Director, Public Transportation

16 Division (PTN)

17 Donna Roberts, Program Services Section Director, PTN

18 Bonnie Sherman, Bicycle & Pedestrian Program Manager,

19 PTN

20 Noah Heath, Bicycle & Pedestrian Planner, PTN

21 Carl Seifert, Transportation Planner (Contractor),

22 Jacobs

23 Eva Shipp, Program Manager, TTI

24 Kevin Kokes, Program Manager, NCTCOG

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(Beginning of Recording)

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KARLA WEAVER: Welcome, everyone. Thanks for joining us today. I'm going to go through quickly and identify all of our members and do a roll call since this is an audio meeting. As I go through each of the committee members, please say or identify yourself that you are here or you're present. The first one is Bobby Gonzales, our Vice Chair.

10

BOBBY GONZALES: Present.

11

KARLA WEAVER: Clint McManus?

12

CLINT McMANUS: Here.

13

KARLA WEAVER: Eva Garcia?

14

(No audible response)

15

KARLA WEAVER: Okay. Frank Rotnofsky?

16

FRANK ROTNOFSKY: Present.

17

KARLA WEAVER: Jeff Pollack?

18

JEFF POLLACK: Here.

19

KARLA WEAVER: Rick Ogan?

20

RICK OGAN: Here.

21

KARLA WEAVER: Trent Brookshire?

22

(No audible response)

23

24

KARLA WEAVER: Trent? I think I saw you on the line. Trent, can you hear me? Can you respond?

25

Okay. Maybe, Trent, type something in the chat. Get to

1 -- we'll figure out what's happening with your audio.

2 And we have some new members that have
3 joined the committee. Welcome to you all. Chelsea
4 Phlegar? Did I say that correctly?

5 CHELSEA PHLEGAR: You did. Thank you. And
6 yes, I'm here.

7 KARLA WEAVER: All right, great. Eddie
8 Church?

9 EDDIE CHURCH: Yes. Present.

10 KARLA WEAVER: All right. And then I think
11 we were told Mike Schofield will not be able to join us
12 today, so we will mark him off. All right. So, first
13 order of business, I will turn it over to Bonnie Sherman
14 and she will provide a safety briefing. Bonnie, it's
15 yours.

16 BONNIE SHERMAN: Good morning, everyone.
17 October is ped -- Pedestrian Safety Month. During the
18 pandemic we've all seen more people out walking and
19 running on the streets. Nationally and here in Texas, a
20 high number of pedestrian fatalities occur in dark
21 lighting conditions, and distraction and alcohol and
22 drug impairment also play an outside role in pedestrian
23 crashes and fatalities.

24 As more kids return to school, Halloween
25 around the corner, and daylight getting shorter, it's

1 important to remember to wear light colored clothing and
2 use reflective gear or light, if available. Don't be
3 distracted by electronics, whether you're walking,
4 biking, or driving. Maintain social distancing, but
5 don't get lax on personal safety when crossing the road
6 or walking in the street.

7 When you're behind the wheel, be on the
8 lookout for pedestrians, especially in low light
9 conditions. Don't drink and drive. Slow down when
10 approaching intersections and stop before the stop bar
11 or the crosswalk. Don't pass a vehicle that is stopped
12 at a crosswalk because there may be a pedestrian that's
13 out of your view. And give pedestrians the right-of-way
14 and always watch your speed.

15 Thank you, very much, and have a safe
16 October. Karla?

17 KARLA WEAVER: All right. Thank you,
18 Bonnie. Appreciate that. I did want to mention really
19 quick just some housekeeping on not speaking. Please
20 mute your volume. We have a little bit of background
21 noise coming from one of you folks, so I think that will
22 help with the -- the interference.

23 And then we -- as questions come in or -- or
24 there is any -- if you need to talk during today's
25 meeting or you want to -- you want to ask the speakers

1 things, we'll have an open time and discussion for that,
2 but you can also use the chat. We'll have that
3 available as well.

4 Our next item on the agenda is an
5 introduction of our new BAC members. There are three
6 new members that joined us since our last meeting. We
7 have representatives that are now joining us from Waco,
8 from Cedar Park, and from Austin; so that's very
9 exciting. And the role of Eric Gleason will be filled
10 by Ms. Donna Roberts, who's gonna tell us a little bit
11 about our new members. Thanks, Donna.

12 DONNA ROBERTS: Good morning. So I'd like
13 to introduce you -- to you Chelsea Phlegar from Waco.
14 She's with the Waco Senior Planner at the Waco MPO.
15 She's a bicycle and pedestrian coordinator for the Waco
16 MPO, and manages the Waco MPO's bicycle and pedestrian
17 work group. Good morning, Chelsea. If you would like
18 to tell us anything more about yourself or the work that
19 you're doing, please take a couple minutes to introduce
20 yourself.

21 CHELSEA PHLEGAR: Yes, thank you. Hi,
22 everybody. Well, I've been here in Waco for about four
23 years now and I've been with the MPO for a little over
24 two years. And I primarily focus on bicycle and
25 pedestrian mobility. We had our Active Transportation

1 Plan that was adopted last year, and we're working on
2 implementing projects, you know, gradually from that.
3 We work very closely with the City of Waco since they're
4 our major metro area. And I'm glad to be here. Thank
5 you for having me.

6 DONNA ROBERTS: Wonderful. Thank you. And
7 next we have Mr. Eddie Church. He is a civil engineer
8 with HNTB and is in Cedar Park, outside of Austin.
9 Eddie has participated in all phases of bikeway projects
10 from proposal phase through the construction process.
11 Eddie, go ahead and introduce yourself, and you have a
12 minute or so to talk about what you're up to.

13 EDDIE CHURCH: Hello. My name's Eddie, and
14 I have been in the Austin area for over 20 years. And
15 hopefully I bring a unique perspective because I've been
16 cycling since -- probably for many of y'all do much at
17 all -- for over 30 years I've been cycling all over the
18 nation and the world. And I've seen facilities in most
19 every city and throughout Europe. And I'm an engineer
20 and I ride my bike all the time.

21 So -- and I'm not a commuter, which I have
22 been a commuter before, but I -- I bring the perspective
23 of I see bikes. I'm an engineer as well, and I have
24 done quite a few site designs and construction. We're
25 constructing, too, right now and we represent the

1 Williamson County DPC, which we have 12 ongoing projects
2 right now and 20 on the books. So pretty busy. So,
3 thank you.

4 DONNA ROBERTS: Wonderful. Welcome to the
5 BAC, and we look forward to both of you adding your own
6 perspectives. Karla Weaver and Jeff Pollack were both
7 reappointed. These terms expire in August of 2023. Did
8 I hear someone?

9 KARLA WEAVER: I think the only other person
10 was Mike Schofield, but since he's not with us --

11 DONNA ROBERTS: Yes.

12 KARLA WEAVER: -- we can --

13 DONNA ROBERTS: Right.

14 KARLA WEAVER: -- get his introduction next
15 time, I'm thinking.

16 DONNA ROBERTS: Yes, correct, he is not here
17 this morning.

18 KARLA WEAVER: All right, great. Thank you,
19 Donna. Appreciate that. Our next order of business
20 will be the approval of minutes from the July 17th
21 meeting. These were sent out in your packet. Hopefully
22 you've had a chance to review them. Can I have a motion
23 to adopt from someone on the committee?

24 BOBBY GONZALES: I move to approve. This is
25 Bobby.

1 KARLA WEAVER: All right. Thank you, Bobby.
2 Can I have a second?

3 FRANK ROTNOFSKY: This is Frank, I second.

4 KARLA WEAVER: All right. Thank you. We
5 will -- well, let me double check with Bonnie on
6 something like this. Bonnie, do you want me to go down
7 the list of names for an "aye" or a "nay," or for
8 something like minutes just say, "All in favor"?

9 BONNIE SHERMAN: I think "All in favor" is
10 fine. And if anyone's opposed, then maybe just speak --

11 KARLA WEAVER: Identify themselves?

12 BONNIE SHERMAN: Yeah.

13 KARLA WEAVER: All right. Thank you. So,
14 all in favor, say, "Aye."

15 MULTIPLE BAC MEMBERS: Aye.

16 KARLA WEAVER: If anyone's opposed, please
17 let us know. All right, great. That covers that then.
18 All right. The next item, item 5 on our agenda, is
19 report, which would've been from our TxDOT Public
20 Transportation Division Director, Eric Gleason, but our
21 Program Service Section Director, Donna Roberts, will be
22 filling in for him, which we appreciate, on statewide
23 matters regarding bicycle and pedestrian. Donna, back
24 to you.

25 DONNA ROBERTS: Sure. So one update to

1 provide you this morning, you all familiar with the
2 Bicycle Advisory Committee scope expansion that we've
3 discussed in the previous meetings, we anticipate
4 proposed rules going to the Texas Transportation
5 Commission later this month. And if -- if that occurs,
6 then we are looking at a final adoption in January.

7 They will be open for a period of time for
8 -- for public comment. We don't -- at this time, we
9 don't anticipate any changes from what we have proposed
10 to the Commission, but if that occurs, we will certainly
11 let you all know. I think we will have the next BAC
12 meeting in January, but we will probably reach out to
13 the -- to the committee some way if there are any other
14 antic -- unanticipated changes to what is proposed in
15 October. Any questions on that?

16 Okay. Moving on, the -- want to give an
17 update on our projects under the transportation
18 alternatives, the various calls for projects that we've
19 had. The 2015 Transportation Alternatives Program, all
20 projects have let for construction. That's very good.
21 And about 50 percent of those are complete.

22 With the 2017 TASA call, Transportation
23 Alternatives, and that is about 65 percent projects have
24 been authorized for construction. So we're still moving
25 along on those, good progress so far.

1 Last thing, the Texas Trails and Active
2 Transportation conference, which is coming up next week,
3 I imagine some of you will be attending. Our Executive
4 Director, James Bass, will be delivering a -- the
5 keynote speaker at the conference, and Bonnie and Noah
6 both will be presenting.

7 Are -- how many of you are expecting to
8 attend the conference next week? Anyone? Everyone?

9 FRANK ROTNOFSKY: This -- this is Frank.
10 I'll be attending.

11 DONNA ROBERTS: There may still be an
12 opportunity to register, if you're not already
13 registered. It's a very good conference every other
14 year, so I would encourage any of you to attend and
15 listen to Bonnie, and Noah, and Mr. James Bass. That's
16 it for the updates. It's a -- it's a quick director's
17 report this morning. Thank you.

18 KARLA WEAVER: All right. Thanks, Donna.
19 Our first item for presentation will be a joint
20 presentation by Carl and Bonnie. They're providing us
21 an update on the Bikeway Design Effort, the Linear
22 Bikeway Design Guiding Principles. This is an action
23 item. So I will turn it over to you guys to tell us the
24 latest and the greatest.

25 CARL SEIFERT: Great. Thank you, Karla.

1 For those of you who haven't met me, this is Carl
2 Seifert, and I support the Bicycle and Pedestrian
3 Program at TxDOT. I'm a consultant with Jacobs
4 Engineering, but I've been in-house with TxDOT for four
5 years now, so it's been quite a while.

6 Noah, next slide.

7 As Karla indicated, this presentation is
8 intended to update the whole BAC with -- with
9 information about the progress the working group has
10 made since the last BAC meeting. My part of the
11 presentation will be giving a background to the set of
12 guiding principles that we are asking for the BAC to
13 look over today, and then Bonnie will take over to
14 actually go through those guiding principles.

15 And I know the -- the new members have had
16 an orientation, and so this is not the first time you've
17 seen content about the Bikeway Design Effort, but I will
18 just say this is a multiyear effort. And I will just be
19 presenting on the Phase 2 portion today, specifically
20 the Guiding Principles related to Linear Bikeway Design.
21 We welcome any discussion, and -- and action will be
22 after that.

23 Next slide.

24 So, as I said, we are talking about just
25 Phase 2. This slide shows a little bit about the

1 relationships of what we're talking about today to the
2 bigger picture. We've already had a series of meetings
3 about bikeway selection, and in the July BAC meeting the
4 greater body approved the guiding principles that
5 resulted from those meetings.

6 There have been a series of months where we
7 talked about Linear Bikeway Design. And the guiding
8 principles that we're gonna be talking about today have
9 been shopped around TxDOT, division staff, district
10 staff, administration have looked at them as well.

11 So this is the result of a collaborative
12 process with the working group to come up with a
13 distilled number of interim guiding principles that the
14 notion is these guiding principles with -- along with
15 intersection and conflict point topics, as you see here
16 on the slide, and maintenance topics would all come
17 together into a series of guiding principles that would
18 help TxDOT to advance various pro -- processes,
19 programs, procedures, and guidance related to bikeways.
20 And I can tell you that it is already making an impact.
21 So this is a valuable effort.

22 Next slide.

23 This is just a little more granular detail
24 of the previous slide of the kinds of topics that we --
25 we have talked about. You could see the Linear Bikeway

1 Design topics highlighted here. Minimum versus
2 preferred, barrier types, one way versus two way, and
3 rumble strip.

4 Next slide.

5 So I'm gonna give you just a few slides to
6 give some context about the guiding principles. I want
7 to make sure that the BAC as a whole is aware of
8 terminology and some of the treatment types that we're
9 talking about. So let's just start with -- with rumble
10 strips.

11 These are an effective tool. They're not
12 only for drivers but also for bicyclists. They're a low
13 cost countermeasure that prevent a number of types of
14 crashes. Additionally, they're very effective, so
15 there's a very good reason that Texas has implemented
16 these on many roadways. They do create an audible
17 warning for drivers and a physical vibration to alert
18 drivers and bicyclists of a potential lane departure.

19 Next slide.

20 And there -- there's four types that you may
21 see in Texas. One is a milled in rumble strip which
22 actually involves a machine scraping the top layer to a
23 certain depth. It's kind of a reverse parabola sort of
24 thing, and at -- at a regular interval.

25 The second, you can see the picture there,

1 is a similar thing. It's a -- it's an edgeline rumble
2 strip. And really the difference between one and two is
3 the placement. So a lot of rumble strips that you'll
4 see are not on the stripe, so it's important to dis --
5 dis -- distinguish that this type -- or all the types
6 can really also be placed on the stripe itself.

7 Number 3 there is a PPM, "Profile Pavement
8 Marking," or "Raised Thermoplastic." It's actually
9 folded pieces of plastic that form the stripe provide
10 that bump. So as opposed to being milled into the
11 asphalt, this is on top of the asphalt still providing
12 that aud -- audible feedback to the driver but just do
13 it in a different way.

