

TRANSCRIPTION OF  
TEXAS DEPARTMENT OF TRANSPORTATION  
BICYCLE ADVISORY COMMITTEE  
MONDAY, APRIL 6, 2020  
9:30 A.M.  
VIA WEBEX TELECONFERENCE

TRANSCRIBED BY: Angelica Mathews

TRANSCRIPTION DATE: April 13, 2020

1 PRESENT:

2 Committee Chair Weaver

3 Committee Members:

4 Bobby Gonzales

5 Clint McManus

6 David Ham

7 Eva Garcia

8 Frank Rotnofsky

9 Jeff Pollack

10 Mike Schofield

11 Rick Ogan

12 Trent Brookshire

13

14

15 TX-DOT PRESENT AND PARTICIPATING:

16 Eric Gleason, Public Transportation Division - PTN

17 Bonnie Sherman, Bicycle & Pedestrian Program Mgr. - PTN

18 Noah Heath, Bicycle & Pedestrian Planner - PTN

19 Carl Seifert, Transportation Planner (Contractor) -

20 Jacobs

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1 (BEGINNING OF AUDIO RECORDING.)

2 KARLA WEAVER: -- engaging in conversation  
3 but this is a great option as well as we sort of adjust  
4 to how the world is working right now.

5 Okay, so, a couple of other quick  
6 housekeeping things before we get started today because  
7 we can't visually see each other, we're going to do a  
8 verbal roll call. So, I will go down the list and just  
9 call out your names and if you will unmute yourself  
10 really quick and just say, "here" it would be recorded  
11 for the minutes. And then it's hard to remember  
12 sometimes, but anytime that we do speak during the --  
13 this whole time we're here together, before the -- for  
14 the recording of the minutes, we need you to state your  
15 name before you speak. So, I'm terrible about this but  
16 we would ask that everybody would try as best they can  
17 to remember and we can even politely remind each other,  
18 but just so we'll know who's talking anytime that we  
19 have questions or want to respond to one of the  
20 speakers, that would be really helpful.

21 And then the last thing is, we have a --  
22 on our two items that we'll be taking action on, to  
23 take action we will go down the list and I will list  
24 each person and then you will have to say, "yes" or  
25 "no". We can't really do a show of hands this time

1 around.

2 So, I think those are the main things. Right  
3 now, we're not necessarily using the chat for questions  
4 and answers. You can unmute and just sort of jump in  
5 there and ask a question if you'd like. We'll see how  
6 that goes and then Bonnie is the owner of this WebEx so  
7 if she needs to mute us or change the format or flow  
8 she has full ability to do that and we'll get updated  
9 as we go. So please remember this is being recorded.  
10 Keep muted to get rid of as much background noise as  
11 possible and I think that's the bulk of it. Are there  
12 any questions before we get started about procedures or  
13 process or how this will work? Alright, hearing no  
14 questions, then let me do the call for the -- the call  
15 for order, so to speak, to make sure that everyone's  
16 here.

17 Calling meeting to order. I'm here, Karla  
18 Weaver. Bobby Gonzales?

19 BOBBY GONZALES: I am here.

20 KARLA WEAVER: Great. Clint McManus?

21 CLINT MCMANUS: Here. Not sure if y'all can  
22 hear me.

23 KARLA WEAVER: Yes.

24 CLINT MCMANUS: Here.

25 KARLA WEAVER: We could. Thank you. David

1 Ham?

2 DAVID HAM: (Inaudible).

3 KARLA WEAVER: Great, thank you. Eva Garcia?

4 DAVID HAM: Okay.

5 KARLA WEAVER: I did David. Thank you. Eva?

6 EVA GARCIA: Here.

7 KARLA WEAVER: Thank you. Frank?

8 FRANK ROTNOFSKY: Here.

9 KARLA WEAVER: Thank you. Jeff?

10 JEFF POLLACK: Sorry. I'm here.

11 KARLA WEAVER: Okay, great. Thanks. Mike?

12 MIKE SCHOFIELD: I'm here.

13 KARLA WEAVER: Thank you. Rick?

14 RICK OGAN: Yes, I'm here.

15 KARLA WEAVER: Great, thank you. And then  
16 Trent, I keep seeing emails pop up that Trent is here,  
17 but he may not -- his audio may not be working.

18 TRENT BROOKSHIRE: I'm here if you can hear  
19 me.

20 KARLA WEAVER: Oh, I can. Great. Well thank  
21 you.

22 TRENT BROOKSHIRE: Alright, good. Good  
23 morning everybody.

24 KARLA WEAVER: Morning. Okay. So we're all  
25 here. We've officially been recorded. I'm gonna turn

1 it over to Bonnie now and she's going to give us a  
2 bridge version of the safety briefing. Bonnie?

3           BONNIE SHERMAN: Good morning everyone.  
4 Thank you so much for joining us in this virtual BAC  
5 meeting. We have a very different safety briefing this  
6 morning. We expect that everyone is complying with  
7 state and local stay-at-home orders which are currently  
8 in place at the state level through April 30th, which  
9 includes social distancing and limiting travel to  
10 essential services. And "essential" means like going  
11 to the grocery store. The CDC also now recommends  
12 wearing face protection when going out in public where  
13 maintaining six feet of separation is difficult. Be  
14 aware that there is a lot of misinformation being  
15 passed around social media, so please consider the  
16 source of any information that you read. And finally,  
17 I'm sure it goes without saying, but your bicycle is a  
18 great form of transportation for essential travel as  
19 well as your personal well-being. So, stay safe and  
20 healthy and we hope to see you back in Austin in July,  
21 but we will adjust as needed. Thank you.

22           KARLA WEAVER: Alright, great. Thanks,  
23 Bonnie. In today's packet, everyone moving on to item  
24 three, this Karla. Moving on to item three, you should  
25 have a copy of the minutes that were prepared from our

1 January 17th meeting. Does anyone have any questions  
2 or changes that need to be made to the minutes? Or any  
3 discussion that's needed?

4 BOBBY GONZALES: No, this is Bobby. I move  
5 to approve the minutes.

6 KARLA WEAVER: Okay. So I have a motion to  
7 approve from Bobby. Can I get a second?

8 EVA GARCIA: I'll second. This is Eva.

9 KARLA WEAVER: Thank you, Eva. Alright, so  
10 we have to go through the list and get everyone's yes  
11 and no. So, Bobby has moved to approve and is a yes.  
12 Clint?

13 CLINT MCMANUS: Yes.

14 KARLA WEAVER: Thank you. David?

15 DAVID HAM: (Inaudible).

16 KARLA WEAVER: Thank you. Eva is a yes  
17 because she seconded. Frank, approve the motion to  
18 pass minutes?

19 FRANK ROTNOFSKY: Yes.

20 KARLA WEAVER: Thank you. Jeff?

21 JEFF POLLACK: Yes.

22 KARLA WEAVER: Mike?

23 MIKE SCHOFIELD: Yes.

24 KARLA WEAVER: Rick?

25 RICK OGAN: Yes.

1           KARLA WEAVER:  Alright, and then Trent?

2           TRENT BROOKSHIRE:  Yes.

3           KARLA WEAVER:  Alright, I as well.  Motion is  
4  -- passes unanimously.  Thank you, guys.

5           Alright, our fourth item on the agenda will  
6  be our report from the TxDOT Public Transportation  
7  Division Director regarding all things bike/peds in the  
8  state of Texas.  Eric, we turn it over to you.

9           ERIC GLEASON:  Thank you, Karla.  Good  
10 morning, everyone.  I certainly appreciate everyone  
11 taking the time to join us this morning.  I'll be  
12 relatively quick with my report.  I do want to  
13 recognize that we are moving into a time where we need  
14 to begin developing a list of BAC member candidates in  
15 anticipation of some terms that will expire on August  
16 31st.  For individuals who have terms expiring are  
17 Karla and David and Jeff.  And each of them will be  
18 offered an opportunity to request a reappointment and  
19 then we will probably also, independent of what their  
20 answer is, I am going to presume that Commission will  
21 be interested in us developing a longer list of  
22 candidates for them to pick from.  So that will be  
23 getting underway not this month, but next month.  So,  
24 we may be contacting you for ideas on individuals and  
25 certainly the next conversation on the answer to the

1 Commission charge may impact some of that as well. So  
2 that's it on the membership update.

3 Real quickly on the 2019 call for projects,  
4 you may recall that was a transportation alternatives  
5 and a safe routes to school call for projects. We had  
6 about 8.7 million dollars of safe routes school funding  
7 which was a statewide call for projects. And we had  
8 some non-urban TA funding which had not been allocated  
9 to projects yet. That number keeps moving on up as  
10 other projects get done. But in any event, we, as you  
11 know we went out for call for projects last year and in  
12 January, I think just after the Committee may have met  
13 last, the Commission did approve 12 safe routes school  
14 projects that total 8.6 million dollars and 18 non-  
15 urban TA projects totaling 15.8 million dollars. So,  
16 we did successfully conclude that. And then the final  
17 remaining piece from the call was that we also, in  
18 anticipation of FY21 and 22 funding for the program  
19 will come under the next authorization bill that  
20 Congress needs to be consider, but we did want to put  
21 ourselves in a position for both the urban TA and the  
22 non-urban TA of having a list of projects for those  
23 funds when they became available. So, we do expect to  
24 have what we're calling a "conditional project list" by  
25 the end of April, the end of this month, that we would

1 feel comfortable recommending to the Commission if and  
2 when those funds become available. So that's it on  
3 last year's call for projects.

