

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE (BAC)
FRIDAY, JANUARY 29, 2016
10:00 A.M.
200 EAST RIVERSIDE DRIVE, BUILDING 200
AUSTIN, TEXAS

A P P E A R A N C E S

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

- Billy Hibbs, Chair, Tyler
- Russ Frank, Vice-Chair, Houston
- Karla Weaver, Dallas/Fort Worth)
- Eric Gleason, Director, Public Transportation Division
- Teri Kaplan, Statewide Bicycle/Pedestrian Coordinator
- Donna Roberts, Program Services Manager
- Allison Kaplan, Austin (Via Telephone)
- Josh Ribakove, PTN
- Joseph Pitchford, Dallas
- Allison Blazosky, San Antonio
- Stephanie Lind, CH2M Hill
- Shawn Twing, Amarillo
- Robert Gonzales, El Paso
- David Steiner, Lufkin
- Anne-Marie Williamson, Wichita Falls (Via Telephone)
- Ramiro Gonzalez, Brownsville (Via Telephone)
- Michael Sledge
- Jeff Taebel
- Anita Hollmann
- Mark Stine

1 MR. HIBBS: It's 10:00, and we will
2 convene with the first meeting of the year for the
3 TxDOT Bicycle Advisory Committee meeting. I'm Billy
4 Hibbs, the chair. We appreciate Donna reminding
5 everyone to mention your name before you start speaking
6 so that they can record it properly in the minutes.
7 Also, please, if you've got handheld devices, if you
8 will put those on mute we would appreciate that.

9 And we want to welcome Joseph Pitchford
10 to your first meeting. He was on the phone with us
11 last time. We're glad you're here, a good experience
12 for you and we learn from you as well.

13 So we will get started with the safety
14 briefing. And, Josh, are you doing that for us today?

15 MR. RIBAKOVE: Sure I will. I'm Josh
16 Ribakove for TxDOT. If you haven't been in this room
17 before, you'll find that in between these two doors is
18 a hallway extending straight back that way. If we
19 should need to evacuate the building for any reason,
20 that's the hallway to use. Just walk straight down.
21 You will see an exit on the left. Just go right out.
22 Go across the parking lot to the sidewalk, and we'll
23 meet up over there.

24 Just past that exit are the restrooms and
25 water fountains, easy to find. We are not expecting

1 any inclement weather obviously, but if something just
2 comes out of the sky and we have to shelter in place in
3 this building, the place to do it is in the auditorium.
4 That is right here on the first floor. You will go to
5 the second hallway. So you'll go to that second
6 hallway down there, turn left, and walk all the way
7 down and you'll see the auditorium, and that's where
8 we'll shelter in place.

9 A couple of really brief notes. There is
10 a lot of construction going on in Austin for you folks
11 who are here from out of town. If you see those
12 55-mile-an-hour signs on the highway, they do mean it.
13 They do enforce. Be aware. Be careful. We also have
14 a handheld cell phone ban if you're driving a vehicle
15 in Austin. They do enforce, a big fine. They do mean
16 it. Be careful and, you know, don't do that. That's
17 your safety briefing.

18 MR. HIBBS: Thank you very much, Josh.

19 Time to approve our minutes from the
20 October 27 meeting. Hopefully everyone has had a
21 chance to read the minutes. And first of all, do we
22 have any changes? Is there anything that anyone needs
23 to modify in the minutes? If not I will entertain a
24 motion to accept the minutes.

25 MR. FRANK: I'll move.

1 MR. HIBBS: A move by Russ Frank. Do we
2 have a second?

3 MS. WEAVER: Second.

4 MR. HIBBS: Second by Karla Weaver. All
5 in favor say aye.

6 ("Aye" spoken in unison)

7 MR. HIBBS: Motion carries. All right.

8 So it's time for me to give you guys some
9 updates on some things that have been going on and help
10 kind of provide some continuity from one meeting to the
11 next. First, we're going to see a little later a
12 presentation from Michael Sledge and his group. They
13 came to Tyler to talk about the website. And the
14 website is a very integral part of what I believe and
15 many of you believe is the future of TxDOT and how we
16 interconnect not only from a tourism standpoint, but
17 from a safety and a mobility standpoint for bicyclists.

18 And they have made a lot of progress on
19 the website, but one of the things that all of you can
20 appreciate is a lot of times what they think is
21 important that should be on the website is not
22 necessarily what you may think is important. And so as
23 we get closer to refining the website and it being a
24 true tool for people in the state of Texas, whether
25 they want to bike stripe their local community and see

1 a flowchart in terms of how to go about the steps to
2 get paint on the road or whether it's about some new
3 event that's coming up in your region or if they want
4 to click on and see the road's grid of where all the
5 striped lanes are, just know that there's going to be
6 some responsibility on all of you to get involved in
7 this. And just like in that bicycle strategic report
8 where we spent a lot of time trying to get ready for
9 the future, this is another one of the things. And
10 it's ongoing. For those of you that have website
11 responsibilities, you know, it's never a one and done.

12 One of the things that I talked about
13 with Michael in Tyler was, you know, has TxDOT
14 dedicated the human resources to keep it updated,
15 because there's constantly new things going on in our
16 communities, there's constantly evolution going on, new
17 bike lanes, new types of information that needs to be
18 shared with the public out there. And so TxDOT does
19 have a commitment to keep it updated. And the
20 responsibility for any updates is probably going to
21 come from the people on this committee. So once it's
22 up and running we'll be asking for your very frequent
23 visiting of this website so that you can kind of look
24 and see what all's going on and help us with that.

25 There's about to be another presentation

1 before the TxDOT commission in February. I'm going to
2 have -- at that point in time Eric will have a
3 flowchart that we're designing together in terms of how
4 to get bike stripe implemented. We're going to go
5 through that. We're going to go through many of these
6 other things that we just discussed in terms of the
7 website. We're going to show the commissioners the
8 progress we've made on the strategic plan. I think
9 they're very excited about what's going on. And it's
10 very, very helpful that we can get in front of them and
11 let them know the work that's going on here and how
12 important it is. And I think I got to give them a lot
13 of credit for being very, very highly interested in
14 what is happening here in this committee.

15 We will, in a little while, talk some
16 more about bike stripe. One of the things that in the
17 last BAC meeting that we had, we set pilot programs,
18 with an S. And so -- thank you, Karla. I think that
19 was up to you. And so the programs, with an S, implies
20 that we're going to potentially get to consider
21 multiple areas in the state of Texas for bike stripe as
22 pilot programs.

23 So one of the things we're going to talk
24 about a little more today is what areas seem to make
25 the most sense geographically and from a strategic

1 standpoint with all of the resources, admittedly
2 limited, that all of us have in terms of time and
3 ability to get this pulled off to where we can maybe
4 have two to three programs going simultaneously across
5 the state. So all that's been cooking, and at that
6 point I will move us on to the next point.

7 On No. 5, we have a report now from the
8 division director regarding statewide bicycle and
9 pedestrian matters.

10 MR. GLEASON: Thank you, Mr. Chairman.

11 I'm Eric Gleason, TxDOT director of
12 public transportation. I will mention one thing
13 briefly, and then I'm going to turn my portion of the
14 meeting over to Michael Sledge to talk with the
15 committee about the progress on the website that you
16 just mentioned.

17 Real quickly, the department and the
18 commission did act on the remaining balance of
19 transportation alternative program funds that we have
20 at their December commission meeting. At that meeting
21 they approved funding for 33 projects in the areas of
22 the state of under 5,000, so the most rural areas of
23 the state. If you recall, a similar action took place
24 at their September meeting when they approved 17
25 projects for areas of the state of over 5,000 and less

1 than 200,000.

2 So we now have, as a department, moved
3 out on all of the funding we have for the program from
4 fiscal years '13, '14, '15, and what we anticipate to
5 receive as a part of FY 16. So that's all out the
6 door. Our work's not done. It's just starting. We
7 now have to take all 50 of those projects, and we have
8 a year to get all those projects under what we call an
9 advance funding agreement and up and running from a
10 construction standpoint. So we've got a lot to do,
11 done a lot.

12 And I guess just anticipating moving
13 forward with that program, what I -- I think it's
14 reasonable for y'all to expect to see us not do
15 anything for another year or so. We might even let one
16 or two years accumulate again before we go out again
17 for a call. So we're going to take a little breather,
18 focus on what we've got, and then learn the lesson from
19 that and visit with you on what we think those lessons
20 are before we jump out again on another call for
21 projects.

22 MR. HIBBS: So 50 -- I'm sorry. This is
23 Billy Hibbs. 50 different projects; is that correct?

24 MR. GLEASON: Yes, sir.

25 MR. HIBBS: In communities with

1 populations of 5,000 or less?

2 MR. GLEASON: No. 33 in communities of
3 5,000 or less and 17 in communities between 5,000 and
4 200,000, for a total of 50.

5 MR. HIBBS: Is it possible for us to get
6 a list of those communities and how much money was
7 spent in those particular areas?

8 MR. GLEASON: Yes. Absolutely.

9 MR. HIBBS: I think it's very important
10 that the members of this committee know -- if TxDOT is
11 making investments in their particular geographic
12 region, that they have some sense of what's going on.

13 MR. GLEASON: You bet. And we'll provide
14 a map as well.

15 MR. HIBBS: Oh, that will be great. If
16 you can provide us with a map and show us where those
17 things are taking place, because we may want to go and
18 check it out, so that would be great.

19 MR. GLEASON: Perfect. And with that I
20 will turn it over to Michael to talk with the committee
21 about improvements - or actually a new website for us
22 focusing on the bike program.

23 MR. SLEDGE: Good morning. My name is
24 Michael Sledge, and I'm the director of creative
25 services here at TxDOT, and what I'd like to do today

1 is spend a few minutes talking about a website that
2 we're putting together, and we want to work with you
3 guys to build out this content on this website.

4 What we're showing you here -- we may
5 want to get the lights. So hopefully everyone can see.
6 There we go. So basically what we've been doing is
7 we've kind of made a first pass at putting together a
8 website with the focus around bicycle and safety. And
9 what we have is we're kind of starting out talking
10 about safety at the very beginning of the website. We
11 talk about places to ride. We talked about other ways
12 to get there commuting.

13 Of course, it would have a link to places
14 like Drive Texas, how to get involved and then other
15 ways you can contact various people on the website to
16 share information. It also has an FAQ component to it,
17 which is what you see down here on the left. And then
18 if there are events occurring around the state, we can
19 highlight those on this page.

20 Now, what I'd like to do is kind of move
21 over to the next page, again just kind of giving you a
22 real quick preview of kind of what we have done so far.
23 Once you click past the home page you will come into
24 what we call a content page. As you can see, it kind
25 of has -- this talks about how to ride safely, is the

1 topic of this page. And again, when the page is
2 actually filled out we can have safety tips on this is
3 how you ride safely, wearing helmets and everything
4 else. Of course, on a website like this you're going
5 to have a lot of visuals. And then what you see on the
6 right is just one way we can lay out the content. On
7 the left side of this is another way that we can lay
8 out the content for this particular design. And really
9 in a nutshell that's kind of where we are right now.

10 This website, of course, can have its own
11 unique web address, meaning that it won't have
12 TxDOT.gov in it. It will have its own unique address.
13 We have also made a pass at the type of content that we
14 envision on this website. So what this handout here
15 is -- we probably can get those lights now -- is a
16 quick snapshot of the type of information that you can
17 find on this website.

18 Again, this is a very rough pass, and
19 what we want is we want feedback from you guys working
20 through Eric to feed that information to us, and when
21 we get to this point where you are guys are ready, we
22 will be ready to start to build this website out.

23 Again, this is a very important project to the
24 organization, and so it's very important to work with
25 you doing it. We look forward to working with you to

1 get this done.

2 MR. HIBBS: Michael, a couple of
3 questions. One of the things that I think I just heard
4 you say is that this is not going to be on the TxDOT
5 website.

6 MR. SLEDGE: It's going to have its own
7 Web address.

8 MR. HIBBS: Own Web address.

9 MR. SLEDGE: In other words, the Web
10 address could be something like www.bikestripe.com, or
11 it could have the TxDOT web address. We can do it
12 either way.

13 MR. HIBBS: I think it's going to be a
14 whole lot easier for people to remember TxDOT than it
15 is any other possible arrangement of anything.

16 MR. SLEDGE: Okay.

17 MR. HIBBS: And it would be -- certainly
18 y'all's marketing budget to get the word out, it's
19 going to be tremendously greater than virtually anyone
20 else who want to try to tell the public about this, so
21 I want to try to encourage you guys to have, you know,
22 even just a link. If you could just go onto the TxDOT
23 website and then it says the bicycle, you click on that
24 and it carries you someplace else, that's fine.

25 MR. SLEDGE: Certainly can do that.

1 MR. HIBBS: But I -- what I'm always
2 trying to do as a guy in the half century class is make
3 sure that I don't have even more passwords and
4 special -- you know, all kinds of things I have to
5 remember. And people can remember TxDOT because it has
6 to do with transportation, and I think that's kind of a
7 logical thing.

8 I think what would help the committee a
9 lot, Michael, is for you to tell them what you need and
10 how you need it so that they can provide you with the
11 kind of constructive feedback that will enable you guys
12 to ramp this thing up quickly.

13 MR. SLEDGE: Okay. Basically what we
14 need is for you guys to kind of give us an idea of what
15 type of information you envision on the site. We
16 started off with this page. We can certainly get you
17 guys a copy of this page, and you can take the page and
18 kind of mark it up and give it your feedback. If there
19 are other websites that you know of that you really
20 like, share those with us, because we want this -- at
21 the end of the day we want people to come to the
22 website and quickly find the information they're
23 looking for, and we also want to kind of keep to a
24 minimum the number of clicks that people have to click
25 through to find content. So in other words, we don't

1 want people to come to this Web page and have to go in
2 five or six clicks to find content. We want to put it
3 right up front, right in their face.

4 Another thing that we can do as we build
5 the site out, we can give you guys metrics so as you
6 guys meet quarterly or whatever we can share those
7 statistics with you on how often people access this
8 page, where they're coming into the page, where they're
9 exiting the page. So we'll be able to give you guys
10 some data on this also.

11 MR. GLEASON: Mr. Chair, if I might. I
12 think our purpose today was to alert the committee as a
13 whole that this work is going on, an invitation from us
14 as you go home and go back to your office, whatever,
15 you have ideas on what you can see on it, let me know.
16 And we're not looking for any kind of extended
17 discussion or even approval on the site, but just to
18 let you know it's there, this is it, and please give us
19 your input. We will be as flexible as we can be to
20 accommodate that.

21 MR. HIBBS: This is Billy again, and I
22 want to reiterate what I said earlier. A lot of times
23 what TxDOT thinks is going to fit the need of the
24 cycling community at large is not necessarily what
25 y'all think, and so they do need the input, and I want

1 to encourage y'all to be a really important part of
2 this process because the architecture of how this is
3 built is really an important piece of where the -- this
4 committee is going to help pave cycling in the state of
5 Texas.

6 And I can see this being promoted from a
7 tourism standpoint. When somebody wants to think about
8 coming to Texas, they log on here. They find out a
9 particular area of the region where the trails are,
10 maybe the mountain bike trails, and then a list of the
11 cities that have been striped on there. So you can
12 click on that city, and the grid comes up where they
13 can literally, you know, on their phone be able to find
14 out where the striped bicycle lanes are in a particular
15 community and really start using this as a tool to help
16 engage the public and help them understand what we have
17 available here in Texas.

18 And there is no doubt that TxDOT is very
19 excited about doing this because there's some --
20 there's some economic advantages to tourism in the
21 state of Texas. There are some economic development
22 reasons why communities want this on it. And so if you
23 got a small community and you're trying to market
24 yourself to the -- to the country at large, what a
25 great place to have the information about where to go

1 and do cycling events on there, and then that way
2 basically all that has to do is someone has to
3 remember, you know, TxDOT, plug it in and go and see
4 what's there.

5 So Michael and his team has been working
6 hard on this, and I'd appreciate it if everybody would
7 give this a lot of thought. And should we e-mail you,
8 Eric, or Michael? Who do you want --

9 MR. GLEASON: I think Michael would
10 prefer if it came through me. So we will -- either
11 myself or Teri, actually.

12 MS. WEAVER: Could we set a goal for
13 maybe you guys to send it to the committee within a
14 week and then maybe in two weeks we send back all of
15 our comments or something like that so we have check
16 points?

17 MR. GLEASON: We will do that.

18 So that concludes my report, Mr. Chair,
19 and --

20 MR. HIBBS: Thank you. That's a great
21 idea, Karla, because that will give us a chance to
22 tweak it a little bit before the big presentation to
23 the commission, and I would like to -- when we put it
24 up there, to at least be able to tell them that the
25 committee's had a chance to review this and provide

1 some input.

2 Yes, sir.

3 MR. TWING: Mr. Chair, this is Shawn
4 Twing. I have one question and one real quick comment.

5 First question is, do you envision
6 corroborating with vendors as well as governments?
7 Like in Amarillo you have Palo Duro Canyon, so I would
8 think you'd have the county, city, City of Canyon, and
9 a park service. You know, as if you click Amarillo or
10 places to ride, it will show you that. But we also
11 have bike shops, people who might want to be, you know,
12 somehow linked into that Web page. I have no idea if
13 we're even allowed to do that with a private vendor.

14 MR. GLEASON: So just off the top of my
15 head I think we might have a link to a city page that
16 might have all that information. And my guess is
17 that --

18 MR. SLEDGE: That's a part of this.

19 MR. GLEASON: We'll be able to -- so if
20 the city has something that they'd like, we'll provide
21 a link, and whoever is interested can go at that point
22 to those types of things.

23 MR. TWING: And the second is more of a
24 comment but something to think about. For safety
25 training, this Web page could be a very good resource

1 so when you go to a school or go to a group to talk
2 about cycling laws, very easy to go there, pop it up,
3 rather than have to reinvent the wheel of a PowerPoint
4 every time you go give a talk.

5 MR. GLEASON: Again, of course, at the
6 state level those kinds of things. Communities might
7 have their own. And so yes, but absolutely. So those
8 are the kinds of things we're interested in hearing
9 from the committee about over the next several weeks.

10 MR. TWING: At least once a month I'm
11 told bikes are not -- it's illegal to ride a bike on
12 the roadway. I'm going to start carrying the
13 transportation code section in my pocket and just hand
14 it to them. Trust me, we had the right long before
15 your pickup was --

16 MR. GLEASON: We have different
17 challenges in different parts of the state, yeah.

18 MR. SLEDGE: Thank y'all for the invite.

19 MR. HIBBS: Thank you very much. We
20 appreciate it.

21 And, Eric, you're concluded, right?

22 MR. GLEASON: That concludes my report,
23 yes, sir.

24 MR. HIBBS: All right. So next what
25 we're going to talk about is the strategic direction

1 report. And who is going to make that presentation?

2 MS. TERI KAPLAN: Good morning, everyone.
3 Teri Kaplan here. I wanted to bring to you the
4 strategic direction report. We want to move forward in
5 implementing the goals of the report, but I wanted to
6 first -- I'm having a little trouble getting this going
7 today.

8 First of all, at our last meeting we
9 discussed the strategic direction report, and the
10 committee endorsed the report. And at our next -- at
11 the next commission meeting our chair, Chairman Hibbs,
12 is going to give a presentation to the commission at
13 their February meeting, and we're excited about that to
14 be able to share with them what we've accomplished.

15 And just for those of you that have
16 recently joined the committee, this is an effort that
17 has been continuous through 2015, and we started with
18 hiring our consultant and giving them an outline of
19 what we wanted to accomplish. We had a workshop with
20 internal staff at TxDOT covering various disciplines,
21 and then we conducted a Bicycle Advisory Committee
22 workshop in May, followed by a follow-up report to you
23 all in July, and then in October we brought it to you,
24 the document, for your endorsement.

25 At today's meeting I want to look at the

1 focus areas that are within the report. You all have
2 had an opportunity over the months to review the
3 report. And in my e-mail to you I asked if you would
4 look at the potential action items within this list and
5 what the actions that you as a committee would like to
6 see TxDOT move forward with, what are your -- what are
7 the most important action items to this committee.

8 So I'm going to turn it over to the
9 committee to begin discussion on this, and we can
10 actually lift the lights because the people in the room
11 here have a copy of the list. And I've asked Robert
12 Gonzales here to start that discussion with the
13 committee members of what he found to be the most
14 important item on the list for him.

15 MR. GONZALES: Thank you, Teri. And good
16 morning, committee members. I -- I mean, they're all
17 important. It's --

18 MS. TERI KAPLAN: Let me back up one
19 moment for the benefit of those that are on the phone
20 with us. We did highlight in orange what you see on
21 the screen here what TxDOT found to be some of the
22 important areas, and we wanted to get your feedback.
23 So excuse me, Robert. Let me let you begin again.

24 MR. GONZALES: Robert Gonzales, El Paso.
25 Certainly the highlighted items are definitely

1 critical. I think education is extremely important.
2 But -- and although all these efforts are important
3 towards our strategic goal, there is one item I feel is
4 extremely critical, specifically for our rural areas in
5 each of our respective communities, and that's the
6 funding for safe routes to school.

7 We've had numerous pedestrian accidents,
8 not just pedestrian-bicycle accidents, straight
9 accidents in the El Paso and the outlying areas. And,
10 you know, in normal weather when you have -- when the
11 children or pedestrians or others are walking -- or
12 not -- walking on the dirt shoulders because they're
13 not paved, you know, they can get to their destination
14 relatively safely.