14 And number 4, "Raised Buttons," which you
15 can see -- (audio goes silent for 6 seconds) --
16 countermeasure for crashes. There are some concerns
17 when it comes to bicyclists. The placement of the
18 rumble strips is -- can -- can make a big change for the
19 driver and the pedestrian's wellbeing for -- for
20 bicyclists, the -- there can be a debris collection area
21 on the shoulder of the roadway.

22 And if you place the rumble strip in a
23 certain way, it limits the actual usability of the
24 shoulder as a bicycle facility. The rumble strips can
25 also lead to altered paths or sudden movements if

1 there's something in the way. It's also quite a jarring
2 impact when you ride over it on the bicycle. If it's
3 jarring for a two-ton-plus piece of metal and the
4 driver, it's definitely gonna be jarring for just a
5 person on their bicycle.

6 Some other issues, reduces the travel width
7 of the shoulder and sometimes forces the bicyclists in
8 the travel lane, again, if there's something in the way.
9 And there's -- there's a situation where sometimes
10 motorists shy away from the center line. I didn't
11 mention it, but rumble strips can be placed on the
12 center line as well. So sometimes when it's placed in a
13 -- in a center -- central position on the roadway, the
14 driver might move closer to the shoulder where
15 bicyclists ride.

16 Last bullet here is just there's noise.
17 This is the intent, that they're supposed to cause
18 noise, but that noise can also create a more stressful
19 situation for the bicyclist leading to sudden or
20 undesirable maneuver.

21 Next slide.

22 So with that background about rumble strips,
23 one of the other big topics we talked about was
24 separated bike lanes. When... It's worth noting that
25 separated bike lanes sometimes go by other names,

1 depending on the guidance or the area of the country
2 that you're in. "Cycle track" is another phrase.
3 "Protected bike lane" is another phrase.

4 We like to use "separated bike lane." I
5 think that's quickly becoming a more accepted and
6 universal term, but it is an exclusive facility for
7 bicyclists, and it's directly adjacent to the roadway,
8 and it is physically separated from motor vehicle
9 traffic with some sort of vertical element. So it's not
10 just striping, it's not just distance, there's something
11 there.

12 It's differentiated from shared use paths or
13 side paths because of its relationship to the cars.
14 It's adjacent to the roadway. A lot of times, it's
15 gonna be at the same grade or level as the travel of
16 traff -- motor vehicle traffic. Sometimes they can be
17 raised, sometimes they can be kind of at intermediate
18 level.

19 Next slide.

20 We looked at a number of different barrier
21 types. This slide, just quickly, shows two guidance
22 documents and it kind of just quick level analysis of
23 how each different barrier type provides different
24 levels of protection, also consideration would be
25 durability.

1 Everything from concrete barrier, you can
2 see at the bottom, provides excellent protection and it
3 will last a really long time, need very little
4 maintenance, but can't really move it very well and it
5 -- it has certain attributes for certain situations that
6 are more appropriate. The design engineers need to take
7 those sorts of considerations into their minds as they
8 make the decision.

9 Next slide.

10 These are just a number of pictures that
11 show the different types, examples of different
12 separated bike lanes. The San Francisco picture at the
13 top, just simple -- simple delineator post. You can see
14 top right, some bollards, which are permanent. Oh,
15 sorry, go back. I'm sorry. And then you can see
16 concrete barriers at the bottom left, raised medians.
17 These all have different situational attributes that
18 could change the usefulness, depending on the -- the
19 context.

20 Next slide.

21 You could see a raised lane, so this -- at
22 the top left, this is an example of a -- a separated
23 bike lane that's at the same level as the sidewalk.
24 Tension there needs to be given to separating those
25 pedestrian and bicycle areas. As I said earlier, a

1 separated bike lane is intended to be a bike specific
2 facility, so it's not shared, and that needs to be
3 indicated with visual and tactile clues for the
4 pedestrians.

5 Top right is -- is planters used as a
6 separated bike lane. Certainly there's an esthetic
7 benefit there for plants to provide a little more beauty
8 to the -- to the corridor. The problem there would --
9 problem, benefit, who knows, is just maintenance. You'd
10 -- you'd have to keep those up a lot more than a piece
11 of concrete.

12 Bottom left, you could see parking stops.
13 These are exactly what it sounds like. Parking stops
14 that have been reallocated to this different sort of
15 application. Bottom right, you could see parked cars.
16 When cars are there, they provide a really good --
17 really good buffer and separation from the motor vehicle
18 traffic. When they're not, obviously it's just space.

19 Next slide.

20 So another topic we talked about was -- you
21 know, we were talking about linear bikeways, two of the
22 most -- the highest accommodations that one can provide
23 to bicyclists are either a shared use path/side path
24 being separated from the roadway or a -- or a separated
25 bike lane. And there's a number of different

1 considerations that go into why you choose one or --
2 (audio goes silent for 3 seconds) -- selection topics
3 that were discussed some months ago, and a set of
4 guiding principles that were approved.

5 But he listed here just a number of those
6 considerations. For the -- for the greater Bicycle
7 Advisory Committee, we went through a number of slides
8 and many discussions about all of these topics, so I
9 don't -- I don't want to rehash them. We don't have
10 time for that. The intent is to help you guys
11 understand the -- the breadth of the conversation and
12 get a common vocabulary.

13 But you can see here, if you're talking
14 about a shared use path, you're sharing that facility
15 with pedestrians, and so bicyclists become another point
16 of conflict. The speed and volume of those, and how
17 many pedestrians there are, and how many bicyclists
18 there are, those are -- those are considerations for why
19 you'd choose one or the other.

20 If you have a lot of higher speed bicyclists
21 on this facility, you need to consider separating them.
22 Certainly if there's a lot of dog walkers or strollers,
23 how -- how big is the recreational usage versus the
24 commutual usage, what are the adjacent land uses.

25 If there's a school nearby, that may

1 indicate -- or along the path, that might indicate the
2 need for additional shared use paths based -- additional
3 separation of modes. If it's a more commercial,
4 commuter sort of scenario, that may indicate you needing
5 more separated bike lanes perhaps.

6 Are there horizontal curves or user speeds.
7 The terrain can also play an impact. If you come up to
8 an intersection that's blind or there's a hill, you
9 know, you need to widen, slow down. Even the -- the
10 bike traffic needs to slow down in preparation for the
11 sight -- sight lines and the conflict points that are
12 potential at least -- potentialities for those
13 scenarios.

14 And just understand that pedestrians and
15 cyclists have different needs. If you're creating a
16 shared use path and you come to a tight corner, it may
17 be an inappropriate curve for a pedestrian or a jogger
18 to navigate. However, a cyclist might need to slow down
19 dramatically. So if your right-of-way doesn't allow for
20 the appropriate dimensions to -- for each type of user,
21 then maybe you need to consider a different application.

22 So, next slide.

23 And then, the -- one other discussion was
24 with many contexts. You'll -- the right-of-way
25 constraints are going to be a major consideration when

1 -- when applying these different facilities. So how do
2 you decide between perhaps a two-way separated bike lane
3 on one side of the road as compared to a one-way
4 separated bike lane on both sides of the road.

5 I think in -- in general, the one-way is
6 more -- more accepted because it is a -- a more
7 anticipated movement from the bicyclist. Certainly if a
8 bicyclist is flowing with the motor vehicle traffic,
9 that is a more anticipated move from -- for all the
10 drivers involved, but sometimes right-of-way constraints
11 don't allow that, and you can actually squeeze in a
12 two-way separated bike lane.

13 It's a little narrower right-of-way needed
14 as compared to one on each side. Anyway, so there's a
15 number of different considerations that were gone
16 through as well for these -- for -- for this discussion.

17 Additionally, we talked about implementation
18 timing. New construction is the easiest opportunity to
19 implement a lot of these linear bikeways.
20 Reconstruction, being when you're gonna tear up all the
21 roadway anyway, is another great opportunity.

22 A retrofit, which -- which might mean a
23 reconfiguration or reallocation of space but not
24 necessarily tearing the asphalt down to the sub street,
25 that may be a good opportunity but not quite as good.

1 And then a maintenance project such as an overlay or a
2 reseal or something like that gives you a chance to make
3 some changes, but certainly there's a lot more
4 constraints when you're not changing the substrate or
5 the -- the structure of the roadway.

6 And then there's just other considerations
7 that we're thinking about, actually even more now, which
8 is conflict points and management. That's the -- the
9 set of information and topics the working group is going
10 through now, which is conflict points, and how do
11 transit stops fall into this, and what are some
12 considerations for -- for TxDOT and design engineers in
13 general about these various conflict points, driveways,
14 signalized and un-signalized intersections. How does
15 that affect the design and the consideration of these
16 various bikeways.

17 So, next slide.

18 With that, I'm gonna turn it over to Bonnie.
19 I've provided a little context for these guiding
20 principles, and she's going to go through them. Bonnie?

21 BONNIE SHERMAN: All right. So Carl went
22 through four general topic areas that were discussed
23 over the last several months. The last topic he
24 mentioned, shared use path and separated bike lane
25 placement on one side of the road versus both sides, did

1 not generate any draft guiding principles.

2 Because it is such a context sensitive,
3 constraint driven and destination driven decision, the
4 working group did not identify any general principles
5 that -- that wanted -- they wanted to move forward in
6 this process. So, with that, we focused on rumble
7 strips, barrier types for SBLs, and separating those.

8 So we have -- the first group of guiding
9 principles is on rumble strips. On rural roadway
10 segments where existing or future bicycle demand is
11 anticipated during the life of the project, "a":

12 "Placement of shoulder rumble strips on or
13 immediately adjacent to the edgeline is preferred.
14 Profile pavement marking and milled in rumble strips are
15 the preferred treatment types. Exceptions for edgeline
16 placement include along evacuation routes and routes
17 with significant volumes of heavy truck traffic."

18 "b": "Bicycle gaps should be included in
19 rumble strips to accommodate bicyclists' turning
20 movements and avoidance maneuvers." And "c": "Where
21 shoulder rumble strips are installed, six feet or more
22 of clear space to the right of the rumble strip is
23 desirable to accommodate bicyclists."

24 I'm going to open it up to the BAC members
25 to see if any of the working group members want to

1 discuss or provide any kind of insight into these
2 guiding principles, or if other BAC members have
3 questions about the rumble strips draft guiding
4 principles, you can discuss those.

5 KARLA WEAVER: Thank you, Bonnie. This is
6 Karla. I have a question. How do you envision this
7 being incorporated into TxDOT's standard operations? Is
8 there a particular guide? Is there a particular
9 checkpoint in the process? Or where do these go from
10 here in your mind to have the most effect early on in
11 the conversation?

12 That's a great question, Carl -- Karla. So
13 we -- all of these guiding principles in each topic area
14 will be approved by the BAC in one final document, which
15 will be conveyed to TxDOT.

16 Now, Carl mentioned that this is a very
17 collaborative process. We have -- with our working
18 group members, there are five BAC members. I'd like to
19 recognize Clint, Frank, Bobby, Jeff, and Mike Schofield,
20 who's not here today.

21 Those folks have been very -- very good
22 representatives of the committee on the working group.
23 We've been also working with a number of TxDOT staff in
24 various divisions of TxDOT headquarters, design
25 division, traffic safety division, public

1 transportation, transportation planning and programing,
2 maintenance and railroad divisions.

3 All of these folks in several districts -- I
4 can't leave out our Paris, El Paso, and San Antonio
5 districts. So all of these folks have been involved in
6 conversations so that these are -- these guiding
7 principles are informed by the BAC members' experience
8 as well as TxDOT's experience in design and
9 construction.

10 And all of these discussions and the guiding
11 principles will go -- will help inform TxDOT as we
12 update our guidance. We have -- the roadway design
13 bible for TxDOT is the Roadway Design Manual that TxDOT
14 produced -- produces, and that document is in the
15 process of a major update, and members of this team are
16 involved in the update to this important guidance
17 document.

18 And so the discussions and the guiding
19 principles that are coming out of this are definitely
20 materially informing those updates. They will also
21 inform updates to standards such as the rumble strip
22 standard. So we are -- we are open.

23 The timing is -- is good, 'cause we're in
24 the process of making major updates to guidance
25 documents. And we are working to -- to -- we're willing

1 and open, and actively working to update our guidance
2 to...address the -- the recommendations for the BAC.

3 KARLA WEAVER: Thanks, Bonnie. That sounds
4 great. The timing seems perfect. I appreciate
5 everybody on the subcommittee's hard work on this --
6 this item and you guys bringing it to us today. Are
7 there other questions from committee members or
8 discussion that the subcommittee members would like to
9 -- to throw out there for additional consideration?

10 EDDIE CHURCH: I have a question.

11 KARLA WEAVER: Sure. Go ahead. Who's --
12 who's speaking?

13 EDDIE CHURCH: This is -- this is Eddie
14 Church. So --

15 KARLA WEAVER: Okay.

16 EDDIE CHURCH: -- I guess I need to know,
17 what is my place? 'Cause if I have comments on things
18 that y'all have already been doing and discussing, do I
19 just -- do I need to be quiet and then let it go on? Or
20 what -- what -- what -- what can I do? 'Cause I have --
21 I have comments on rumble strips. Anyone?

22 BONNIE SHERMAN: Karla, do you want to
23 address this or would you like me to?

24 KARLA WEAVER: Well, Bonnie, I was gonna ask
25 you what your preferred preference would be on how to

1 receive feedback. I mean, I think there should be some
2 discussion today, Eddie, if you're ready to chat about
3 it. Or if you want to look at it a little bit longer
4 and -- and then send some additional information to the
5 TxDOT team, that's a way we can do it as well.

6 But I do think we're gonna take action today
7 to support these initial guidelines and include them in
8 the overall sort of documents that will be providing the
9 Commission. But there -- there are others coming and,
10 you know, it'll be sort of packaged all together, I
11 believe, before there's one final distribution, so there
12 would still be time for some modifications and edits.