4           The next item is we are beginning a look at  
5 our current program rules that are in the Texas  
6 Administrative Code. I may have briefly mentioned this  
7 to you before, but with three project calls sort of  
8 under our belt we can see some opportunities to revise  
9 some of the administrative code language. Particularly  
10 with respect to the non-urban areas of the state or  
11 even those under 50,000 to try an increase the  
12 likelihood of project proposals coming from those areas  
13 of the state. So, we see some opportunities to going  
14 and making some rule changes to encourage and improve  
15 project proposals. Mostly from areas of the state  
16 under 50,000 and some other -- a handful of other  
17 things that will help improve the overall program. We  
18 are generally looking at drafting what would eventually  
19 become some proposed rules in late spring. Looking to  
20 discuss those with the Advisory Committee at your July  
21 meeting and then targeting Commission action sometime  
22 in the Fall of 2020. Now all of that is sort of a  
23 preliminary schedule. We are still working our initial  
24 concepts for changes through TxDOT leadership and I'm  
25 anticipating in the next month or two having a chance

1 to prepare some briefing (indiscernible) for  
2 Commissioners so they can get a sense of where we'd  
3 like to go with the program. So that's out there and  
4 we will engage the community as we can in the  
5 development of those changes.

6 A couple of things, the -- you know, you  
7 may recall we were poised to embark on some bike/ped  
8 count training around different areas of the state. It  
9 was -- the training was hosted by Texas A&M  
10 Transportation Institute and TxDOT. We got one day  
11 long workshop down in Weslaco with Eva and her  
12 community down there in early March and all of the  
13 training is currently postponed. So, we will get back  
14 to that when we can.

15 And then finally, we continue to make  
16 progress on Tourism Trails Prioritization tool. Right  
17 now, the consultant is refining the tool based on some  
18 feedback we gave them, and we should be able to  
19 demonstrate the tool at your next meeting in July. So  
20 that concludes my report. Madam Chair, any questions  
21 of me?

22 KARLA WEAVER: Does anybody have any  
23 questions for Eric? Alright, very good. Okay. Thank  
24 you, Eric.

25 ERIC GLEASON: You're welcome.

1           KARLA WEAVER: Number five on our Agenda is  
2 the discussions and recommendations on the Texas  
3 Transportation Commission charge to review and make  
4 recommendations on expanding the charge of the BAC to  
5 address a wider range of related transportation service  
6 options, including pedestrian options and personal  
7 mobility devices. Will everyone be fairly familiar  
8 with this conversation that we had at our last meeting  
9 in January, which was quite lively, but I think very  
10 good to kind of look at different perspectives. There  
11 is a PowerPoint slide in your packet. It's just a  
12 handful of slides and -- that Bobby and I are actually  
13 going to bring to you today for discussion. But Eric  
14 is going to kick off the conversation on this item. So  
15 Eric, I turn it back over to you.

16           ERIC GLEASON: Thanks, Karla. So, today  
17 we're looking to put a wrap on this conversation with  
18 the Committee if we can. We're looking to -- for the  
19 Committee to reach some recommendations that can then  
20 be forwarded to the Commission as the Committee's  
21 formal response to the charge that they received back  
22 in August to consider whether or not to expand the  
23 scope of the Committee to include pedestrian and/or  
24 micro-mobility devices. So -- and Karla and Bobby will  
25 walk you through that conversation. But before we get

1 into that, I do want to recognize that we know and  
2 acknowledge that the Committee has strong feelings --  
3 that members of the Committee have strong feelings on  
4 this topic. It is not necessarily an easy  
5 straightforward decision -- sorry for the background  
6 noise, and there a lot of different perspectives and --  
7 that we're not necessarily overlooking those  
8 perspectives today, but we do think (indiscernible) to  
9 make a decision and move on. So, with that in mind I'm  
10 gonna turn it back over to Karla and try and take care  
11 of this background noise that I have going on here.

12           KARLA WEAVER: Alright. Thanks, Eric. So I  
13 think we can pull up the slides here on this screen,  
14 I'm sure Bonnie's clicking over to those, and we can  
15 read through these really quick and then open it up for  
16 conversation. And basically -- so after our meeting in  
17 January, (indiscernible) did sort of a follow-up but  
18 kind of restating the question on what they thought  
19 about the Commission's request and specifically on the  
20 question of pedestrians and specifically on the  
21 question of micro-mobility and the majority of the  
22 Committee felt that they should be included in some  
23 way. It wasn't unanimous but they should be included  
24 though pedestrian was a higher focus than micro-  
25 mobility. Micro-mobility is where it got a little grey

1 and people weren't 100% sure what that would look like.  
2 So, the Commission charge is just a reminder of  
3 (indiscernible) just review and make recommendations on  
4 expanding the charge of the Committee to address a  
5 wider range related to transportation service options  
6 including pedestrian options and personal mobility  
7 devices. There's actually a second part of that but we  
8 haven't even gotten to that yet. We're focused on this  
9 number one right now.

10 So, we took that number one. We discussed it  
11 January and then if you go to the next slide, TxDOT  
12 staff provided some additional recommendations based on  
13 the feedback that they received from folks on the  
14 Committee. And then Bobby and I worked to sort of  
15 craft those into some language of kind of what that  
16 might look like. So, the first bullet is to expand the  
17 scope of the Tactical Advisory Committee to include  
18 pedestrians. Expand the scope of the Bicycle Advisory  
19 Committee to consider personal mobility devices such as  
20 micro-mobility as it relates to bicycle and pedestrian  
21 issue. And then finally, the third one which a lot of  
22 people felt strongly that if we went down a particular  
23 kind of new area that we think about the makeup of the  
24 committee a little more strategically, the third bullet  
25 says to ensure holistic approach. Consider

1 diversifying the future membership composition of the  
2 committee to include members of varying backgrounds  
3 related to bicycle and pedestrian interests. So  
4 whether that's an ADA Compliance Specialist or someone  
5 who, you know, is a -- just has a different view of  
6 perspective of that, you know, those are the kind of  
7 people as we're submitting names and TxDOT staff is  
8 developing names and interest or even as they have  
9 (indiscernible) forms for people to fill out, they've  
10 asked, you know, what are people's experiences in these  
11 particular areas.

12 I -- Bobby and I went back and forth on the  
13 micro-mobility and landed on the word "consider".  
14 Consider isn't a commitment, it's --- but really  
15 thinking about it as projects and programs move forward  
16 and taking it into account when we think about design  
17 and the work that we're doing there. When you think  
18 about, you know, future conversations that may need to  
19 come up related to recommendations related to different  
20 areas because of rights of way and speed and all those  
21 things that we talked about last time. It's engaging  
22 in the conversation but not as maybe the same level as  
23 the pedestrian conversation.

24 So, Bobby anything that you want to add to  
25 this as we sort of look at the kind of how to craft

1 these bullets for recommendations to the Committee?  
2 And then let me just remind folks that as we will open  
3 it up to Q&A and just remember to state your name  
4 before you start your questions or discussion points.  
5 Bobby, let me turn it over to you really quick.

6 BOBBY GONZALES: Yeah, no I don't have any  
7 additional comments. And we do realize that everybody  
8 had, you know, different perspectives and different  
9 thoughts on this thing and it was -- it was difficult  
10 and I, you know, I guess going back to what Karla says,  
11 I mean we tried really hard to come up with the right  
12 verbiage to use on these recommendations. And other  
13 than that Karla, I don't have anything else to add.  
14 I'd like to hear what the other members think.

15 KARLA WEAVER: Okay, and so I think we are  
16 gonna open it up to discussion. This is Karla. We  
17 have a little flexibility (indiscernible) or people  
18 recommended, that's great. And then we can sort of  
19 walk through a discussion on these if there's some  
20 (indiscernible) issues and just kind of see where we  
21 land up. So, who would like to go first? No one be  
22 shy. People aren't muted, are they Bonnie? They're  
23 controlling their mutes.

24 BONNIE SHERMAN: They should be able to  
25 control their mute, yes.

1 KARLA WEAVER: Okay.

2 CLINT MCMANUS: Hi, this is Clint.

3 KARLA WEAVER: Go for it, Clint.

4 CLINT MCMANUS: Not being at the -- I wasn't  
5 able to attend the last meeting. So, I know I did try  
6 to read the transcripts and I saw that there was, like  
7 you said, a lot of back and forth. A lot of really  
8 great ideas. But I think that the draft  
9 recommendations look great. And I think this a really  
10 good step forward. And I think they asked us to make a  
11 decision in August and I think time we move forward,  
12 so. Yeah, I think this is good.