15 However, in inclement weather, whether
16 it's snow or rain, those shoulders become nonusable,
17 and so they're walking on the edge of the pavement.
18 And I think this is really, really critical -- I think
19 it's a critical component that should also be seriously
20 considered for this goal. It's definitely on the list.
21 Like I said, when you look -- when you look at the
22 list, it's really hard to pick one above the other, but
23 I think for -- for myself I think that would be very
24 critical.

25 MR. GLEASON: This is all about getting

1 started, where do we start.

2 MR. GONZALES: Right.

3 MR. GLEASON: Got a lot to do.

4 MR. GONZALES: There is a -- there's no
5 question. But what I'm saying is that's a key
6 component.

7 MR. STEINER: I'll comment. David
8 Steiner from Lufkin. I agree wholeheartedly with Bobby
9 around, you know, safe routes to school. I would
10 just -- I would expand it, just safe routes not only to
11 school, but just around the communities is I think, you
12 know, vitally important, so I think all of that. And a
13 couple of reasons, you know, why I say that.
14 Certainly, you know, kids trying to access, you know,
15 to school, going from school and having access.

16 Just in the paper a week ago -- and the
17 government did a study around food deserts and not
18 having access, and they talked about these small
19 communities. And in the paper locally in Lufkin it
20 talked around people in North Lufkin that had to walk,
21 and not only did it talk about what was interesting, it
22 talked about having to walk 30, 45 minutes, but there
23 were no sidewalks. They either walked in the road or
24 on the grass. So, you know, I think in our communities
25 that's very important.

1 The second aspect for me I think that's
2 equally important is around -- and the comment was made
3 around being recognized and having -- as belonging on
4 the road, that bicycles do belong on the road also, and
5 that may be -- you know, we all stopped and see signage
6 on the road that say share the road with a motorcycle.
7 It's pretty rare when I see it that actually has a
8 bicycle. And, you know, yeah. So we all live it. I
9 don't have to repeat that. But I think that that
10 recognition is not -- getting around the community is
11 important. We also have a lot of people on kind of the
12 outlying roads, and having bike striping, access ways,
13 or at least just signage to share the roads, that
14 type -- I'm not saying that's the only thing, but that
15 type of stuff I think is also important.

16 MS. BLAZOSKY: David, this is Ali, or
17 Allison Blazosky. One of the first points that you
18 were making especially I wanted to springboard off of
19 because the -- the safe routes to everywhere I think
20 can -- we can start to continue, I guess, making
21 progress toward that with the TxDOT Complete Streets
22 policies, so I think that it would start on our
23 handout, but I would agree that if we can start
24 reviewing those best practices from around the country,
25 then getting one in place here for the state of Texas,

1 that would be a great foundation.

2 MS. LIND: That's one that if staff could
3 kind of prioritize as a good starting point for a lot
4 of different initiatives.

5 MS. WEAVER: So I would second the
6 Complete Streets for TxDOT policy. I think that's one
7 of the top priorities. And then my second item would
8 be developing materials for law enforcement education,
9 but adding to that also driver education. That's a
10 really hard component we haven't been able to capture
11 in Dallas/Fort Worth. That takes a lot of coordination
12 and effort. I think coming from a state agency opens
13 doors and connects to other state agencies and
14 processes. So I think that would be a huge one where
15 the state could have a great impact.

16 MR. GLEASON: Karla, could you go into
17 both those elements a little further for me? I don't
18 want to make assumptions, that I know exactly what they
19 are.

20 MS. WEAVER: Sure. So the two big issues
21 are cars interacting with bikes is not taught in
22 driver's ed classes. It's not part of the test.
23 It's -- we're not training new drivers, and definitely
24 current drivers don't understand how to interact with
25 bikes on the streets. So that's one way to sort of get

1 that information in the training classes, in the
2 schools, et cetera.

3 And then the counterpart to law
4 enforcement is most of our police departments don't
5 understand the laws about bikes on streets. Nine times
6 out of ten the bicyclist is going to be found at fault
7 and get the ticket. So there's an education there
8 that's needed to kind of create materials that could go
9 out to police departments, county sheriff's offices,
10 DPS, sort of all those different levels of enforcement.

11 MS. TERI KAPLAN: Did that help clarify,
12 Eric?

13 MR. GLEASON: Yeah.

14 MS. LIND: And if I'm not capturing
15 something, let me know.

16 MR. HIBBS: Anyone else have any
17 comments?

18 MR. TWING: I do. Two, one on the
19 education programs regarding cell phones and safe
20 distance is very important. I would add to that law
21 enforcement training on their use of computers while
22 they drive. They are as distracted as individuals
23 texting, and there has been some tragedies, and I think
24 the more they become aware that, you know, they -- they
25 need to be extremely careful.

1 The second -- and this is covered
2 somewhere, but it's a big problem in our area, is
3 alternatives for crossing busy streets that didn't
4 involving building a bridge. In Boulder they have
5 very -- for those who have been there, they have a
6 great system, big flashing lights that really alerts
7 people.

8 But to interconnect our city we're going
9 to have to get very focused on pretty creative ways to
10 have safe passage, because I've talked to parents, and
11 they don't want their children riding bikes, because
12 there's so many thoroughfares. They say it's just not
13 safe. And so, of course, you can't get the funding for
14 the bridges.

15 So any help in that area -- I don't know.
16 My guess is you probably have very smart people who
17 have already figured this out; somewhere there's a
18 report. I would certainly hope so. If not, I know
19 y'all are smart enough to figure it out.

20 MR. HIBBS: Thank you, Shawn.

21 Any other comments?

22 MS. ALLISON KAPLAN: Billy, I have some
23 comments.

24 MR. HIBBS: Please.

25 MS. ALLISON KAPLAN: Thank you. This is

1 Allison Kaplan from Austin, and I have three comments
2 that I'd like to offer. One is when I think about what
3 Texas can do from a tourist perspective, I think
4 establishing a statewide bikeway network is vital. If
5 somebody wants to get across the state on a
6 cross-country bike tour, they need to know where those
7 safe routes are. And if there aren't safe routes, then
8 they -- then that's something that Texas can do -- that
9 Texas can improve on.

10 And I know that maybe intercity by travel
11 is not huge right now. I just -- I think it's -- I
12 think it's an essential thing that we have a state bike
13 network and a state bike map that goes along with it to
14 show where we can get from city to city.

15 The second thing I would say is I would
16 support the law enforcement education. When we train
17 people to drive on the roads they need to be -- they
18 need to be made aware of bicycles and the law that
19 states how they need to behave around bicyclists to
20 keep the bicyclists safe. And so there's that. I
21 agree with that one.

22 And then a third thing is the adopting
23 design guidelines that support safe facilities. There
24 are several examples of those out there. The NACTO --
25 which applies to cities, so I believe it could be

1 applied to the state as well. The NACTO design
2 guidelines, the ITE designing walkable thoroughfares,
3 and I can't remember the third one.

4 But there's several examples of -- FHWA
5 did a recommended best practices for designing
6 protected bike lanes. So there's a lot of safety
7 guidance out there that TxDOT could adopt that would
8 build safe facilities.

9 MR. HIBBS: I agree. And those were --
10 those were comments. I'd like to follow up with a
11 couple as well. In regards to adopting the design
12 guidelines that support safe facilities, I know that
13 from the very first time I came to my first meeting at
14 this committee Robin Stallings has been bending my ear
15 about this, and I want to give him the credit for
16 educating me that it really is important that TxDOT
17 begins to adopt cycling in all of their plans going
18 forward for building highways and looking at future
19 transportation, that it doesn't need to be an
20 afterthought where we come in with something like a
21 bike stripe and try to fix the problem, but it needs to
22 be on the front end of the engineering.

23 And that's a kind of a two-part thing.
24 It needs to be included within the design phase, but
25 then secondly -- and I was glad to see this in here

1 too -- review how the staff considers bicycling
2 accommodations during all phases of project
3 development. And that is critically important because
4 the engineers who are in these various offices have
5 basically been building highways pretty much the same
6 way for quite some period of time, and they've actually
7 talked to me about this.

8 And so it is a major culture shift within
9 TxDOT and within the -- in these various regional
10 offices to all of a sudden start with, "All right.
11 Well, where are the bicycles going to go on this new
12 route? And if we go back and improve this surface, how
13 can we best accommodate cyclists." And that is a
14 fundamental problem we have in business, and I think
15 it's a fundamental challenge we have in government, and
16 that is anytime something new is put forth, there needs
17 to be a lot of training and there needs to be a lot of
18 information-sharing so that these people that are
19 making the decisions at the very beginning understand
20 what the new model is. And so, you know, for me
21 personally -- and thank you, Allison. I think those
22 kind of played off of some of the things that you said.
23 And frankly, whether it's safe routes to school or
24 anything, if you've got those two things, if you've got
25 the staff educated on cycling issues and they're

1 thinking about it from the design stage of new
2 construction going forward, I tell you what, we could
3 all leave right now and be done with the Bicycle
4 Advisory Committee, and we will have done a magnificent
5 job of really bending the curve, I think, when it comes
6 to bicycle transportation.

7 Any other comments?

8 Russ?

9 MR. FRANK: I was actually going to say
10 something similar to that. To me the Complete Streets
11 and some of these guidelines are important. If you're
12 really going to have a long-term fix, it's just got to
13 be from the beginning when you talk about a project.
14 The bike striping is fine, but you would have an after
15 piece how you fix it. But with the long-term of Texas
16 if you're going to be able to have better bike
17 accommodations you just think about all these projects
18 from the very beginning to the end. Part of that's the
19 engineering teams, but part of that's going to have to
20 be the TxDOT commission say this is what the
21 policymakers think are important so it can trickle
22 throughout TxDOT. But I think that's the most
23 important probably for the long term of how we fix all
24 these problems.

25 MR. PITCHFORD: Mr. Chairman, Joseph

1 Pitchford. I want to second what Allison said about
2 bicycle tourism. I don't think the word "bicycle
3 tourism" is really anywhere in the strategic plan, and
4 perhaps it ought to be. Bicycle tourism is a growing
5 force in our country and has a disproportionately
6 positive impact on rural areas that have a small amount
7 of business or semirural areas if -- where a couple of
8 bike vendors for the small business means an enormous
9 amount.

10 And I would say no state agency in Texas
11 has a greater potential to positively impact bicycle
12 tourism than TxDOT. I don't think anybody would
13 necessarily argue with that. So I think it's very
14 important perhaps about bicycle tourism, the statewide
15 bike map as part of that.

16 In addition, I don't know how it would be
17 incorporated, but TxDOT's ability and willingness to
18 work with existing rail bank agencies, rails to trails,
19 is a huge part of that. If TxDOT facilities that cross
20 or run parallel to existing rail bank facilities where
21 existing rails to trails can be recognized, encouraged,
22 and develop mutual respect, it will be a twofer for
23 those trails and bicycle groups.

24 MR. HIBBS: Great comments, everyone.
25 Anyone else?

1 MR. STEINER: Billy, I just want to add a
2 little comment to what you mentioned around, you know,
3 how staff considers bicycle accommodations. One thing
4 I think worked very well and that I got involved in is
5 actually some folks I know on TxDOT, they were
6 considering longer term plans and actually reached out
7 to us, reached out to folks and said, hey, which routes
8 do you use, what are important features, gave that
9 feedback, which I thought was outstanding, and I
10 applaud them for doing it. I don't know if that's a
11 regular activity, but I just wanted to share that. I
12 think it's good. It's something to consider and maybe
13 build in because there's a lot of knowledge in all of
14 our communities there. And it fits very well. So
15 something to consider.

16 MR. HIBBS: Eric, this information now,
17 what's the next step?

18 MR. GLEASON: So we -- just to review
19 what you're looking at today, these are all things
20 y'all have helped us create, all these statements on
21 this page. Our highlights and stars were just our way
22 of provoking the conversation, not intended to suggest
23 that we'd already made up our minds. What I'm
24 hearing -- I like to kind of summarize things into
25 groups of three, so if I tend to run over something let

1 me know.

2 But I'm hearing an emphasis in sort of a
3 safety and education emphasis, safe routes to school
4 program, extending that to beyond the safe routes
5 everywhere, a big emphasis on safety and then the
6 education element of that, law enforcement. Design is
7 another big area, you know, Complete Streets, as well
8 as reviewing our own department practices so that how
9 can bicycling be incorporated from the beginning
10 throughout our entire design process.

11 And then I'm hearing around the notion of
12 a statewide bike network, if you will. I think,
13 Joseph, we -- I think that that's predicated on the
14 notion of tourism and expanding that. I think as we
15 get into that, not only is it information piece for
16 people, but I think it's going to trigger issues around
17 how do we make it happen, and I think some of the
18 things you said are drawn into there.

19 So given what I've heard I have a
20 tendency to kind of put those -- everything we've
21 talked about in those three general categories. I
22 think we can -- we can fire out of here with that
23 information from the committee. We don't meet again
24 until April, so we'll start working on that stuff in
25 some fashion. We won't wait for the next meeting to

1 confirm what we heard today, if that's a regional -- if
2 that's a reasonable outcome for us to walk away with.

3 Have I left something out or does that
4 seem like a reasonable approach?

5 MS. BLAZOSKY: Can I add or maybe ask for
6 a clarification? The safety and education, I heard it
7 to, especially on the education just -- maybe of just
8 everybody's rights and responsibilities. The safety
9 portion, I wanted to reiterate that Safe Routes to
10 School requires the funding, so in addition to
11 identifying safety as a priority funding safety plus
12 education.

13 MR. STEINER: I was just going to add on
14 exactly the same thing for clarification if I may.
15 Safety and education that I heard was education
16 especially around drivers and law enforcement, and the
17 safety aspect is especially -- I view it as a funding
18 infrastructure, the routes, whether it's striping or
19 whatever. Anybody else, please correct me, but that's
20 what I -- I heard and that's -- I agree with and would
21 add also.

22 MR. GLEASON: Can I ask a clarifying
23 question of the committee? So we talk about educating
24 drivers. Is there anything to educate a bicyclist as a
25 part of this as well?

1 MR. STEINER: Yes.

2 MR. TWING: That's a big part that we
3 start -- well, in our experience it's very small. We
4 actually start with the cyclists. We actually talk to
5 them about helmets, riding on the correct side of the
6 road, having lights, the things that are actually
7 legally required. So that is just as important.

8 MR. GLEASON: Okay.

9 MR. TWING: May I ask another question?
10 And again it's a clarification since I'm new to the
11 committee. Is there a way to partner up with vendors
12 that are private entities as part of the funding issue?
13 For example, on the bicycle tourism, bike shops, for
14 example, or Chamber of Commerce type organizations are
15 willing to put money in.

16 Is that something we can partner up with,
17 or does that just open more problems than it solves?

18 MR. GLEASON: I think that's something we
19 would absolutely consider as we go through this.

20 MR. TWING: So there is no kind of
21 overriding ban or --

22 MR. GLEASON: We will probably run into
23 something somewhere along the way, but the concept of
24 partnering with private sectors, entities, and others
25 to bring additional funding to solve problems is

1 clearly something we're all about.

2 MR. TWING: For example, the Web page, my
3 first thought was I know three bike shops, a running
4 store, they would pay to be able to be linked in
5 somehow.

6 MR. GLEASON: I'm sure we probably can't
7 or won't put that on our Web page, but that's not to
8 say we couldn't link to the others that you may have
9 locally that would.

10 MR. TWING: I understand. Thank you very
11 much.

12 MR. HIBBS: Very good. Any final
13 comments on the strategic direction report? If not,
14 we'll move along.

15 MS. TERI KAPLAN: I did want to add one
16 comment before I wrap that up to tell everyone on the
17 committee that the Northeast Texas trails that Joseph
18 Pitchford has been so much a part of, we did fund three
19 segments in the TAP call for projects in December.

20 MR. PITCHFORD: That's a huge thing
21 for --

22 MS. TERI KAPLAN: And they are very
23 excited about it, all of the community, the communities
24 at large, and the bicyclists we heard from them.

25 MR. PITCHFORD: It will pay off in

1 bicyclist tourism, no doubt.

2 MR. HIBBS: Joseph, since you're new
3 to -- this is the first time you've been here, what we
4 will do later on is have kind of a roundtable where
5 everyone reports on what's going on in the region, and
6 if you would, be prepared to share some more specifics
7 with us about that particular project.

8 All right. So at this point we're going
9 to progress and go to No. 7 on the agenda item.

10 It does say action item. Do we need
11 to -- on the strategic report do we need to take a vote
12 or bless it or --

13 MR. GLEASON: I guess that's up to you.
14 The committee could confirm my summary with the two
15 additional comments at the end, or I'm fine. I mean, I
16 guess it just depends.

17 MR. HIBBS: Is there a compelling reason
18 to do that? I mean, I don't think there is
19 necessarily.

20 MR. GLEASON: Yeah.

21 MR. HIBBS: Okay. So presentation on
22 emerging guidance from FHWA and implementation on bike
23 stripe initiatives.

24 MR. GLEASON: So these seemed like two
25 different things, but I assure you they're all part of

1 same notion.

2 And, Teri, how are we handling -- I know
3 I'm in charge of this one, but how are we handling the
4 federal highways emerging guidance? Is that something
5 that Genevieve is going to --

6 MS. TERI KAPLAN: We're going to provide
7 you some of the new documents that have been approved
8 in 2015. I will send them out to you for you to
9 review. Karla mentioned a few of them. In discussion
10 we had some significant guidance that has been created
11 from FHWA just very recently, in the last month. So
12 I'm going to put together an e-mail of all of the
13 information out there. It's so much that we aren't
14 going to cover it here today.

15 MR. GLEASON: So how does it relate to
16 bike stripe? How does -- specifically. That's why
17 these are together.

18 MS. TERI KAPLAN: Well, I didn't bring
19 the -- Karla, did you want to say something?

20 MS. WEAVER: May I add? So the federal
21 government came out with protected bike lanes guidance,
22 a new manual that's been published, and it's great.
23 It's a wonderful resource for cities and TxDOT and
24 communities on sort of the mechanics of putting down
25 these facilities that I think are tied into this

1 program.

2 And then I brought -- I had sent this to
3 Teri. I brought today out of the new transportation
4 bill -- there is an emphasis on Complete Streets
5 looking at on-street and making all those safer, and I
6 think that also supports sort of the bike stripe and
7 where that set it and implementation for that. So I
8 just brought -- it's a quick fact sheet front and back
9 for you guys that you might want to review at your own
10 time.

11 MR. GLEASON: Thank you, Karla. And I
12 might say this is exactly why you guys are here,
13 because in fact you do know more about this than we do.
14 So perfect. I appreciate the help.

15 MS. TERI KAPLAN: And Karla and I had
16 discussed this, and I had asked her to help me out in
17 this area because I have been so busy with the TAP that
18 I haven't had an opportunity to read all of the
19 emerging documents that have come out from FHWA.

20 MR. GLEASON: So let's turn our attention
21 to bike stripe and our pilot. And, you know, I view
22 bike stripe -- the bike stripe pilot program I tend to
23 work singular because I would consider three projects
24 being part of a pilot program. It's a nuance. So the
25 committees had a presentation. They talked about bike

1 stripe and it's -- we have commission level interest in
2 pursuing a pilot program for bike stripe.

3 And we wanted to spend some time with the
4 committee today before we just fire off and did
5 something, making sure that we had some level of
6 consensus about what the purpose of a pilot was, what
7 were we trying to test, what kinds of outcome would we
8 be looking to try and measure so that we get this thing
9 conceived of properly from the beginning so that as we
10 go through then the next steps, which we'll also talk
11 about today about how we will envision the process
12 happening around it, we make sure we're focused on the
13 right stuff.

14 So what I'd like to do is just have a
15 very open-ended conversation, if you will, about what
16 the purpose of a pilot program for bike stripe would
17 be. Then after that we'll talk more about selection
18 criteria, what kinds of locations might fit the ticket
19 here, and how do we solicit interest in the program and
20 all those things. But before we go any further I want
21 to leave here with a really good understanding of what
22 the committee believes to be the purpose of a pilot on
23 bike stripe.

24 MR. HIBBS: Eric, this is Billy Hibbs,
25 and I'd like to take that first question, and

1 particularly for the new members on the committee here
2 to help them understand kind of the history. Until
3 very recently there was virtually no representation on
4 the committee from anyone from rural areas, and as a
5 result, across the state of Texas the urban areas --
6 and y'all all know where those are -- they all
7 progressed. They had striping. They had resources
8 allocated to them so that they could have bike lanes.

9 And during the course of kind of the
10 evolution of this committee to where there is now a
11 considerable amount of some smaller community
12 representation, there was a great interest in taking a
13 lot of the things that had been done in these urban
14 areas and taking it to some of the smaller communities.

15 And I want to say that again because one
16 of the things that you notice up here in the orange bar
17 on your handout is population. And so bike stripe was
18 designed or I should say envisioned originally as a way
19 for a community that had very little money and very
20 little ability to attract millions of dollars in
21 funding to pull off what I kind of refer to as the
22 low-hanging fruit, and that is in these communities.

23 In those smaller communities there are
24 already lanes that are overly wide. Some of them have
25 medians in them. Some of them have medians that can be

1 squeezed. But most of them have some areas where there
2 can be striping that can take place at a very low cost.

3 And where most of the challenge has
4 occurred in the past has been engineering because to
5 engineer all that takes money. And I can tell you from
6 the standpoint of a small community like Tyler, the
7 engineering study that put this together for our
8 community -- Tyler is roughly a hundred thousand in
9 population, probably 250 if you include the county.
10 The engineering studies alone were in excess of
11 \$800,000. And I can assure you there is no small-town
12 budget anywhere in Texas that is going to have that
13 money for engineering.