13 But, Bonnie, correct me if that's not
14 correct, or what your process that you'd like to do with
15 this.

16 BONNIE SHERMAN: That -- that is accurate.
17 Thank you, Karla.

18 EDDIE CHURCH: I think she told me to be
19 quiet and wait, is that what she said?

20 BONNIE SHERMAN: No.

21 KARLA WEAVER: No, I said discussion now's
22 great.

23 EDDIE CHURCH: Okay. So I -- I -- I am a
24 cyclist, but I have a viewpoint of -- I have the
25 resources of many TxDOT people in my office in the

1 maintenance side and building roads, and we don't do
2 milled in rumbles anymore, especially on county roads
3 and even TxDOT roads that adjoin because it -- it limits
4 your ability to widen -- you know, notch and widen. And
5 the sheer fact that it -- it -- also, you're cutting
6 into the -- the pavement structure.

7 So I know we're still using I-35 and others,
8 but I thought because the roads around here, we use the
9 -- what do you call 'em, Carl, the ones on top of the --
10 the -- the -- the stripe, that seems the most prominent.
11 Are we saying that -- with this report that we are
12 suggesting milled in is good for many cases, or are we
13 saying the preferred is on the stripe?

14 BONNIE SHERMAN: So... So this guiding
15 principle or recommendation from the BAC is saying that
16 the -- the preferred treatment types are the profile
17 pavement markings, the bumpy stripe, and the milled in
18 rumble strip as kind of the second preference for the
19 working group members.

20 EDDIE CHURCH: Right.

21 BONNIE SHERMAN: TxDOT does use both in our
22 current work.

23 EDDIE CHURCH: Okay.

24 BONNIE SHERMAN: And there are pros and cons
25 to each. Milled in rumble strips have lower maintenance

1 costs than profile pavement markings, for example.

2 EDDIE CHURCH: Mm-hm.

3 BONNIE SHERMAN: So it is context sensitive
4 or dependent.

5 EDDIE CHURCH: Right. So we're not saying
6 it's the only way, we're saying it is a way. It's not
7 actually number one either, so...

8 BONNIE SHERMAN: Exactly.

9 EDDIE CHURCH: Then I agree. I ride on both
10 (indiscernible) and I don't like milled in as a cyclist
11 either. But anyway, that was my main comment, 'cause I
12 just saw that. Okay, moving on.

13 FRANK ROTNOFSKY: This is Frank. Can I make
14 a comment?

15 BONNIE SHERMAN: Absolutely.

16 FRANK ROTNOFSKY: Okay. I saw
17 (indiscernible) shy away from number 4, the raised --
18 (audio cuts out for 4 seconds) -- being dangerous
19 (indiscernible); is that -- is that -- (audio cuts out).

20 BONNIE SHERMAN: Frank, you're cutting out a
21 little bit. Can you repeat? And make sure everybody
22 else is muted.

23 FRANK ROTNOFSKY: Okay. No, I -- I was just
24 questioning before the raised buttons, I thought we --
25 we discussed in our workshop meetings -- (audio goes

1 silent for 3 seconds) -- that that was deemed dangerous.
2 The buttons themselves, number 4?

3 BONNIE SHERMAN: So, you cut out there a
4 little bit, Frank, but I think you were asking if we
5 discussed the -- the raised buttons, and we did and we
6 did not include them as a preferred type; so they're not
7 the bicyclist's preferred type.

8 KARLA WEAVER: Any other questions, or
9 comments, or discussion?

10 RICK OGAN: Karla, this is Rick Ogan. I
11 have a comment.

12 KARLA WEAVER: Sure, Rick. Go ahead.

13 RICK OGAN: I kind of agree with Eddie on
14 the questioning of recommending the milled in rumble
15 strips. I prefer the -- I guess the rumbly stripes.
16 Driving on the various roads here in Texas, I've noticed
17 different placements of milled in rumble strip from
18 anywhere from being on the stripe to being three or four
19 feet to the right of the stripe.

20 And I would think if you leave it up to the
21 different districts that they place that rumble strip
22 wherever they want. And I think as a bicycle advisory
23 committee, we need to recommend what is best for the
24 cyclist. And, coming from us, I believe having the
25 rumble strip directly on the stripe would be the best

1 for cyclists.

2 KARLA WEAVER: Now, Carl, can you go back to
3 that slide? I think you had an image kind of showing
4 two places where rumble strips are located. Do the
5 recommendations speak to asking for preference of them
6 to be farther to the left away from the cyclist's
7 travel, or they not that specific? How is it worded?

8 BONNIE SHERMAN: So if you... When we
9 return to the guiding --

10 KARLA WEAVER: Yeah.

11 BONNIE SHERMAN: -- principles, we can --

12 KARLA WEAVER: Okay.

13 BONNIE SHERMAN: -- clean out the language.

14 KARLA WEAVER: Okay.

15 BONNIE SHERMAN: So in "a" it says:

16 "Placement of the shoulder rumble strip on or
17 immediately adjacent to the edgeline is preferred." So
18 that's the first statement in "1a." And then at the end
19 it does note a -- that: "Exceptions are made for
20 edgeline placement along evacuation routes and routes
21 with significant volumes of heavy truck traffic."

22 And the determination of that needs to be
23 developed. We need to do some more research and find
24 out if there is, you know, a recommended methodology for
25 identifying what a significant volume of heavy truck

1 traffic represents in order to define clear guidance for
2 the districts to follow.

3 Also, in "c" -- "1c" here: "Where shoulder
4 rumble strips are installed, six feet or more of clear
5 space to the right of the rumble strip is desirable to
6 accommodate bicyclists." So those are two places where
7 -- where we are focused on providing more width outside
8 of the rumble strip for bicyclist accommodations.

9 Does that address your concern or your
10 question, Rick?

11 RICK OGAN: I read that, and that sounds
12 great, but when you get into the planning room for
13 somebody to, I guess, redo a road or reconstruct it,
14 pretty much say, yes, that's a nice recommendation but
15 we're gonna do it this way.

16 EDDIE CHURCH: I agree with Rick. "1c"
17 isn't even possible. I don't -- very rarely do you see
18 a rumble strip that far over to the right of a stripe.
19 Yeah, I mean, if the districts have their choice,
20 they're gonna -- yeah, we need to have some specific --
21 like the first line of "1a" says, "immediately
22 adjacent," we need to define, six inches over.

23 And constructibility wise, I think you have
24 to have at least six inches from the stripe, 'cause if
25 the stripes are there, they're gonna mess it up when

1 they put it in, so...

2 BONNIE SHERMAN: So that's where the -- it's
3 important that these guiding principles then are
4 reflected in our guidance. So we are looking to look at
5 -- relook at the rumble strip standard that -- that we
6 have to provide clearer guidance. I will say that
7 placement of a rumble strip closest to the edgeline is
8 safer placement.

9 You know, people are going to wander further
10 from their lane the sooner they hit that, so that is --
11 that is the preference, to be closer to the rumble
12 strip. But we do note the two exceptions here for the
13 evacuation route and the heavy truck route.

14 All right. Well, we're gonna move on to
15 "Barrier Types," topic two there. "Where separated bike
16 lanes are proposed," "a": "Barrier selection for
17 separated bike lanes should be context-sensitive,
18 suitable for roadway characteristics -- for example,
19 speed, volume, et cetera -- and allow for appropriate
20 drainage."

21 "Street-level separated bike lanes with curb
22 separations, or grade separated barriers, or raised
23 separated bike lanes are the preferred types of
24 separated bike lanes dependent on context."

25 And "c": "To facilitate maintenance on

1 street-level separated bike lanes, facility widths
2 and/or removable barriers should be considered in the
3 coordination -- in coordination with the entity
4 responsible for maintenance."

5 Is there any discussion that the working
6 group members or other BAC members would like to bring
7 up regarding the barrier types for separated bike lanes?

8 RICK OGAN: Karla, I think my screen might
9 be frozen. I didn't get the next slide on that. I'm
10 still stuck on the rumble strip slide.

11 KARLA WEAVER: Rick, you should be seeing
12 slide 14, which has number 1, 2, and 3 listed. Can you
13 see that? You may need to pull up Noah's e-mail that
14 has the Power Point attached, but Bonnie's got her
15 screen on 14.

16 RICK OGAN: All right. I see it.

17 KARLA WEAVER: Okay, great. And she's going
18 over the number two section. Thank you. All right,
19 Bonnie. There's no comments or discussion.

20 CHELSEA PHLEGAR: Actually, real quick,
21 Karla, I have a question. This is Chelsea.

22 KARLA WEAVER: All right. Go ahead.

23 CHELSEA PHLEGAR: Is there an advantage to
24 including a guiding principle for maybe, like, an
25 interim solution where we might want to say that

1 flexible delineators are appropriate for an interim
2 solution?

3 KARLA WEAVER: Bonnie, did the committee
4 talk about sort of transitions or interim solutions, or
5 kind of anything along that lines?

6 BONNIE SHERMAN: Members of the BAC working
7 group, feel free to jump in, but I don't recall a
8 discussion about -- about interim use of flexible
9 delineators. Not that it was not recommended at all,
10 what -- and it was one of the many types of delineators
11 that were discussed, but it didn't float to the top as a
12 -- a general guiding principle recommendation. But do
13 any of the working group members have some thoughts on
14 that that they'd --

15 BOBBY GONZALES: Yeah, this is Bobby. I
16 don't believe we discussed any interim guiding
17 principles during the -- during the months that we
18 discussed these -- you know, these draft guiding
19 principles.

20 CHELSEA PHLEGAR: That's fine, thank you.
21 This is Chelsea. I just -- I feel like (indiscernible)
22 level interim solutions there's a need for them, but I
23 wasn't sure if that's something that's on a TxDOT
24 facility would really jump to the top of the list as
25 being necessary.

1 EDDIE CHURCH: Chelsea --

2 CARL SEIFERT: This is Carl --

3 EDDIE CHURCH: -- this is Eddie. When you
4 say, interim, do you mean construction phase? Is that
5 what you mean, during the construction phase?

6 CHELSEA PHLEGAR: I think I meant, like, on
7 a municipal, or local, or even regional level sometimes
8 there is only budget during some type of, like,
9 maintenance or, like, overlay type of treatment where
10 you could put in a cheaper solution like flexible
11 delineators, and maybe a few years later when you come
12 in and do, like, the full reconstruction, there may be
13 more budget or opportunity for, you know, more permanent
14 or durable separation.

15 But again, you know, that's my experience on
16 -- on local or regional roads and not necessarily a
17 TxDOT facility, so maybe it doesn't apply.

18 EDDIE CHURCH: Yeah. Those sites with
19 delineators are not cheaper. They're -- and they're a
20 pain to deal with. Yeah. Bonnie?

21 CARL SEIFERT: This is Carl. I -- I just
22 wanted to add, the interim and permanent solution was a
23 consideration in the first section of -- of guiding
24 principles related to bikeway selection. And,
25 additionally, in a second, Bonnie's about to read "3c"

1 there which talks about the ultimate and future bikeway
2 type and considering for an interim provisional
3 facility.

4 So it was a topic, just not the notion that
5 a different type of separator could be used in the
6 short-term versus long-term. Thanks.

7 CHELSEA PHLEGAR: Thank you.

8 BONNIE SHERMAN: This is good discussion and
9 we appreciate y'all participating and asking questions.
10 All right. I'm gonna move on to number 3, "Separating
11 Modes:" "When deciding between shared or separated --
12 separated bicycle and pedestrian infrastructure,
13 designers should consider the following:" "a": "Shared
14 use path design criteria should meet the needs of all
15 intended users. For example, bicyclists and
16 pedestrians."

17 "b": "Criteria for separating modes should
18 consider existing and anticipated bicycle and pedestrian
19 volumes expected over the life of the project, including
20 latent demand and land use changes."

21 "c": "Consider the life of the project and
22 plan for the ultimate or future bikeway type and width,
23 even if constructing an interim or provisional facility
24 in the short-term. Plan for the ultimate facility on
25 culvert and bridge improvements." There any discussion

1 on this one? Okay. Hearing none, I -- I think we can
2 move on to the next slide.

3 So we presented this information today and
4 are looking for the BAC to take action. We actually
5 have a two prong action, and you can take them
6 individually if you want or combined, depending on how
7 you'd like to handle it, Karla. But we are interested
8 in obtaining the BAC's support of these Linear Bikeway
9 Design Guiding Principles that were collaboratively
10 generated with BAC members and TxDOT staff.

11 And then we're also looking to get the BAC's
12 support to allow the Chair of the Bicycle Advisory
13 Committee, Karla, to update the Texas Transportation
14 Commission on the status of this bikeway design effort
15 to date. And we anticipate that to be through a letter
16 that she would sign on behalf of the members providing
17 that high level status to the Texas Transportation
18 Commission, who is the decision making body for TxDOT.

19 KARLA WEAVER: Bonnie, I think it would be
20 good if we take these in two pieces. So, for the first
21 action item, I'm actually gonna flip the order. First
22 action item would be can I get a motion to allow the BAC
23 Chair to update the Texas Transportation Commission on
24 the status of the Bikeway Design effort to date.

25 So that's today's item plus previous action

1 -- conversations or items that have been discussed
2 previously. Can I get a motion for that?

3 BOBBY GONZALES: Karla, this is Bobby. I --
4 I make a motion for the BAC Chair to update the Texas
5 Transportation Commission.

6 KARLA WEAVER: All right. Can I get a
7 second?

8 RICK OGAN: This is Rick --

9 CLINT McMANUS: This is Clint. I second it.

10 KARLA WEAVER: Rick, did you say you were
11 seconding it? Or...

12 RICK OGAN: Yes.

13 KARLA WEAVER: Okay, great. All in favor,
14 say, "Aye."

15 CHELSEA PHLEGAR: Aye.

16 CLINT McMANUS: Aye.

17 RICK OGAN: Aye.

18 KARLA WEAVER: Any opposed? Okay. So for
19 the second item for action I'm looking for a motion to
20 support the Linear Bikeway Design Guiding Principles as
21 they're written. If anyone would like any modified
22 language or anything adjusted, that could be part of
23 your motion. Or if you're fine with them as they are,
24 we can proceed with just support of the Linear Bikeway
25 Design Guiding Principles. So --

1 EDDIE CHURCH: This is Eddie. I make --

2 KARLA WEAVER: Go ahead, Eddie.

3 EDDIE CHURCH: -- a motion -- I make a
4 motion to support it with revisions. And because I'm a
5 doer, I would like to, with whoever -- Chelsea or
6 whoever should do more research for the rumble strips so
7 we can update the language to better -- make "1a"
8 better. Something with revision, so we can update with
9 revisions.