13 KARLA WEAVER: Thank you, Clint. Alright,  
14 anybody else would like to weigh in?

15 EVA GARCIA: This is Eva. I just want to  
16 agree and second Clint. There was a lot of narrative  
17 and this was, you know, basically the end and the  
18 resolve of all that. So, I agree. I think this enough  
19 to move forward with and it's, you know,  
20 (indiscernible) and well done in incorporating our  
21 (inaudible).

22 KARLA WEAVER: Okay. Thanks, Eva.

23 JEFF POLLACK: Karla, this is Jeff speaking.  
24 First of all, thank y'all very much for the time you  
25 put in it and I'm certainly comfortable with these

1 three bullets moving forward. My question actually is  
2 to staff; do we feel like from a Commission stand  
3 point, and I know by the conversations (indiscernible)  
4 is that Commission didn't have a particular expectation  
5 for what would come out of this but looking at micro-  
6 mobility as it relates to bicycle and pedestrian issues  
7 is a pretty narrow sliver and maybe intentionally so of  
8 the micro-mobility issues, you know, in my mind as a  
9 reader that's -- we're limiting that to potential  
10 conflicts or interaction (indiscernible) more aware  
11 bike and pedestrian facilities can opportunistically  
12 accommodate micro-mobility. And I'm comfortable with  
13 that. I just, you know, I guess I would appreciate to  
14 hear from Staff in terms of the broader comfort level  
15 as far as whether we've addressed the spirit of the  
16 directive from the Commission.

17 ERIC GLEASON: Karla, this is Eric. Jeff, I  
18 think it's clear to me that the Committee has. I think  
19 the conversations, the different opinions, the strength  
20 of feeling around this, I would certainly be  
21 comfortable in telling the Commissioners that the  
22 Committee really took the charge seriously. I think  
23 that the idea of trying to narrow it when it comes to  
24 micro-mobility devices is consistent with the general  
25 understanding of why we're talking about them to begin

1 with. And that is they end up using many of the  
2 facilities and infrastructure that the department  
3 constructs. So, I think going in that was why we went  
4 to it to begin with and I think the -- with the  
5 conversation to Committee and the resulting language  
6 being an effort to keep it there, I think will be  
7 understood. So, did that answer your question Jeff?

8 JEFF POLLACK: It did. Thank you.

9 FRANK ROTNOFSKY: This is Frank. I agree  
10 with these draft recommendations. I thank you all for  
11 the work that you've done. I guess I have a more of a  
12 question about the process. I know this -- if we would  
13 take this action today this will go to the Commission.  
14 Do we know more or less what kind of timeline we're  
15 talking about? Will it be going to them and then  
16 coming back to us? Like what would the process be if  
17 we move forward with this today?

18 ERIC GLEASON: Karla, this is Eric. I can  
19 answer that if you want.

20 KARLA WEAVER: Yes, please.

21 ERIC GLEASON: Okay. So, great segway,  
22 Frank. I appreciate it. So, assuming that the  
23 Committee takes action today to adopt these  
24 recommendations, the first thing that we will do as  
25 Staff is we will work with Karla and Bobby to draft a

1 letter to the Commission that will document and  
2 communicate this recommendation to them. And I think  
3 that should sufficiently close the loop on what they  
4 asked you to do.

5 Now, the actual expansion of the scope will -  
6 - I can't -- I don't have a timeline for when the  
7 Commission would actually make a formal decision to do  
8 that. I just don't have a good enough sense of where  
9 this falls on their agenda right now. Once they do  
10 that, assuming they do -- assuming they do take the  
11 Committee's recommendation and take action on it to  
12 consider it and approve it, we'd have to do a rule  
13 change process, Administrative Code Rule Change  
14 process, and that can be a six to nine month rule  
15 change process. So, we're probably a year out from a  
16 formal change being put in place at the Committee  
17 level.

18 Now, you may remember during my report I  
19 mentioned the next round of appointments coming in  
20 August, this possibly addressing this issue don't  
21 really know if that's going to be the case as much as  
22 certainly the ones next year was. So, it's not gonna  
23 be an immediate -- an immediate change to the  
24 Committee's formal charge.

25 FRANK ROTNOFSKY: Okay, thank you.

1 ERIC GLEASON: Uh-huh.

2 KARLA WEAVER: This is Karla. Anybody else  
3 want to weigh in or ask any questions?

4 RICK OGAN: Karla, this is Rick. I kinda  
5 like to --

6 KARLA WEAVER: (Indiscernible). This is Rick?

7 RICK OGAN: Yes.

8 KARLA WEAVER: Okay. Rick, go ahead.

9 RICK OGAN: (Indiscernible) to this call. I  
10 fell that -- I don't think the bicycle needs have been  
11 met by TxDOT yet and I think we should concentrate on  
12 those before we concentrate on something else. Just  
13 kind of thinking over this stuff between the last two  
14 meetings we've had and discussed this stuff. I feel  
15 the facilities that would be used by bicycles and these  
16 other modes of transportation, if they are shared it  
17 would be more of a recreational type of facility  
18 instead of a transportation facility and I believe  
19 TxDOT is in the business of transportation and not  
20 recreation. And I have a real problem having micro-  
21 mobility bicycle facility. That's all.

22 KARLA WEAVER: Okay. Thank you, Rick.  
23 Anybody else want to comment or ask questions or weigh  
24 in? Okay, with no more takers I think we move forward  
25 to making a -- I'm looking for a motion for action on

1 this item to adopt.

2 FRANK ROTNOFSKY: This is Frank. I'd like to  
3 make a motion to accept the recommendations as  
4 presented to us at our meeting today.

5 KARLA WEAVER: Alright. Frank, thank you.  
6 May I have a second?

7 BOBBY GONZALES: This is Bobby. I'll second  
8 that.

9 KARLA WEAVER: Okay, thank you. Alright, I  
10 will go down the list and get everyone's recorded vote.  
11 I am a yes. Bobby as our second is a yes. Clint?

12 CLINT MCMANUS: Yes.

13 KARLA WEAVER: David.

14 DAVID HAM: If you can hear me, yes. I'm  
15 having a hard time --

16 KARLA WEAVER: David, are you still with us?

17 DAVID HAM: Yes, I think I'm unmuted now.  
18 I'm a yes.

19 KARLA WEAVER: Alright. Thank you, David.  
20 Eva?

21 EVA GARCIA: Yes. Thank you.

22 KARLA WEAVER: Great, thanks. Frank, as our  
23 motion is a yes. Jeff?

24 JEFF POLLACK: Yes.

25 KARLA WEAVER: Mike?

1 MIKE SCHOFIELD: Yes.

2 KARLA WEAVER: Rick?

3 RICK OGAN: No.

4 KARLA WEAVER: Okay. Trent?

5 TRENT BROOKSHIRE: Yes.

6 KARLA WEAVER: Okay. Alright, well with the  
7 majority the motion passes. And then we will turn this  
8 over to TxDOT Staff to keep moving forward and to keep  
9 us updated over the next year as things are  
10 progressing. Alright. Thank you, everybody for the  
11 discussion today.

12 Alright, number six on the Agenda is an  
13 update on the Bikeway Design Effort - Phase I  
14 implementation and Phase II approach. Carl will be  
15 presenting this for us today. This Committee has still  
16 been -- there's kind of a subcommittee of the BAC  
17 that's been meeting on this topic. They have --  
18 they're working to schedule a meeting for later in  
19 April is my understanding. And then today we're gonna  
20 get an overview of sort of some of the topics that  
21 they've been reviewing and kind of seeing what they got  
22 for us. So, with that, Carl when you're ready I will  
23 turn it over to you.

24 CARL SEIFERT: Alright, thank you. It looks  
25 like Bonnie you're gonna go ahead and queue these

1 slides for me. This is Carl. Alright. Good morning,  
2 everyone. I am gonna be presenting today. My main  
3 audience would be the rest of the Bicycle Advisory  
4 Committee who are not in the working group with the  
5 intent of updating y'all on the progress the working  
6 group has been making over the last few months. The  
7 last time we spoke to you we had a presentation about  
8 FHWA's bikeway selection guide and our first topic that  
9 we we're covering was also bikeway selection. So, with  
10 that I'll just go over the agenda here. We want to  
11 one, in the topic of bikeway design effort we spent 18  
12 months before this phase in Phase I and we came up with  
13 a number of areas that concurrence TxDOT has been  
14 working to push those forward. We want to give you an  
15 update on that implementation. Second, as I was just  
16 alluding to, we want to talk about the efforts of the  
17 last few months and then give an opportunity for  
18 discussion and then talking about the next steps for  
19 us. If you can go to the next slide. Bonnie?