14 And thanks to Bobby Gonzales and his work
15 as a civil engineer and working to basically stripe El
16 Paso, he developed a software program that allows
17 communities to take data, put it in there, and come up
18 with a plan where you use the overly wide roads, and
19 what we used was kind of a hub and a spoke layout where
20 the city was downtown and it had feeder spokes that
21 went in.

22 And so my thought was we'll take that and
23 take it to a local university or community college or
24 some higher education area that has engineers that are
25 like in training and will work for free because this

1 would be a fantastic resume credit. So we did. We
2 took it to the University of Texas at Tyler. We found
3 an associate professor there that was very interested
4 in a hands-on, real-world learning experience for his
5 students. And they absolutely poured themselves into
6 this project.

7 Again, I want to give Bobby a tremendous
8 amount of help because if I had just gone to them and
9 said, "Okay, guys. Here's the idea. Take off with
10 it," it probably wouldn't have gone anywhere. Once
11 they had the tools necessary to pull it off, they did.
12 So they came up with a plan. That plan was presented
13 to the mayor and to the city manager. They looked at
14 it. They said, "Well, you know this looks a lot like
15 the plan that we have been talking about over the years
16 but never really officially adopted."

17 And I'm so glad that all of y'all are
18 going to get to hear from Russ today because smaller
19 communities don't have these thick bicycle plans like
20 Austin and -- and this is new information to us. And
21 so they took that. They looked at it and blessed it.
22 And we found that through using basically connections
23 within the community we were able to get the
24 engineering done. I think maybe I bought pizza for the
25 kids that were working on this. But they did a great

1 job. And as the work started to be known outside of
2 Tyler, my phone started ringing, and other people in
3 other communities had interest in talking about this.

4 So the purpose, Eric, which was the first
5 thing that you wanted to try to accomplish, from my
6 perspective is to have a project that shows a smaller
7 community from start to finish how to get paint on the
8 roads so that they can stripe their community and to do
9 it at virtually no cost to the taxpayer and with a
10 mind-set that this is going to be done in communities
11 that really want this. In other words, the community
12 embraces it. We're not out there trying to force
13 anybody to do anything they don't want to do, and
14 there's probably some communities that aren't
15 particularly bicycle friendly. But for those that want
16 to do it, put a plan together, have it on the website.
17 If you want to bike stripe your community, click on
18 that link and walk through that flowchart of all the
19 different things that it takes to get there.

20 MR. GLEASON: So the ultimate test to
21 this process will be implementation.

22 MR. HIBBS: That's right.

23 MR. GLEASON: Got to kind of complete
24 that --

25 MR. HIBBS: Completes the circle.

1 MR. GLEASON: -- circle, that one
2 purpose.

3 MR. HIBBS: There will be pictures on
4 that website of paint on the ground, and it will talk
5 about this is how you go about getting it done.

6 MR. GLEASON: So that can be one
7 purpose --

8 MR. HIBBS: Because they need some help.
9 I'm convinced that there are many smaller communities
10 in more rural areas who really want to do this, but
11 they've got to be led there. It's not going to happen
12 by osmosis.

13 MR. GLEASON: So one of the purposes in a
14 more general fashion would be, then, to be able,
15 through the experience with the pilots, to better
16 understand the range of issues and opportunities
17 associated with implementing a bike stripe.

18 MR. HIBBS: That's exactly right.

19 MR. GLEASON: Okay. Other thoughts on
20 the purpose of the pilot?

21 MR. FRANK: This is Russ Frank from
22 Houston. I don't want to veer off. Billy has given us
23 lots of his thoughts on this over time, but since this
24 is TxDOT, I mean, some of these communities I guess --
25 would that mostly be on TxDOT highways or do you get --

1 at some point you get to wherever the small city is if
2 it's in city limits? I don't know how that impacts
3 this as far as what TxDOT could do or couldn't do.
4 Normally y'all would have to spend money or help out on
5 things that are on the TxDOT right-of-way or highways,
6 right? I guess it's kind of a question for how do you
7 do something like this. Does -- I don't know from
8 Tyler. Was this all on TxDOT roads or was it on City
9 of Tyler right-of-way, or how did that work?

10 MR. HIBBS: Great question, Russ. It's a
11 combination. And so I think that's one of the issues
12 that we're working through right now. And I found that
13 the City of Tyler was very anxious to look at ways
14 where they can share funding in some of these various
15 areas. And I think because there is some interest with
16 TxDOT in seeing this done, I believe we can get it -- I
17 believe we can get it done probably more so now than we
18 could have five or ten years ago. And I think a lot of
19 it has to do with kind of evolving perception and need
20 for bike lanes in, you know, transportation grids.

21 MS. WEAVER: I just -- this is Karla
22 Weaver. I wanted to ask for a small clarification.
23 Would it be locations without bicycle plans or
24 locations that maybe have a plan but are smaller and
25 haven't had resources to implement the plan or

1 either-or? Because then you have to do the planning,
2 then the funding.

3 MR. GLEASON: Yeah, I think, Karla,
4 that's one of my ideas for this conversation that we
5 get to next about target locations. I think in the
6 context --

7 MS. WEAVER: She wrote "without a plan."
8 I just --

9 MS. LIND: I'm just trying to write down
10 kind of what I'm hearing. So I'm not -- this is
11 just -- some of it's even questions to you all --

12 MS. WEAVER: Oh, okay.

13 MS. LIND: -- I think, just to kind of
14 note. But I think that's a great question. So is it
15 localities without bicycle plans or resources, question
16 mark.

17 MR. GLEASON: I just want to hold that to
18 the next part of the conversation if I can.

19 MS. WEAVER: Yes.

20 MR. GLEASON: Obviously there's a
21 readiness question, interest versus readiness versus
22 doability.

23 MS. WEAVER: Or planning funds versus
24 construction funds.

25 MR. GLEASON: So I get the notion of we

1 just got to try it in a number of locations and we'll
2 learn about all of the issues associated with it.
3 Other purposes?

4 MR. TWING: Between Amarillo and Canyon
5 there are frontage roads that are the main cycling
6 area. And this type of striping, it seems to me that
7 that's a way to follow up on the connecting cities. I
8 think Allison pointed that out. That -- as part of
9 this project it would include not just intercity --
10 inner city, but intercity, in other words, connecting
11 communities and that they can even come together
12 perhaps.

13 MR. GLEASON: So that's an interesting
14 kind of extension, I think, of the fundamental concept,
15 which I think is more community centered, is whether or
16 not a pilot -- whether we'd want to try and expand that
17 concept in a limited fashion to address an intercity
18 connection.

19 MR. TWING: Specifically, in Amarillo and
20 Canyon on I-27 you can go from Amarillo to Lubbock on
21 frontage road, all the way, and that is the primary
22 place people ride, both from Amarillo to Canyon and
23 back, and there is probably three -- you have about
24 three or four cities along the way. You could
25 literally at some point link up by striping on the

1 frontage road. We've had a lot of interest in that.
2 You could literally link Amarillo to Lubbock.

3 MR. GLEASON: So I'm going to take that
4 idea. It's a good idea. But I'm going to challenge
5 the committee and say that I think that's outside the
6 scope of this pilot. I'm perfectly willing to be told
7 differently. To me it's a significant variation on the
8 concept that we've discussed. I'm okay with going with
9 it, but I want to make sure that the committee grasps
10 that and tells us what they want to do.

11 MR. HIBBS: Eric, this is Billy. And I
12 will tell you it fits perfectly with the longer term
13 goal of connecting these cities, and it makes a lot
14 more sense to have cities who are bike striped
15 connected than just a striped frontage road between two
16 cities that are not striped. And so I think that it
17 all fits into the longer term plan very, very well.

18 And I really like the idea, too, Shawn,
19 of maybe -- maybe Amarillo and Lubbock, you know, need
20 to be part of this bike stripe conversation because
21 that would then enable us to have a Point A and a Point
22 B and go back to Eric next year or the following year
23 and say, okay, now it's time to connect those two.

24 MR. GLEASON: So let me -- for this, the
25 strategic direction report embraces the notion of using

1 pilot projects to test out ideas and concepts that may
2 have statewide application. Bike stripe is an example
3 of that. Using the same idea to connect communities
4 might be another pilot. Is that consistent with
5 what -- I sort of heard you at the end suggest it as a
6 next step and not necessarily part of this.

7 MR. HIBBS: I think we can kind of get
8 overwhelmed here unless we try to eat the elephant, you
9 know, kind of one sitting at a time. And there's a lot
10 going on across the state. So yes, I think that would
11 be maybe Phase 2.

12 MR. STEINER: I'm just going to add --
13 David Steiner. As to the purpose, you know, very
14 interesting things are heard around providing the
15 resources, understanding what the tools need. Size of
16 community is important. It might be good if you look
17 at one or two where you actually try to take it all the
18 way to implementation. But part of the purpose from
19 the pilot would also be to understand what help does
20 the communities need, and it may be on TxDOT
21 right-of-ways or in the communities. So part of it --
22 part of the pilot I would just suggest is maybe just to
23 talk to a few others, the small communities, the medium
24 size communities -- Lubbock's 200,000-plus -- and
25 understand those pieces.

1 MR. GLEASON: So let me try -- let me
2 just challenge you again. How about use, performance,
3 outcome? Is that part of the pilot? Yeah, I've heard
4 let's figure out how we get these things in place.
5 What about results?

6 MS. WEAVER: Before and after?

7 MR. GLEASON: Yeah. How does that fit
8 into what we're trying to do with the pilot?

9 MS. LIND: Can I go -- you're talking
10 about resources, David. What resources are you talking
11 about? Staff resources? Just money like
12 technically -- Billy mentioned, like, having technical
13 support from university. Is that something that you --
14 you want to prioritize that?

15 MR. STEINER: That's what I was referring
16 to. We've talked about providing the resources and
17 tools at these small communities that don't have that.
18 My suggestion is around understanding what they really
19 need. I can't sit here and say I understand what the
20 50,000 in the local area truly need, what their real
21 barriers are. So part of it is understanding it.

22 MR. HIBBS: That's one of the reasons why
23 this flowchart I keep referring to is so important,
24 because it enables the community to figure out, okay,
25 we're going to have to have some interaction by bicycle

1 club members. They're going to need to have contacts
2 at city hall. They're going to need to engage the city
3 manager and all the things that we've had to do in
4 Tyler to get it to this point. There is a lot of
5 laying the groundwork in order to get it pulled off.

6 And you're exactly right. You can have
7 the greatest idea in the world, but if you don't have a
8 plan to get it implemented, it's going to fail
9 miserably. And the website is a very important part of
10 this because those of us on this committee don't have
11 time to go to all these communities and educate these
12 people how to do it. There is going to need to be a
13 resource where they can go to it and they can see how
14 to pull this off.

15 And I think one of the most important
16 things, it gets back to Eric's question about the
17 purpose. I think they need to be able to see some
18 tangible results. They need to be able to see a
19 community that's been striped. They need to be able to
20 pull up the grid and see where they are on there, and
21 they need to say, "I want that for my community. This
22 is great. This will bring tourism to our area. It
23 will be an economic development tool for our Chamber of
24 Commerce." And I think if you will put it in their
25 hands like that it will take off. And they will -- the

1 people who are interested in these kinds of things, I
2 think they will embrace it and embrace it warmly.

3 MR. STEINER: Just to be clear if I can,
4 I agree with you wholeheartedly. My point was only
5 taking those to a couple of communities just to
6 validate, yes, this is -- this really helps you. You
7 can do two, but you might be able to just go to No. 3
8 and No. 4 and say, hey, this is what we're working on,
9 let's validate this is helpful for you, you know. That
10 was my only point, to help validate exactly that.

11 MR. HIBBS: Oh, absolutely. And it needs
12 to be validated because it will be so much more
13 impactful for a city to be able to say, I'm going to
14 commit my local college engineering department to work
15 on these plans for the next nine months because we sent
16 a search and rescue team to Tyler and we had them ride
17 around on it out there, and it works. We've seen it,
18 we've seen the paint on the ground, and, you know, we
19 want this for our community too.

20 MR. GLEASON: Russ?

21 MR. FRANK: I think there needs to be
22 some -- we talked -- you mentioned about performance or
23 something like that. There's got to be some way to
24 know there's going to be community support, there's
25 going to be some kind of usage. I don't know if -- you

1 know, we were talking about there is bike clubs or
2 people who are pushing for it. But if it's just a
3 community that says -- like two people say, I want this
4 test pilot, and then no one ever uses it, it's not
5 going to be successful to be implemented over again
6 somewhere else.

7 So we've got to have some way to show
8 community support or cycle community support or
9 something to make sure you know people are going to
10 actually use it.

11 MR. GLEASON: Does that qualify maybe as
12 a selection criteria?

13 MR. FRANK: I think it's got to be
14 something like that so -- because to me if you have one
15 community that says we have all these people who are
16 really pushing and they're going to help push their
17 local officials to be supportive of it, it's different
18 than, like, just a couple of people trying to get a
19 project in their community. You've got to have some
20 people that will help push it over the hump to make it
21 successful.

22 MR. GLEASON: So let's shift gears and
23 kind of talk more specifically, then, about what's on
24 the page in front of you, and then maybe that
25 conversation will also yield some ideas more so back to

1 the purpose, kind of work our way through this, since
2 that's where folks seem to want to go.

3 So when we think of this, are there
4 target locations, are there areas in the state that are
5 more amenable to solicitation of interest for a pilot,
6 or do we just want to go statewide? Anybody's
7 interested -- do we have any idea of how to focus at
8 least for the selection of a pilot community? Do y'all
9 have any thoughts for us? For example, should we focus
10 on communities between 50 and 200,000 just because we
11 think the resources are not more readily available in
12 those communities as opposed to sending something out
13 to all -- you know, all communities under 200,000 in
14 the state of Texas? I mean, I'm just trying to -- I
15 don't know the answer to that.

16 MS. WEAVER: One thing that you could
17 require is that cities have a -- just as a starting
18 place, that cities have an adopted bike plan that's
19 been approved by their city. In the Dallas/Fort Worth
20 region we have 200 cities. We only have 25 that have
21 adopted bike plans. So it's not a -- I don't think
22 you're going to get hundreds of responses because it's
23 a very small group that's gone this direction. Five
24 years ago I had one city. So this is a -- it's
25 evolving, but it's moving slow. So there's that.

1 MR. TWING: One thing you might be able
2 to formulate a metrics is -- it's going to be hard to
3 get really hard data about bike usage, that I would
4 suggest smaller communities with colleges, community
5 colleges. You are more likely to have people on bikes
6 as opposed to just the city. For example, as we're
7 having this discussion I'm comparing Amarillo to
8 Canyon, and Canyon's smaller, but it's got a pretty
9 good size university. Canyon would almost be a better
10 place to start, you know, and because there are more
11 people using bicycles, a lot of schools. It's very
12 congested. The schools have a lot of trouble keeping
13 the traffic down. So again, that would just be one
14 element.

15 MR. GLEASON: I actually thought you were
16 going to go toward the resource end of things with the
17 university presence to help with the design and
18 engineering. You're actually focused on use and
19 interest.

20 MS. TERI KAPLAN: It serves both.

21 MR. GLEASON: It's both.

22 MR. TWING: If we were going to do the
23 pilot and say what about the Amarillo area, I'd go to
24 the West Texas A&M, which is in Canyon, go to the
25 engineering department and then contact the city

1 manager, get all three of them talking and then start
2 it in Canyon. Rather than go from Amarillo down to
3 Canyon, I would focus from Canyon up to Amarillo. And
4 you have to understand, there's so much traffic between
5 the cities. I mean, they will see the striping. They
6 will see -- they will see that happening, and it could
7 result in a lot of interest.

8 MR. PITCHFORD: Mr. Chairman,
9 Mr. Gleason, to respond to your direct question, it
10 seems totally appropriate to support a bracketing of
11 population. This is a pilot program, so you're not
12 saying never. You're saying for this pilot program if
13 we said it appears to -- this committee appears, TxDOT,
14 that it makes sense to bracket it throughout --
15 actually sounds like a very reasonable bracket in the
16 50, 200,000, you could have language in there that
17 says, look, if you're outside this range and you have a
18 special reason why your community ought to be eligible
19 for this pilot program, go for it, tell us, but that's
20 the bracketed target.

21 I think that gets actually, Mr. Chairman,
22 to what you were saying about by bracketing it properly
23 you get the notion that some communities don't have the
24 resources. You also avoid it being too small a
25 community where, look, there just aren't that many bike

1 riders in a town of 5,000, at least not today, at least
2 not that I'm aware of. So that seems like a totally
3 appropriate selection criteria.

4 MR. HIBBS: Eric, this is Billy Hibbs
5 again, and I think that it would be most helpful, maybe
6 not a requirement, but most helpful for members of this
7 committee to be willing to kind of take the lead in a
8 community because a community's not going to know
9 anything about bike stripe at this point.

10 And so -- and I'm going to use David for
11 an example. There is a professor at Stephen F. Austin
12 who has been in contact with me for several months
13 wanting very much to be a part of this. Stephen F.
14 Austin's in Nacogdoches. It's outside of Lufkin
15 obviously, and it's outside of Tyler. But David has
16 reached out to him and has engaged him. And this
17 fellow is very, very excited about the work we're doing
18 here on the committee. He's a cycling advocate, and I
19 think he's got some credentials maybe, David, that puts
20 him way up the food chain in terms of knowing and
21 understanding cycling advocacy issues.

22 And what I would like to see is if -- if
23 that was a particular area that met the qualification
24 guidelines, is have David be the liaison where he could
25 sit down and walk them through the various steps, and

1 when questions came up and when they needed maybe
2 resources, not monetary resources, but intellectual
3 capital resources, they would have someone like David
4 to lean on, and David could run it up the flagpole and
5 get them things that they need to be a pilot project.

6 MR. GLEASON: So let me -- I think
7 there's a boundary here we probably have to talk about
8 as committee members. At least I would advise you all
9 to talk about it, is, one, we're all as an ambassador
10 to ideas and efforts of this group in your local
11 communities. I think you would want to stay at arm's
12 length, though, from the perception that somehow being
13 on this committee favored a project being selected
14 versus not. That's what I would be concerned about. I
15 think it's important the committee kind of understand
16 that there's a risk if committee members get associated
17 with, "Come on with me. I'll get my pilot." But I
18 think clearly committee members can be ambassadors.
19 They can play the role of this is the notion behind the
20 pilot and this is the idea, this is what the Tyler
21 experience, where we have the most experience to date,
22 has shown, all those kinds of things. But I would be
23 reluctant to suggest that committee members become
24 advocates for projects in this process because --
25 certainly after one is picked, certainly if one is

1 picked, then that's great. But I think we need to
2 maintain some subjectivity in the selection so that
3 there's no criticism of that.

4 MR. HIBBS: Right. No, I totally
5 understand. And at the same time, if you just put this
6 out there as a project, they're not even going to know,
7 you know, what it is. I mean, someone's got to be able
8 to go out there and explain it to them and again be a
9 conduit for questions and resource materials and how to
10 do this.

11 MR. GLEASON: Absolutely.

12 MR. HIBBS: And so I just -- I think that
13 it is a -- it's a unique time, really, in Texas
14 history. Thanks to the gentleman here on my left,
15 Bobby Gonzales, we had extraordinary resources for
16 free. And however we can leverage those into some
17 things in some communities where they just don't have
18 the funding and it's never going to happen, that we
19 need to be talking about that.

20 And while it may not be the advocacy kind
21 of word and maybe the language isn't quite right on
22 that, I think we still have to understand that it's
23 probably not going to be done until David goes to the
24 guys at Stephen F. and says, hey, this is how you do it
25 and this is what you need to know and this is how to

1 pull it off.

2 MR. GLEASON: How do we -- I guess the
3 next, how do we solicit interest in the program? It's
4 kind of what we're talking about.

5 MS. BLAZOSKY: Before you move on to
6 that, can I -- this is Allison Blazosky. I wanted to
7 go back to the target population.

8 MR. GLEASON: Sure.

9 MS. BLAZOSKY: So where I'm envisioning
10 your -- the vision of bike stripe really being
11 successful is when there -- there's not connection
12 right now. There might not be really anyplace that
13 people could feel safe riding on the road, but this is
14 giving a connected system to that community. And there
15 are some communities in Texas that they might not feel
16 like they have a lot of riders right now potentially,
17 populations like Seguin, Gonzales. They have 30,000,
18 7,000 people. It might not be right now that there is
19 a lot of people riding, but those are communities that
20 you could basically stripe or add connection to a whole
21 community because they're smaller, and it would make a
22 huge impact for that type of geography. You can really
23 bike from one end of town to the other easily. A mom
24 could. An eight-year-old with their grandparent could
25 do that.

1 And so I'm wondering if a target audience
2 or target community might be a little smaller than the
3 50 to 200,000, maybe not to limit it to that, maybe
4 minimum up to 200 exactly.

5 MR. GLEASON: I'm just trying to imagine
6 the correspondence where it says, fundamental with
7 that, how do we get this into the right group of
8 potential locations, how do we get that notification
9 out, then what are we biting off from a process
10 standpoint. Our purpose is just to make sure we get
11 two or three really great pilots. I'm wondering if
12 there isn't some way to, you know --

13 MS. WEAVER: Could you use the regions
14 and if people had an adopted bike plan? Because if
15 they don't have a bike plan, they're not going to have
16 time to do this program.

17 MR. GLEASON: Does Tyler have an adopted
18 bike plan?

19 MR. HIBBS: It does. And that's an
20 important point, Eric.

21 And, Karla, I really appreciate you
22 bringing that up, because they actually took that
23 long-range strategic bike plan that they had and they
24 have been working on, and they took the information --
25 the college did -- and they married it up together, and

1 it was -- you know, it was even more, I guess,
2 validating because there had been some thoughts on it.