10 KARLA WEAVER: So I think in order for
11 others to take action on that, we'd have to have the
12 revisions identified today. So do we want --

13 EDDIE CHURCH: Okay. Well, I -- I --

14 KARLA WEAVER: -- to go back to that
15 language?

16 EDDIE CHURCH: My motion is to update "1a"
17 and "1c." I don't have the exact language written out,
18 but it needs to be revised.

19 KARLA WEAVER: Okay. Let's go --

20 BOBBY GONZALES: Well, but in or --

21 KARLA WEAVER: Go ahead.

22 BOBBY GONZALES: This is Bobby. But in
23 order to do that, we have to have exact language in
24 order to make a motion to move forward with this
25 language, right?

1 EDDIE CHURCH: Well, then we don't need to
2 move forward. We need to do more research on it
3 and make --

4 JEFF POLLACK: This is -- this is Jeff. Can
5 I chime in here as a member of the working group? Just
6 for some clarification from Bonnie, what -- what is the
7 timeframe which we're seeking action on this? I mean,
8 is it -- is it time sensitive?

9 I'm prepared to make a motion for a vote to
10 accept the language as is and just see how many members
11 of the -- the BAC overall feel like there needs to be a
12 revision, 'cause there was quite a bit of work spent --
13 work spent and conducted by the members, the work group.

14 And I'm not -- not in any way trying to
15 dismiss suggestions for revision, but I do want to get a
16 handle on -- on what the consensus opinion is about
17 whether that revision is necessary or not.

18 BOBBY GONZALES: This is -- this is Bobby,
19 and I -- I echo Jeff's comments as well. I mean, we --
20 we worked for a long time, almost a year or more, on
21 this. And again, I'm not -- I'm not trying to avoid the
22 comments of the -- of the BAC, but I'm just saying that
23 we -- we took a lot of time on -- on these design
24 guiding principles, and I'm ready to support them as
25 written.

1 JEFF POLLACK: And I --

2 EDDIE CHURCH: This is --

3 JEFF POLLACK: I'll say that's part of the
4 function of the work group, and we need -- we do need
5 some mechanism by which we can -- we can move that work
6 along after a certain period of time. So we -- we do
7 need to have a clear fast forward here.

8 BONNIE SHERMAN: This is Bonnie. Sorry. I
9 just wanted to -- to mention, Jeff did ask what the
10 timing of this is. And we have presented this all along
11 as these are -- with each topic area, there is interim
12 approval of the guiding principles for each topic area,
13 and we will come back at the end with final -- final
14 guiding principles cumulative for BAC endorsement. So
15 -- or approval.

16 So it could be that the BAC approves the
17 interim guiding principles for bikeway design -- Linear
18 Bikeway Design today, and then request that we do some
19 inner -- some additional research on certain points, and
20 we can do that and bring it back to the BAC when we
21 present the final.

22 And we would welcome, you know, BAC's
23 assistance with doing research on that as well. So I
24 just wanted to respond to that question quickly.

25 EDDIE CHURCH: I make a motion to do

1 whatever Bonnie just said, 'cause that sounded great.

2 JEFF POLLACK: So I think if I -- this is
3 Jeff again, forgive me. I think you might understand
4 there's a motion on the table to -- to accept these as
5 the interim recommendation with the understanding that
6 there will be a chance to -- to potentially incorporate
7 any language changing reflecting subsequent research
8 when these come back from final approval.

9 EDDIE CHURCH: Yes.

10 FRANK ROTNOFSKY: This is Frank. I second
11 that motion.

12 KARLA WEAVER: All in favor, say, "Aye."

13 MULTIPLE BAC MEMBERS: Aye.

14 KARLA WEAVER: Any opposed? All right.
15 That motion passes that we will support today's Linear
16 Bikeway Design Guiding Principles and there will be
17 future conversations as this is incorporated with all
18 previous efforts before the final deliverable is wrapped
19 up.

20 All right. Thanks, everybody, for that
21 discussion. As always, I think the group makes it
22 stronger and we appreciate the work of the committee,
23 and some of those additional presentations on this item
24 can potentially be shared with our newer members as
25 well, and that will give them some background of the

1 work that went into today's information.

2 JEFF POLLACK: Karla, can -- I'm sorry, just
3 one point of clarification here. So --

4 KARLA WEAVER: Who's --

5 JEFF POLLACK: -- my --

6 KARLA WEAVER: -- who's speaking?

7 JEFF POLLACK: -- interpretation of that --

8 KARLA WEAVER: Identify -- identify yourself
9 really quick.

10 JEFF POLLACK: Yeah, it's Jeff Pollack here.
11 So my --

12 KARLA WEAVER: Okay.

13 JEFF POLLACK: -- interpretation of that --
14 my interpretation of -- my interpretation of that action
15 is that the oneness is now on new members of the BAC to,
16 you know, secure whatever additional research they want
17 to do with support from staff. But barring any
18 specifics suggestions for revisions, this language would
19 stand; is that accurate?

20 KARLA WEAVER: I believe so. I think we're
21 going with what we've got, and then as this and other
22 items are packaged into sort of a final document and
23 report, there will be a final opportunity to review all
24 -- all categories. And then they're welcome to provide
25 feedback through that process. Would that be kind of

1 accurately stated, Bonnie?

2 BONNIE SHERMAN: Yes.

3 KARLA WEAVER: Okay. Does that make sense,
4 Jeff?

5 JEFF POLLACK: It -- it does --

6 (Multiple BAC members speaking; indiscernible)

7 JEFF POLLACK: -- same expectation which is
8 that without specific additional suggestions, the
9 language on the table will stand, that we're not gonna
10 get back under the hood with it unless they're -- unless
11 somebody furnishes a specific suggestion.

12 KARLA WEAVER: Yeah. Okay. I think that's
13 correct.

14 EDDIE CHURCH: I will give
15 my revisions and ideas by next week. I give myself some
16 deadlines, so next Friday you'll have them.

17 KARLA WEAVER: Well, and I think the -- and
18 Bonnie can provide a schedule to kind of the greater
19 program, but I think there will be a timeline for this
20 and, like I said, other items that have been previously
21 discussed as well as all of this becomes final.

22 So you may want to do it all
23 comprehensively, or while it's fresh on your mind, you
24 may want to do this and send it to staff. I think there
25 are a couple different ways that you could do it.

1 Bonnie, do you guys have a preference on your end on how
2 to receive information?

3 BONNIE SHERMAN: We welcome any additional
4 suggestions or research to be sent to Noah and myself,
5 and Carl. Or just send them to me and I'll make sure
6 that the -- the team has it and -- and we'll -- we'll --
7 we'll work -- we'll work through it with you.

8 KARLA WEAVER: Okay, great.

9 ERIC GLEASON: Karla? Karla, this is Eric.

10 KARLA WEAVER: Yes.

11 ERIC GLEASON: If I can interject here for a
12 second.

13 KARLA WEAVER: Yes.

14 ERIC GLEASON: First of all, I apologize for
15 being late to the meeting. Welcome our new members and
16 Eddie. Glad to see you guys got in as fast as you have.
17 I think, looking forward over the next several meetings,
18 with looking at January, April, and July, I know we want
19 to try to wrap up the entire effort at your July
20 meeting.

21 And I think we're probably -- I don't think
22 I'm misspeaking here -- looking at the January and April
23 meetings for covering the next two areas for guiding
24 principles. So there is some time. I don't know that
25 we're necessarily looking to come back to this specific

1 set until after we've completed the next two, which
2 would be more toward the middle of next year. So I'm
3 just putting that kind of context out there for
4 committee member.

5 Bonnie, you can correct me if I'm wrong, but
6 I think the intersection and conflict point discussion
7 probably is targeted for January, and then there's the
8 final section around maintenance for April.

9 BONNIE SHERMAN: That -- that is correct.

10 ERIC GLEASON: And -- and then revisiting
11 all four areas from bikeway selection to linear bikeway
12 design to conflict plan or such as maintenance, visiting
13 all four of those for the July meeting.

14 BONNIE SHERMAN: Yes.

15 ERIC GLEASON: Okay. Thank you.

16 KARLA WEAVER: All right, Eric. Thank you
17 for that clarification. I think that helps. So there's
18 quite a bit of time still in a variety of areas and
19 everyone can kind of think through any additional items
20 or content that they'd like to provide.

21 All right. We're running a little bit
22 behind, so we're gonna quickly turn it over to Noah,
23 who's gonna present really quickly on a discussion
24 related to the proposed amendments to the 43rd Texas
25 Administrative Code regarding the Transportation

1 Alternatives Set-Aside Program. Noah, the floor is
2 yours.

3 NOAH HEATH: All right. This is a
4 continuation on the discussion that we introduced to the
5 BAC at the July meeting. As Karla said, these are
6 proposed amendments to the TAC rules for the
7 Alternatives Set-Aside Program. These revisions were
8 presented to the Commission September 24th, and they
9 were approved for consideration and public comment.

10 So we wanted to bring these back in front of
11 you guys to get your comments on the rules and
12 potentially take action with a path forward on how we
13 will provide Commission's comments on these rules.

14 So the agenda set for presentation is to
15 present a brief recap over what we covered at the -- on
16 the last presentation in July; talk about some potential
17 outcomes or options for the BAC to provide comments to
18 the Commission on these proposed rule changes; and then
19 we'll dive into the actual rule changes and discuss
20 those if y'all would like to.

21 So, just a brief recap, the TA funding
22 program is a federal funding program. The federal
23 government provides guidelines for the funding program,
24 and then both the state and MPO -- or MPOs create their
25 own rules for the program, but they're based on the

1 federal guidelines.

2 So the state guidelines are in the Texas
3 Administrative Code and they're focused on TA funds
4 administered by TxDOT for population areas of 200,000 or
5 less. MPOs receive their own TA federal funding amounts
6 based on the population for that MPO, and they establish
7 their own TA program rules.

8 The one exception is 11.403, which is in the
9 Texas Administrative Code and does provide a rule for
10 MPOs related to project selection. And we do -- one of
11 the proposed rule changes is in this section, and I'll
12 point that out when we discuss that.

13 So projects located within a transportation
14 management area are only eligible for TA funding from an
15 MPO, a Metropolitan Planning Organization. Projects
16 located outside of the TA but inside of an MPO boundary
17 are eligible for TA funding by either TxDOT or the MPO's
18 call for projects, so they can -- they can apply to
19 either TxDOT or an MPO. And then projects outside of an
20 MPO boundary are only eligible for TA funding from
21 TxDOT.

22 Some potential outcomes from today's
23 discussion, we'll collect your feedback from the
24 discussion today, but we also wanted to provide some
25 time for members to review the rule revisions. We've

1 provided the actual minute order with the attached
2 exhibits in our e-mail that we sent out to you guys last
3 week.

4 So if you want a chance to review the actual
5 language revisions, you'll have that opportunity, and
6 you can send me or Bonnie the comments that you have and
7 we'll combine everyone's comments and circulate those
8 amongst the BAC members for more review and feedback.

9 And as far as BAC options for action today,
10 the BAC could authorize the Chair to finalize BAC's
11 comments and provide a letter to the Commission. The
12 BAC could authorize the Chair plus one other member or
13 multiple other members -- it just sort of depends on
14 what -- after we discuss the rule changes, what y'all
15 think the best approach might be.

16 Another option, BAC could determine that a
17 special meeting would need to be organized so that the
18 BAC could find additional -- provide additional feedback
19 and discuss further. We would need a quorum in order to
20 take any action, if we did call a special meeting.

21 And, of course, BAC members may also submit
22 public comments as individuals. The public comment
23 period ends November 9th, and we're anticipating a
24 December commission agenda item for final action in -- I
25 think that's December 10th commission date.

1 So I presented this slide at the last
2 presentation. It should look familiar to the members
3 who were -- attended that meeting. It's a summary of
4 the proposed rule changes. I'll -- I'll just briefly go
5 through these, and then...and then we'll go through each
6 of the proposed changes one by one.

7 So the overall goals are to encourage
8 additional high quality project proposals from
9 communities with less than 50,000 in population, and to
10 simplify and reduce inconsistent in the program
11 administration. And our intended outcome, the overall
12 results from these proposed changes will be to improve
13 bicycle and pedestrian project delivery -- especially in
14 smaller communities -- better manage fiscal expectation
15 of local project sponsors, and to reduce TxDOT's risk of
16 lapsing TA federal funds.

17 So the first overall goal is to encourage
18 additional high quality project proposals from
19 communities with less than 50,000 in population. And
20 our first proposed rule change would be to add PS&E and
21 environmental documentation activities as eligible
22 activities for federal reimbursement or communities of
23 50,000 in population or less. And those changes are
24 located in 11.404.

25 We added a section under "Eligible

1 Activities." And then 11.405, "Allowable Cost," we
2 revised language in several of the -- the sections under
3 11.405 to allow PS&E and environmental documentation as
4 an allowable cost.

5 The next proposed rule modification is to
6 modify local match options to include transportation
7 development credits and/or potential state funds. So
8 these are additional options to assist smaller
9 communities, 50,000 or less, with local match. The --
10 the local match requirement is 20 percent for the TA
11 funding program, so this would potentially provide
12 additional options to assist with that local match.

13 And then the last rule revision under this
14 goal is to allow project sponsors in MPO areas to
15 resubmit projects that were previously unfunded to
16 either TxDOT, or the MPO if they're located in that
17 overlapping area, that can apply to TxDOT or MPOs in
18 future call for projects. But it does restrict project
19 sponsors from submitting an application to both TxDOT
20 and MPO at the same time, so they can't submit for
21 concurrent call for projects.

22 The next overarching goal is to simplify and
23 reduce inconsistencies in program administration. The
24 first proposed rule change would eliminate In-Kind
25 contributions as a local match option. In-Kind

1 contributions are intended to provide project sponsors
2 with some financial relief for the PS&E and
3 environmental phase, the development phase.

4 But our experience has shown that it
5 contributes to delays in projects and can be complicated
6 for the local government to -- to -- to work through.
7 So with providing PS&E and environmental documentation
8 as a reimbursable activity, we wanted to eliminate the
9 In-Kind contributions as a local match credit option.

10 And then the next proposed rule change is to
11 require MPOs to include TxDOT's direct cost for
12 oversight on preliminary engineering and construction
13 and TA Set-Aside project awards. And this is to
14 formalize what is generally already occurring.

15 Most MPOs already include that direct state
16 cost in the project award, but we wanted to provide it
17 some consistency across the state for projects
18 (indiscernible) on this specific item. And this is the
19 rule change that would affect MPOs as well as TxDOT's
20 program.