20 BONNIE SHERMAN: I've changed the slide.

21 CARL SEIFERT: Oh, it hasn't updated on my  
22 end. Okay. Great. I see it now. So, this is a  
23 similar slide to what you might have seen before, but  
24 these are our areas of concurrence agreed upon by TxDOT  
25 Staff and the Bicycle Advisory Committee members. And

1 going -- starting at the top the -- one of the areas of  
2 concurrence or recommendations was to standardize  
3 bikeway design guidance and Design Division has been  
4 moving this forward. They have a consultant and they  
5 are moving parts of this forward. They have ---  
6 they're working on developing interim guidance as well  
7 as a comprehensive long-term update to the roadway  
8 design manual. Which is very promising news for  
9 everyone, so everyone can be on the same page with  
10 bikeway design guidance.

11 We also talked about initiating district bike  
12 plans statewide. TxDOT Transportation Planning and  
13 Programming Division is working on developing a scope  
14 with a consultant to -- or excuse me, I'm getting ahead  
15 of myself. I've confusing two. Consultant procurement  
16 initiating the district design bike plans will be  
17 happening in the near future.

18 Moving on to number three. Incorporating  
19 bicycle criteria into the Project Safety Scoring Tool.  
20 This is also being worked in the Design Division. This  
21 effort that bicycles would be considered as part of a  
22 project's safety score in the design phase is ongoing.

23 Number four, district level bike plans --  
24 excuse me, district-level bike/ped design engineering  
25 subject matter expertise. The PTN has developed an

1 internal SharePoint website and we are continuing to  
2 try and identify champions statewide to help as our  
3 subject matter experts around the state.

4           Number five, promote collection of bike/ped  
5 data. You did hear earlier that Eric was talking about  
6 our efforts in regard to bike/ped count training, which  
7 began in March and will continue as soon as they can.  
8 Other fun idea -- our other good happenings in the area  
9 are the bike/ped facility inventory is ongoing. And  
10 we've heard from Design Division they do expect  
11 completion later in the summer, perhaps early fall.  
12 And we have pretty exciting news from Strava. As you  
13 may know TxDOT has worked to purchase multiple years of  
14 Strava data over the past several years and we heard  
15 from Strava that this product is no longer going to be  
16 a paid product. And so, we have, with that news have  
17 some money freed up which is exciting. But also, it's  
18 exciting because this product is now available online  
19 through a new web-based interface. And as soon as  
20 Strava continues the rollout of this new platform, we  
21 will keep everyone in the loop. But all current  
22 licensees will have access. We're just gonna keep  
23 working with Strava to develop that. And so, we'll  
24 give you updates on that as we know more. But that's  
25 certainly exciting news for the bicycling community at

1 large. Okay, Bonnie can you go to the next slide?

2           Okay, I'm gonna assume that that slide moved  
3 forward even though I can't -- oh, there it is. Okay.  
4 Number six, refining the DSR or developing a scoping  
5 tool. So this is a big part of what our working group  
6 members have been working on over the last three  
7 months, four months, is trying to come up with some  
8 principles that would help to guide both this tool and  
9 I think a consistent TxDOT approach to bikeway  
10 selection and for scoping efforts and they're Design  
11 Division is currently reviewing options for tool  
12 development. PTN and the Design Division have had  
13 meetings over the last few weeks, and I think that's  
14 exciting how that is moving forward.

15           Refining requirements to better incorporate  
16 bicycle and pedestrian facilities during construction  
17 for traffic control plans. Traffic Safety Division  
18 have done a lot of work on this and they actually have  
19 incorporated pedestrian detours into district traffic  
20 control plan review score sheets. So, this means at  
21 the district-level when project design is moving  
22 forward there's a score sheet and they have to  
23 understand how the traffic is being controlled during  
24 construction phase and pedestrians have been added to  
25 this. Bicyclist have been added in a more comment

1 fashion in this score sheet tool and that's because a  
2 number of bikeways on TxDOT construction projects is  
3 still limited but we'll continue working on how we can  
4 move that forward.

5 And the next few items are still black, that  
6 means there's not a whole lot work going forward on  
7 them. So, we can just skip over those. If you can go  
8 to the next slide.

9 And number 11, is also black, but we will --  
10 we'll highlight number 12, the creative state level  
11 clearinghouse of bike/ped transportation plans.  
12 Transportation Planning and Programming Division has  
13 begun discussions with a consultant to develop a scope  
14 for this particular project. Which is exciting I think  
15 for even folks beyond the bike/ped world to have a  
16 favorable clearinghouse of these is -- would be quite a  
17 task and quite a good accomplishment. And also  
18 assessing bike/ped consultant qualifications separately  
19 is moving forward.

20 So, I think we can all agree that TxDOT has  
21 continued to move this area -- these areas of  
22 concurrence forward and we're excited about that. But  
23 now it's in the meat of the presentation, wanted to go  
24 over as you see here Phase II, which is focusing on  
25 bike/ped design guidance. Next slide.

1           So, in Phase I we discussed that facility --  
2    this facility selection. You can see here there was a  
3    number of discussion topics that we had landed on  
4    before we started. And we tried to generally follow  
5    these. You can move forward. When we consider  
6    facility selection we landed on this particular FHWA  
7    document, which I think helps us to -- helps us to get  
8    on the same page as we move forward and what it stated  
9    was that we should presume bikes and peds will be  
10   considered on new and improved transportation  
11   facilities. "As a matter of routine" is an interesting  
12   phrase and a great phrase I think for all of us. So  
13   when we think about -- and -- sorry, I'm just getting a  
14   little ahead of myself. Decision does not accommodate  
15   them should be the exception rather than the rule. So,  
16   if we start here and we think about this then I think  
17   our rest of our discussion can make a lot more sense.  
18   Next slide.

19           So, during our last several meetings we  
20   covered a number of concepts that should be considered  
21   when you discuss facility selection. And the following  
22   slides are actually gonna represent content that we  
23   discussed in those previous meetings. And I'm not  
24   going to go into in as much detail as we did during  
25   those meetings, but I want to give the rest of the

1 Bicycle Advisory Committee an idea of where we were and  
2 what we've covered. And with that you can see here  
3 there's a number of criteria important when considering  
4 bikeway selection. And this is all important to  
5 consider because creating guidance comes with the  
6 notion that the best facility in one location is not  
7 gonna be the best facility in all locations. So, all  
8 of these criteria help us to narrow down and define  
9 where exactly or what the best facility is for us.  
10 Next slide.

11 So, one of the first concepts that we talked  
12 about was land use. What are the adjacent densities?  
13 What are the adjacent land uses? What are the travel  
14 patterns in general? What are some of the destinations  
15 that are inherent with different land use context?  
16 These gradience on the bottom just show how different  
17 locations around the United States have considered  
18 context. There's a spectrum, right? So, at TxDOT the  
19 current guidance splits the state up into rural,  
20 suburban, and urban context and other states it is more  
21 finely tuned. That's not necessarily a good thing or a  
22 bad thing it just helps us to identify how closely we  
23 want to analyze each induvial context. Next slide.

24 And while context is important, we also need  
25 to consider the design user. When we say the word

1 "design user" it's a concept that is inherent in our  
2 planning world because we talk about different design  
3 users and that context as well. So, for us it's a  
4 different type of rider on the bicycle. There's a lot  
5 of evidence that has gone in to trying to identify  
6 bicycling behavior in potential users on bikeways. And  
7 this had led to identifying four different categories.  
8 One on the far-right being highly confident. These  
9 users don't need any facilities. They feel confident  
10 in a lot of different locations. But you can see by  
11 the percentages here they don't represent a large  
12 number of the public. The next group, being somewhat  
13 confident, maybe confident in short stretches with no  
14 facilities at all and riding with traffic but generally  
15 they would prefer to be in a protected facility of some  
16 sort. Interested but concerned users make the largest  
17 group of all of them. And these folks are not neces --  
18 these folks are maybe not riding bicycles right now,  
19 but they will be target audience if we want to increase  
20 ride share or mode share. We know based on the  
21 research that these users want separated facilities.  
22 They don't want to be riding next to multiple ton  
23 vehicles. They won't ride if they don't have that -- a  
24 little bit more protection. They are the tourist  
25 riders, right? The last group that you don't see here

1 is the no way, no how. They're not on the chart  
2 because if they --- they aren't gonna ride, then they  
3 aren't gonna ride. They may have their own reasons,  
4 whether they be physical or mental or whatever it is  
5 that they're the certain group of the population that's  
6 not going to be riding. And as far as our group is  
7 concerned, I think we all landed on the notion that for  
8 this effort we would like to be considering that  
9 largest group, the interested but concerned. And I'm  
10 gonna -- I have been talking a bunch. Is there anyone  
11 from the working group that wants to chime in or share  
12 anything from the discussions that I might have glossed  
13 over? I just want to give y'all that chance. Go  
14 ahead.