3 MS. WEAVER: I would agree with the zero
4 to 200 but with the caveat -- well, maybe we
5 shouldn't --

6 MS. TERI KAPLAN: Population of 200,000
7 or less.

8 MS. WEAVER: The up to 200,000, but I do
9 think you've got to limit it to people that have
10 already had the conversation and have already developed
11 consensus and have kind of -- they're ready to move
12 forward. That would be my weigh-in.

13 MR. GLEASON: So I've probably spent too
14 much time on this, so why don't we shift gears to
15 selection criteria real quickly. It doesn't have to be
16 a complete, exhaustive list of what we can do, but we
17 want to be able to give folks some idea of how we'll
18 evaluate different places. So, I mean, you know,
19 obviously bikes, bike plan. We've got --

20 MR. HIBBS: You need to have the ability
21 to get the free engineering studies done. That is
22 probably a single most important part because you have
23 to identify a partner who is willing to invest the time
24 to do the engineering study.

25 MR. GLEASON: Then Russ was talking about

1 community support, some evidence of broad-based
2 community support, bicycle groups, whatever.

3 MS. WEAVER: Maybe just timeliness or
4 project readiness, because even within a plan you may
5 have key corridors that you want to focus on, so you
6 might not be able to do 40 miles, but you might be able
7 to do 10 or 15 really well, depending on the type of
8 on-street facility you want to do. So it will all look
9 a little different depending on the context.

10 MR. HIBBS: I think, Eric, one of the
11 criteria needs to be support from the city, be it a
12 mayor, city council, city manager, or some combination
13 thereof. You need to know that they are in support of
14 the project.

15 MR. GLEASON: City traffic engineer?

16 MR. HIBBS: Probably, at least.

17 MR. GLEASON: Yeah. Very important.
18 Yeah. Okay.

19 MR. STEINER: Just to comment on it, on
20 some of these I agree. You know, we talked about the
21 support and the bike plan and stuff. You know, the
22 bike plan, I would add that not as a requirement, but
23 as a plus if you have one already. That in itself
24 indicates support and interest. But what we're talking
25 about is communities that don't have it. But if they

1 have a lot but haven't had the resources to even get
2 the bike plan, is that an instant out?

3 MR. GLEASON: So, David, if I can put you
4 on the spot, because I think that's important. If we
5 were to list requirements versus desirables, what's
6 your thinking on what might be requirements?

7 MR. STEINER: I think you know,
8 requirement, the support, the community support,
9 whether it's the city, the county, the local
10 organizations there. Certainly the size. I think, you
11 know, having that range of size is, you know, to help
12 kind of limit how many we go out after, right, to just
13 find a pilot to start with even.

14 You know, as requirements, I think as a
15 requirement having some partner -- some method of
16 getting the engineering is a critical piece, you know.
17 And then the other, we talked about, you know, the bike
18 plan is a desirable.

19 MR. GLEASON: Karla, is that consistent
20 with your thought, that it's a desirable, or is that a
21 requirement?

22 MS. WEAVER: If I'm speaking from in my
23 implementation hat, if they don't have a plan of what
24 they want to do, I think you could select somebody that
25 would be less successful or it could take a lot of time

1 to show success. So either they would have to have
2 something that says, we might not have an adopted plan,
3 but we've met lots of times, and here's the corridor,
4 and here's what we want and here's what we know, it
5 looks like -- because that can take months and months
6 to develop. You know what I mean? But there might be
7 a signature project of one community that's not in an
8 adopted plan but it's still gone through lots of
9 conversations. Yeah. You have to sort of -- how could
10 you supplement that.

11 MR. STEINER: So all else being equal,
12 it kicks you over. It's like the job interview.

13 MS. WEAVER: Right.

14 MR. STEINER: Bachelor's is required, but
15 a guy comes in with a master's, that's a positive.

16 MR. GLEASON: Yeah. No, I understand.
17 Joseph.

18 MR. PITCHFORD: I support Karla's point
19 about it being required in part because this is a pilot
20 program. You're only going to do a few, and if someone
21 misses out because they didn't have a bike plan, then
22 they get to go to city hall and say, "See, we missed
23 out. We need to have a bike plan." So it has a bit of
24 the carrot and the stick approach and I would support
25 that.

1 MS. WEAVER: Two things that you could
2 consider are safety, so will it -- are you putting
3 projects in where there are safety concerns that this
4 might help address. Everyone would have safety data
5 available. And then the other I think you could look
6 at is employment or population or where we're
7 connecting people to, so centers of use, so
8 universities or the shopping malls or -- you know,
9 we're interested in this as a mode of transportation,
10 and so are we getting people by a different mode to
11 different places of where we want them to live, work,
12 shop, all that kind of stuff.

13 MR. HIBBS: Thank you, Karla. This is
14 Billy Hibbs again, and I want to get back to what Russ
15 had said about measuring, and in my day job I haven't
16 measured a lot of things, so I'm very much attuned to
17 that. And I know in our particular community it's so
18 dangerous, Karla, in terms of being able to get around
19 that people typically don't commute by bikes because
20 there are no accommodations to do that.

21 And I think that once we get -- and so
22 there's really no way to say, okay, well, we had, you
23 know, 500 bicycle commuters before we scribed it and
24 now we've got 5,000. I think it's a little bit of one
25 of those situations where you're going to need to

1 monitor the usage after it's done because a lot of
2 people that it's geared for, you know, were having to
3 drive cars because there just simply was not a way to
4 get around. If they've got a safe way to do that, I'm
5 certain that that would go well.

6 Now, how you measure all that I don't
7 really know, and we need some input from the department
8 to help us understand that.

9 MR. TWING: Mr. Chairman, this is Shawn
10 Twing. The -- I was -- I was doing a quick search to
11 see if there was some census data correlating certain
12 factors to bicycle use, and U.S. Census does have data
13 on bicycle uses in urban cities. Now, I don't know how
14 far down this goes, but certainly in the larger cities.

15 But I guess it's really a question. Does
16 TxDOT keep any of that data? Has it ever done any
17 census surveys to try to correlate certain factors to,
18 you know, probability of bicycle use? What makes me
19 think of this is Half Price Books, for example. If you
20 want to open a franchise in a community, one of the
21 very first things they look at is the percentage of
22 people with graduate degrees because there is a
23 correlation to book buying. Of course, it's not a
24 direct cause and effect. But is there any kind of data
25 like that that could be looked into, A, to measure

1 someone for a matrix as part of the pilot program, you
2 can show actually show a number, and, two, you can
3 measure an increase of bicycle use over time to link it
4 to the effectiveness of the program?

5 MR. GLEASON: I'm sure we can get
6 whatever data is available from the census on that.

7 MS. LIND: Yeah. There's -- American
8 Community Survey data is nationwide, and you can get
9 some information on usage, but it's commute based. I
10 think it might be more beneficial to do -- maybe throw
11 some counters down and count a facility before and
12 after, but you can work that out as the program
13 progresses.

14 But yeah, it might be good to get a
15 baseline of how many - or even going out and having
16 some -- there's different ways to do it. There's a lot
17 of ways to count the actual usage before you put it in
18 and then afterwards. It would be great.

19 MR. GLEASON: Let me do a time check
20 because I think we can probably talk about this all
21 day. We have a lot on the agenda. I've heard a lot of
22 very, very helpful information. What I will do is -- I
23 now have enough where I feel like we can put a concept
24 together and push it through my administration and
25 leadership and get general BIOP from them that this is

1 something to commit to, because obviously if this thing
2 plays out, you know, the department is going to have to
3 make -- I've got enough now where, beyond the general
4 conversations, Mr. Chair, you had, I feel like I can
5 sit down and scribe what this thing looks like, who
6 would be -- we'd be trying to get to the table for a
7 pilot, and what we'd be thinking about to measure for
8 results. So great conversation today.

9 I don't think there's a specific action
10 needed from the committee at this point, and I think we
11 probably need to move on if that's all right.

12 It's totally up to you, sir.

13 MR. HIBBS: Thank you very much, Eric.
14 All right. So at this point Russ is going to make
15 presentation on the City of Houston's bike plan and
16 give us kind of an idea of what's going on in Houston.

17 And, Russ, we appreciate you doing this
18 for us because it's like all of these meetings are
19 fascinating to me because I learn so much, and I know
20 that I am going to learn a tremendous amount based on
21 what you guys are doing in Houston.

22 MR. FRANK: Well, I was just going to say
23 this all kind of came about because we heard from -- at
24 least talked about Tyler a lot, and there has just been
25 some questions about what's happening in some other big

1 cities across the state. And so basically -- and my
2 name is Russ Frank. I work at the Metropolitan Transit
3 Authority, so I do buses and trains and light rail.
4 We're doing lots of things to figure how we do better
5 bike accommodations.

6 But I thought if we're going to talk
7 about Houston, really there's a much bigger
8 organization and bigger people who are working on bike
9 things than just me. So Houston-Galveston Area Council
10 is our MPO, or metropolitan planning organization, in
11 the region, so Jeff Taebel's here. He's going to talk
12 first kind of about regionally about what's happening
13 with bikes in our eight-county region. And then I have
14 someone here from the City of Houston from Public Works
15 who is the City of Houston bike coordinator going to
16 talk about the City of Houston and the City of
17 Houston's facilities and City of Houston new bike plan
18 that's being updated right now. And then I'm going to
19 talk a little bit about what METRO's doing just trying
20 to connect some of our facilities and having a focus on
21 bikes.

22 So Jeff's going to come up and really
23 kind of go first. We'll kind of have three little --
24 three presentations. We can have questions and answers
25 about what's going on in the Houston area.

1 So, Jeff, come on up.

2 MR. TAEBEL: Thank you, Russ.

3 Good morning, everybody. It's my
4 pleasure to be with you today and especially to hear
5 some of the discussion that has preceded this
6 presentation. And I think you will find that elements
7 of almost all of it will recur as we talk about what
8 we're doing in the Houston outskirt.

9 We are both the MPO and the council of
10 governments for the Houston region, and sometimes those
11 overlap. Sometimes they don't. Our role in pedestrian
12 and bicycle planning is really traditional planning.
13 We also want to provide data, and we want to provide
14 resources and technical assistance.

15 That shows our service area, if you will.
16 We have 13 counties and 134 cities, and eight of the
17 counties are in the MPO boundary, and we've got five
18 that are not. And that can create some interesting
19 issues. Of course, the budget that we have to do
20 planning and implementation projects -- and I see some
21 people smiling out there -- varies vastly. But the
22 interest I would say is equal or if not higher in our
23 rural counties, so we've been finding some ways to work
24 with them through our economic development programs and
25 some other grants we've pursued.

1 I would say that there is really unity
2 and vision, though, that improving our bikeability as a
3 region is a key to sustained economic development. Two
4 reasons why. Houston is not blessed with mountains.
5 We don't even have any hills. It could be a tough sell
6 recruiting a student from Stanford or somewhere else
7 against places like Seattle or Austin for that matter.

8 What we do have is 16,000 miles of
9 rivers, streams, bayous, and coastlines. Another
10 possibly shocking fact is we already have over 1,300
11 miles of bikeways, several hundred more in planning and
12 development. So if you're a company in the energy
13 corridor trying to compete for that new engineering
14 grad, you are selling them on the fact that even though
15 this is a suburban location, we have hundreds of miles
16 of off-street bike facilities that connect the office
17 to the park to your subdivision.

18 In our rural communities bike tourism is
19 essential. They're really seeing -- we've got this
20 captive market of over 6 million people needs things to
21 do on the weekend. We've got beautiful roads, like to
22 come and spend some money and maybe think about
23 retiring here or starting a business here.

24 So the first thing I'd like to talk to
25 you about is sort of our philosophy on bicycle

1 planning. I think a lot of times I have noticed in
2 talking especially with our policy council is we think
3 of bicycle travel as this linear prospect, and it is to
4 an extent, but most people who take purpose bike trips
5 or certainly walking trips are functioning in a much
6 smaller zone of travel. So we really believe that it's
7 at the place level, then it's sort of at the district
8 level, and then finally we get up to the network level.

9 And I'm going to share with you a new
10 concept in the bike plan that we just adopted earlier
11 this year, but I'm going to reverse the order on that.
12 We for the very first time have outlined a conceptual
13 regional bikeway network. Now, those lines can be a
14 bit daunting and scary to people, some people in our
15 neck of the woods. Let me just state these are not
16 specific alignments. We haven't identified any
17 facility types. But we did work with advocates from
18 throughout the region and the city and county engineer,
19 federal officials, and tried to identify where are the
20 places we would want to connect if we could. Not just
21 weekend recreational trips, but how would we get the
22 rider from that location into a city bikeway network.
23 Those points of entry are really important.

24 And as to the -- Allison on the phone, a
25 fun exercise I like to do is maybe someday a tourist

1 will fly into Intercontinental Airport and rent a bike
2 for two weeks and check out the bird migration at High
3 Island and then catch some surf in Galveston, come on
4 down to Lake Jackson, ride through the Columbia
5 bottomlands and up through Bellville in Austin County
6 and catch some wildflowers. That is a compelling
7 economic and tourism vision to me. I think it is to
8 some other people too.

9 We did some back-of-the-envelope
10 calculations just estimating what types of facilities
11 might be usable in these different corridors. This
12 would be about a thousand-mile network. We did a quick
13 and dirty cost estimate of about \$400 million.
14 \$400 million on bicycle facilities? You got to be
15 kidding.

16 Let me just put that in perspective.
17 Familiar with Houston freeway system, 290/610
18 interchange, important project, necessary project,
19 going to improve safety throughput. That's about 300
20 million. I would just ask us to think about which has
21 a greater long-term potential for the economic impact
22 on a region, a project like that interchange or the
23 ability to complete this network. Just saying.

24 So these ideas will take a long time to
25 build support, but we're very happy that our policy

1 council adopted the plan and at least this is out there
2 as a concept. As pieces of it become implemented I
3 think we'll have a little bit better idea of what this
4 will look like, how long it will take, what it will
5 really cost. These are some examples of how we might
6 treat that in different settings.

7 Moving down to the district level, we
8 have worked with the City of Houston and other local
9 governments in creating what we call pedestrian-bicycle
10 special district plans, because we recognize that in
11 addition to this trunk line system along our bayous and
12 signed shoulder roadways and the like, really people
13 need to be able to get to the school, get to the
14 library, get to the park and get through those
15 subdivisions. So this is much more focused on kind of
16 last mile issues, on-street facilities, and we're
17 excited that we have been able to work in a variety of
18 different communities.

19 This is the Clear Lake area which is
20 where NASA is located. But a project that has a very
21 soft spot in my heart is in North Houston along Airline
22 Drive. This is a four-lane I'd say '40s or '50s era
23 thoroughfare, poor, discontinuous sidewalks, no
24 midblock crossings. Over time this area has evolved
25 into kind of the flea market district of Houston.

1 The people who designed those roadways
2 never anticipated that thousands of pedestrians would
3 be using this facility. And so what we tried to do is
4 come up with a plan for prorationally retrofitting at
5 least the sidewalks and some of the safe crossing
6 opportunities in this area. We funded a couple of
7 these projects getting under way and very excited to
8 see the progress it's made and the excitement in the
9 community that's resulted from this.

10 Talked about data a little bit earlier.
11 It's very hard to justify projects. You know, we have
12 five decades of sustained traffic counts, detailed
13 travel demand modeling, so when we present a road
14 project to our policy council there's very definitive
15 plus benefit metrics that we can use, very hard to do.
16 It's a faith factor with the ped-bike projects.

17 Well, we have positioned two permanent
18 counters within the city of Houston, and we fought to
19 purchase some temporary counters that in conjunction
20 with Texas Transportation Institute we have been
21 deploying in different locations throughout our region.
22 Permanent counters are up all the time, rigor data
23 readout. These counters are up usually for about a
24 week. We have got a hundred data points so far. Our
25 goal is to step that up. We're buying some more of

1 them. We're going to have 250 data points this year in
2 a variety of locations measuring both ped and bike.

3 Just a few examples of some different
4 projects where we've had counters. Some of the numbers
5 are disappointingly low perhaps. Some of them are
6 shockingly high to us. But it's important we believe
7 to begin to tell our policymakers just what is the use.
8 On the places where we have the daily data is quite
9 interesting, just looking at the weekday hours of use,
10 different days of use. And we've even done some
11 checking on how much weather has an impact on usage,
12 and I didn't bring that slide. I'm kind of wishing I
13 did.

14 But we had some areas on White Oak where
15 we've had I think almost a thousand users on very hot
16 days in August. So I think it is possible to establish
17 that culture even in our challenging climate.

18 We've also worked with 22 communities to
19 do what we call livable center studies. We talked
20 about network, district, and place. So you see the
21 green dots, those are places where we have done the
22 district plans, and then the orangish yellow dots are
23 places where we have done much more intensive plans.
24 These tend to be more sidewalk-intersection safety
25 oriented, generally in places where we've got a high

1 employment, lots of transit, residential density.

2 And it takes a while, as you all know, to
3 go -- we hear sometimes from our policy council, you're
4 spending all this on planning, planning, planning,
5 planning. Where is -- well, we did the first plan
6 about seven years ago, and that entity has completed
7 almost \$30 million worth of projects to implement. So
8 they are building what we help them plan over time. As
9 far as our MPO as a whole, we have either funded or
10 programmed about \$56 million worth of implementation
11 projects either out of our bike plan or out of our
12 local centers plan.

13 Final thing I just want to mention, we
14 think that education and capacity building is a very
15 important role for us. I didn't have enough copies or
16 enough space in my car to bring enough for everyone of
17 all these, but we've got some -- these aren't detailed
18 design guidance, but just things to think about in
19 different settings when planning pedestrian facilities,
20 bikeways.

21 The new one that we're very happy about
22 is end-of-trip facilities. This is more focused on
23 private development, bike racks, showers, a way to get
24 them through your parking lot. Believe it or not,
25 there are some people who still like paper maps, so

1 we've got a nice paper map of the current bikeways in
2 the region and tips to potential bike commuters. We go
3 out to various fairs and events in the community and
4 try to distribute -- make sure that we're educating a
5 safe generation of potential bike commuters.

6 One other comment based on the Half Price
7 Books analogy, if you're interested, on our website we
8 did a study -- and Teri will remember this -- back
9 about seven or eight years ago where we tried to come
10 up with some of those factors. If you go to
11 h-gac.com/go/pedbike, you can find the study on there,
12 and I'd be happy to work with you or any of the rest of
13 you who would be interested in some of the methodology
14 we use.

15 I will just close it there, and I'd be
16 happy to take any questions.

17 MR. HIBBS: That was an outstanding
18 presentation.

19 MS. TERI KAPLAN: It was.

20 MR. HIBBS: Thank you very much.

21 MR. FRANK: You can have more questions
22 also here in a minute. Jeff is going to be around
23 here. But we're going to move a little bit closer in,
24 so now Anita is going to talk about the City of Houston
25 and give us some information about what the City of

1 Houston is doing with the bikes.

2 MR. HIBBS: Hey, Russ, if I could, just a
3 minute.

4 Eric, could you please give us a time
5 check? Does this room have to be out at 12:00, or if
6 we were to go over an extra 10 or 15 minutes today is
7 that all right?

8 MS. TERI KAPLAN: It is all right. I
9 have it booked an extra hour beyond. If people are
10 willing and able to stay, we can continue beyond the
11 noon hour. Does anyone have an issue? Okay.

12 MR. HIBBS: Okay. Thank you.

13 Please proceed.

14 MS. HOLLMANN: Well, I'm glad you guys
15 said that because my presentation I have been
16 encouraged to continue to whittle down every time I
17 look at it. There is just so much going on in the city
18 of Houston.

19 So I'm Anita Hollmann. I'm the ped-bike
20 coordinator for the City of Houston, and I'm really
21 happy to be here with you today. I'm actually
22 relatively new to this position. I've been the
23 bike-ped coordinator for about seven months now, so
24 it's been a lot of fun to be on the implementation side
25 of things.

1 Prior to this, though, I was in the
2 planning and development department, so I have lots of
3 experience with the major thoroughfare and freeway
4 plan. I managed a couple of the Livable Centers
5 studies that Jeff was talking about, and I also managed
6 subregional planning studies, so within the city of
7 Houston we actually broke down the city and looked at
8 how mobility works with the different neighborhoods.
9 So we looked at transit bikes, pedestrians, and
10 vehicular usage.

11 So today, though, I'm going to talk a
12 little bit about the Houston bikeway program which
13 takes in both the planning and the implementation. So
14 the three things I'm going to talk about is just a
15 quick historical overview, so what is this bikeways
16 program. And wait, we have one in Houston? We do.

17 The other thing I'll talk about is about
18 the Houston bike plan, and I know you guys -- I'm kind
19 of preaching to the choir. You know that we are doing
20 this. And then the third thing is what are some of the
21 examples of current projects and implementation, and I
22 probably didn't give enough information on this last
23 bullet point, but again, come to the Texas Trails and
24 Active Transportation Conference, and you'll see the
25 whole presentation.

1 So just really quickly, historical
2 overview, the Houston bikeway program was actually
3 established back in 1992, so it's not too surprising
4 that within the next year we actually wrote our very
5 first bike plan. This was written largely to
6 accommodate congestion and also a federal mandate to
7 start targeting air quality and think about how we can
8 start to adjust air quality.

9 So the good thing about this plan, this
10 one that was developed in 1993, is it helped kind of
11 develop a structure for the city of Houston in terms of
12 coordination. So within the city of Houston, anything
13 that's an on-street bike facility is managed by Public
14 Works and Engineering, which is the department that I'm
15 in. Anything that's off-street, though, is actually
16 managed by our parks department in partnership with a
17 group known as Houston Parks Board, which is a
18 private-public partnership. So with this plan, this
19 tool, it was really, really great. We actually were
20 able to implement 300 centerline miles of bikeways. So
21 that's kind of a quick little history.