21 And then the last proposed rule change would
22 be to allow the responsible division administering the
23 TA program to consider project overruns in the event
24 project funds remain or are returned to the program due
25 to cost underruns. So we revised language in 11.411 to

1 allow this, but also added language that would provide a
2 criteria that project sponsors would apply for that
3 additional funding if they happen to have overrun.

4 And then we have a method for determining if
5 it's -- the program will be able to provide additional
6 funding for the overruns that they -- they have incurred
7 on the project. So, with that, I'd like to open it up,
8 if there's any discussion or questions.

9 CLINT McMANUS: This is Clint. I just want
10 to say, I think all these make sense. I am particularly
11 in support of the -- the one that's about
12 (indiscernible) by MPOs and TxDOT in allowing
13 communities to apply to both programs.

14 I know, in my past life, when I was
15 (indiscernible) MPO it was -- one of the challenges, we
16 had a lot of communities trying to -- to get funding,
17 and they worked really hard to pull applications
18 together for the MPO's call for projects, only to find
19 out that those applications would be ineligible for
20 TxDOT funding simply because they applied.

21 And, you know, they were just trying to get
22 funding where they could and, of course, we weren't able
23 to fund everything. So I just -- I'm extremely
24 supportive of allowing those communities to apply to
25 TxDOT's program and allowing them to apply to their MPO

1 program as well, so I think these are great revisions.

2 JEFF POLLACK: This is -- this is Jeff, and
3 I echo those comments. Although, I do have some
4 questions about specific changes being limited to only
5 rural communities. In my experience, even midsize
6 communities that are well above that 200,000 threshold
7 are still struggling with some of these aspects of this
8 program administration.

9 And so I don't -- you know, I -- I think --
10 my one recommendation is that we might want to look at
11 these point by point and decide whether they should be
12 applicable to set-aside as well as the -- the -- the non
13 TMAs.

14 And -- and I don't know if -- before I
15 suggest which ones in particular I'm thinking of, I
16 don't know if there was -- if there was -- if there's
17 logic behind this from the state's perspective that for
18 -- for -- limiting only to the rural communities, you
19 know, maybe -- maybe that explanation would help first
20 because maybe it will -- it will preempt anything I
21 would suggest as to what would apply to the communities
22 that -- that do within the MPO call.

23 NOAH HEATH: Yeah. For areas or communities
24 inside of a transportation management area, they would
25 only be eligible for funding through the MPO. So they

1 -- so the -- so the MPO would create the rule for that
2 call for project -- or for those call for projects,
3 whatever MPO that might be. So for the community that's
4 200,000 or more, it would be up to the MPO to --
5 depending on, you know, the needs of that community on
6 how they wanted to set that up.

7 And then we -- we looked at the trends from
8 our last three call for projects, and we really saw a
9 difference in the number of communities that were in --
10 that were 50,000 or less in population. We received
11 more requests for In-Kind contributions, and there
12 seemed to be a greater need for development of projects
13 in communities of that size than the communities of
14 50,000 or more.

15 There seemed to be more institutional
16 knowledge and ability to develop projects and move them
17 forward than the smaller communities, so that's why we
18 picked that 50,000 population number.

19 JEFF POLLACK: Okay. Yeah, thanks for that
20 explanation. I certainly support everything that's on
21 the table here. You know, like, my only comment again
22 would be that I'm not -- I'm not convinced that -- that
23 all midsize communities have the wherewithal to get the
24 engineering done without that being an eligible cost.

25 And, you know, in my community, I can tell

1 you we've seen projects -- we've seen funds languish
2 because a municipality just, you know, couldn't get its
3 house in order enough to -- to fund the ineligible
4 costs. I -- I -- I hope that they are unique in that
5 ineptitude, but I may be wrong.

6 You know, I -- I -- that -- that's the only
7 thing I would offer for consideration is just that if
8 we're trying to truly reduce the barrier to entering an
9 implementation, we might consider ex -- you know,
10 extending some of these changes to communities that fall
11 within the MPO. That -- that's the only comment,
12 thanks.

13 CLINT McMANUS: This is Clint. I just
14 wanted to say, Jeff, I don't think your communities are
15 -- are unique in that I think you're right that a lot of
16 us have community struggle, so I think that's a valid
17 point.

18 KARLA WEAVER: Let me just -- this is Karla.
19 Let me just ask for clarification, though. I don't
20 think in the Dallas-Fort Worth, our 12-county region,
21 that we have any cities larger than 50,000 that are in
22 an undesignated area as an MPO. Do you guys have those
23 communities? Is that -- is there some that you're
24 particularly thinking of?

25 Like, I'm definitely for the most

1 flexibility with allowing design or at least, you know,
2 providing -- making it not ineligible but maybe there's
3 an incentive for you not requesting the funds. Sure, if
4 you want to do it that way. But I don't think I have
5 anybody that falls in that category necessarily, so I'm
6 thinking of this differently than you guys.

7 JEFF POLLACK: No. This is Jeff. You may
8 have to clarify. It's not that there are communities
9 larger than 50,000 that are outside the MPO, it's just
10 that I think there could be some additional guidance or
11 additional standards for the overall TA Set-Aside
12 Program. Even though MPOs get to make their own rules
13 to some extent for their calls, there are certain
14 things, as I understand it, the MPOs can't allow.

15 For example, if the program doesn't allow
16 engineering in -- to be covered by the cost, if it's
17 construction only, then at the MPO level, you can't
18 overrule that guidance on the -- from the state on the
19 program overall. So there are certain things I'm
20 suggesting that we may want to modify in the state level
21 program administration so that by -- so those are
22 constant across MPOs. That's what I was getting at.

23 KARLA WEAVER: Jeff, I think we need to
24 clarify that, 'cause that's not our understanding.
25 We've always set our own parameters of finding eligible

1 or not eligible regardless of what state standard was,
2 for our program, Dallas-Fort Worth.

3 CHELSEA PHLEGAR: Hi, this is Chelsea. So,
4 I get the relevance to small or midsize MPOs that are
5 non TMAs. Like, the Waco MPO is a non TMA because our
6 -- (indiscernible) area less than 200,000. So we don't
7 get any of the funds directed to the MPO
8 (indiscernible). All of the communities in our MPO
9 submit directly to TxDOT.

10 ERIC GLEASON: That is correct. This is --
11 this is Eric. Let me try and jump in here. Karla, your
12 interpretation's correct. We don't -- MPOs are allowed
13 to run their programs consistent with several
14 guidelines.

15 The state, in its initial set of rules back
16 in 2014, that timeframe, the state, in our initial
17 version of those rules, limited our funds which are used
18 in areas of less than 200,000. We limited the use of
19 our funds to construction only. And what we have found
20 through three successive calls for projects is that it
21 is in particular in areas below 50,000 where we have
22 seen communities struggle in this area.

23 And -- and from a program standpoint, you
24 know, it splits -- you know, areas of 5,000 or below are
25 considered rural. And then this program considers

1 communities of 5,000 all the way up to 200,000 in the
2 same category of small, urban, which is -- it's
3 different than my experience on the transit side where
4 we do the split at 50,000.

5 So we're actually -- that by using the
6 50,000 as a threshold for these rules, we're actually
7 not only covering the entire rural program that we
8 administer but also a fairly significant portion of the
9 small urban program. And so -- but the MPOs can set
10 their rules consistent with the federal guidelines. We
11 -- we do not limit that.

12 KARLA WEAVER: So, understanding that,
13 (indiscernible) Chelsea's comment. So, right now, Waco,
14 which has more than 50,000 it's applying directly to the
15 state is currently ineligible for PS&E or environmental
16 to be included in the cost of their award. And this
17 modification doesn't necessarily change that, it would
18 only modify that eligibility for agencies -- or
19 communities less than 50,000; is that correct?

20 ERIC GLEASON: That is correct. We -- so,
21 as Noah mentioned, one of the -- one of the challenges
22 we've had with the program is in particularly in those
23 communities below -- below 5,000 is just generating
24 enough projects for consideration to use the amount of
25 funding we have available for the area.

1 We have noticed in our calls, however, that
2 that same issue extends up into the small urban group.
3 But we've never had an issue with too few projects in a
4 small urban group. We've always had more project
5 proposals coming from that 5,000 to 200,000 group than
6 we can afford.

7 So, we didn't feel as though we needed to
8 necessarily extend this opportunity to everyone in that
9 small urban group. We only wanted to try and see if --
10 if there were -- there was a portion of that group that
11 could benefit. And from what we could tell by looking
12 at project applications and the use of In-Kind match is
13 that 50,000 seemed to be a pretty good place to draw the
14 line on that. I don't know if that helps.

15 CHELSEA PHLEGAR: This is Chelsea. I
16 actually think 50,000 is -- is a great distinction.
17 City of Waco, I think, typically doesn't have a problem
18 putting these applications together and coming up with a
19 match.

20 ERIC GLEASON: Chelsea, I can -- I can
21 verify you that we've never had an issue with City of
22 Waco.

23 CHELSEA PHLEGAR: But we do have --

24 ERIC GLEASON: (Audio cuts out;
25 indiscernible).

1 CHELSEA PHLEGAR: Yeah. But we -- we do
2 have communities that are above 5,000, less than 50,000;
3 city of Hewitt, for example, McGregor, Robinson that
4 have become more active and have begun submitting more
5 applications. And I think these rule changes would --
6 would really benefit them.

7 ERIC GLEASON: That's what we're shooting
8 for.

9 JEFF POLLACK: Well, this is Jeff, and since
10 I started this tangent, I'll go ahead and say that that
11 explanation really helped, and I'm -- I'm -- I'm
12 certainly -- I think this is a great improvement and I'm
13 certainly comfortable with the thought behind that
14 50,000 threshold.

15 KARLA WEAVER: Any other questions or
16 discussion? All right. Noah, you had a couple of
17 options. If you could go back to your -- your slide.
18 At this point, you guys are gonna be collecting feedback
19 another two weeks or another week and some change, and
20 then you'll send that around to the entire committee.

21 And then, based on the level of comments or
22 feedback, there may be none, you're asking if folks feel
23 comfortable with me just signing a letter advancing that
24 on versus if they want to hold a special to call
25 meeting; is that correct?

1 NOAH HEATH: Yes, that's correct. So
2 options, yeah, would be to -- to authorize the Chair to
3 -- to summarize the comments we receive and to send a
4 letter to the commission based on those comments.

5 KARLA WEAVER: Would --

6 ERIC GLEASON: So --

7 KARLA WEAVER: -- everyone --

8 ERIC GLEASON: Karla, this is Eric. There
9 is --

10 KARLA WEAVER: Okay.

11 ERIC GLEASON: -- another option. There
12 is --

13 KARLA WEAVER: Okay.

14 ERIC GLEASON: -- another option to the
15 committee. If the committee was satisfied with what
16 they heard and have seen today, you could also simply
17 take action today. We just didn't want to -- (audio
18 cuts out; indiscernible).

19 KARLA WEAVER: Are committee members, for
20 the most part, comfortable taking action today, or would
21 you like another -- would you like till the 22nd to
22 review this more closely? What's the general thought?

23 EDDIE CHURCH: I'm up for
24 approving today.

25 KARLA WEAVER: Is anybody uncomfortable with

1 that decision? All right. Then what I'm gonna do is
2 I'm gonna call for motion to authorize the Chair to
3 finalize the BAC comment letter that would go to the
4 commission, basically recommending the staff
5 modifications to the current TAC. Can I have -- would
6 anyone so motion or so move?

7 BOBBY GONZALES: So moved.

8 KARLA WEAVER: Thank you, Bobby. Second?

9 CLINT McMANUS: I second. This is Clint.

10 KARLA WEAVER: Thank you, Clint. All in
11 favor, say, "Aye."

12 MULTIPLE BAC MEMBERS: Aye.

13 KARLA WEAVER: Any opposed? All right,
14 great. Thanks, everybody. All right, Noah, nice job.
15 All right. Our next speaker is Ms. Eva Shipp. She's a
16 research scientist and program manager with Texas
17 Transportation Institute out of College Station. She
18 works with the crash analytics team at the Center for
19 Transportation Safety.

20 And today, she's going to talk to us about
21 switching gears towards safety with the safety -- safety
22 with the Texas Strategic Highway Safety Plan. I hope I
23 said that correctly. I think I got those out of order,
24 but she'll set it straight. So, with that, I will turn
25 it over to you, Eva, to present.

1 EVA SHIPP: Thank you, so much, and it's a
2 pleasure to be with you guys. Gonna share my screen
3 right quick. Okay. Can you see that on your screen?

4 KARLA WEAVER: We can. Thank you.

5 EVA SHIPP: Okay. Okay. I just want to
6 start off with an outline of what quickly I'm gonna
7 touch on today. I'm gonna give you guys a very brief
8 background of the SHSP, or the Strategic Highway Safety
9 Plan; what it is, how it's structured, and how it came
10 to be. And then I'll review some of our ongoing
11 activities, and then follow that up with -- we're about
12 to embark on starting the process of the next update,
13 which will be due to FHWA in 2022.

14 And throughout this conversation, I'm gonna
15 be peppering in how can the -- the BAC participate and
16 support this process. Really quickly, the -- for those
17 of who that don't know, the Texas SHSP is Texas's plan.
18 Even though TTI and TxDOT sort of lead the process and
19 are sort of responsible for making sure it gets done,
20 it's a plan for Texas.

21 So you'll notice that we don't put on the
22 website or the materials, we can only use the logo,
23 Texas Together on the Road to Zero. We don't put TTI on
24 it or TxDOT. And it's meant to focus on selected issues
25 with the greatest promise of success in the least amount

1 of time.

2 The whole goal, of course, is to reduce
3 those fatalities and injuries on Texas roadways. And
4 we're seeking to involve over the course of this
5 process, since I've been involved, which I started about
6 four or so years ago, I've engaged hundreds of safety
7 stakeholders.

8 So, again, it's that plan for Texas. It is
9 based on a data driven process, and I'll talk more about
10 that in a moment. It's performance based. We seek to
11 include only proven effective strategies and
12 countermeasures. And I'll give you an idea of what I
13 mean there. And then it also involves kind of a regular
14 assessment or evaluation about where we're at.

15 The plan is updated every five years. As I
16 mentioned, the next one is in 2022. So this is a great
17 time to be talking with you guys, because now we are
18 starting to figure out how we're gonna make that update
19 happen. The current version, of course, was submitted
20 to FHWA in about the end of the summer of 2017.