15 JEFF POLLACK: Carl, this is Jeff. I think  
16 it's helpful to, in talking out this spectrum of users  
17 to also acknowledge that the spectrum of users is also  
18 a proxy for a couple of other spectra here. One being  
19 intent where on the left kinda low stress, low tolerant  
20 side is the casual recreational rider, the commuter in  
21 the middle and kind of a sport rider on the far right.  
22 And that also correlates to a spectrum of equipment  
23 type where you have sort of the lower end least  
24 sophisticated bike on the left and the probably most  
25 sophisticated rode oriented on the right. And so --

1 and I offer that because I think this idea of, you  
2 know, as represented here kind of is a bit of a mixed  
3 metaphor because it speaks to people willingness to  
4 ride but also sort of mixes in a couple other  
5 considerations that we in the working group have  
6 delineated mainly equipment type, which is often a  
7 function of the reason that people are getting on a  
8 bike in the first place. Whether that that's for  
9 recreation, as a mode of transportation or for sport  
10 with no destination in mind. So, I think it just maybe  
11 bears -- maybe just mentioning there are some other  
12 sort of spectrum baked into this.

13 CARL SEIFERT: Absolutely. Thank you for  
14 your insights. Anybody else before I move on? Great.  
15 Thank you. Bonnie, next slide. Fantastic.

16 So, beyond land use context and the different  
17 design users, we also have to consider that nothing  
18 happens in a vacuum and a network approach to bikeway  
19 design is integral to having a larger rate of folks  
20 bicycling. If I can't get to where I want to go  
21 without having a facility or having a safe route, then  
22 I'm not going to use it. So, this just is an overview  
23 of a number of different types of networks that come  
24 from research and their different approaches and we  
25 don't need to go into I think all the details. Next

1 slide.

2           This -- one of the other efforts -- one of  
3 the other things to highlight here is again when we  
4 think about comfort and safety and getting folks on the  
5 road in a network proximity to motor vehicle traffic is  
6 a significant source of stress and discomfort. This  
7 graphic just shows that with greater vehicle speeds and  
8 volume that means more and more cars are passing you.  
9 It also increases your crash risk, so this just  
10 highlights the reasons why folks want to have separated  
11 facilities. Why they feel safer. And that's basically  
12 that. Next slide.

13           And then we wanted to talk about the  
14 difference between on street and separated facilities.  
15 This is not -- we're dealing with a lot of spectrums  
16 here. This is another spectrum of separation; a shared  
17 use path, isolated from the roadway on the left all the  
18 way to a shared lane facility all the way on the right.  
19 It is arguable that a shared lane is not actually a  
20 facility. It does not provide specific space for the  
21 rider. It actually does -- forces the rider to  
22 negotiate with two-ton vehicles and -- but as we look  
23 at this spectrum, you can see a variety of different  
24 solutions for different contexts. Next slide.

25           One of the big topics we wanted to consider

1 during this first phase of our effort here was wide  
2 outside lanes. The current TxDOT guidance uses a wide  
3 outside lane as one of the solutions for how to  
4 accommodate bicyclist on a roadway and I think the  
5 working group pretty solidly disagrees with that  
6 approach and thinks that there's need to be -- and I  
7 think TxDOT actually agrees with this point too, but  
8 this slide just shows a number of research topics that  
9 have -- that support that that compare wide outside  
10 lanes and bicycle lanes and also support the notion of  
11 the need to separate folks and not just widen the lane.  
12 And in fact, I think folks will agree and again if  
13 anyone from the working group wants to chime in here,  
14 that a wide outside lane actually encourages drivers to  
15 speed rather than to be more careful around cyclist.  
16 It may in fact induce more unsafe behaviors. Does  
17 anyone from the working group want to chime in? Okay,  
18 we'll move forward.

19 ERIC GLEASON: Hey Carl, this is Eric.

20 CARL SEIFERT: Yes, sir.

21 ERIC GLEASON: Just out of respect for the  
22 ultimate process within TxDOT, I think it's safe to say  
23 that this TxDOT Staff working with this effort are in  
24 agreement with the wide outside lane. I think there's  
25 a level of approval or agreement in the agency that

1 none of this has gone through yet. Where I would  
2 hesitate to -- that last phrase where you said, you  
3 know, "and I think TxDOT agrees", I think it's clear  
4 that there's a level of agreement in TxDOT Staff that  
5 this makes sense. You don't want to overstate though  
6 the ultimate goal of the effort being to get agreement  
7 from leadership on certain things. That make sense.

8 CARL SEIFERT: Absolutely. Thank you for  
9 that clarification.

10 ERIC GLEASON: Just to make sure we weren't  
11 getting ahead of ourselves.

12 CARL SEIFERT: Yes. And I think it is worth  
13 noting that we will be coming back to the Bicycle  
14 Advisory Committee with a set of guiding principles  
15 that TxDOT leadership has reviewed. That is not today.  
16 That will be at probably the next meeting. And so at  
17 that point we will definitely be able to see what the -  
18 - what level of agreement we have between TxDOT and the  
19 working group members.

20 But, back to the presentation. We have here  
21 I think two exciting examples of, you know, it's not  
22 just TxDOT at the division level that is trying to  
23 think through this. There are some proactive districts  
24 out there and these are two examples of two -- of  
25 districts that working through the bikeway selection

1 process. So, on the left we have bikeway  
2 recommendations by right of way available. This came  
3 out of the I35 -- Mobility 35 Project in the Austin  
4 district and it shows graphically the different options  
5 that designers have based on the right of way  
6 available. I think the working group agrees this is a  
7 great example of a way to clearly show the options  
8 available and provide the safest facility given  
9 differing circumstances of right of way. And on the  
10 right side here, out of the TxDOT Houston district,  
11 they have been moving forward in wonderful ways with  
12 their own consultant to develop a bikeway selection  
13 checklist that considers the land use context. You can  
14 see here it considers the design user. It considers  
15 the speed and the volume of the roadway. All of those  
16 are important and we're excited to see how that moves  
17 forward in the future. Next slide.

18 KARLA WEAVER: Carl, this is Karla. Real  
19 quick question on that.

20 CARL SEIFERT: Yes. Yes.

21 KARLA WEAVER: Is the Houston TxDOT form in  
22 draft or are they actively using it right now? Are you  
23 aware?

24 CARL SEIFERT: Which form?

25 KARLA WEAVER: The TxDOT Houston form. The

1 Designer's Documented Checklist. Where I'm going with  
2 this is, I'd like to -- is it possible to share with  
3 the Dallas/Fort Worth district? If it's a physical  
4 form they're actually using.

5 CARL SEIFERT: I am certainly not going to be  
6 the one to have the most knowledge on this. Bonnie, do  
7 you want to comment?

8 BONNIE SHERMAN: Sure. This is Bonnie. The  
9 Houston district is kind of using this as a work in  
10 progress.

11 KARLA WEAVER: Uh-huh.

12 BONNIE SHERMAN: And it is being considered  
13 by Division, by the Design Division, as input into a  
14 statewide tool. A lot of really good advancements come  
15 from the districts and then get spread statewide. So,  
16 at this point it is kind of a work in progress and  
17 being developed and we do hope to have ---

18 KARLA WEAVER: Excellent.

19 BONNIE SHERMAN: -- a tool to expand  
20 statewide soon.

21 KARLA WEAVER: So, it's kind of an in-house  
22 document right now you'd say.

23 BONNIE SHERMAN: Yes.

24 KARLA WEAVER: Okay. Thank you, guys. Carl,  
25 back to you.

1                   CARL SEIFERT: Oh, sorry. I was on mute.  
2 Thank you, Karla. Next slide, please. So that is the  
3 overview of the efforts of around facility selection.  
4 As I indicated earlier we are going to come back to you  
5 with a list of kind of interim recommendations of the  
6 products of that first section, the facility selection  
7 section and in the meantime we are going to be moving  
8 forward with giving -- with understanding better  
9 corridor and linear bikeway guidance and asking the  
10 working group to give their input as to how TxDOT might  
11 -- what recommendations they would have in regards to  
12 those. If there were any tweaks, slight shifts in the  
13 existing guidance that may want to be adopted at the  
14 Texas level. Next slide.

15                   And here's just our schedule. You can see  
16 here in April we are coming to you. The blue  
17 represents kind of what the working group has been  
18 doing and we are in that "B", the corridor linear  
19 bikeway section and you can see in July we're going to  
20 have another blue section under the facility selection  
21 because that is when we're gonna bring to you those  
22 recommendations. Next slide.

23                   So, if there's any discussion, now is the  
24 great time for it. I appreciate all your comments so  
25 far.

1           KARLA WEAVER:  Alright, this is Karla.  Do we  
2  have folks on the call that would like to -- have  
3  questions for Carl or any discussion or additional  
4  comments from the folks that are on this working group?

5           EVA GARCIA:  This Eva.  I just wanted to  
6  clarify Carl, the, I believe it -- I'm not sure what  
7  slide what it is, slide 6, the parallel tasks of  
8  disseminating information and local government  
9  coordination, just out of curiosity how do those  
10 parallel tasks get handled?