22 So what's interesting about Houston is
23 that, you know, whenever I go anywhere I say I'm from
24 Texas, the first thing they ask me is, "Oh, you're a
25 bikeway coordinator in Texas"? When I say I'm in

1 Houston, "Oh, you're a bikeway coordinator in Houston?"
2 And I kind of get these question marks. But what's
3 really, really interesting -- and you guys know this --
4 finding data about biking period, regardless of where
5 you are in the United States, is difficult.

6 What's really great, in 2007 METRO
7 started their bikes on buses initiative. So we can
8 actually collect data and start to see trends within
9 the city that are not necessarily bike counters per se
10 but we're still getting counts. So we started
11 evaluating the data that METRO produced, and we found
12 out from 2011 to 2014 the number of bikes boarding on
13 buses has more than doubled. So we know people are out
14 there using bikes because they're putting them on
15 buses, so they must be riding somewhere.

16 The other thing is Houston does have
17 B-cycle. I want to say we were the first city, but I
18 might be wrong, so don't quote me on that in the notes.
19 I already see notes. But -- so back in 2013 we
20 actually started. It was our former mayor, Annise
21 Parker's initiative to help get three locations, I
22 guess, launched. And it turns out they were pretty
23 popular. Today we have 29. And what's really, really
24 exciting is that now we have been approved for 76 more
25 stations, so we are going to have 100 stations in

1 total. So what I always tell my public works employees
2 is if you have a headache with biking now, just imagine
3 what's going to be down the line. So we -- you know,
4 we need to prepare for this, and we need to be able to
5 accommodate our population. And what our population is
6 telling us is that they are out there biking, and
7 although, again, we don't have necessarily counts, we
8 do have evidence in other ways.

9 So I think Jeff did a really good job
10 talking about our trunk system. So historically within
11 the city of Houston we're bayou, we're swampland, and
12 because of that we have these wonderful spokes that
13 kind of go out from Downtown Houston. The nice thing
14 is that I guess -- I also want to say it was in 2013,
15 about three years ago, there was actually a bond
16 initiative that was passed. 65 percent of our voters
17 within the city of Houston encouraged a bond that would
18 allow for -- let me look at my numbers really quickly.
19 I told some of you I put this presentation finally
20 together last night. Okay. It was a \$100 million bond
21 that was passed. And so 65 percent of our voters said,
22 "We want biking in Houston. We like what you've done
23 so far with the off-street trail network, and we want
24 you to continue it." 65 percent, that's really
25 significant. Then on top of that, 115 million

1 donations of private investments were also given to us
2 to continue this initiative. So this is also -- I
3 mean, this goes outside of the city of Houston. It's
4 not just all within our city limits.

5 The other thing I want to acknowledge is
6 in 2014 through the State of Texas we actually had
7 our -- I guess we have a bunch of utility corridors
8 with CenterPoint, and CenterPoint has agreed to allow
9 us to put bike facilities on there, so these are all
10 off-street. So what you see here is the bayous in the
11 background, and then you see those recently approved
12 CenterPoint Energy corridors. So, man, off-street we
13 look great, don't we? Like we're really moving
14 forward. We're really, really excited.

15 But then why do we need a bike plan,
16 right? Obviously people must be biking and we have
17 this really great off-street network. Well, Jeff hit
18 on it a little bit. Well, one, it's been 20 years
19 since we did our last bike plan, and I don't know about
20 you guys, but a lot has changed in 20 years. Not only
21 is it the population of Houston that's changed, but
22 what we understand about bikeway planning and bikeway
23 implementation has changed.

24 You're talking about these pilot
25 projects. We have things to pull from to learn from,

1 to figure out how we can do it better within our city.
2 Also we have limited resources. So every time a City
3 of Houston goes out to do anything, we only want to do
4 it once. So we go to this roadway and we're going to
5 pull it up to replace piping and electrical wire and
6 all of that stuff, and we're going to lay down
7 pavement. We want to know how we're supposed to lay it
8 down so we only go out there once.

9 Also economic benefit. We talked about
10 competing with peer cities, Seattle, Austin. We want
11 people to move to Houston, too, and then honestly
12 there's health benefits with it. So what does that
13 mean? Well, through different -- I know Bike Texas is
14 in the room. We have a Bike Houston. Advocacy groups
15 as well as other groups kind of all got together and
16 said, well, what is our case for action? If we want to
17 do a bike plan, what do we want to achieve? We talked
18 about providing safer facilities for one, to get people
19 out to bike, make sure that it's accessible, that it's
20 getting us to where we want to go. Again, community
21 health and wellness, competing with peer cities.

22 And then we wanted to benefit everybody.
23 This bike plan is not just for the four or five people
24 who bike. It's really for the whole city. It's for
25 the tourists to come. It's for the people who live

1 there. It is also for the vehicles, because let's face
2 it, within the city of Houston, vehicles get very
3 frustrated because they don't necessarily know what
4 they're supposed to do when they're around a bike. So
5 we want to acknowledge that. It's not necessarily that
6 vehicles hate bikes and bikes hate vehicles. I drive a
7 vehicle. I drove one here to get here today. So it's
8 kind of -- it has to benefit everybody.

9 So we throw in the partnership. We got
10 everybody on board. Again, I mentioned that the
11 planning and development department, which is my
12 training coming through the city, is actually managing
13 the day in, day out bike plan. Public works and
14 engineering/parks department were the implementer, so
15 we've all been in this together. We've attended so
16 many public meetings I can't even count. We're
17 partnering with Bike Houston, H-GAC. And then thank
18 you to the Federal Highway Administration; to you guys,
19 TxDOT, because we've gotten a lot of the funding that
20 we are moving forward with through you guys as well;
21 and then, of course, Parks Bayou, who manages our
22 off-trail network.

23 So what are we designing for? This is a
24 really, really interesting question and something that
25 I have to admit that I didn't necessarily think about.

1 So when you're out on the road, especially in rural
2 communities or wherever you may be -- and in Houston
3 you see droves of them. They have their helmets on,
4 they're in spandex, right, and they're going like
5 30 miles per hour down the road. Right. They're
6 probably like the strong and fearless rider. Every
7 once in a while you'd see one of them by themselves,
8 but they always are in packs it feels like. Right?

9 And then you have this. Noway, nohow.
10 This is a guy, if he wants a bag of Doritos and CVS is
11 across the street, he's still going to drive his car,
12 or she. Right? And then you kind of have everybody in
13 between.

14 And what was really interesting for the
15 City of Houston is we started to think about everybody
16 in between. And I personally probably fall somewhere
17 between this enthused and confident and interested and
18 concerned, right, because I'm the bikeway coordinator,
19 so I'm enthused and I'm confident. I'm going to go get
20 out on the road if I hear somebody complain about it so
21 I can understand it. But if I don't feel safe I'm
22 going to get right off that road, right, because I'm
23 interested, but I'm also concerned about my well-being.

24 And so what we found is that the majority
25 of people who are out there are the interested and

1 concerned, which means they probably own a bike, it
2 sits in their garage, it might be flat, you know, and
3 if they had somewhere to ride and they felt safe they
4 would. They're interested and concerned.

5 So I mentioned the 300 centerline miles
6 that were as a result from our 1992 plan. We now have
7 500 centerline miles. They consist primarily of,
8 again, the off-street network, but then we also have --
9 let me look at my numbers. I'm going to say something
10 about 35 percent of shared use facilities, so share --
11 where the bike and car share the road, and then we have
12 something a lot less of these striped bike lanes.

13 So -- so we were like, well, we have --
14 that looks pretty extensive, doesn't it? I mean, we
15 have some gaps, but for the most part, with the bayous
16 and all of that stuff, it seems like we're covering a
17 lot of the city, so why do people keep telling us --
18 why do we get phone calls that there is nowhere to bike
19 in Houston and the off-street facilities are not
20 viable.

21 Well, so we decided to do something, to
22 start looking at what we call level of comfort. So
23 from -- anybody who is an engineer and looks at traffic
24 planning, you grew up on LOS, level of service. The
25 idea with level of service is that our roadway

1 extension's at X capacity, and in order to have it
2 function at optimal it needs to meet all these
3 different criteria.

4 Level of comfort kind of works the same
5 way, but what we see from a -- for a bicycle you're not
6 going to bike necessarily to congested or not
7 congested. You're going to bike if you feel
8 comfortable. So what are those elements that are going
9 to allow you to feel comfortable? I have the chart
10 with me. It's at the very back of this presentation.
11 I'm not going to explain it to you because I have a
12 time limit.

13 But essentially we took these set of
14 criteria and we looked at them and we evaluated our
15 network based on these criteria. And what we -- with
16 kind of a consultive direction -- we have a BAC. We
17 have our own Bicycle Advisory Committee -- we decided,
18 you know what? Level one and two are probably where
19 people feel the most comfortable to ride.

20 So then what we did is we looked at our
21 network and we said, okay, based on this evaluation,
22 based upon this criteria, let's just check out what
23 these 500 centerline miles look like. So what then we
24 realized is that we probably only have about 250 miles
25 that are actually comfortable to ride on. I mean,

1 that's mind-blowing. Not only is it not comfortable to
2 ride on, but look how disconnected this network
3 becomes, so no wonder we don't see droves of
4 individuals out riding. They feel more comfortable in
5 a pack.

6 So, you know, this is a bike plan. You
7 need to go to the public. You need to make sure you're
8 getting it right. So we took it to the public, and the
9 public gave us some really good feedback. Turns out
10 we're getting it right. So we did some modifications.
11 You can see we had a women and biking focus group.

12 I think one of the biggest critiques we
13 get is the stereotype tends to be the guy who rides the
14 bike is in his 20s and is white male. That's the
15 stereotype, hippyish kind of guy. But what we found
16 out is that everybody's out there biking, all shapes,
17 all sizes, all forms. It was just really, really cool
18 to go. I think we had something like five public
19 meetings, a list over 14,000. We went to Sunday
20 Streets, et cetera, which brought in I think 26,000
21 people at one Sunday Street event. So we're really
22 reaching out to a lot of people.

23 So this is really cool. Then we came up
24 with our vision, and we said by 2026, so ten years, the
25 city of Houston will be a safer, more accessible, gold

1 level, bike-friendly city. Turns out we're a bronze.
2 Did anybody know that? City of Houston is a bronze
3 based on educational components from the past. So in
4 2013 we were awarded this.

5 If you go to bikeed.org, that's the City
6 of Houston initiative. It says City of Houston. So if
7 you ever got your LCI training or any of that, you got
8 it kind of through an initiative that we had started
9 way back when. So we're really, really proud of that
10 bronze, but we're ready to go to the next level.

11 What's really great about deciding to go
12 with this established set of matrix is that it gives us
13 something to measure ourselves on. We know what a gold
14 is. We know how to get to a gold. We understand that
15 there is a silver between the gold. And then if we
16 ever decide that we're just really ready to go, then
17 maybe we'll do a platinum one day. So again, improve
18 safety, increase access, increase ridership, and
19 develop and maintain facilities. Maintain is that big
20 word.

21 So next step, how do we reach goals.
22 Again, we've come up with a bike plan which, by the
23 way, will be released for public comment this coming --
24 in the early year, so keep your eyes out for that.
25 We're coming up with policies, programs, and projects.

1 We're prioritizing the projects, and then we're trying
2 to think about implementation of funding.

3 So the product of this will actually be
4 two essential maps. One is one that we think what that
5 kind of shows what's in program for the next five years
6 and then those opportunities that maybe we can find
7 funding on. So that's kind of our five-year map. And
8 then we're going to have a long-range map. What's
9 interesting about the long-range map is the City of
10 Houston does have a major thoroughfare and freeway
11 planning map which shows that even though there is not
12 a road existing there today, we know potentially -- we
13 don't know what it's going to look like yet, but we
14 know there might be one someday. So we kind of see the
15 bike map in that way as well.

16 And then we will also have pilot
17 projects. These pilot projects, though, are only
18 funded through conceptual design. They will not be
19 necessarily engineered, and if you guys have any money
20 we would love to figure out ways to get some of these
21 amended. So the pilot projects, again we want to do
22 on-street facilities. We really want to find a way to
23 connect to our really awesome, robust, off-street
24 facility.

25 And then what's new for us are the

1 intersection treatments. So this is just facility
2 type. We're really, really excited about how we can
3 use striped bike lanes, buffered bike lanes, separated
4 facilities within the city of Houston, but then also
5 neighborhood bikeways, sharrows on neighborhood
6 streets. Intersections, a whole new concept for us.
7 We've never really thought about how you can get a bike
8 through the intersection. Any facility now you just
9 kind of see the sign and stop at the intersection, and
10 then you know you got to figure it out.

11 And then we talked about end-of-trip
12 facilities. At the end of the day you get on your
13 bike, you go somewhere, and then you have to leave your
14 bike somewhere. So what's really, really
15 interesting -- and I'll say this because I don't think
16 many people know this -- our very first plan, which was
17 written in 1993, was written for two work trips.
18 Right? Does anybody know what percent of all trips --
19 what percent of all trips regardless if you're going
20 to -- what percent of all trips, so grocery store,
21 church, friend's house, whatever it might be, versus
22 work, what percent of trips are actually to work? This
23 is a --

24 MS. ROBERTS: 65.

25 MS. HOLLMANN: 65? Okay. Any public

1 meeting I ever had had a water bottle, and I was like,
2 who is going to get this right, because then everybody
3 started filling out numbers. 14 percent. So we're
4 trying -- the original plan, which made sense at the
5 time -- because, again, it's census data. But here we
6 are spending all this money to collect 14 percent of
7 all trips. We're missing 85 percent of the trips out
8 there. That was also something we realized.

9 So for us within the Houston bike plan,
10 this end of trip is really important. We're trying to
11 target one to three miles. Where are people going in
12 one to three miles? The longest commute is probably to
13 work. But then what are you doing after work and how
14 can we plan infrastructure for that.

15 So getting ready -- and I know I'm going
16 to go a little long. Everybody knows what these are.
17 These are our design manuals that tell us what to do.
18 We have updated our infrastructure design manual. That
19 basically says -- the infrastructure design manual is a
20 guideline. It is not the set standard. So you city
21 engineers, if you have an idea or if there needs to be
22 consideration of how this bike lane needs to be handled
23 to be accommodated, bring it to us.

24 The other thing is that whenever we think
25 about a bike we're thinking about the land use, the

1 type of facility, and then also the major thoroughfare,
2 freeway planning class. All these things need to come
3 together in order to determine -- you know, you want to
4 look at things like level of service, but you also want
5 to look at level of comfort, and you need to recognize
6 that it's level of service and level of comfort in
7 order to determine what kind of roadway you're going to
8 have and who is the population that you're serving.

9 The other thing that's changed for us is
10 that we are looking at design speed, so that design and
11 target speed need to match. It used to be that, you
12 know, you would design for a 50-mile-per-hour roadway
13 but then you would put down a 30-mile-per-hour sign,
14 and then you wouldn't understand why the two did not
15 match. So I'm glad we're moving forward on that.

16 And then the other thing is we used to
17 only have 12-foot lanes in the city of Houston. Now we
18 have 11 foot, which gives us a little bit more of
19 design flexibility. We've added all these definitions
20 in our infrastructure design manual. The other bonus
21 is now at the end with the Houston bike plan we'll be
22 modifying these definitions and bringing in new
23 definitions. But also what's really important is that
24 we did find that bike lanes really should be at least
25 5 feet, if not 6. And then if there are buffers, you

1 need at least a 3-foot buffer. And then the engineers
2 work with us, and if there needs to be a variance,
3 there's a variance.

4 Pending considerations, "Share the road."
5 We all know what that sign looks like. We don't like
6 that in Houston, because I've talked to so many vehicle
7 users and they're like, what does that mean, share the
8 road? Who am I sharing it with? How do I share the
9 road? So now we're doing "Bikes may use full lane."
10 So that's a very clear indication to the vehicle user
11 that they are sharing it but the vehicle is not -- the
12 bike's not required to stay in the rightmost part of
13 the lane. If they feel insecure they can move over.

14 The other thing is no more 14-foot lane
15 width for major thoroughfares. Our city engineer is
16 not supporting it. So that's anything that --
17 sometimes on a major collector, but major collector and
18 above, including things like anything that would
19 interface with a highway. We just don't -- it doesn't
20 feel safe. There have been many, many accidents, and
21 that's what we're hearing through the Houston bike
22 plan, that this is what the public is wanting.

23 So future projects. I'm almost done.
24 This is just a project by the University of Houston and
25 historic Third Ward, which is culturally an

1 African-American area and lots of turning movements, et
2 cetera. So this is just to kind of show you what we
3 do. We go out to the public and we say, "These are the
4 existing conditions. This is what your cross section
5 currently looks like. These are your needs. Hey,
6 community, here are the alternatives. Tell us what you
7 want."

8 And essentially what will happen -- and
9 this is the one that got picked. Alternative two got
10 picked because the community felt like this best helped
11 represent what their needs are for that corridor. So
12 what's interesting is that this will then go -- this is
13 a conceptual design that will then go into engineering.
14 This is funded through ReBuild Houston, which, again,
15 is a Public Works and Engineering funding source. But
16 City of Houston doesn't necessarily have specific
17 funding for bikes.

18 This is just a pretty picture, our Lamar
19 cycle track. It's our first separated cycle track in
20 Downtown Houston. If you ever have been in Downtown
21 Houston, this is George R. Brown, which is our big
22 event space, and then this is actually city hall, so
23 it's considered a park connector. It's our very first
24 one, and we're really excited about it, and we get more
25 phone calls about what's that green thing downtown than

1 anything else.

2 This is just one of our side paths to
3 show you the very different facility sites as part of
4 our bike Tour de route. Jeff Taebel was talking about
5 some of the TIP funds we've received, and we actually
6 were able to sell TIP [phonetic] a portion of the
7 corridor which takes and then connects to the various
8 highways.

9 And the last slide. And I hope I didn't
10 take too long, maybe 15 minutes. I just want to say a
11 huge thank you to TxDOT, actually, for this. The
12 Houston district is actually working with us to do a
13 detour plan. So since I have moved into Public Works
14 and Engineering I also review all mobility permits, and
15 I actually reviewed a permit that was a project with
16 TxDOT, and I noticed that there wasn't any bicycle
17 consideration for how we were going to move the bicycle
18 traffic around.

19 Because of H-GAC we do have permanent
20 counters right at this location, so we know in the
21 August month this thing gets thousands of users. It's
22 really a bike highway. So thank you to H-GAC for
23 having those permanent counters out there. Because
24 we're -- have been able to talk to TxDOT what's really
25 exciting is we're moving forward with a separated bike

1 lane detour on Houston Avenue. So that's coming to us
2 soon, and that's in partnership with the Houston
3 district.

4 So there's lots of other stuff that I
5 probably missed, but I would say check out the Houston
6 bike map, check out the Houston bikeway program, and if
7 y'all have any questions, that's my contact.

8 MR. HIBBS: Thank you very much, Anita.
9 That was an extraordinary presentation.

10 So, Russ, do you think there's a chance
11 that these materials can be e-mailed to the committee
12 without there being a problem with confidentiality or
13 anything?

14 MR. FRANK: I think you already got them
15 in your e-mail, didn't you?

16 MR. HIBBS: Okay.

17 MR. FRANK: I'm just going to talk real
18 quickly about -- we talked about kind of the broad
19 perspective, and then since I work at the transit
20 authority there is a lot of this -- part of it is about
21 what happens to the last mile or if you're taking a bus
22 or a train how do you get to your final destination.
23 That could be on a bike.

24 We work with H-GAC, and we have a plan we
25 came up with that's called the bike and ride plan. So

1 basically it looks at short- and long-term ways that
2 you can connect transit better to the bikeways and the
3 bike facilities. And so we've kind of taken this
4 document and looked at internally how do we look at
5 things better for transit and for bikes, so how do we
6 communicate to -- sometimes -- we've talked a lot about
7 TxDOT staff with safety with METRO staff, how do we
8 make sure that METRO staff look at bicycles when
9 they're looking at projects and facilities as we move
10 forward, and then how do we integrate all these
11 facilities into our projects along the way and connect
12 to the other things that the City of Houston is doing
13 with all of our projects.

14 So this is just kind of -- I'm going to
15 go kind of quickly through this, but basically how do
16 we implement these projects into our facilities. You
17 can kind of see this picture here. This is a bike rack
18 on a bus. One of the things we did starting I think
19 about in 2007 is we put bike racks on all of our buses.
20 We have 1,285 buses. Every single bus either has a
21 rack on the front if it's a local bus; if it's a
22 commuter bus, our commuter system or over-the-road
23 coaches, underneath the bus where the luggage goes
24 there's a special rack. It's like a drawer that pulls
25 out where the bikes can be put underneath those

1 commuter buses. And so all of our buses you can take
2 bikes.

3 We have our light rail system.

4 Originally we were very crowded because we have tons of
5 ridership on the rail line, and so we limited bikes to
6 the off-peak time. Now we bought 39 more railcars, and
7 so we allow bikes to ride on the trains at all hours of
8 our rail operation. And so that's a really big piece
9 of getting things integrated into our facilities.

10 Our internal processes, like at TxDOT we
11 have all different departments, and we're trying to
12 make sure because we have this bike plan that we
13 integrate better bicycle usage as we're moving through
14 the process of all of our projects through facility
15 maintenance and our engineering and then even making
16 sure that all of our departments understand bikes are
17 important.