21 In terms of governments, there's three main
22 groups that are involved; the management team, which is
23 largely TxDOT folks, FHWA, TTI folks, and a consultant,
24 Susan Herbel, who has previously worked in the federal
25 government but she also was working for Cambridge

1 Systematics for a number of years. And she has done
2 SHSPs in, gosh, well over ten or so states, so she knows
3 a lot about the history of it and current efforts.

4 Then we have a stakeholder group, which
5 folks, you could be involved in the stakeholder group.
6 Anyone, actually, who's interested in safety can be a
7 part of that. And then an executive committee which is
8 comprised of executives from TxDOT and other key
9 agencies.

10 The current SHSP has seven, what we call,
11 emphasis areas, and those are distracted driving,
12 intersection safety, pedestrian safety, impaired
13 driving, older road users, roadway and lane departures,
14 and speeding. I'll talk in a minute about how those
15 were selected.

16 So, what was the prior process to, of
17 course, select those emphasis areas and come up with the
18 current plan. So, the management team got together and
19 did a pretty in depth crash data analysis for Texas to
20 try and identify the areas with the largest numbers of
21 crashes and related factors.

22 This information was presented to the
23 stakeholder group in a public meeting, and they
24 selected, based on the data, what they thought were the
25 most important areas to focus on in Texas, and that's

1 how those seven areas were selected, with one exception,
2 older road users did not have the most amount of crash
3 -- fatalities and suspected serious injuries in Texas.

4 There were some rules and guidelines put
5 forth by FHWA that said if you didn't meet a certain
6 benchmark, that older road users had to be included as
7 an emphasis area in the SHSP. And Texas just barely
8 missed it by -- it was really a rounding error issue
9 that it was included. So it wasn't necessarily selected
10 based on the data by the stakeholder group, but it is
11 included based on the FHWA requirements.

12 So these seven emphasis areas where -- and
13 target -- safety targets -- which now we're at -- by
14 2050 we'll be at zero fatalities, and half that by 2035
15 -- will be the next targets for 2022 based on the
16 actions of the commission. But there were different
17 targets set for the 2017 SHSP.

18 The recommended emphasis areas and targets
19 were presented to the executive committee, and approved,
20 and then a series of emphasis area teams were formed.
21 And those teams came up through a series of public
22 meetings which were held online. They came up with the
23 strategies and countermeasures that would be included
24 for each of those emphasis area teams.

25 Then, in the 2017 Traffic Safety Conference,

1 which we took all the recommendations for the
2 countermeasures for each of the seven emphasis areas and
3 presented those at the conference and sort of around the
4 world, round robin adventure, and we moved people into
5 each of the seven emphasis areas, presented data
6 snippets, and then they voted on the countermeasures
7 that they thought were most important.

8 And we considered all that feedback. We
9 took that back to the emphasis area teams before the
10 strategies and countermeasures were finalized, presented
11 those to the executive committee in the -- in the final
12 SHSP document which was approved and then submitted to
13 FHWA.

14 So, this process is important. I wanted to
15 make sure and present that to y'all today because we
16 have an opportunity to change this process or modify it
17 going forward. So, again, each of those emphasis areas
18 has between -- around, on average, about five strategies
19 for each one. And then under each strategy is between
20 two to seven countermeasures.

21 And then at least one -- that's a lot of
22 work just to do that much so far, so we couldn't develop
23 action plans for each countermeasure, we just didn't
24 have enough time, so we made sure that there was at
25 least one action plan per strategy represented.

1 I'm gonna show you really quickly what this
2 looks like. You can look at our website on -- on your
3 own, so I won't spend too much time here, but I do want
4 to give you a quick overview. This is the landing page
5 for the Texas SHSP website. Again, we took great care
6 to use a website address that wasn't associated with
7 TxDOT or TTI.

8 And you can quickly get to the seven
9 emphasis areas with these buttons. Along the top, if
10 you click on "About," you can get to the actual very
11 large SHSP less -- a consumer version, which I'll show
12 you a picture of in a minute. And different resources,
13 contact information, calendar, and "Tell us what You're
14 Doing," which I'll explain what that means in a minute.

15 So, just briefly, I'm showing you here
16 pedestrian safety because it has a little bit of overlap
17 with by -- bicycle safety. If you go to that emphasis
18 area and click on "Strategies," you can see what I mean
19 about this one has seven strategies with each one having
20 countermeasures. So when you click on one of those,
21 it'll present you -- and I'll show you in a minute what
22 I mean.

23 But I want to call your attention to this
24 button here that says "Programs and Projects." We try
25 and collect information about any -- any -- it doesn't

1 just have to be pedestrian safety, but any traffic
2 safety project or program that's underway in Texas, we
3 try and keep that in a database and have that.

4 If accessible to the public, we ask
5 permission to post contact information so that people
6 can reach out to other folks who are doing things but
7 may be of interest to them, or if they want to do
8 something similar in their community.

9 So if you click on one of the
10 countermeasures, it gets you to the different action
11 plans, which are designated with this asterisk here. So
12 this particular strategy has one countermeasure and it
13 has to do with improving nighttime visibility, which I
14 think is also an issue for bicyclists.

15 If you click that, you can get an example of
16 what an action plan looks like, a description, steps for
17 how you might implement that, different organizations
18 that might be involved, what we know about its
19 effectiveness in broad terms, costs and time to
20 implement, barriers to implementation, and then various
21 notes.

22 So that's the basic structure of the SHSP in
23 terms of the countermeasures, the strategies and action
24 plans. And you can get this information in various ways
25 on the website, or just download it in one big PDF.

1 Then also, we provide different tracking metrics on the
2 SHSP website, and we're gonna be adding some more in the
3 near future.

4 What I'm showing you here, I'm gonna tell
5 you what it is because you probably can't see it very
6 well 'cause the text is small, but this is a chart. On
7 the left is for suspected serious injuries with a motor
8 vehicle and a cyclist. The lower line are the counts
9 across time for cyclists, suspected serious injuries.
10 And the line on top is the statewide number of suspected
11 serious injuries from any -- any emphasis area. And
12 then the graph on the right is for fatalities.

13 And so even though bike cyclists aren't
14 included as a specific emphasis area in the SHSP, we
15 still feel it's important to provide different
16 information about cyclists, as well as you'll see
17 motorcyclists down here. And so we do try and provide
18 information within the different emphasis areas where
19 it's relevant to bikes, and then we also provide the
20 metrics as well.

21 This is what I meant, a picture of the
22 consumer version that you can download in a PDF from the
23 website. We also hand these out in nice, pretty
24 looking, slick version -- hardcopy version. And you can
25 -- it just gives you a very quick, very digestible

1 overview of the SHSP and it includes all of the
2 strategies for each of the seven emphasis areas.

3 It does not include all of the
4 countermeasures because that is a lot. We cannot put
5 that in a streamline document. And we'll be updating
6 this with the most recent data this fiscal year.

7 I'm just showing you quickly, we do roll out
8 surveys on -- we used to do it hardcopy when we would go
9 to different events, now we're transitioning to an
10 online survey to collect information that people are
11 doing with respect to transportation safety. And this
12 is what I -- this is one of the mechanisms we use to
13 populate that database on projects and programs.

14 And then, we also post information on our
15 Traffic Safety Calendar, anything and everything related
16 to traffic safety. So if you guys are doing something,
17 you know people are doing something, you want to
18 advertise it here, you just simply at the moment e-mail
19 it to me or through -- there's a SHSP website you can
20 access through the website -- I mean, SHSP e-mail.

21 And so, again, it doesn't have to be just
22 relevant or fit nicely into one of the seven emphasis
23 areas, we're pretty much interested in anything and
24 everything having to do with traffic safety. And
25 similarly, we post any resources that people submit to

1 us. We will post links -- links to those here on the
2 website.

3 So, in terms of the BAC and different
4 emphasis areas where the BAC may have the largest
5 impact, in my mind, it had to do with pedestrian safety
6 and, of course, intersection safety and speeding,
7 especially as it relates to countermeasures that are
8 implemented to do things like traffic calming and
9 whatnot.

10 But after the discussion earlier, which I
11 found to be quite informative for myself on rumble
12 strips, from a bike perspective, I think roadway and
13 lane departures will probably be another area where the
14 BAC could have -- provide some very relevant input,
15 because a lot of the countermeasures in roadway and lane
16 departures have to do with rumble strips because they're
17 viewed as a really great way -- one of the best ways,
18 based on the conversations when I would attend those
19 emphasis area meetings, to help reduce roadway and lane
20 departures. And so it'd be nice to have some
21 perspective from a bike perspective in there as well.

22 But I have to say, as we're going through
23 this project process of -- of updating the SHSP, I can't
24 say for sure that these will be the seven emphasis areas
25 that are going to be rolled out in 2022. They could

1 change.

2 There's been some discussion about safe
3 system design, which again, it really kind of reminded
4 me of a lot of the information Carl was presenting with
5 separating pedestrians and bicyclists from cars and
6 motorized vehicles, has a lot to do with the core
7 constructs of safe system.

8 So there's been a lot of discussion of how
9 to maybe incorporate safe system, and to not just -- not
10 just Texas as SHSP, but SHSPs across the United States.
11 So I could see in the future maybe there might be
12 something or a group or something focused on safe system
13 design which would be relevant absolutely for bike
14 safety.

15 So, currently as we're working to finalize
16 the process for the update with -- with TxDOT, I don't
17 have any, like, concrete dates of meetings. They'll be
18 coming out shortly, but I don't have them at this
19 moment. So, at the moment, we are focusing on posting
20 events to the calendar, updating resources and products,
21 posting programs; all the things I mentioned earlier
22 when I was showing you what the website looked like.

23 We are rolling out a new communication plan.
24 We have -- are super excited. We've brought on a new
25 member of the SHSP team at TTI, Olivia Thomas, who has

1 got a lot of creative energy and expertise in
2 communication. Because part of the problem with the --
3 it's not necessarily a problem, but it's just a fact,
4 with the SHSP, we don't have any carrots and we don't
5 have any sticks.

6 So what I mean is, like, I -- I don't have
7 money to give people to entice them to participate with
8 the -- in the SHSP process. It comes strictly
9 voluntary. And similarly, if somebody says, yeah, I'm
10 gonna -- I'm gonna take this on, I'm gonna do this, I'm
11 gonna implement this countermeasure, if they don't do
12 it, then we aren't able to go say, hey, you didn't do
13 this. There's no -- no consequences.

14 So it became -- after a few conversations
15 with Olivia, we decided this could be a really -- some
16 of her ideas could really help us engage people in a new
17 way. And she was -- the most recent Traffic safety
18 Conference was held virtually because of Covid, of
19 course, and we -- it was record breaking attendance
20 online, which we did not expect.

21 We thought people aren't gonna want to do
22 this online, they're gonna want to do it in person,
23 which we couldn't do, and we had well over 550
24 registrations. So I think that some of that was due to
25 some of the work that Olivia did, and so we're really

1 excited to be rolling that out, and that's somewhere
2 where the BAC also could have some input.

3 In terms of the 2022 update, right now we're
4 going through a process of reviewing strategies and
5 countermeasures. The BAC could let us know what bike
6 issues are missing in the current plan so we can make
7 sure and bring that up. And then when we do have dates
8 for upcoming meetings, we try and do everything as
9 public as possible in this process. We will be
10 advertising those, and I can let y'all know what --
11 what's going to be happening. My e-mail address is here
12 on the screen as well.

13 In terms of a broad timeline, when we last
14 looked at timing of the development of the update, late
15 FY '20 involved preparation and scheduling; early FY '21
16 would be to complete the data analysis updates and
17 countermeasure selection; mid FY '21, drafting updates
18 and meeting with the EC; and late FY '21, starting the
19 approval process and preparing marketing materials.

20 I think -- I have a feeling this will
21 probably change a little bit, so I don't want to say
22 this timeline is -- is written in stone just yet, but to
23 give you a broad sense of how things kind of flowed out
24 before.

25 And that's kind of a very quick run through

1 of the Texas SHSP status. We definitely want as much
2 feedback and in -- information from y'all, and any group
3 actually, and so I'm happy to take feedback about how to
4 make that happen or how to engage with the BAC and
5 answer any questions as well.

6 KARLA WEAVER: All right. Thank you, so
7 much, for your presentation. Does anybody have any
8 questions or any discussion that they'd like to have?
9 All right. Well, thank you, so much. We appreciate all
10 that hard work. Those are great resources and great
11 information that folks can link to their websites or
12 send out to folks in the community, so it's just good to
13 know that the state's working towards that goal and
14 we're all headed towards zero -- zero fatalities.
15 That's really the goal of the BAC for sure.

16 All right. Our next presentation is by
17 Bonnie Sherman and Kevin Kokes. Kevin Kokes is a
18 Program Manager with North Central Texas Council of
19 Governments. As a Program Manager on the Sustainable
20 Development Team, I can assure you guys you're in a
21 treat -- in for a treat with this presentation.

22 We've had a lot of impacts to active
23 transportation from Covid-19 up in the Dallas-Fort Worth
24 area, and I'm sure Austin's seeing those trends in
25 patterns as well. We have presenting those to our

1 regional transportation counsel. And so Bonnie and
2 Kevin are gonna cohost today this presentation and kind
3 of seeing -- kind of giving you a glimpse of what
4 they're seeing from their parts of the world.

5 Bonnie, Kevin, how have y'all divided this
6 up? Who goes first?

7 BONNIE SHERMAN: I will be going first with
8 a brief overview of the statewide Covid impact. Noah, I
9 believe you'll be pulling up that presentation. So this
10 was actually re --

11 NOAH HEATH: Yeah. I'm trying to pull it
12 up. It's -- it's acting kind of goofy, so I apologize.
13 I'll see if I can get it to pull up.

14 BONNIE SHERMAN: Okay. Okay. So this was
15 requested last month -- or last quarter, and so just --
16 I'll give a brief overview of what we're seeing
17 statewide.

18 The next slide.

19 As you all know, bicycling and walking is --
20 has certainly picked up in these last few years -- or,
21 I'm sorry, last few months, and we're seeing a lot more
22 people walking and bicycling on the road.

23 Next slide.

24 And you can see that we are seeing a lot of
25 increase in actual numbers. Bicycle and pedestrian

1 counts that are collected on permanent counters that are
2 installed at various locations throughout the state have
3 seen a 36 percent increase in April and May, the most
4 recent data we have.