11          CARL SEIFERT:  Those are parallel tasks  
12 throughout the entire effort and that at times that  
13 disseminating information has looked different but I  
14 think part of what the BAC's role is, is to provide  
15 that local government perspective and to provide a  
16 local perspective, not local government perspective to  
17 help TxDOT to understand the difficulties and  
18 challenges that are inherent at the local level and  
19 getting these facilities pushed through.  And the  
20 working group, I think has done a very good job of  
21 that.  That's what we lean on them for.  Disseminating  
22 the information is definitely one of the kind of goals  
23 as well.  You know as part of the Phase I effort we  
24 talked about creating trainings for local staff and for  
25 local districts in regard to bikeway design and we

1 haven't yet gotten to that, but we are still in  
2 process. And if Bonnie wants to add to my answer, I'd  
3 appreciate it.

4           BONNIE SHERMAN: Sure. This is Bonnie.  
5 Those items, as Carl mentioned are kind of addressed as  
6 we go through all of Phase I and Phase II. We do look  
7 for opportunities where we can make maybe generate  
8 recommendations that speak to local government  
9 coordination and enhancing local government  
10 coordination between TxDOT and the local community as  
11 well as identifying tools or policies that could be  
12 implemented that could better disseminate the  
13 information. So that's (inaudible).

14           EVA GARCIA: I guess (indiscernible) I was  
15 just --- I think that's very helpful to know. If  
16 there's anything we can do to help with these parallel  
17 tasks just let us know. Thank you.

18           KARLA WEAVER: Alright, any other questions  
19 for Carl? This is Karla. Carl, I have a quick  
20 question on slide 9. This is Karla. There is a  
21 criteria important to bikeway selection and it's a  
22 great list right there. I'm wondering if there was any  
23 discussion with the Committee regarding available  
24 resources. We always sort of say off the cuff in our  
25 agency, well you can build any of these facilities if

1 you have enough money to do it. You know, if you go by  
2 the right of way and move the utilities, et cetera, et  
3 cetera. Where do we think that, and maybe it's in  
4 later phases, that how much money is available or land  
5 or other things to a project will come -- be part of  
6 the conversation? Or will it? Maybe it's not relevant  
7 and it's just safe to say (indiscernible) went out.

8 CARL SEIFERT: That is a great question. We  
9 did not directly talk about available resources and how  
10 they come in to play. Certainly, one of the things  
11 we're gonna be talking about in later phases is how  
12 maintenance and the ability to implement bikeway  
13 facilities during maintenance efforts could be a great  
14 way to leverage existing resources. We should add  
15 that, I think to a topic list of things to be  
16 discussed.

17 KARLA WEAVER: Yes. And I think it's really  
18 important because I hear -- I have seen in my career  
19 over and over the bike/ped gets cut because of money.  
20 And it's unfortunate because we don't cut a lot of  
21 other things because of money. And when the federal  
22 highway puts things on here like decision not to  
23 accommodate should be an exception rather than the  
24 rule, well I was probably hazard to guess that 9 out of  
25 10 places where it's been the exception, it's because

1 they say well we didn't have the resources to do it. W  
2 didn't have the right-of-way and they probably didn't  
3 have the right-of-way but possibly they could've  
4 purchased the right-of-way, but it wasn't in the  
5 budget. Or the utility relocation wasn't in the  
6 budget. So, the money becomes the checkbox that  
7 cities, DOT, implementers all across the state just  
8 check and go well, we had to make an exception in this  
9 location. So I want to make sure that we're cognizant  
10 that cities and the DOT doesn't have unlimited money  
11 but it shouldn't be a get out of jail free card so to  
12 speak to putting in an accommodation that's really  
13 needed for that type of facility. So, just a little  
14 future conversation for the Committee maybe.

15           BONNIE SHERMAN: Karla, this is Bonnie and I  
16 did want to add a little bit to this discussion. One  
17 way that we have indirectly addressed resources  
18 throughout this effort is by focusing on the need to  
19 identify bike and ped needs earlier in the process when  
20 those funding decisions are being made. And also, the  
21 consideration for trade off. The examples of the  
22 varying, I'll flip to that slide, the Austin District  
23 Mobility 35 example that shows varying widths of right-  
24 of-way and different types of facilities that fit in  
25 those varying width is a consideration based on

1 available right-of-way width, available funding. So, I  
2 think those tradeoffs are one way that available  
3 resources are being considered in bikeway selection, in  
4 particular.

5           KARLA WEAVER: I think that's a great point,  
6 Bonnie. I think the trickiest part for everybody to  
7 sort of figure out the timeline is going to be it's  
8 this weird, grey nebulas of the planning and is it  
9 happening versus a consultant is hired and a scope is  
10 developed on the type of facilities that they will be  
11 designing. And so are utilities and right-of-way in  
12 that scope? Are they looking at that? You know, my  
13 favorite example is we have a project here in the  
14 Dallas/Fort Worth region state highway 303 and we  
15 brought the city, the school district, DOT together to  
16 talk about pedestrian facilities and bike was really  
17 overlooked and not considered and when we went back and  
18 said well you're putting -- the bikes are going to have  
19 to be in a wide outside lane. There's no other  
20 accommodation right now. And well they already had a  
21 consultant. They already had a scope. The consultant  
22 was not scoped to even look at bikes. They were like,  
23 well this is just a sidewalk project and we said if  
24 you're spending five million dollars on this corridor,  
25 how are you ignoring bicyclist? You know it was one of

1 those things that even hiring the consultant didn't  
2 look at the right -- didn't provide them the  
3 flexibility to even consider options to bring back to  
4 the conversation to know how much money we needed to  
5 program for the corridor. It was sort of this weird  
6 catch-22. So, I think the work that you guys are doing  
7 to continue the conversation on the consultant  
8 expertise is really important and then just, you know,  
9 I don't even know of like a timeline, flowchart is  
10 needed. We have that amazing one that was originally  
11 developed that just where this money question comes in.  
12 This scope question. The -- what we're gonna look at  
13 and then when you're looking at these bike facility  
14 trade-offs, you know, they -- what percent design do  
15 they need to get to to be able to tell you real  
16 pricing? So if nobody's done survey work yet and they  
17 don't know what you're gonna have to go acquire or what  
18 utilities need to be moved, it's sort of this difficult  
19 how they give you a trade-off of facility they haven't  
20 designed it yet. So, yeah, if you guys can talk more  
21 about that and think about that as you move forward, I  
22 think that'd be really helpful.

23 CARL SEIFERT: Great.

24 KARLA WEAVER: Okay. Are there other  
25 questions for Carl or other comments or areas you'd

1 like the Committee to dive a little deeper? Or keep up  
2 the good work is really the marching orders. Anything  
3 else anybody wants to chat about? Alright. Carl,  
4 anything else to wrap us up?

5 CARL SEIFERT: No. I think that's it.

6 KARLA WEAVER: Alright, great. Thanks so  
7 much. So, our final, next to final agenda item number  
8 7 is we are going to do an update from Committee  
9 members on local and statewide issues. I am using on  
10 the back of our Agenda the Committee roster to kind of  
11 go down the list and so you'll know when you're coming  
12 up next, be ready to speak. And I'm actually gonna go  
13 last, so I'm gonna go to Bobby and see if he can tell  
14 us what's going on in the city of El Paso. Bobby, I'll  
15 turn it over to you.

16 BOBBY GONZALES: So, I'll just say that my  
17 report is probably very similar to most of these  
18 reports as a result of the pandemic, but not a whole  
19 lot of projects. Our -- some of them have been put on  
20 hold until this thing passes and unfortunately also  
21 some of the monies were set aside for specific projects  
22 that had bike/ped facilities included in them, meaning  
23 some of the roadway projects, locally, you know have  
24 been reallocated in response to the pandemic. So not  
25 much is really going on here. We're finishing up some

1 projects that were already, you know, in the books and  
2 that's pretty much about it. So, until we get through  
3 this craziness I think, you know, I'm not sure much is  
4 going to be happening with new projects. So that's my  
5 report. So, thank you, Karla.

6 KARLA WEAVER: Thank you, Bobby. Clint,  
7 anything to report from the Houston area?

8 CLINT MCMANUS: Sure. I am not too prudent  
9 on any big updates from the city of Houston other than  
10 a lot of fears about sales tax revenues similar to what  
11 Bobby was saying. Same at the county level. County's  
12 been the big funder of our (indiscernible) bikeways  
13 lately but no major announcements in terms of project  
14 cancellations or anything like that, but I think we're  
15 still kind of figuring all of that out.

16 The one thing I think is interesting just  
17 seeing how our bikeshare system is handling this.  
18 They've seen an increase in ridership because a lot of  
19 folks are trying to get outside more. Which I think  
20 will be interesting to take a look at those numbers and  
21 take a look at some of our pedestrian/bicycle trail  
22 count numbers when all this is done. But they also  
23 recently -- they've been trying to take some steps to  
24 social distance so they have, for example, their 12  
25 busiest stations they have disabled the touchscreen

1 component of the how you rent the bikeshares or the  
2 actual bicycles. So, you can still do it on your phone  
3 from the app but they don't allow folks to use the  
4 touchscreen. So just some interesting things like  
5 that. Folks trying to be really creative.