18 This is a project we did, took several
19 years, but in 2013 it was finished. We had a really
20 big park-and-ride lot on the west side of town off
21 I-10, the Kingsland Park & Ride. I think it has about
22 3,000 cars. It's a very highly used facility for cars
23 to park, get on our buses. We have a HOV system where
24 you get on the bus. There is a direct lane that goes
25 from the bus, its own bridge to the freeway. You take

1 the freeway in. The bus never gets in the traffic to
2 Downtown Houston. That's how our commuter system
3 works. But if you're on a bike you couldn't even get
4 there.

5 Across the bayou on the back side of it
6 was a bayou system we talked about. There was a
7 multi-use path there, but you couldn't get across the
8 bayou across the chain-link fence into the
9 park-and-ride facility if you were on your bike. So we
10 worked with Harris County. It was a Harris County bike
11 path. We own the park and ride. And we spent \$84,000
12 and we built a bridge and built new fencing and
13 lighting and security.

14 So this is the back side of the park and
15 ride where really it's an entrance for cyclists or
16 pedestrians to get from the path into where you can get
17 on the bus to commute to downtown, which makes it much,
18 much easier. These are the kind of things we need to
19 do at the local level, how do you make the facilities
20 you already have connect better for bicycles.

21 This is another one that we still are
22 working on how to implement, but you can see it's a
23 gigantic parking lot. People leave their cars there,
24 and they get on a bus and go to Downtown Houston. We
25 want to make sure all these paths connect better to

1 where you board the bus or your bicycle.

2 We've been working with the City of
3 Houston and Harris County on how do we do facilities
4 better. Maybe you don't want to take your bike on the
5 bus but you want to leave your bike at one of our
6 transit centers or park and rides, so how do we have
7 bike racks or bike facilities. And we're still trying
8 to figure that out. We don't have a lot of those yet.

9 The city gave us six BikeLids we've
10 installed, and Harris County is working with us to get
11 bike racks along our rail lines, and we're still kind
12 of in infant stages of that. We have a new bike locker
13 we just put in at one of our rail stations, and we're
14 trying to figure out -- we talked to LA Metro. They
15 actually just rent out the lockers to somebody over
16 like a month lease, would lease the locker, leave their
17 bicycle there before they board the train. So we're
18 going to do something like that as a pilot program to
19 figure out how we have people renting the locker at the
20 rail station to keep it there all the time.

21 Also, safety is a big thing for us. Our
22 operations folks want to make sure that people on
23 bicycles don't have a problem with the buses and so --
24 or the trains. A lot of our metro system on the rail
25 is an in-street running system, so it's not like

1 crossing a freight track. When you're on your bike I
2 know many times you cross tracks and you sort of slow
3 down. You cross a railroad track on your bicycle.
4 Well, we're a street-running system. You might be
5 riding your bike in the same lane, shared lanes with
6 some of our trains. So if you're riding parallel to
7 where the track goes and it's an embedded track,
8 there's a groove in there that your bicycle wheel can
9 get caught in. So we want to make sure that people
10 watch out for the rail when they're riding along those
11 rail lines.

12 One of our chief spokesperson for METRO,
13 she's our media relations person, is an avid cyclist,
14 and she had a bicycle wreck when she was crossing a
15 track one time, so she was wanting to make sure we push
16 really hard to make sure we do good education where
17 people ride near the tracks.

18 This is what we -- Anita was talking
19 about the wide boardings. We have over 20,000
20 boardings on the bikes -- on our buses for bikes on
21 average right now. It's gone up dramatically from
22 2007. People thought no one's going to use the racks.
23 Bike Texas and Bike Houston pushes to really use these
24 racks. We implemented them, and it's been an
25 overwhelming success because people are really putting

1 their bikes -- you drive all over town you see bike
2 racks on the bus being used.

3 MS. WEAVER: How do you count that, Russ?

4 MR. FRANK: We're like almost every
5 transit. Our people boardings are all electronic, but
6 bikes are not, so our bus operators keep track of how
7 many people board the bus with their bike, and they
8 report it back in every day so we can keep track. So
9 it's not as technical as our other types of counting,
10 but we want to make sure that we keep counts of how
11 many people are using the racks, and so they do that
12 and report the information.

13 And we work with all of our other
14 partners, H-GAC and the city and Bike Houston to
15 continue to work on their committees and stakeholders.
16 We all want to work together. Like Jeff mentioned, the
17 management districts, we work with them as well. Some
18 of the things that they're doing, there are transit
19 facilities. They're good for bikes. They're good for
20 pedestrians. They're also good -- if you're going to
21 ride a bus you want to make sure that you can walk to
22 the bus stop, can have a safe place at the bus stop,
23 and then load your bike onto the bus if you want to.
24 So those are kind of efforts that are more closely
25 connected to what we do as a transit, work, you know,

1 practical things, I guess, right at a facility.

2 So that's kind of the state of cycling in
3 Houston. I don't know if Anita and Jeff want to come,
4 if y'all have any other questions, but we tried to sort
5 of say this global thing down to what the city's doing
6 and then, like I said, what we do at METRO trying to
7 look out for bikes, better than we probably did in the
8 past, because probably in the past we didn't really
9 think very much about bikes, and now it's a very
10 integrative part of what we do all the time. So if
11 y'all have any questions --

12 MR. HIBBS: Thank you, Russ. That was an
13 extraordinary presentation.

14 I might suggest that we do questions and
15 comments after we're finished with the meeting to try
16 to respect everyone's time. I know Bobby's got a plane
17 to catch, and there may be some others, and I want to
18 try to respect Bike Texas and the presentation that's
19 coming up. But hopefully you guys see value in having
20 the other major metropolitan, highly developed areas
21 coming and giving us these presentations because there
22 is just so much new information, and I know for me here
23 it is such a great learning opportunity, and I want to
24 encourage those of you on the committee to share this
25 information with the people who are in your region you

1 have contact with. That's the reason I was asking
2 about the slides earlier, because obviously Houston has
3 a very sophisticated deal. And you're probably 20 or
4 30 years ahead of the rest of us, and so it will help
5 us get up the learning curve quicker.

6 So at this point in time I would like to
7 ask Mark Stine to come up. He's with Bike Texas. And
8 one of the things that we had discussed pretty early on
9 last year was the value of having bicycle tourism as a
10 component of some of the things that we're doing here.
11 We've actually touched on it several times today, Mark.
12 And so we would like at this point for you to tell us
13 what's going on in Quebec's Route Verte connectivity
14 project.

15 MS. TERI KAPLAN: Let me, before Mark
16 gets started, apologize. We didn't have Mark's
17 presentation when I sent out the meeting notice last
18 Friday, so I will forward a PDF of Mark's presentation
19 to all the committee members.

20 MR. STINE: Thank y'all very much. It's
21 very nice to be here. I'm Mark Stine. I'm with Bike
22 Texas, and I have been on Bike Texas for about ten
23 years as staff, and I'm now retired, but I'm on what we
24 call retirement reserve, and I've kept up with a couple
25 projects and -- you know, from time to time, and so I

1 do spend a fair amount of time in Bike Texas. Matter
2 of fact, tomorrow I will be up in Paris at a workshop
3 for the Northeast Texas Trail, and on Monday I'll be in
4 Nacogdoches talking with Dr. Forbes at Stephen F.
5 Austin.

6 So it's good to catch up with everything
7 you guys are doing because a good part of it's very
8 timely, and I greatly appreciate all the work that all
9 of you are putting into this, obviously a lot of heart
10 and soul and time and blood, sweat, and tears going
11 into this. So thank you very much.

12 I'm going to go through these slides.
13 It's going to be kind of a quick trip through. The
14 Quebec route there, it started back in the '90s. I
15 visited during kind of an interim visit ribbon cutting
16 in 2003, so I saw the system when it was kind of
17 halfway developed. Robin was up there I believe in
18 2013, and so he was there at the final ribbon cutting,
19 so we've had good contact with these folks. And one of
20 the vice presidents, Jean-Francois Pronovost, came and
21 presented at the Texas Trails & Active Transportation
22 Conference in Fort Worth in 2014, so I'm using a subset
23 of his slides.

24 And also, just for your information, the
25 next conference is March 9 through 11 in Houston coming

1 up this year. It's every other year, but it's not the
2 year of the legislature. And so here's our contact
3 information, and you will have that when Teri gets you
4 the electronic --

5 MS. TERI KAPLAN: Wait. I don't want you
6 to just breeze through that that quickly. Bike Texas,
7 their conference that they put on, the Texas Trails &
8 Active Transportation Conference, is huge. It is one
9 of the best conferences nationally, and we have it here
10 in Texas. I can't tell you -- I encourage you and your
11 communities to attend their conference.

12 MR. STINE: Thank you, Teri. And I have
13 plenty of these little fliers, too, so I appreciate
14 that very much.

15 So we're going to go through this pretty
16 quick. But Quebec, as you know, is a large province in
17 Canada, French speaking, up in the northeast corner,
18 and it's twice the size of Texas in area, but it's
19 about 8 million, which is about a third of the
20 population of Texas. It's -- as you know, most of it
21 is concentrated down towards the southern part, and
22 they have more polar bears but we have more armadillos.
23 So there's a fun fact for you.

24 And they have large cities, like
25 Montreal. Think Houston. And they have very historic

1 cities, like Quebec City. Think San Antonio and El
2 Paso. And they have a lot of old-world infrastructure,
3 but they also have a lot of cars and
4 automobile-oriented infrastructure too. They have
5 congestion just like we do. And guess what. They have
6 a season where it's kind of tough to ride bicycles.
7 You know, imagine that. Several months out of the
8 year. But they do it anyway, including the kids. At
9 Bike Texas we're required every presentation to have at
10 least one photo of a really cute child on a bicycle, so
11 there it is.

12 During much of the year it's very nice,
13 and bicycling in Montreal and other cities -- and I was
14 in Sherbrooke when I was there -- is increasing nicely,
15 people out and about. It's becoming part of the
16 culture, especially among the 20- and
17 30-something-year-old as it is here.

18 And I'm going to go through.
19 Jean-Francois had a number of slides here, and I'll
20 kind of interpret them. I do want to say I have some
21 slides -- we did it a year ago -- of kind of the
22 bicycle tourism and economics in Texas, and I have
23 about four of these, of some of the key slides that I
24 can -- whoever wants to pick one up afterwards can.

25 But you can see that cycling is

1 increasing. The graph on the right is Montreal by hour
2 of day, and you can see with the commutes that
3 bicycling is gradually becoming more and more popular
4 and used. And over here you can see that bicycling is
5 about 2 percent in Montreal. That's roughly what it is
6 in Austin. I'm not sure of the current stats.
7 Houston, Dallas, those places have been I believe like
8 1.5, 1.6, maybe up to 2 percent right now. I'm a
9 little bit behind on the statistics.

10 But you can see also this is by the
11 boroughs in Montreal and in the center city it's up
12 higher. It's like 8.6 is the highest. In Austin
13 several years ago they did a study. The highest
14 percentage of bicycle commuting in the central area was
15 10 percent, and then it becomes less as you go out.
16 And I'm sure that's true in Houston and Dallas and all
17 that. So you can see some of the same dynamics going
18 on here.

19 Well, they had a dream. We had a dream.
20 They had a dream, and we have a dream, too -- actually
21 it's similar to this -- of creating a bicycle network
22 across the province, set up a project that mobilizes
23 the regions. I interpreted that to mean basically get
24 partnerships going between the regions, boost the local
25 and regional economy and build an international class

1 facility, things that we want to do here in Texas, as a
2 matter of fact.

3 And so Route Verte to the greenway was
4 born, and here is kind of a starting map back in early
5 '90s. You can see the solid lines. There's a little
6 gnarly area there, right there where Montreal is, but
7 other than that there is just a few segments and then
8 they started drawing dotted lines on the map.

9 And they set up different agreements.
10 They broke it up into time periods of -- you can see
11 '96 to '05, '6 to '8, and '8 to '13, to go ahead and
12 gradually implement this system. And there it is in
13 '96, and then as we go to 2000 you can see more, 2005
14 starting to look like a real network there, 2013.
15 There it is. I believe it's about 95 percent finished.
16 They're still going to be filling in, and I assume that
17 there will always be some expansion too. But by 2013
18 they cut the ribbon, declared it complete but to be
19 improved on an ongoing basis.

20 And off road is about 40 percent, and
21 it's mainly, as I understand, rail corridors. I'm not
22 sure if they had like a -- they might have even had a
23 lot of logging railroads and things like that. But
24 rail corridors is mainly off road. And then 60 percent
25 of it is on road, and you can see that some of it is on

1 highways and then some of it is on, you know, very
2 likely used country lanes, you know. So a combination.

3 And the system in between the cities
4 connects with the systems in the city. You can see
5 that this is Montreal and the green lines are Route
6 Verte, and, of course, within Montreal you know there's
7 plenty of cycle tracks and bike lanes and pathways and
8 all that. But the main idea is to connect the two.

9 And that's one point I'll make real
10 quick. Even in Texas when we talk about intercity
11 bikeways, if you think of the interstate and you look
12 at the TxDOT data on interstates, I-10, for example, a
13 lot of the usage is closer to cities. And you get out
14 to West Texas and that's a key link across our nation,
15 but it's much lighter. So it's not like everybody's
16 using the entire length of the system. It's heavier in
17 places than others.

18 And the thing that we've always tried to
19 do in Texas when talking about this bikeway is it's for
20 the local -- as much for the locals, if not more,
21 really, than it is for the people who are going to come
22 and do 200 miles or so. So this serves everybody, not
23 just tourism.

24 MR. HIBBS: Mark, quick point of
25 clarification. On the -- you mentioned a certain

1 percentage is off road. Does that mean that it's just
2 not on the roadway or does that mean you have to have a
3 mountain bike?

4 MR. STINE: I'm sorry. Off road means
5 not on the roadway.

6 MS. TERI KAPLAN: It's a paved facility?

7 MR. HIBBS: So you can ride that grid
8 that you just showed with a road bike on street tires
9 without a special bicycle?

10 MR. STINE: Right. Now, I'm not sure --
11 the parts I saw were paved, but I wouldn't be surprised
12 if there was some kind of, you know, a hard-packed --
13 but, of course, you can still ride that with a hybrid
14 or even a road bike. We see people with road bikes
15 down here on our lake trail which is crushed granite.
16 So thank you for bringing that up. So it's not -- I'm
17 not really -- I'm sure they have plenty of mountain
18 bike facilities, but I can't really report to you
19 anything on the technical-type trails that mountain
20 bikers like, but all of this should be passable by our
21 normal riders on a normal bicycle.

22 And they have signage which is, of
23 course, very important and not a small expense. They
24 have international borders. They have -- with New York
25 where the system meets with New York infrastructure,

1 and their other national border is with, if you know
2 Quebec, the rest of Canada. So this is over -- Ottawa
3 is on the border of Ontario with Quebec. And, of
4 course, in Texas we have international borders too. We
5 have Mexico and we have Oklahoma, and so we can learn
6 from them.

7 And this slide, this is really meant to
8 be in your packet. I don't mean to read through all
9 this verbiage, but I wanted to put something up here
10 which kind of -- a short story of how they got from the
11 very start to the very end. And if -- there's the
12 reference there. When Teri sends you the electronic
13 copy you'll have it, RouteVerte.com and slash the
14 history. And so what I did was I broke up the
15 paragraphs, and then the little lead-in is me
16 interpreting what that paragraph means.

17 So basically they went through a
18 visioning process which really started back in the late
19 '80s. That's something we're doing here right now.
20 And then in '92 they developed a plan and the plan --
21 the first plan was shooting towards year 2000. And
22 then they developed partnerships between the
23 governments and the municipal entities and business and
24 other groups, too, and Velo Quebec, which is a group
25 that's dedicated to the green route.

1 And then the next one is -- I put in
2 there "partnership nurtured" because you can't just
3 develop a partnership. You all know this. You have to
4 just continue to nurture it. And there needs to be a
5 champion and that is Velo Quebec. They, according to
6 the verbiage that they have, oversee the development
7 and coordinate the planning, regional cooperation,
8 communication, and promotion. So, you know, we've got
9 a number of -- Bike Texas certainly would serve as a
10 champion as would many of the -- Bike Houston and Bike
11 DFW and many of the other groups around the state. So
12 I think we have all the elements.

13 So what have we learned, what have they
14 learned and we've learned? They brought more people to
15 cycling. And here is just a little statistic, about
16 760 bicycles per thousand. That's roughly the same as
17 in Texas. I think we're a little bit higher than that.
18 And good for health. We have some data here on health.
19 It's -- 17 percent of the GDP in the U.S. roughly is
20 for health care. In Canada it's about 11 percent. But
21 that's still an awful lot. So people can reduce their
22 health costs by a fraction over the whole population.
23 That's a tremendous -- that's a tremendous benefit for
24 the community.

25 And then safety in numbers. We all know

1 that the more bicyclists you have the more used to you
2 the cyclists -- excuse me -- motorists become and you
3 can see drops in your fatalities and injuries. Good
4 for local business. And you can imagine along some of
5 the rail corridors they -- you know, lots of stations,
6 lots of infrastructure still there that can be
7 attractive to tourists.

8 Return on investment. Oh, here is the
9 money slide. They have invested \$250 million total.
10 The first part of the plan was about 88 million, and
11 according to this it's about 250 million, and I assume
12 that's Canadian dollars, which is about, what,
13 10 percent higher on the exchange rate than U.S.
14 dollars. And they're estimating \$134 million per year
15 by users.

16 And we have got -- again, you know, in
17 here we have some studies that show same ballpark
18 numbers for areas of the U.S., Wisconsin and the outer
19 banks in North Carolina and all that, that show a
20 tremendous contribution by tourists who come to bicycle
21 because, among other things, they bring their own food
22 and eat it all and they're still famished, so they're
23 good folks to have around. They spend more. Here we
24 go. \$102 a day, \$83 in 2005. So that's up. Again, we
25 have some data from University of Wisconsin that they

1 did for the state legislature there in Wisconsin that
2 are in the same ballpark.

3 Still challenges, still lots of people
4 want to bike, lots of people in cars, lots of
5 constraints and lots of problems to be worked out.
6 But, you know, here is the future. Here's why we do
7 all this. And so here is the website. Again, you will
8 have this when Teri sends you the electronic copy, but
9 it is velo.qc for Quebec, .ca for Canada. So there's
10 plenty of information there.

11 And if you go to Bike Texas' website and
12 look at the TTAT conferences, look at 2014. You can
13 actually -- Jean-Francois had like 140 slides. You can
14 download the whole set and take a look at it, too, but
15 this is a very brief overview.

16 MR. HIBBS: Thank you, Mark. That was
17 outstanding.

18 Anyone have any questions?

19 MS. WEAVER: I have a question.

20 How many miles total was it did you say?

21 MR. STINE: Oh, I'm sorry. I forgot to
22 say. It's 3,000 miles, or 5,000 kilometers. So
23 40 percent is off road and 60 percent is on road.

24 MR. HIBBS: Well, listen, I appreciate
25 you coming to Austin, sharing this with us. This is

1 incredibly important information as we're talking about
2 tourism and the future of cycling in Texas, and knowing
3 that those Canadians seem to have already got it
4 figured out, that's great. Thank you very much, Mark.

5 MR. STINE: Thank you, Billy.

6 MR. HIBBS: All right. So we'll move
7 right along and get wrapped up here fairly quickly,
8 although this particular part of the meeting is
9 extraordinarily important. It's a chance for everybody
10 to get to share with the others what's going on in your
11 region, any problems, concerns, or anything that you'd
12 like TxDOT to know about.

13 Shawn, we'll start with you down there at
14 your end of the table. Do you have anything you would
15 like to share?

16 MR. TWING: Nothing more than I said.

17 MR. HIBBS: All right. Russ?

18 MR. FRANK: I think you've already got my
19 full report, so I'm good.

20 MR. HIBBS: Okay. Bobby Gonzales told me
21 that there were two things going on that he wanted the
22 committee to know about. Number one, El Paso is
23 presently updating their bicycle plan, and it has not
24 been updated since 1997. So for those of you that are
25 in the bike plan component, you might take a look and

1 see when the last time you had your plan updated.

2 He said the second thing that they're
3 doing is they are actually developing a commuting plan
4 for their students. So they looked at the colleges and
5 they looked at where the housing is around it, and so
6 they're going to put resources into figuring out ways
7 for those students to commute back and forth to school
8 without having to have a car. And it's a pretty big
9 plan and I know -- based on his engineering expertise
10 I'm sure it will be fantastic.

11 I certainly don't have anything to afford
12 beyond what we've discussed.

13 Karla?

14 MS. WEAVER: Two quick items. So we have
15 up for draft review our long-range transportation plan,
16 mobility 2040, for the region. So this is the first
17 time we've talked about Complete Streets, and we have
18 updated our transportation network for bike-ped. This
19 is the first time we're adding on-street. This is the
20 first time we're looking at community trails. So there
21 has been lots of changes to the bike-ped world.

22 That will be up for draft until like the
23 last week of February, and then it will go to our
24 committee for action and our elected officials in March
25 for action. So that is the framework for that, well,

1 until we do another plan in five years, but it's a
2 20-year planning horizon.

3 And then the second thing I will mention
4 is our Look Out Texans campaign is going to start their
5 spring cycle, and this is our safety tips for
6 motorists, pedestrians, and cyclists, so we're working
7 on our commercial development right now and adding that
8 to our billboards and transit and radio and all that
9 kind of fun stuff. So yeah.

10 MS. TERI KAPLAN: Look Out Texas?

11 MS. WEAVER: Look Out Texas, Texans. I
12 think we bought the other name too.

13 MR. HIBBS: Allison?

14 MS. BLAZOSKY: All I want to say is I'm
15 looking forward to the Texas Trails and Active
16 Transportation Conference. So if you serve on this
17 board or if you have elected officials or staff members
18 in your district you represent, encourage them to come.