5 Between April and June, the Strava fitness
6 app has seen an almost doubling of bicycle trips,
7 indicating recreational use, and we are seeing a
8 corresponding drop in crashes overall for pedestrians
9 and bicyclists. However, you'll see in a little bit
10 that we have seen an increase in bicyclist fatalities.

11 Next slide.

12 So, this slide indicates the permanent count
13 data that we have, 22 permanent counters in the Austin,
14 Dallas-Fort Worth, and Houston areas. The NCTCOG, I
15 believe, has installed most of those in Dallas and Fort
16 Worth. And these counters have indicated 30 to 40
17 percent more people walking and bicycling between March
18 and May this year compared with the same timeframe last
19 year.

20 Most of these are located on shared use
21 paths as part of regional trail systems, which counts as
22 both utilitarian and recreational riders, but a very
23 small number, one or two, are located on bike lanes or
24 shoulders.

25 Next slide.

1 As I mentioned previously, more people are
2 bicycling recreationally. There's been about a doubling
3 between April and June of rides recorded by the Strava
4 app this year.

5 Next slide.

6 With more people walking, we have seen a
7 sharp decline in pedestrian crash injuries and
8 fatalities. April through June saw 39 percent reduction
9 in all types of pedestrian crashes compared with last
10 year. And pedestrian fatalities were down 8 percent
11 between April through June combined during those same
12 three months. Serious injury crashes for pedestrians
13 have reduced 27 percent between April and June this year
14 compared with last year.

15 Next slide.

16 Covid is one of the reasons that we are
17 seeing these declines, but it's not the only reason. As
18 you can see here, in February we saw a reduction in ped
19 -- I mean, sorry, bicyclist crashes. So that began
20 before the social distancing and the staying in place
21 orders that went into effect mid March.

22 Unfortunately, as I mentioned, bicyclist
23 fatalities have increased by 28 percent from 18 to 23
24 between April and June of this year compared with last
25 year, making it all the more important that we invest in

1 safe accommodations for bicyclists on our roadways and
2 that drivers look out for bicyclists on the road.

3 With that, we'll turn it over to Kevin to
4 give us the North Texas overview.

5 KEVIN KOKES: Thanks, everybody. It's --
6 it's great to be here with you today. As I wait for the
7 link to show my screen, I did want to let you know, Noah
8 and I did these presentations earlier this week to a
9 TxDOT short course that was focused on transportation
10 across the board.

11 And it's really interesting that -- that,
12 you know, for bicycle pedestrian, we are the bright spot
13 in terms of what's happening for transportation. You
14 know, all other modes of transportation, aviation,
15 roadways, transit have seen significant drops during
16 Covid. But we, on the other hand, for bicycle
17 pedestrian travel, has seen significant increases.

18 And, you know, y'all, I'm not seeing a link
19 yet to be able to show my video. Is there somewhere I
20 need to click?

21 EDDIE CHURCH: Oh.

22 KEVIN KOKES: Oh, there we go. There's my
23 start video button. No, that's my video. What's the
24 way to share my screen -- there we go. Okay. You can
25 see my screen now?

1 KARLA WEAVER: Yes, we can.

2 KEVIN KOKES: Okay. So, real high level.
3 So, Noah and I, when we prepared these slides, we were
4 given about seven minutes each, and that's a lot more
5 information to present.

6 So I'm gonna just do a very high level
7 overview of the data as we dive down into more detail
8 that we're seeing individually at the local level, but
9 looking at things like the location of where we're
10 seeing change, the day of the week, mode share, bicycle
11 versus pedestrian usage of our trails, change in terms
12 of the hour of the day.

13 And then I'm gonna wrap up with just a
14 couple interesting examples of a local community here
15 that is doing some innovative things of repurposing some
16 use of the public right-of-way to make it more friendly
17 and usable for pedestrians and bicyclists.

18 So, this is a map showing the 33 count
19 locations that between the Council of Governments and
20 local communities that we are actively collecting data
21 on trails in our region. And this is occurring 24 hours
22 a day, 365 days a year.

23 And of the 33 locations, you see eight red
24 dots on this map, and these are identifying eight
25 locations that we've pulled out to do more detailed

1 analysis. And they represent both urban, core, and
2 suburban locations, so it gives us a really good idea
3 what's happening in -- in the context of our region,
4 depending on whether some urban or -- or less built
5 areas.

6 As Bonnie mentioned as well, we're seeing a
7 lot of media reports here in our region, such as you see
8 in the graphics on the upper left side of the slide,
9 where there's just significant booming use of our
10 trails. And in the case of the Katy Trail in Dallas,
11 the City, to this day, is still actively discouraging
12 people from using that trail because it is just so
13 congested with people and -- and the need to encourage
14 social distancing on that trail.

15 And we even see news reports, like you see
16 in the lower left side of the slide, where there's --
17 there's people lined up out the doors in bike shops in
18 our region to either purchase a bike or get their bike
19 repaired. So it's really interesting to see the huge
20 growth in usage that we've seen this year.

21 This particular graph identifies from month
22 to month the change from 2019 to 2020, in terms of the
23 use of those eight locations that I mentioned on the
24 previous slide. And even earlier this year we were
25 seeing a very -- very strong growth of nearly 20 percent

1 January and February, so that was very positive before
2 the -- the Covid issue started to impact us here in
3 March.

4 And then things really increased, and
5 peaking in May at 78 percent. It did dip down a little
6 bit, you know, after May, but was even in as recent as
7 August with our most recent data, we're seeing a 40
8 percent increase, so that is really substantial and
9 positive.

10 On this slide, we -- we break this down in
11 terms of the full week trail volumes by those eight
12 locations. So, again, at the top you see that 78
13 percent change. And -- and many of these slides that
14 you see coming up, we're gonna focus on the month of
15 May, that one specific month to really dive in to see
16 what was happening in that particular month.

17 But what's interesting is context isn't
18 everything. So, the first three bars that you see below
19 the top, that 78 percent, those three locations of -- of
20 trails in Dallas, the percent change is pretty -- pretty
21 -- or different in terms of where you are. The Santa Fe
22 Trail, for example, in Old East Dallas, saw an increase
23 of over a hundred -- well, 111 percent versus the Katy
24 Trail.

25 Again, as I mentioned earlier, where the

1 City was discouraging people from using the trail, it
2 still saw a 37 percent increase. So we feel like that's
3 still pretty significant, particularly in light of the
4 fact the City's telling people not to go use the trail.
5 But again, based on whether you're in urban or suburban
6 locations, we saw very significant growths all across
7 the board in every location.

8 This particular slide identifies the daily
9 average of those eight trail locations between 2019 and
10 2020. And 2019 is in the green, 2020's in the purple.
11 Again, across the board, in the month of May, we saw
12 increases in all locations.

13 Couple of our more suburban trails count
14 sites, such as in Denton and North Richland Hills, they
15 tend to be a little bit more remote, they have less
16 development around them, so they -- -- they just in
17 general have lower volumes of trail usage.

18 But pretty much across the board, we're
19 seeing well over 2,000 users a day on various trail
20 locations in the region. And what's really interesting
21 is the City of Allen, on Watters Trail, the count
22 location there, they saw a three -- threefold triple
23 increase in terms of the actual numbers of users on that
24 trail from last year to this year, in the month of May.

25 Day of the week. We really want to see what

1 -- are there any patterns in terms of when is this
2 change occurring. So you see in this graphic -- and
3 this is split between bicycle travel and pedestrian
4 travel on the trails in the month of May. And so
5 Sundays and Mondays had less of an increase, but still
6 pretty substantial when you look at bicycles of an
7 increase nearly 50 percent.

8 That's pretty noteworthy, but then the rest
9 of the week is when it really got -- got substantial --
10 substantial increase in usage where bicycles were well
11 up -- bicycle usage was well up, you know, over 150
12 percent of the remaining of the week, and even
13 pedestrian usage of the trails during the week is -- is
14 significantly up on every day of the week for -- for
15 much of the week.

16 Another interesting thing to look at is
17 actual mode share; you know, how many users of the trail
18 are bicyclists versus pedestrians. In each of these
19 locations we looked at the 2019 mode share versus the
20 2020 mode share.

21 In 2019, we tended to see a little bit more
22 -- again, bicycles are in blue, pedestrians are in the
23 -- the orange color. We tended to see a little bit more
24 equal distribution or -- or share between bicycles and
25 pedestrians. And definitely in 2020, in all locations

1 we saw an increase in the percentage of bicycles using
2 the trails; in some cases, a very significant increase
3 in the percentage of mode share with bicycles on each of
4 these trail locations.

5 But again, as you can see here, context is
6 everything. It just varies from one location to the
7 other in terms of how many pedestrians versus how many
8 bicycles are using the trails.

9 Also, it was really interesting to see this
10 -- this traffic in terms of what time of day is this
11 increase occurring. I was kind of surprised to see the
12 results that came out of this. I thought, well, maybe,
13 you know, with more people working from home, we're
14 gonna see a really sharp increase after 5:00; people are
15 going out after work at home, they want to get out of
16 the house.

17 But, in reality, what we're seeing is the
18 weekday graphic line here you see in -- in yellow, is
19 it's -- it's pretty consistent increase from about 8
20 a.m. to 8 p.m. And during normal business hours, it's
21 well over 100 percent usage of trails in our region.
22 And even on weekends as well, pretty consistent
23 throughout the day that the amount of increase that's
24 occurring from hour to hour. So, it was really
25 interesting to see that.

1 There was no certain time of the day where
2 there's a sharp increase. It was pretty -- pretty
3 consistent across the board. There we go. Oh, and then
4 another -- another slide we want to put in here is
5 impact on bike share.

6 So, in Fort Worth, which has a docked bike
7 share system with 46 locations and 350 bikes, we saw a
8 very similar pattern to -- to what we saw with the
9 trails throughout the region.

10 And in Fort Worth, the bike share program
11 has many locations, primarily in the core part of the
12 city, but a lot of that travel that you can do on those
13 bikes is on city streets. So they're downtown, they're
14 in West 7th Street, the Magnolia Avenue area around TCU,
15 if y'all are familiar with some of the geography of Fort
16 Worth.

17 So a lot of this is not necessarily being
18 captured on our trails. We're also seeing significant
19 increases on people bicycling on the street. And you
20 saw similar pattern here with the -- this is the actual
21 number of rider trips by month, the change from 2019 to
22 2020 with the bike share program, with a very strong
23 peak in May again.

24 It's outlined in red. Similar to trails, it
25 dipped down a little bit after May, but we're seeing

1 again in August in the bike share that the program has
2 experienced very strong increase in ridership in August
3 as well.

4 My slide's a little bit slow to advance.
5 I'm trying to get to the next one. There we go. A
6 couple things we wanted to highlight for you real
7 briefly again -- we could do a whole presentation on
8 these things -- but Dallas has a "Slow Streets" pilot
9 program, and my understanding is Austin has something
10 very similar. I think maybe even Bonnie's neighborhood
11 in Austin is doing this, if I remember right.

12 But this was launched by the City. It's a
13 way to provide other locations for people to walk, run,
14 and bicycle in lieu of using the congested trails in the
15 city, and also as a means of maintaining social
16 distancing. This is a neighborhood led initiative where
17 it's on a request basis, and the neighborhoods are
18 responsible for the installation and removal of
19 barricades.

20 The -- the intent was to really minimize
21 traffic on some of these neighborhood streets and open
22 them up to more use for pedestrians and bicyclists,
23 while still accommodating for local traffic as needed
24 for deliveries, those types of things.

25 However, this -- this program has officially

1 ended in Dallas, but our understanding is that the City
2 staff is currently evaluating the feedback that they've
3 received and it was extremely positive, from what we've
4 heard, and that the staff is in conversations with the
5 city counsel about the -- the opportunity to continue
6 this program in the future. So it'll be really
7 interesting to see how that goes, and maybe we can hear
8 some feedback from Austin as well.

9 And then lastly, I wanted to highlight a
10 program that we were involved with through the Council
11 of Governments, and the Regional Transportation Council
12 which provided funding for a bicycle parking pilot
13 program. And this is being implemented through a
14 parklets program that the City of Dallas also launched
15 during the Covid era, and it was essentially as a means
16 for accommodating additional sidewalk, seating, and
17 bicycle parking in areas for businesses that have
18 limited capacity.

19 So, in this particular case, what -- let me
20 step back. The City has -- of Dallas has 13 parklets
21 they currently permitted through that program, one of
22 which is gonna be this bicycle parking pilot that --
23 that the RTC has helped fund. And essentially it is
24 converting two on-street parking spaces for use for
25 bicycle parking and some additional seating in the

1 Bishop Arts District of Dallas, which is located just
2 south of downtown.

3 And so this is another really good example
4 of an innovative use of the public right-of-way to make
5 it more pedestrian friendly, and in this case, provide
6 more opportunities for people with bicycles, businesses
7 and restaurants in an area that has extreme parking
8 challenges. So in this location two parking spaces can
9 accommodate quite a few bicycle parking opportunities
10 for people to patronize the nearby businesses.

11 And that was a real high level overview, if
12 I can get to my last slide. I did want to note that,
13 you know, a lot of what you've seen here, often asked
14 many questions about this. We have a pretty good
15 understanding now of what the volumes are in various
16 locations. We don't necessarily know the why or the
17 who.

18 You know, the count equipment, if you're
19 familiar with it, collects numbers of people passing by
20 these locations. We know the number of bicyclists, we
21 know the number of pedestrians, but we do not know the
22 gender, or the age, or the helmet use, or -- or the
23 purpose of their trip.

24 So, often what happens is this kind of leads
25 us to -- to many more questions, but we do think that

1 this is really interesting information, and probably
2 we're all gonna see in future months or years down the
3 road that there's gonna be a whole lot of research
4 related to what's going on now and related to bicycle
5 travel and pedestrian travel.

6 And I think the great thing about what we're
7 seeing is that in our roles in the future is how do we
8 maintain this momentum of being forward. Now that we're
9 seeing this great demand and this great use of our
10 facilities is let's seize the moment and hopefully we
11 can continue -- people, now that they know where our
12 trails are and they know how to use them, that they will
13 continue to do so in the future.

14 So, with that, here's my contact
15 information. And I believe, if we have time available,
16 that Bonnie or myself are available to answer any
17 questions that you have. Appreciate the time being with
18 you today.