6 I dropped my bike off at the bike shop, local  
7 bike shop because we needed some new parts and they  
8 just -- and totally were saying how slammed they were.  
9 Everyone is bringing their bikes in so that they can  
10 get tuned up to get out on the road. So just  
11 interesting things.

12 KARLA WEAVER: Alright, thanks Clint. David,  
13 anything from the Midland area you'd like to report on?

14 DAVID HAM: (Indiscernible) the same. Our NPO  
15 meeting was scheduled to discuss our local bikeway -

16 KARLA WEAVER: The meeting on the --

17 DAVID HAM: -- has been postponed  
18 indefinitely because --

19 KARLA WEAVER: So, postponed indefinitely, is  
20 that what you said? Okay? Anything else to share?

21 DAVID HAM: Can you --

22 KARLA WEAVER: Yes. We can hear you. Yes,  
23 we can hear you.

24 DAVID HAM: Same thing Bobby was saying. Our  
25 NPO meeting was postponed indefinitely to discuss our

1 bikeways. So that's kind of on hold right now. In  
2 talking to the owner there (inaudible), there's  
3 actually an increase in bike sales because people are  
4 stuck at home and looking for something to do and way  
5 to do it. So (inaudible) the virus. (Inaudible)  
6 weighed in and it's kind of improving our riding  
7 conditions in that area so people are riding to  
8 (inaudible) design planning or anything like right now.  
9 So, that's all on hold to see what happens with all the  
10 problems. So, that's about all that's happening in  
11 West Texas.

12 KARLA WEAVER: Alright. Thank you, David.  
13 Eva, anything to update from the Brownsville area?

14 EVA GARCIA: Yeah. Thank you. So, in the  
15 Brownsville area, you know, much like everywhere else  
16 obviously the shelter-in-place is in full effect. We  
17 were cited in the New York Times as being the worst  
18 connected city. About 50 percent of I guess like a  
19 higher estimate of people without internet here and I  
20 was one of them living in Los Colonia we didn't have  
21 basic internet. So, I literally just got my internet  
22 at home Friday and so (indiscernible) a little bit hard  
23 trying to keep up, you know, normally with the workload  
24 when I wasn't and not supposed to be leaving our house  
25 or going anywhere. So, what we did work on most of the

1 work has been put on pause or is at least being  
2 reworked.

3           We have some grant reporting to do that we've  
4 been working on and the Rails to Trails Conservancy has  
5 really done a wonderful job putting out resources for  
6 the walking and biking community. If you haven't  
7 already, I'll send it in the little chat some resources  
8 that they've put out. Some articles on safe -- using  
9 trails in the wake of Covid-19. Also, how to close  
10 streets to create space for walking and biking.  
11 They've had some webinars done. So, I'm basically just  
12 getting back online. I know a lot of our community  
13 struggled with internet access as well but we're moving  
14 forward.

15           Our (indiscernible) NPO continue did have an  
16 online Bicycle Advisory Committee meeting. I believe  
17 they're continuing to have their meetings via online  
18 resources and so construction hasn't stopped believe it  
19 or not. Our historic Battlefield Trail extension  
20 continues. Its work and we are still waiting on some  
21 award announcements from FHWA for (indiscernible),  
22 among others. So, a little bit of change but it's  
23 still moving forward. Even if it's at a slower pace,  
24 so. I think that's all I have to state. Thank you.

25           KARLA WEAVER: Alright, great. Thanks, Eva.

1 Frank, what about the Laredo area of the state?

2 FRANK ROTNOFSKY: Well like everyone else is  
3 saying, a lot of things are slowing down or at a  
4 standstill but right before we were put into our  
5 shelter-in-place we did have a presentation by our  
6 Laredo Planning Department and NPO. As they advance on  
7 our active transportation plans so that was very  
8 encouraging, and it is going ahead. I'm not sure  
9 exactly right now exactly where it is but, you know, it  
10 is moving ahead. It's been funded and, you know, this  
11 is a good time to be planning things when maybe you  
12 can't do other things. But that's a very positive  
13 thing.

14 Also, the League of American Bicyclist  
15 National Bike Summit which was going to be held in  
16 Washington about two weeks ago, of course like  
17 everything else was cancelled but what they did was  
18 they did a virtual conference which was really cool and  
19 I was able to make a presentation during that virtual  
20 conference, in fact it's still going on, on our efforts  
21 in the advocacy in Laredo. So if you'd like I maybe I  
22 can get Bonnie a copy of that if you guys have nothing  
23 to do for about an hour and we can put that out there  
24 and you can see some of the efforts that are going on  
25 down here. That's it. Thank you.

1           KARLA WEAVER: Thanks, Frank. I would love  
2 to see a copy of it. And any of that material from the  
3 League if still available virtually that would be  
4 wonderful to send out to our members. Cool. Jeff,  
5 tell us about Corpus Christi.

6           JEFF POLLACK: Yeah, unfortunately I don't  
7 have a whole lot to report down here. Our municipal  
8 Bicycle Advisory Committee, of course, has had a few  
9 meetings delayed now because of prevailing conditions  
10 and to that end, you know, the momentum that we had has  
11 been put on ice. I am optimistic that the city will  
12 continue to slowly design and construct the bicycle  
13 facilities that are specified or the various bond  
14 projects that, you know, that it's working through that  
15 have been funded by way of bond elections over the last  
16 few years. You know, I'm hopeful that that bond money  
17 which is specific and prescriptive enough and because  
18 it was -- those are passed by referendum that I'm  
19 hopeful that they wouldn't be subject to consideration  
20 under any austerity measures taken by the city but I've  
21 learned enough. I've seen enough to be a little bit  
22 skeptical but I'll at least at this point I haven't  
23 heard that conversation. We'll see how long prevailing  
24 conditions persist but like everyone I've seen, you  
25 know, just in (indiscernible) observation I've seen a

1 sharp increase in the number of folks out running and  
2 biking, in particularly at sort of off peak times as  
3 everyone kind of settles into this flexibility of this  
4 new life. And that's been really interesting, and it's  
5 certainly made me wish that we had some permanent  
6 counters in place in key locations. And so definitely  
7 looking forward to seeing those data come out of the  
8 places like Austin that do have some of those permanent  
9 counters in place. That's it for me. Thanks.

10 KARLA WEAVER: Thanks, Jeff. Mike, speaking  
11 of Austin, tell us what's going on on your -- in your  
12 neck of the woods.

13 MIKE SCHOFIELD: Yeah. We had a  
14 (indiscernible) planned for spring and early summer of  
15 public meetings and outreach to move forward some of  
16 our bond projects and those are getting postponed.  
17 Although we are looking -- our PIO is looking into  
18 options of how to do those public processes online and  
19 whether that can pass muster to move some of those  
20 projects forward if this all extends longer than we  
21 would like it. The -- we still have construction going  
22 on of trails and of painted bike lanes, that's  
23 considered critical infrastructure. So those crews are  
24 still working, just in smaller crews. And now that  
25 we're seeing some lower traffic volumes and higher bike

1 and ped numbers, although like others they're saying  
2 that's a little bit anecdotal because our permanent  
3 counter locations are fairly limited. But especially  
4 around the trail system around the lake we're seeing  
5 much higher usage. So, we're looking into options of  
6 temporarily closing lanes on the bridges crossing the  
7 lake to give people more kind of breathing room as  
8 their getting out and using that trail system to let  
9 them social distance more. So, kind of all the major  
10 street bridge crossings we can hopefully get some more  
11 space for people walking and biking.

12 KARLA WEAVER: Alright, great. Rick,  
13 anything to report from San Angelo?

14 RICK OGAN: Oh, not a whole lot in terms of  
15 (indiscernible) bicycle facilities but like others our  
16 pedestrian and bicycle traffic has increased in the  
17 area. A lot less automobile traffic so I guess people  
18 feeling a little more comfortable on the bikes. But  
19 nothing else new in other regards.

20 KARLA WEAVER: Okay. Thank you. And then  
21 Trent, anything from Tyler you want to update us on?

22 TRENT BROOKSHIRE: Similar to everybody else.  
23 On March 10th, that was of our first big ride as a  
24 community for daylight savings and we took that  
25 opportunity to dedicate some resource from our

1 corporate standpoint here locally and we launched an  
2 awareness campaign called We Bike East Texas and it was  
3 really, really well received. Had a lot of momentum  
4 going behind it and then obviously the wheels kinda  
5 came spinning off. So we're going to, as soon as we  
6 can, divert some focus from what we do in our day jobs  
7 around here. We're gonna get that back kind of funded  
8 both from a human capital resources or of monetary  
9 resource to get the word back out. We are seeing  
10 tremendous social activity, not social, probably not  
11 the best word, but activity on bikes and pedestrians in  
12 our community as well. It's been really encouraging to  
13 see. But the campaign, I look forward to sharing it  
14 with everyone face-to-face whenever that is just to  
15 explain more kind of what we're doing. But it was --  
16 it'll -- it's in -- it's -- we're not doing much right  
17 now with it, but we will, so. That's all.