19 MR. PITCHFORD: Joseph Pitchford, Dallas.
20 Just to second what Teri said about the TAP funding for
21 the Northeast Texas Trail, real quickly, if you don't
22 know about the Northeast Texas Trail, I hope you will
23 soon. It's the longest rail to trail opportunity in
24 Texas, running 30 miles from Farmersville to New
25 Boston, goes through Paris and some other towns you

1 probably never heard of but you will, and it will be
2 the fifth longest in the United States when developed.
3 It needs more funding, more opportunities with TAP
4 funds and other funds to be complete, but amazing rural
5 bike tours and opportunities long-term for Texas.

6 Second thing, more Dallas-focused, a
7 group is formed in Dallas called the Circuit Trail
8 Conservancy. It's a private business. They do get
9 some private money, public money to complete the loop
10 around Dallas, which would be 50 miles when they are
11 complete.

12 Like you pointed out about Houston, there
13 is a lot already in place but it's disconnected. These
14 are some of the same people who put together Klyde
15 Warren Park, a hundred million dollar undertaking. So
16 we have a lot of faith. We need some help.

17 MR. HIBBS: Thank you, Joseph.

18 Do we have anyone on the phone that would
19 like to add to the conversation?

20 MS. ALLISON KAPLAN: Sure. This is
21 Allison Kaplan in Austin, and the only thing I wanted
22 to mention was at the -- our last meeting we -- I
23 brought up and y'all, I believe, knew that the NACTO,
24 National Association of City Transportation Officials,
25 national conference was happening in Austin the

1 following day and in the next few days, and that
2 obviously has happened. And one of the main panels was
3 on Vision Zero. Austin adopted a Vision Zero policy
4 last year, which is the vision that all traffic deaths
5 on the road are preventable, and our staff is now
6 working on an action plan. The draft action plan was
7 presented to our public safety commission I believe
8 earlier this month, and we are continuing to refine
9 that action plan. That's all.

10 MR. HIBBS: Very good. Thank you. All
11 right. So we'll proceed now with the public comment.
12 I don't see a lot of public here or a lot of comment.
13 So since there's no one that is asking to be
14 recognized, we'll talk about our meeting schedule.

15 Teri, what are your thoughts on that?

16 MS. TERI KAPLAN: Well, I solicited the
17 members. I heard back from seven or eight on the
18 various dates. I had solicited for April, for July,
19 and October. And we're having some trouble with
20 everybody being available, and so I'm going to look and
21 say is anyone -- would anybody consider having a Monday
22 meeting? I'd like to reevaluate -- no?

23 MR. HIBBS: It's okay with me.

24 MS. TERI KAPLAN: I'd just like to have
25 everyone -- it was kind of a split. Half the people

1 were available on the 8th and half the people available
2 on the 29th and not everybody at the same time, so I'd
3 like to resolicit for some dates to include Monday or
4 Friday.

5 MR. HIBBS: That's fine.

6 MS. TERI KAPLAN: And come back to you
7 once I -- right now the tentative date would be April 8
8 for the next meeting, tentatively set if I can't find
9 an appropriate conference room or can't get everyone
10 scheduled, but I'll follow up with you all via e-mail.
11 I can only ask that you please respond to my e-mail in
12 a timely manner. I will put that e-mail out early next
13 week, and if you would respond within ten days, that
14 will give me an opportunity to schedule.

15 Some people have asked that we schedule
16 the entire year -- it's only four meetings -- so that
17 they can plan their vacations. They know some of their
18 schedules. So I need your help to schedule these
19 meetings.

20 MR. HIBBS: That is very helpful, Teri,
21 if we can know with as much advance notice so that we
22 can organize our lives.

23 MS. TERI KAPLAN: So I'll put a
24 solicitation for these meetings, again, out on Monday
25 and I'm going to -- and I'll ask that you -- I'll give

1 you a deadline to respond, and I'm going to have to go
2 with the majority.

3 MR. HIBBS: Thank you very much. With
4 that, I would just like to apologize to everyone for it
5 going long today. I'm supposed to be the official
6 timekeeper, and we're about 45 minutes over, but we
7 have some extraordinarily important information we had
8 to cover today. And I just want to personally thank
9 all of you for what y'all are doing for cyclists for
10 the state of Texas. You guys are really sewing the
11 seeds for the future. As you saw in that Quebec plan,
12 you know, these don't happen overnight. They happen
13 over sometimes decades. So the things in the works
14 that we're doing right now is going to pay a lot of
15 dividends down the line.

16 So thank y'all very much, and we'll see
17 you again soon. Safe travels.

18 MS. TERI KAPLAN: Billy, you need a
19 motion to adjourn.

20 MR. HIBBS: Oh. Motion to adjourn,
21 please.

22 MR. FRANK: So moved.

23 MR. TWING: Second.

24 MR. HIBBS: All in favor say aye.

25 ("Aye" spoken in unison)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. HIBBS: Motion carried.
(Proceedings concluded at 12:41 p.m.)

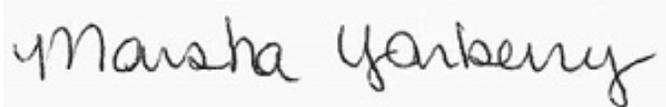
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Marsha Yarberry, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above and foregoing contains a true and correct transcription of the proceedings taken on January 29, 2016, all of which was reported by me.

I further certify that I am not related to nor employed by any of the parties to which this proceeding was taken, nor do I have a financial interest in the actions taken.

Certified to by me on this the 18th day of February, 2016.



MARSHA YARBERRY, TEXAS CSR 5100
Expiration Date: 12/31/17
Veritext Legal Solutions
Firm Registration No. 571
300 Throckmorton, Suite 1600
Fort Worth, Texas 76102
800-336-4000

[& - accommodations]

&	20,000 107:19	4	80s 118:19
& 104:21 111:21 112:7	200 1:11,11 56:20 63:4 64:4 116:22	4 54:8	83 120:24
0	200,000 9:1 10:4 51:24 56:10,13	40 65:6 115:20 121:23	84,000 105:11
05 115:11	58:16 63:3 64:6,8	400 76:13,14	85 97:7
1	2000 115:13 118:21	40s 77:22	88 120:10
1,285 103:20	2003 111:16	45 23:22 128:6	9
1,300 74:10	2005 115:13 120:24	5	9 111:25
1.5 114:8	2007 85:6 103:19 107:22	5 8:7 98:25	90s 111:14 115:5
1.6 114:8	2011 85:12	5,000 8:22,25 10:1,3 10:3 59:1 68:24 121:22	92 118:20
10 65:7 82:6 104:21 114:15 116:12 120:13	2013 85:19 86:14 94:4 104:19 111:18 115:14,17	50 9:7,22,23 10:4 56:10 58:16 63:3 98:12 125:10	95 115:15
100 85:25 86:20	2014 85:12 87:6 111:22 121:12	50,000 52:20	96 115:11,13
102 120:24	2015 20:17 39:8	500 68:23 91:7 92:23	a
10:00 1:10 3:1	2016 1:9 130:8,14	50s 77:22	a&m 57:24
11 98:18 111:25 119:20	2026 93:24	5100 130:17	a.m. 1:10
115 86:25	2040 123:16	55 4:12	ability 8:3 32:17 42:20 64:20 76:23
12 98:17	20s 93:14	56 80:10	able 15:9 16:13 17:24 18:19 20:14 25:10 31:16 37:4 44:23 46:14 53:17 53:18,19 54:7,13 57:1 61:7 64:17 65:6,6 68:18 77:13 77:17 82:10 84:20 86:4 101:6,24
12/31/17 130:17	22 79:18	571 130:18	absolutely 10:8 19:7 36:19 44:5 54:11 61:11
12:00 82:5	25 56:20	6	accept 4:24
12:41 129:2	250 43:9 79:1 92:24 120:9,11	6 74:20 98:25 115:11	access 15:7 23:14,15 23:18 24:12 94:18
13 9:4 73:16 115:11	26,000 93:20	60 115:24 121:23	accessible 88:19 93:25
134 73:16 120:14	27 4:20 49:20	65 86:16,21,24 96:24,25	accidents 22:7,8,9 99:20
14 9:4 97:3,6 99:14	29 1:9 85:23 130:8	7	accommodate 15:20 30:13 84:6 86:5
14,000 93:19	290/610 76:17	7 38:9	accommodated 97:23
140 121:13	29th 127:2	7,000 62:18	accommodations 30:2 31:17 33:3 68:20 72:5
15 9:4 65:7 82:6 101:10	3	76 85:24	
16 9:5	3 54:7 99:1	760 119:16	
16,000 74:8	3,000 104:22 121:22	76102 130:19	
1600 130:19	30 23:22 80:7 90:5 98:13 110:4 113:17 124:24	8	
17 8:24 10:3 119:19	30,000 62:17	8 112:19 115:11,11 127:7	
18th 130:13	300 76:19 84:20 91:5 130:19	8.6 114:12	
1992 84:3 91:6	33 8:21 10:2	800,000 43:11	
1993 84:10 96:17	35 91:10	800-336-4000 130:20	
1997 122:24	39 104:6		
2			
2 51:11 114:5,8			
20 87:18,20 110:3 113:16 124:2			

[accomplish - associate]

<p>accomplish 20:19 45:5 accomplished 20:14 accumulate 9:16 achieve 88:17 acknowledge 87:5 89:5 act 8:18 action 8:23 21:4,7 38:10 71:9 88:16 123:24,25 126:6,6,9 actions 21:5 130:12 active 83:24 111:21 112:8 124:15 activity 33:11 actual 70:17 add 26:20 33:1 35:5 35:13,21 37:15 39:20 51:12 62:20 65:22 125:19 added 98:19 adding 25:9 123:19 124:7 addition 32:16 35:10 77:11 additional 36:25 38:15 address 12:11,12 13:7,8,10,11 49:17 68:4 adjourn 128:19,20 adjust 84:8 administration 70:24 89:18 admit 89:25 admittedly 8:1 adopt 29:7,17 adopted 44:16 56:18 56:21 63:14,17 67:2 67:8 75:10 77:1 126:3 adopting 28:22 29:11 advance 9:9 127:21</p>	<p>advantages 16:20 advise 60:8 advisory 1:8 3:3 20:21 31:4 92:17 advocacy 59:21 61:20 88:14 advocate 59:18 advocates 60:24 75:17 afford 123:11 african 100:1 afterthought 29:20 agencies 25:13 32:18 agency 25:12 32:10 agenda 38:9 70:21 ago 23:16 47:18 56:24 80:6 81:9 86:15 113:21 114:13 agree 23:8 24:23 28:21 29:9 35:20 54:4 64:3 65:20 agreed 87:8 agreement 9:9 agreements 115:9 ahead 110:4 115:11 air 84:7,8 airline 77:21 airport 76:1 alert 15:12 alerts 27:6 ali 24:16 alignments 75:16 all's 6:24 allison 2:9,12 24:17 27:22,25 28:1 30:21 32:1 49:8 62:6 75:24 124:13 125:20,21 allocated 42:8 allow 86:18 87:8 92:9 104:7 allowed 18:13</p>	<p>allows 43:16 alternative 8:19 100:9 alternatives 27:3 100:6 amarillo 2:14 18:7,9 49:4,19,20,22 50:2 50:19 57:7,23 58:2 58:3 amazing 125:4 ambassador 60:9 ambassadors 60:18 amenable 56:5 amended 95:21 american 70:7 100:1 amount 32:6,9 42:11 44:8 71:20 111:1 analogy 81:7 anita 2:21 81:24 82:19 102:8 107:18 109:3 anne 2:17 annise 85:20 answer 56:15 answers 72:24 anticipate 9:4 anticipated 78:2 anticipating 9:12 antonio 2:12 113:1 anxious 47:13 anybody 32:12 35:19 45:13 91:23 94:2 96:18 126:21 anybody's 56:6 anyplace 62:12 anytime 30:16 anyway 113:8 apologize 110:16 128:4 appears 58:13,13 applaud 33:10 application 51:2</p>	<p>applied 29:1 applies 28:25 appreciate 3:4,8 5:20 17:6 19:20 40:14 63:21 71:17 111:8 112:13 121:24 approach 35:4 67:24 appropriate 58:10 59:3 127:9 approval 15:17 approve 4:19 approved 8:21,24 39:7 56:19 85:24 87:11 april 34:24 126:18 127:7 architecture 16:2 area 16:9 27:2,15 34:7 40:17 43:24 49:6 52:20 53:22 57:23 59:23 72:9,25 73:15 77:19,24 78:6 100:1 112:18 114:14 115:6 areas 7:21,24 8:21 8:22,25 10:7 21:1 21:22 22:4,9 32:6,7 42:4,5,14 43:1 46:10 47:15 56:4 79:14 109:20 120:18 argue 32:13 arm's 60:11 armadillos 112:22 arrangement 13:15 asked 21:3,11 40:16 127:15 asking 6:22 110:1 126:13 aspect 24:1 35:17 assistance 73:14 associate 44:3</p>
---	--	--	--

[associated - bike]

<p>associated 46:17 49:2 60:16</p> <p>association 125:24</p> <p>assume 115:16 120:11</p> <p>assumptions 25:18</p> <p>assure 38:25 43:11</p> <p>attend 112:11</p> <p>attended 89:15</p> <p>attention 40:20</p> <p>attract 42:20</p> <p>attractive 120:7</p> <p>attuned 68:16</p> <p>audience 63:1</p> <p>auditorium 4:3,7</p> <p>august 79:16 101:21</p> <p>austin 1:12 2:9 4:10 4:15 28:1 44:20 59:11 74:7 76:5 88:10 111:5 114:6 114:12 121:25 125:21,25 126:3</p> <p>austin's 59:14</p> <p>authority 72:3 102:20</p> <p>automobile 113:4</p> <p>available 16:17 56:11 68:5 70:6 126:20 127:1,1</p> <p>avenue 102:1</p> <p>average 107:21</p> <p>avid 107:13</p> <p>avoid 58:24</p> <p>awarded 94:4</p> <p>aware 4:13 26:24 28:18 59:2</p> <p>awesome 95:23</p> <p>awful 119:21</p> <p>aye 5:5,6 128:24,25</p>	<p>back 3:18 15:14 17:14 21:18 30:12 40:8 49:23 50:22 53:16 55:25 62:7 68:14 76:9 81:8 84:3 85:19 92:10 94:9 105:5,14 108:8 111:14 115:4 118:18 123:7 126:17 127:6</p> <p>background 87:11</p> <p>bag 90:10</p> <p>balance 8:18</p> <p>ballpark 120:17 121:2</p> <p>ban 4:14 36:21</p> <p>bank 32:18,20</p> <p>banks 120:19</p> <p>bar 42:16</p> <p>barriers 52:21</p> <p>based 65:1 70:9 71:20 81:6 92:15,21 92:22 94:3 123:9</p> <p>baseline 70:15</p> <p>basically 11:6 14:13 17:2 30:5 43:15 44:22 62:20 72:1 97:19 103:1,15 114:23 118:17</p> <p>basis 115:19</p> <p>bayou 86:11 89:21 105:5,6,8</p> <p>bayous 74:9 77:11 87:10 91:15</p> <p>bears 112:22</p> <p>beautiful 74:21</p> <p>becoming 113:15 114:3</p> <p>beginning 11:10 30:19 31:13,18 34:9 41:9</p> <p>begins 29:17</p> <p>behave 28:19</p> <p>believe 5:14,15 28:25 47:16,17 75:6</p>	<p>79:6 80:24 111:17 114:7 115:15 125:23 126:7</p> <p>believes 41:22</p> <p>bellville 76:5</p> <p>belong 24:4</p> <p>belonging 24:3</p> <p>bending 29:14 31:5</p> <p>beneficial 70:10</p> <p>benefit 21:19 78:15 88:9,22 89:8 119:23</p> <p>benefits 88:12</p> <p>best 24:24 29:5 30:13 100:10 112:9</p> <p>bet 10:13</p> <p>better 31:16 46:15 57:9 72:4 77:3 88:1 103:2,5 104:13 105:20,25 106:4 109:7</p> <p>beyond 34:4 71:3 82:9,10 123:12</p> <p>bicycle 1:8 2:7 3:3 6:7 8:8 11:8 13:23 16:14 20:21 22:8 24:8 31:3,6 32:2,2,4 32:11,14,23 33:3 36:13 44:19 45:15 47:23 48:15 52:25 65:2 68:23 69:12,13 69:18 70:3 73:12 74:25 75:3 76:14 77:9 92:5,17 101:16 101:17 104:13 106:1,17 107:3,8,14 110:9 113:10,22 114:14,21 117:9,21 120:20 122:23</p> <p>bicycles 24:4 28:18 30:11 57:11 103:8 105:20 106:23 113:6 119:16</p> <p>bicycling 30:1 34:9 113:13 114:3,4</p>	<p>bicyclist 26:6 35:24 38:1</p> <p>bicyclists 5:17 28:19 28:20 37:24 120:1</p> <p>big 4:15 17:22 25:20 27:2,6 34:5,7 36:2 71:25 94:19 100:21 104:8,20 106:21 123:8</p> <p>bigger 72:7,8</p> <p>biggest 93:12</p> <p>bike 5:25 6:17 7:4 7:16,21 10:22 16:10 18:11 19:11 24:12 28:6,12,13 29:6,21 31:14,16 32:8,15 34:12 36:13 37:3 38:22 39:16,21 40:6 40:21,22,22,25 41:2 41:16,23 42:8,17 45:17 46:17 47:20 50:14,20 51:2 55:1 56:18,21 57:3 58:25 59:9 62:10,23 63:14 63:15,18,23 64:19 65:21,22 66:2,17 67:21,23 71:15 72:5 72:8,15,17 74:16,18 75:4,10 76:1 78:16 79:2 80:11,23 81:2 81:5 82:19,23 83:18 84:5,13 85:9 87:9 87:15,19 88:13,14 88:17,19,23,24 89:4 89:13,17 91:1,11,12 91:18 92:6,7 93:6 93:14 94:1,22 95:15 96:3,3,7,13,14 97:9 97:22,25 98:21,24 99:21 101:4,22,25 102:6,23,25 103:3 103:17,19 104:12 105:3,9,10 106:4,5 106:7,7,11,12 107:1 107:5,23,23 108:1,7</p>
<p>b</p>			
<p>b 50:22 85:17</p> <p>bac 1:8 7:17 92:16</p> <p>bachelor's 67:14</p>			

[bike - caught]

<p>108:14,23 109:18 110:7,21,22 111:1 112:6 113:9 116:7 117:3,8,14,18 119:9 119:10,10 121:4,11 122:25 123:18,21 125:5 bike's 99:12 bikeability 74:2 bikeed.org 94:5 bikelids 106:9 bikers 117:20 bikes 19:11 25:21 25:25 26:5 27:11 57:5 64:19 68:19 72:13,21 82:1 83:9 85:7,12,14 89:6,6 99:9 100:17 103:5 103:25 104:2,5,7,16 107:20,20 108:1,6 108:19 109:7,9 117:14 bikeway 28:4 75:13 75:22 83:12 84:2,25 85:1 87:22,22 90:18 102:6 116:19 bikeways 74:11 80:20 81:1 83:15 84:20 96:5 103:2 116:11 biking 85:4 86:2,6 86:22 87:16 93:11 93:16 bill 40:4 billboards 124:8 billy 2:3 3:3 9:23 15:21 27:22 33:1 41:24 46:22 50:11 52:12 59:4 68:14 122:5 128:18 biop 70:25 bird 76:2 bit 17:22 67:23 68:24 72:19 75:14 77:3 78:10 81:23</p>	<p>83:12 87:18 98:18 114:9 119:17 biting 63:9 blazosky 2:12 24:16 24:17 35:5 62:5,6,9 124:14 bless 38:12 blessed 44:21 74:4 blood 111:10 blowing 93:1 board 84:17 89:10 106:1,17 108:7 124:17 boarding 85:12 boardings 107:19 107:20 108:5 bobby 23:8 43:14 44:7 61:15 122:20 bobby's 109:16 bond 86:15,17,20 bonus 98:20 book 69:23 booked 82:9 books 69:19 81:7 boost 114:24 border 118:1,3 borders 117:24 118:4 born 115:4 boroughs 114:11 boston 124:25 bottle 97:1 bottomlands 76:5 bought 44:24 104:6 124:12 boulder 27:4 boundary 60:7 73:17 bracket 58:14,15 bracketed 58:20 bracketing 58:10,22 breather 9:17 breeze 112:6 bridge 27:4 104:25 105:12</p>	<p>bridges 27:14 brief 4:9 121:15 briefing 3:14 4:17 briefly 8:13 bring 20:3 36:25 39:18 53:22 79:12 80:16 97:23 120:21 bringing 63:22 98:22 117:16 broad 65:1 102:18 broke 83:7 115:10 118:14 bronze 94:1,2,10 brought 20:23 40:2 40:3,8 93:20 119:14 125:23 brown 100:21 brownsville 2:18 budget 13:18 43:12 73:19 buffer 99:1 buffered 96:3 buffers 98:25 build 11:3 12:22 15:4 29:8 33:13 76:25 114:25 building 1:11 3:19 4:3 27:4 29:18 30:5 80:8,14 built 16:3 105:12,12 bullet 83:23 bunch 87:7 bus 102:21 103:18 103:20,21,22,23 104:24,25 105:1,17 105:24 106:1,5 108:2,6,7,21,22,22 108:23 buses 72:3 85:7,13 85:15 103:19,20 104:1,1,23 106:23 107:20 business 30:14 32:7 32:8 74:23 118:23 120:4 125:8</p>	<p>busy 27:3 40:17 buying 69:23 78:25</p> <hr/> <p style="text-align: center;">c</p> <hr/> <p>c 2:1 ca 121:9 calculations 76:10 call 9:8,17,20 11:24 37:19 77:9 79:19 91:22 110:24 called 102:25 125:7 calls 91:18 100:25 campaign 124:4 canada 112:17 118:2 119:20 121:9 canadian 120:12 canadians 122:3 canyon 18:7,8 49:4 49:20,22 57:8,9,24 58:2,3,3 canyon's 57:8 capacity 80:14 92:1 capital 60:3 captive 74:20 capture 25:10 capturing 26:14 car 80:16 90:11 91:11 123:8 care 119:20 careful 4:13,16 26:25 carolina 120:19 carried 129:1 carries 5:7 13:24 carrot 67:24 carrying 19:12 cars 25:21 69:3 104:22,22 105:23 113:3 121:4 case 88:16 catch 76:3,6 109:17 111:6 categories 34:21 caught 107:9</p>
--	--	--	--