19 KARLA WEAVER: Thank you, Kevin. Thank you,
20 Bonnie. Those were great presentations. It's exciting
21 to see what's happening across the state, and hopefully
22 the rest of you on the committee are seeing similar
23 activity in your parts of the world. Any questions, any
24 observations, or any discussion from the committee
25 members?

1 FRANK ROTNOFSKY: This is Frank. Hello?

2 KARLA WEAVER: Frank, go ahead.

3 FRANK ROTNOFSKY: Okay, thanks. Well, more
4 of a comment. Number one, I think, you know, we all
5 know that this has been happening by just being in the
6 communities that we're in. I really want to thank you
7 all for this presentation. It's great to see the actual
8 statistics and the data that back it up.

9 And, yeah, I guess the question is what do
10 we do with it, or what more do we need to do. But it's
11 -- it's really, really great that y'all put this
12 together for us. I want to thank you.

13 KARLA WEAVER: Thanks, Frank. Anybody else?

14 EVA SHIPP: This is Eva. I just wanted to
15 mention something quickly. I'm actually an injury
16 epidemiologist. A lot of work I do is in that space in
17 surveillance. And we just got a project funded that may
18 be of interest to Kevin, and Bonnie, and Noah.

19 It's looking at the impact of Covid on
20 injury rates, and not just crashes between a bike or a
21 pedestrian and a motor vehicle, but injuries that are
22 happening in bike and pedestrian events that may not
23 involve a motor vehicle. So it's definitely
24 developmental, but when we're done with and get the
25 results, that may be of interest to -- to y'all.

1 KARLA WEAVER: Thank you for sharing that.
2 Any other comments or questions? All right, great.
3 Thanks, again, to our presenters. I will mention that
4 for public comments, I said this a little incorrectly at
5 the beginning, due to the virtual format of the meeting,
6 public comments must be submitted by e-mail to
7 bikeped@txdot.gov. That's bikeped@txdot.gov, by July
8 27th. That can't be right. I bet it's by October 27th.

9 Bonnie, double check that for me, if you
10 would, to be included as part of the meeting record.
11 We'll update that date and make sure everybody's got the
12 latest and greatest information.

13 BONNIE SHERMAN: October 2nd.

14 KARLA WEAVER: October 22nd. All right,
15 great. All right. So then from that, for our new
16 members, kind of let you know this last item is we go
17 around and discuss any items -- actually, I skipped
18 this. Excuse me.

19 Item 10 was "Update from committee members
20 on local and statewide issues," so we go around and we
21 talk about anything related to bike/ped that may be
22 happening within your community that you just want to
23 share with the group. You may have no items or you may
24 have an item or two that you just want us to be aware of
25 that you want to share with the committee.

1 So let me go through and I'll call out
2 folks, and if you have anything you want to share, let
3 us know. Bobby, anything going on in El Paso you want
4 to share?

5 BOBBY GONZALES: Yeah. So we just completed
6 the final draft that would complete (audio cuts out;
7 indiscernible) policy, and it's on the verge of being
8 adopted by counsel, so that's a good thing. And, as you
9 recall, I guess last fall, Jenna Renner from the El Paso
10 Del Norte Foundation gave the BAC a presentation on El
11 Paso De Norte Trail.

12 Well, they continue to move forward with
13 developing the maps and tracking trail segment updates
14 for the regional mobility strategies. The foundation
15 continues to identify and apply the funding to support
16 trail implementation, so that's -- that continues to
17 move forward.

18 And -- and as Bonnie and Kevin mentioned
19 earlier in their presentations, bicycle and pedestrian
20 activity has increased significantly in -- in El Paso,
21 probably worldwide, and that's a good thing. The only
22 problem is that some of the shops can't keep up with the
23 demand, and there are all those long lines we're also
24 seeing. And they're just low inventory.

25 Good luck in trying to get your bike

1 maintained or have maintenance on it. So, needless to
2 say, I've been getting to know my bike a little bit
3 better. Other than that, it's all good.

4 KARLA WEAVER: All right, great. Thank you.
5 I'm gonna go to our new -- our previous members first.
6 Clint's left us. I don't think Eva Garcia from
7 Brownsville ever joined us, so I don't think she's on
8 the line. Frank, what about, what's happening down in
9 Laredo? Anything to share?

10 FRANK ROTNOFSKY: Yes. Even though we've
11 been the last few months sheltered in place and our
12 advocacy group, Bike Laredo, has not been able to meet
13 in person, we have been meeting online, much like this,
14 with our -- with our MPO director and planning director
15 of the City of Laredo, and we've been developing an
16 active transportation plan that we're very excited
17 about.

18 We got a lot of work done over the past four
19 months. And, in fact, we had a meeting yesterday. It
20 looks like they're gonna be putting the preliminary
21 finishing touches on it to present at the next MPO
22 meeting in October as well as our city counsel. So
23 we're very, very excited about moving that along and --
24 and -- and getting that adopted and then, you know, work
25 toward implementation. So we're very happy to -- to

1 report that to everybody.

2 KARLA WEAVER: Awesome. That sounds
3 fantastic. Jeff, anything from the Corpus Christi area
4 you want to mention?

5 JEFF POLLACK: Thanks. Yeah, not -- not too
6 much to report. We -- our local bicycle advisory
7 committee has been -- has had a tough time getting
8 together in a virtual environment, but instead maybe I
9 can use the time to -- to say how much I appreciated an
10 active conversation today and the data driven
11 presentations. Really appreciate that.

12 On my part, having access to those digitally
13 to be able to share with as chair of the local bicycle
14 advisory committee here, has been really useful to me in
15 previous quarters. I'm always surprised by how much
16 local stakeholders appreciate the state level
17 perspective. And so that -- that is something that's
18 been sort of unanticipated but highly valuable aspect of
19 participating in this body. Thanks.

20 KARLA WEAVER: All right, great. Thanks.
21 Rick, anything from San Angelo you'd like to mention to
22 the group?

23 RICK OGAN: Oh, not a whole lot's going on.
24 Still building sidewalks on one of our main arterial
25 streets, which is very good news. It's connecting our

1 big multiuse path to other parts of the town, so that's
2 very nice. Besides that, not a whole lot else is going
3 on.

4 KARLA WEAVER: All right. Sounds good.
5 Trent, anything from the Tyler area?

6 BONNIE SHERMAN: Trent had to jump off.

7 KARLA WEAVER: All right. Then we will
8 cross Trent. Chelsea, anything from Waco you'd like to
9 share?

10 CHELSEA PHLEGAR: Sure, yeah. So, as you
11 might know, the I-35 4B construction project is well
12 under way here; goes through Bellmead, Waco, downtown,
13 is adjacent to Baylor University. And our local
14 bike/ped stakeholders have been working with TTI on a
15 "Be Safe, Be Seen" bicycle and pedestrian safety
16 campaign focused on promoting safe bike/ped travel in
17 the construction zone, keeping the crossings in the
18 construction zone open, clear of debris, clearly
19 delineated and well signed.

20 One cool strategy that they've implemented,
21 I think they found feedback from our local stakeholders,
22 are pavement stickers and clings that are placed
23 directly on the ground near the construction zone, and
24 they have QR Codes, so you can take a photo or scan that
25 and it'll take you directly to the project construction

1 map that has realtime information on which bike and ped
2 crossings are open and which are closed, 'cause those,
3 you know, change throughout the life of the project.

4 The other thing is, later this month TTI
5 will deploy an intercept survey, focus on the downtown
6 Waco and Baylor area to gauge the effectiveness of this
7 campaign so far and ask for feedback on whether people
8 feel safe using the crossings and why or why not.

9 The proximity to campus is really important
10 here because on one side we have Baylor campus, on the
11 other side we have all of our fast food restaurants. So
12 there is definitely movement under the interstate here.
13 Just want to say overall we feel like this has been a
14 really good collaborative effort with TTI and our local
15 stakeholders, and we're really looking forward to seeing
16 those survey results.

17 KARLA WEAVER: Fantastic. That project with
18 the QR Codes sounds fascinating. We would love maybe in
19 the future if you would be interested maybe bringing
20 that to the group as a future presentation item.

21 CHELSEA PHLEGAR: Yep. That sounds great.

22 KARLA WEAVER: Very cool. Eddie, anything
23 in the Cedar Park area that you want to share with the
24 group that's going on?

25 EDDIE CHURCH: Yeah. So, Cedar Park is

1 basically Austin, so I try to stay dialed in to all
2 that. Oh, and point of note, I like to always go before
3 Chelsea because she had a lot of really smart things she
4 said, and I won't be nearly as smart --

5 KARLA WEAVER: We'll make a note.

6 EDDIE CHURCH: That was well said, Chelsea.
7 So I now had the opportunity to be on the front end of
8 the design, and then as the construction resident
9 engineer, I get to make sure things are implemented.
10 But I'm also the bike guy.

11 So, in the Williamson County bond program,
12 we are finishing up a project right now that has the
13 shared use path. It's approximately a mile-and-a-half
14 long, but it's in the Leander area. And so that's just
15 one of many that we've done throughout the program.

16 But when I started, that was, you know,
17 bikes and -- and -- and peds were, you know, that's not
18 something the county ever does. And by now it's --
19 there's more of it, and I'm glad for that because they
20 turn to me and ask me, you know, to give insight and to
21 maybe review.

22 So the bike/ped population is growing
23 outside of Austin into Cedar Park. I'm very thankful
24 for that. As somebody said earlier, I think I'm very
25 close to my bike more so than when I used to race

1 full-time lately, so I'm thankful for that.

2 And bike safety is my thing because I've
3 been in a few wrecks before, to say the least, so I
4 would like to continue to be dialed in with Austin and
5 the bike community, and make things safer, so this is a
6 big step towards that. So, thank you, so much, for this
7 opportunity.

8 KARLA WEAVER: All right, great. Thanks, so
9 much. I think I may be the last one to go. So I'm with
10 the bike/ped program for the Dallas-Fort Worth MPO.
11 We've had a lot going on over the last couple months.
12 We have just completed -- in September our policy board
13 took action on our TA Set-Aside and Safe Routes to
14 School call for projects. We awarded about 12 projects
15 about 27 million dollars to different communities within
16 our region.

17 We also have re-funded our Look Out Texans
18 safety campaign, so we'll be getting that going. We're
19 sort of rethinking what outreach looks like now. In the
20 -- in the rest -- throughout the rest of the year. And
21 then in January we're gonna start seeing sort of how we
22 want to approach that and getting back out there with
23 our -- our messaging on safety for bicyclists,
24 pedestrians, and motorists and that they all look out
25 for each other as fellow Texans.

1 We've been doing a lot of work. We had a
2 Federal Transit Administration grant looking at routes
3 to rail at 28 of our rail stations within DFW that's
4 wrapping up. And we have preliminary cost estimates for
5 the half-mile radius of pedestrian improvements that are
6 needed, and it rhymes with more than 200 million.

7 So we're going through prioritizing that,
8 thinking about packaging that for construction, how the
9 MPO would put initial investments toward that, how the
10 cities want to partner on that. So that's been pretty
11 exciting to see the output of those needs and how we
12 start turning those into programs.

13 And then the other thing that's been taking
14 a lot of our time, some of you on the committee have
15 heard me talk about the Cotton Belt Trail, which is a
16 regional partnership. We have a rail line being built
17 between the airport and Plano, if you know our part of
18 the world.

19 And so we're coordinating with seven cities,
20 two counties, and the transit agency on a 26-mile side
21 path to be built at the same time as the rail. It's not
22 funded by the rail agency, it's being funded by our
23 region and local government.

24 So we recently took action to fully fund the
25 design of the entire corridor, and then we're

1 identifying priority segments for the construction,
2 whether they're trail -- bridge crossings or things that
3 need to be built now or they'll never be built. And
4 they need to go with the rail project so that we can
5 have that continuous corridor and then cities can fill
6 in the gaps over time through a variety of methods.

7 So that's been a big effort, but it's gonna
8 be really exciting. That's one of those sort of legacy
9 things that if we can get this done, it'll be around for
10 -- for years and years to come and will be a really cool
11 feature, so we're excited about that. Just keeping
12 projects moving regarding different connection trails as
13 always, but yeah, lots going on. It sounds like all of
14 you guys are staying busy as well.

15 All right. With that, any ideas or
16 conversation about future agenda items that people are
17 interested in? Any suggestions, any topics that appeal
18 to committee members that you want to get on the -- on
19 the lineup, or do we want to leave that to Bonnie and
20 Noah and -- to see what they'll bring back for us next
21 time?

22 All right. If you can't think of anything
23 today, if you do think of any general topics that you'd
24 like to know more about, or specific presentations or
25 projects that you would like to come back to the

1 committee, please e-mail them. They're always open to
2 ideas.

3 And then also, I believe, keep an eye out --
4 and Bonnie, I'll let you mention this really quick. We
5 need to get dates on the calendar, be thinking about
6 2021. So usually there's polls that are sent out to
7 check folks' availability for January and for the other
8 meetings that'll be coming in April and July.

9 It's easier just to book those for the year,
10 and then whether it's a Monday or a Friday, we can have
11 them set. So that usually works pretty well for all of
12 us. So hopefully in the next month or two we can get
13 those out. And if you have any additional topics for
14 the group, you know, just e-mail those, and hopefully
15 over the next few sessions we can get those into the
16 lineup.

17 Again, I'm gonna mention public comments are
18 due in a virtual format, and it was October 19th, I see
19 here on the screen. Thank you for bringing that back
20 up. So if you have those, please send them to
21 bikeped@txdot.gov. With no further -- any other further
22 items, conversation? All right. Then, with that, I'm
23 looking for a motion to adjourn today's meeting.

24 BOBBY GONZALES: Motion to adjourn.

25 KARLA WEAVER: All right. Thank you, Bobby.

1 Do I have a second?

2 FRANK ROTNOFSKY: Second. Frank.

3 KARLA WEAVER: Thanks, Frank. All in favor,
4 say, "Aye."

5 MULTIPLE BAC MEMBERS: Aye.

6 KARLA WEAVER: All right. Thanks,
7 everybody. Appreciate your time. Have a great rest of
8 your day and weekend. Stay safe.

9 EDDIE CHURCH: Bye-bye.

10 CHELSEA PHLEGAR: Bye, thank you.

11 KARLA WEAVER: Bye, guys.

12 BONNIE SHERMAN: Thanks, everyone.

13 (End of Recording)

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I further certify that I am neither counsel for, related to, not employed by any of the parties to the action in which this virtual public meeting was taken, and further that I am not financially or otherwise interested in the outcome of the action.

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