18 KARLA WEAVER: Alright, great. Well thanks  
19 for that. That campaign sounds really great. Might be  
20 a future topic for the Committee.

21 Alright, so in the Dallas/Fort Worth area a  
22 couple of things. We are moving forward with a TA call  
23 for projects that is still due in May. We've had some  
24 cities reach out to us, but we've had enough cities say  
25 that they can still proceed. That they want to keep

1 funding (indiscernible) and their obligations, so we're  
2 giving them additional time for their funding  
3 resolutions with their city councils. But that  
4 deadline will still be May for our organization.

5 Our office is on contact in a couple of  
6 different areas but we're hearing from the Vice  
7 President and the President's office that they're  
8 looking at a lot of big money for transportation coming  
9 out so have your bike/ped projects ready. So, we're  
10 looking to identify some dollars that could be spent  
11 quickly. If states and regions become eligible for  
12 those resources, you know, something you've got sitting  
13 there ready to go this could be the time.

14 I will say that also like others have  
15 mentioned, we have lots of permanent counters in DFW  
16 and so our bike/ped counters been out the last couple  
17 of days but when he get backs we're excited to see  
18 those numbers and see what that looks like.

19 Here goes some good news/bad news problem.  
20 We've actually had the threat of one of our county  
21 officials to close trails in the Dallas/Fort Worth  
22 region. We had so many people on some of our trails on  
23 weekends or during the week, it was causing some  
24 concerns about gatherings. And so, we've got increased  
25 law enforcement monitoring trails to kind of make sure

1 that's not an issue. It's sort of an odd problem to  
2 have. There was a recent webinar last week, some of  
3 you may have seen and if not, I'll send out the link to  
4 this group or send it to Bonnie to send to you guys  
5 cause the webinar has been recorded. The Design Firm  
6 Tool put out a webinar on because of the lack of  
7 traffic right now there are a lot of on street  
8 facilities that would make great on street routes for  
9 bicyclists. For people that need to make a quick trip  
10 or make a loop and on street biker combinations are  
11 less gathering spots sometimes than facilities within  
12 parks and things like that. So, it was really  
13 interesting on how public works crews across the  
14 country are sort of putting in temporary  
15 infrastructure. And I think it's a lot of kind of what  
16 Mike was talking about, you know, converting lanes on  
17 bridges and others that would normally be for auto  
18 traffic, turning it into bike traffic so that you can  
19 create more space and social distancing. So, it was  
20 kind of interesting if people have an hour and want to  
21 check it out.

22           The -- so yeah, (indiscernible) we've had our  
23 Committee proceeded our NPO to our size and technology.  
24 We've had our Technical Committee last week. We have  
25 our Elected Officials Committee this Thursday and next

1 month is our actual Bicycle Pedestrian Advisory  
2 Committee. So, if this continues to next month, we're  
3 testing out different technology and we think we'll be  
4 able to host it sort of virtually. Our different  
5 members will still be able to participate so stay tuned  
6 on that.

7           The other thing I wanted to mention to  
8 everybody on the call is that the League of American  
9 Bicyclist has come out with a national announcement  
10 that Back to Work Day and Back to Work Week, which is  
11 typically in May, has been moved to September. So you  
12 may receive notice of this. You may not have. It's  
13 been moved to the -- Bike to Work Week has been moved  
14 September 21st through 27th and Bike to Work Day will  
15 be September 22nd. That coincides with Car Free Day,  
16 which was a national sort of push for air quality folks  
17 and others. So, we do a lot in our region with Bike to  
18 Work Day and Bike to Work Week with our transit  
19 agencies and local governments and we do lots of  
20 giveaways and stuff so knowing that that's been moved  
21 (indiscernible) we have a little bit more time for that  
22 is definitely good and gives us different  
23 opportunities.

24           But yeah, just trying to keep busy and keep  
25 things moving. You know, we hope that everyone is able

1 to keep things going during this time and hopefully  
2 this is over sooner than later. And was able to get  
3 back together when our next meeting is in July.

4 I want to mention -- okay, so that will wrap  
5 us up for updates on local and statewide issues. I did  
6 want to mention our number eight item, public comment,  
7 these are due actually in a virtual format. They can  
8 be submitted at [bikeped@txdot.gov](mailto:bikeped@txdot.gov) by April 16th, which  
9 is two weeks after this meeting. They will be included  
10 as part of the meeting record and then added in the  
11 summary which will be posted on the webpage. So if  
12 anyone is participating today remotely with us, please  
13 submit your comments or questions or anything like that  
14 at [bikeped@txdot.gov](mailto:bikeped@txdot.gov) and that email address is printed  
15 on today's agenda, which is available on our website.

16 With that, let me just see really quick  
17 before we adjourn, were there any other comments,  
18 questions, anything from TxDOT Staff that you want to  
19 add before we call it a day?

20 ERIC GLEASON: Karla, this is Eric. I just  
21 want to express my appreciation for your efforts with  
22 this meeting. I think it went really, really well.  
23 So, thanks for being so organized and prepared and  
24 keeping us on task.

25 KARLA WEAVER: No problem. Happy to. And

1 then Eva, you posted a link for us in the chat. Remind  
2 us real quick what that is.

3 EVA GARCIA: Those are the Rails to Trails  
4 Conservancy's resources that they've shared including  
5 articles on, you know, (indiscernible) the trails  
6 safely and then also creating space for walking and  
7 biking by closing the streets. You were talking  
8 (indiscernible). So, I just wanted to share that link.  
9 It just had different resources from RPC that I thought  
10 this group might be interested in. And thanks for  
11 letting us know about the Bike to Work date change. I  
12 didn't know (indiscernible) groups.

13 KARLA WEAVER: Awesome. Yeah, and if folks  
14 go to the website for the League of American Bicyclists  
15 they have an announcement posted there and we just sent  
16 that out to our Boards and Committees and interested  
17 bike/ped folks that were in our database contact list.  
18 And then guys I posted in the chat also the Rebalancing  
19 for Streets webinar. You sign in to watch it. It's  
20 free. It's an audio recording now. The live one was  
21 last week. And then Franks gonna send to Bonnie the  
22 info on the League of National Cyclist virtual meeting  
23 that occurred. This is exciting, we can see his  
24 presentation.

25 So, alright, well with everything else all

1 being said I am calling -- I am looking for a motion to  
2 adjourn.

3 BOBBY GONZALES: So moved. This is Bobby,  
4 sorry.

5 KARLA WEAVER: Thank you Bobby. Is there a  
6 second?

7 EVA GARCIA: Second by Eva.

8 KARLA WEAVER: Thank you Ms. Eva. Can I do  
9 an all-in favor say, "I" on this one Bonnie?

10 BONNIE SHERMAN: Yes. That sounds fine.

11 KARLA WEAVER: Okay. All in favor, please  
12 say "I".

13 (ALL MEMBERS SAY "I")

14 KARLA WEAVER: Alright. No "nays", so thanks  
15 everybody. You guys stay safe out there. We'll talk  
16 to you later. Bye guys.

17 (END OF AUDIO RECORDING.)

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## 1 CERTIFICATION PAGE OF AUDIO RECORDING

2

3 I, Angelica Mathews, hereby certify that the  
4 foregoing is a correct transcription from the audio file  
5 of the proceedings in the above-entitled matter.

6

7 Please take note that I was not personally  
8 present for said recording and, therefore, due to the  
9 quality of the audio file provided, inaudibles may have  
10 created inaccuracies in the transcription of said  
11 recording.

12

13 I further certify that I am neither counsel  
14 for, related to, nor employed by any of the parties to  
15 the action in which this proceeding was taken, and  
16 further, that I am not financially or otherwise  
17 interested in the outcome of the action.

18

19 I further certify that the transcription fee  
20 of \$\_\_\_\_\_ was paid/will be paid in full by TxDOT,  
21 Public Transportation Division, Austin, Texas.

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24

*Angelica Mathews*

25

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1 THE STATE OF TEXAS )

2 COUNTY OF TRAVIS )

3 Before me, Steven B. Wheeler, on this day  
4 personally appeared Angelica Mathews, known to me to be  
5 the person whose name is subscribed to the foregoing  
6 instrument and acknowledged to me that they executed the  
7 same for the purposes and consideration therein  
8 expressed.

9 Given under my hand and seal of office this  
10 21<sup>st</sup> day of April, 2020.

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*Steven B. Wheeler*

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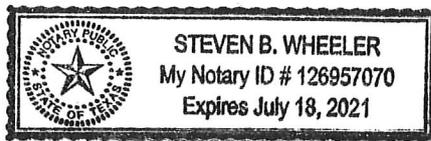
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THE STATE OF TEXAS

COMMISSION EXPIRES: July 18, 2021

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