[cause - committee]

cause 69:24 caveat 64:4 cell 4:14 26:19 census 69:11,12,17 70:6 97:5 center 79:19 114:11 centered 49:15 centerline 84:20 91:5,7 92:23 centerpoint 87:8,8 87:12 centers 68:7 80:12 83:4 106:6 central 114:14 century 14:2 certain 69:5,11,17 116:25 certainly 13:17,25 14:16 21:25 23:14 27:18 60:25,25 66:10 69:14 75:5 119:9 123:11 certificate 130:1 certified 130:4,13 certify 130:6,9 cetera 26:2 93:20 100:2 ch2m 2:13 chain 59:20 105:8 chair 2:3,4 3:4 15:11 17:18 18:3 20:11 71:4 chairman 8:10 20:11 31:25 58:8,21 69:9 challenge 30:15 43:3 50:4 52:2 challenges 19:17 121:3 challenging 79:17 chamber 36:14 53:23 champion 119:5,10 chance 4:21 17:21 17:25 102:10 122:9	changed 87:20,21 87:23 98:9 changes 4:22 123:21 charge 39:3 chart 92:9 check 10:18 17:15 70:19 76:2 82:5 92:22 102:5,6 checking 79:11 chief 107:12 child 113:10 children 22:11 27:11 choir 83:19 church 96:21 circle 45:25 46:1 circuit 125:7 cities 16:11 28:25 39:23 49:7,24 50:13 50:14,16 56:17,18 56:20 58:5 69:13,14 72:1 73:16 88:10,21 112:24 113:1,13 116:3,13 city 16:12 18:8,8,15 18:20 27:8 28:14,14 43:20 44:13 47:1,2 47:8,13 49:10 53:2 53:2 54:13 56:19,24 57:6,25 65:11,12,12 65:15 66:9 67:22 71:15 72:14,15,16 72:16,17 75:18,22 77:8 78:18 81:24,25 82:17,20 83:6,7 84:11,12 85:9,17 86:11,17 87:3,4 88:1,2,24 89:2,12 90:15 91:17 93:25 94:1,2,5,6 95:9 96:4 97:20 98:17 99:15 100:16,22 103:12 106:2,9 108:14 113:1 114:11 116:4 125:24	city's 109:5 civil 43:15 clarification 35:6,14 36:10 47:22 116:25 clarify 26:11 clarifying 35:22 class 14:2 98:2 114:25 classes 25:22 26:1 clear 54:3 77:19 99:10 clearly 37:1 60:18 click 6:4 11:23 13:23 14:24 16:12 18:9 45:17 clicks 14:24 15:2 climate 79:17 close 81:15 closely 108:24 closer 5:23 81:23 116:13 club 53:1 clubs 55:1 coaches 103:23 coastlines 74:9 code 19:13 collect 85:8 97:6 collector 99:17,17 college 43:23 54:14 63:25 colleges 57:4,5 123:4 columbia 76:4 combination 47:11 65:12 116:2 come 6:21 11:23 14:21 15:1 29:20 40:19 43:17 49:11 60:17 72:22 73:1 74:22 76:3 78:4 81:9 83:23 88:25 94:22 98:2 109:3 110:7 116:21 120:20 124:18 127:6	comes 4:2 16:12 31:5 67:15 comfort 91:22 92:4 98:5,6 comfortable 92:8,9 92:19,25 93:1,4 coming 6:3 15:8 16:8 25:12 89:12 94:23,25 102:1 109:19,21 111:25 121:25 comment 18:4,24 23:7 24:2 33:2 37:16 65:19 81:6 94:23 126:11,12 comments 17:15 26:17 27:21,23 28:1 29:10 31:7 32:24 37:13 38:15 109:15 commerce 36:14 53:24 commercial 124:7 commission 7:1 8:18,20 17:23 20:11 20:12 31:20 41:1 126:7 commissioners 7:7 commit 54:14 71:1 commitment 6:19 committee 1:8 3:3 6:21 7:14 8:15 10:10,20 14:8 15:12 16:4 17:13 19:9 20:10,16,21 21:5,7 21:9,13,16 29:14 31:4 34:23 35:23 36:11 37:17 38:14 41:4,22 42:1,4,10 50:5,9 53:10 58:13 59:7,18 60:8,13,15 60:16,18,23 71:10 92:17 102:11 109:24 110:19 122:22 123:24
--	--	---	---

[committee's - correlation]

<p>committee's 17:25 committees 40:25 108:15 communicate 103:6 communication 119:8 communities 6:16 9:25 10:2,3,6 16:22 19:6 22:5 23:11,19 23:24 33:14 37:23 39:24 42:14,22,23 43:17 44:19 45:3,10 45:14 46:9,24 49:11 51:3,20,21,23,24 52:17 53:11 54:5 56:10,12,13 57:4 58:23 60:11 61:17 62:15,19 65:25 74:18 77:18 79:18 90:2 112:11 community 5:25 15:24 16:15,23 24:10 37:23 42:11 42:19 43:6,8,23 44:23 45:7,8,11,17 49:15 51:16 52:24 53:19,21 54:19,24 55:3,8,8,15,19 56:8 57:4 58:18,25 59:8 62:14,21 63:2 65:1 65:2 66:8 67:7 68:17 69:20 70:8 78:9 81:3 88:20 100:6,10 119:24 123:20 community's 59:8 commute 68:19 70:9 97:12 105:17 123:7 commuter 103:22 103:22 104:1 105:2 commuters 68:23 81:2,5 commutes 114:2 commuting 11:12 114:14 123:3</p>	<p>company 74:12 comparing 57:7 compelling 38:17 76:6 compete 74:13 competing 88:10,21 complain 90:20 complete 24:21 25:6 31:10 34:7 40:4 45:23 64:16 76:23 115:18 123:17 125:4,9,11 completed 80:6 completes 45:25 component 11:16 22:19 23:6 25:10 110:10 122:25 components 94:3 computers 26:21 conceived 41:9 concentrated 112:21 concept 36:23 49:14 49:17 50:8 70:23 75:10 77:2 96:6 concepts 51:1 conceptual 75:12 95:18 100:13 concerned 60:14 90:18,23 91:1,4 concerns 68:3 122:11 concluded 19:21 129:2 concludes 17:18 19:22 conditions 100:4 conducted 20:21 conduit 61:9 conference 83:24 111:22,25 112:7,8 112:11 124:16 125:25 127:9 conferences 112:9 121:12</p>	<p>confident 90:17,19 confidentiality 102:12 confirm 35:1 38:14 congested 57:12 92:6,7 congestion 84:6 113:5 conjunction 78:19 connect 50:23 51:3 72:20 74:16 75:20 95:23 103:2,11 105:20,25 116:8 connected 50:15 62:14 108:25 connecting 49:7,10 50:13 68:7 connection 49:18 62:11,20 connections 44:22 connectivity 110:13 connector 100:23 connects 25:13 101:7 116:4 consensus 41:6 64:11 conservancy 125:8 consider 7:20 33:12 33:15 36:19 40:23 68:2 126:21 considerable 42:11 consideration 97:22 101:17 considerations 99:4 considered 22:20 100:23 considering 33:6 considers 30:1 33:3 consist 91:7 consistent 51:4 66:19 constantly 6:15,16 constraints 121:5 construction 4:10 9:10 31:2 48:24</p>	<p>constructive 14:11 consultant 20:18 consultive 92:16 contact 11:15 57:25 59:12 102:7 110:1 111:19 112:2 contacts 53:1 contains 130:6 content 11:3,24 12:6 12:8,13 14:25 15:2 context 48:6 65:9 continue 24:20 82:10,16 86:24 87:2 108:15 119:4 continuing 126:8 continuity 5:10 continuous 20:17 contribution 120:20 convene 3:2 conversation 33:22 41:15 48:4,18 50:20 55:25 64:10 71:8 125:19 conversations 67:9 71:4 convinced 46:9 cooking 8:5 cool 93:17,23 cooperation 119:7 coordinate 119:7 coordination 25:11 84:12 coordinator 2:7 72:15 82:20,23 84:25 85:1 90:18 copies 80:15 copy 14:17 21:11 118:13 121:8 corner 112:17 correct 9:23 35:19 36:5 130:7 correlate 69:17 correlating 69:11 correlation 69:23</p>
---	--	---	---

[correspondence - development]

<p>correspondence 63:6 corridor 67:3 74:13 100:11 101:7 corridors 65:5 76:11 87:7,12 115:21,24 120:5 corroborating 18:6 cost 43:2 45:9 76:13 77:5 costs 119:22 council 65:12 72:9 73:9 75:2 77:1 78:14 80:3 count 70:11,17 89:16 108:3 counterpart 26:3 counters 70:11 78:18,19,22,23 79:4 85:9 101:20,23 counties 73:16,17,23 counting 108:9 country 16:24 24:24 28:6 32:5 116:2 counts 78:12 85:10 86:7 108:10 county 18:8 26:9 43:9 66:9 72:13 75:18 76:5 105:10 105:10 106:3,10 couple 4:9 13:2 23:13 29:11 32:7 54:5 55:18 78:6 83:4 110:24 course 11:13 12:4 12:10 19:5 27:13 42:9 69:23 73:19 89:21 116:6 117:13 117:23 118:4 cover 39:14 128:8 covered 27:1 covering 20:20 91:16 create 26:8 33:20 73:18</p>	<p>created 39:10 creating 77:9 114:21 creative 10:24 27:9 credentials 59:19 credit 7:13 29:15 44:1 criteria 41:18 55:12 59:3 64:15 65:11 92:3,14,15,22 critical 22:1,4,18,19 22:24 66:16 critically 30:3 criticism 61:3 critiques 93:12 cross 28:6 32:19 100:4 107:2,3 crossing 27:3 78:5 107:1,14 crossings 77:24 crowded 104:4 crushed 117:15 csr 130:17 culturally 99:25 culture 30:8 79:17 113:16 current 25:24 81:1 83:21 114:6 currently 100:5 curve 31:5 110:5 cut 115:18 cute 113:10 cutting 111:15,18 cvs 90:10 cycle 55:8 85:17 100:19,19 116:7 124:5 cycling 15:24 16:4 17:1 19:2 29:17 30:25 49:5 59:18,21 109:2 113:25 119:15 122:2 cyclist 107:13 cyclists 30:13 36:4 105:15 120:2 124:6</p>	<p>128:9 d daily 79:8 dallas 2:5,11 25:11 56:19 114:7,16 124:19 125:6,7,10 dangerous 68:18 data 15:10 43:17 57:3 68:4 69:11,12 69:16,24 70:6,8 73:13 78:10,22,24 79:1,8 85:4,8,11 97:5 116:12 119:18 120:25 date 60:21 127:7 130:17 dates 126:18 127:3 daunting 75:14 david 2:16 23:7 24:16 51:13 52:10 59:10,15,19,24 60:3 60:4 61:23 66:3 day 14:21 68:15 70:21 89:13,13 94:17 96:12 108:8 114:2 120:24 126:1 130:13 days 79:10,16 126:1 127:13 de 101:4 deadline 128:1 deal 110:3 deaths 126:4 decades 78:12 128:13 december 8:20 37:19 decide 94:16 decided 91:21 92:17 deciding 94:11 decisions 30:19 declared 115:18 dedicated 6:14 118:25</p>	<p>definitely 21:25 22:20 25:23 definitions 98:19,22 98:23 definitive 78:14 degrees 69:22 demand 78:13 density 80:1 department 1:7 8:17 9:2 34:8 54:14 57:25 69:7 71:2 83:2 84:14,16 89:11 89:14 departments 26:4,9 104:11,16 depending 65:7,9 depends 38:16 deploying 78:21 deserts 23:17 design 12:8 28:23 29:1,11,24 31:1 34:6,10 57:17 80:18 95:18 97:17,18,19 98:10,10,12,19,20 100:13 designed 42:18 78:1 designing 7:3 29:2,5 89:23 desirable 66:18,20 desirables 66:5 destination 22:13 102:22 detailed 78:12 80:17 determine 98:3,7 detour 101:13 102:1 develop 32:22 67:6 84:11 94:19 119:3 developed 43:16 64:10 84:10 109:20 111:17 118:20,22 125:2 developing 25:8 123:3 development 16:21 30:3 53:23 73:24</p>
---	---	--	---

[development - endorsement]

<p>74:3,12 80:23 83:2 89:11 119:6 124:7 devices 3:7 dfw 119:11 different 9:23 19:16 19:17 25:4 26:10 38:25 45:19 55:17 64:18 65:9 68:10,11 70:16 76:11 77:6,18 78:21 79:3,10 80:19 83:8 88:13 92:3 101:3 104:11 115:9 differently 50:7 difficult 85:5 direct 58:9 69:24 104:24 direction 19:25 20:4 20:9 37:13 50:25 56:23 92:16 director 2:6 8:8,11 10:24 dirt 22:12 dirty 76:13 disappointingly 79:5 disciplines 20:20 disconnected 93:2 125:13 discontinuous 77:23 discussed 7:6 20:9 40:16 50:8 110:8 123:12 discussion 15:17 21:9,12 39:9 57:7 73:5 disproportionately 32:5 distance 26:20 distracted 26:22 distribute 81:4 district 75:7 77:7,10 77:25 79:20,22 101:12 102:3 124:18</p>	<p>districts 108:17 dividends 128:15 division 2:6 8:8 doability 48:22 document 20:24 103:4 documents 39:7 40:19 doing 3:14 11:6 12:25 16:19 33:10 59:17 69:10 71:17 71:21 72:4,19 73:8 82:1 83:19 97:13 99:9 103:12 108:18 109:5 110:10 111:7 118:19 123:3 128:9 128:14 dollar 125:15 dollars 42:20 120:12 120:14 donations 87:1 donna 2:8 3:4 door 9:6 doors 3:17 25:13 doritos 90:10 dots 79:21,22 dotted 115:8 doubled 85:13 doubt 16:18 38:1 download 121:14 downtown 43:20 86:13 100:20,20,25 105:2,17,24 dps 26:10 dr 111:4 draft 123:15,22 126:6 dramatically 107:21 drawer 103:24 drawing 115:8 drawn 34:18 dream 114:19,19,20 114:20 drive 1:11 11:14 26:22 28:17 69:3</p>	<p>77:22 89:6 90:11 108:1 driver 25:9 driver's 25:22 drivers 25:23,24 35:16,24 driving 4:14 drops 120:3 drove 89:7 droves 90:3 93:3 duro 18:7 dynamics 114:17</p> <hr/> <p style="text-align: center;">e</p> <hr/> <p>e 2:1,1 17:7 21:3 39:12 102:11,15 127:10,11,12 ear 29:14 earlier 15:22 75:10 78:10 110:2 126:8 early 94:24 110:8 115:4 127:12 easier 13:14 105:18 easily 62:23 east 1:11 easy 3:25 19:2 eat 51:8 120:22 economic 16:20,21 53:23 73:24 74:3 76:7,21 88:9 economics 113:22 economy 114:25 ed 25:22 edge 22:17 educate 35:24 53:11 educated 30:25 educating 29:16 35:23 81:4 education 22:1 25:8 25:9 26:7,19 28:16 34:3,6 35:6,7,12,15 35:15 43:24 80:14 107:16 educational 94:3</p>	<p>effect 69:24 effectiveness 70:4 effort 20:16 25:12 efforts 22:2 60:10 108:24 eight 62:24 72:13 73:16 81:9 126:17 either 13:12 17:10 23:23 48:1 67:1 80:9,11 103:20 el 2:15 21:24 22:9 43:15 113:1 122:22 elected 123:24 124:17 electrical 88:5 electronic 108:5 112:4 118:12 121:8 element 34:6 57:14 elements 25:17 73:6 92:8 119:12 elephant 51:8 eligible 58:18 embedded 107:7 embrace 54:2,2 embraces 45:12 50:25 emerging 38:22 39:4 40:19 emphasis 34:2,3,5 40:4 employed 130:10 employees 86:1 employment 68:6 80:1 enable 14:11 50:21 enables 52:24 encourage 13:21 16:1 109:24 112:10 124:18 encouraged 32:21 82:16 86:17 ended 41:15 endorsed 20:10 endorsement 20:24</p>
--	--	---	---

[energy - fashion]

<p>energy 74:12 87:12 enforce 4:13,15 enforcement 25:8 26:4,10,21 28:16 34:6 35:16 engage 16:16 53:2 engaged 59:16 engineer 43:5,15 65:15 75:18 91:23 99:15 engineered 95:19 engineering 29:22 31:19 43:4,7,10,13 44:24 54:14 57:18 57:25 64:21,24 66:16 74:13 84:14 89:14 100:13,15 101:14 104:15 123:9 engineers 30:4 43:24 97:21 99:1 enormous 32:8 entertain 4:23 enthused 90:17,19 entire 34:10 116:16 127:16 entities 36:12,24 118:23 entity 80:6 entrance 105:15 entry 75:23 envelope 76:9 envision 12:14 14:15 18:5 41:11 envisioned 42:18 envisioning 62:9 equal 67:11 73:22 equally 24:2 era 77:22 eric 2:6 7:2 8:11 12:20 17:8 19:21 26:12 33:16 41:24 45:4 50:11,22 59:4 63:20 65:10 71:13 82:4</p>	<p>eric's 53:16 especially 24:18 35:7,16,17 73:4 75:2 90:1 113:16 essential 28:12 74:19 95:4 essentially 92:13 100:8 establish 79:16 established 84:3 94:12 establishing 28:4 estimate 76:13 estimating 76:10 120:14 et 26:2 93:20 100:1 evacuate 3:19 evaluate 64:18 evaluated 92:14 evaluating 85:11 evaluation 92:21 event 6:3 93:21 100:22 events 11:18 17:1 81:3 everybody 17:6 73:3 88:22 89:8,10 90:12 90:15 97:2,16 116:22 122:9 126:20 127:2 everybody's 35:8 93:16 116:15 everyone's 109:16 evidence 65:1 86:8 evolution 6:16 42:10 evolved 77:24 evolving 47:19 56:25 exactly 25:18 35:14 40:12 46:18 53:6 54:10 63:4 example 36:13,14 37:2 51:2 56:9 57:6 59:11 69:19 116:12</p>	<p>examples 28:24 29:4 77:5 79:3 83:21 excess 43:10 exchange 120:13 excited 7:9 16:19 20:13 37:23 59:17 77:17 78:7 87:14 96:2 100:24 excitement 78:8 exciting 85:24 101:25 excuse 21:23 120:2 exercise 75:25 exhaustive 64:16 existing 32:18,20,21 95:12 100:4 exit 3:21,24 exiting 15:9 expand 23:10 49:16 expanding 34:14 expansion 115:17 expect 9:14 expecting 3:25 expense 117:23 experience 3:11 36:3 44:4 46:15 60:21,21 83:3 expertise 123:9 expiration 130:17 explain 61:8 92:11 extended 15:16 extending 3:18 34:4 extension 49:14 extension's 92:1 extensive 91:14 extent 75:4 extra 82:6,9 extraordinarily 122:9 128:7 extraordinary 61:15 102:9 109:13 extremely 22:1,4 26:25 eyes 94:24</p>	<p>f f 59:11,13 61:24 111:4 face 15:3 89:1 facilities 28:23 29:8 29:12 32:19,20 39:25 72:17,20 74:16 76:10,14 77:16 80:19,22 87:9 88:18 91:10,19 94:19 95:22 96:4,12 103:3,9,11,16 104:9 105:19 106:3,7 108:19 117:18 facility 65:8 70:11 75:17 78:3 84:13 95:24 96:1,8 98:1 101:3 104:14,22 105:9 109:1 115:1 117:6 fact 40:8,13 74:10 74:14 111:2 112:23 115:2 factor 78:16 factors 69:12,17 81:10 fail 53:8 fair 111:1 fairly 122:7 fairs 81:3 faith 78:16 125:16 fall 90:16 falls 2:17 familiar 76:17 famished 120:22 fantastic 44:1 123:10 faq 11:16 far 11:22 47:3 69:14 78:24 80:9 86:23 farmersville 124:24 fascinating 71:19 fashion 34:25 46:14 49:17</p>
--	---	---	---

[fatalities - funds]

<p>fatalities 120:3 fault 26:6 favor 5:5 128:24 avored 60:13 fearless 90:6 features 33:8 february 7:1 20:13 123:23 130:14 federal 39:4,20 75:19 84:6 89:18 feed 12:20 feedback 12:19 14:11,18 21:22 33:9 93:9 feeder 43:20 feel 22:3 62:13,15 70:23 71:4 90:21 92:7,9,19 93:4 99:13,20 feels 90:8 feet 98:25 fellow 59:17 felt 91:3 100:10 fence 105:8 fencing 105:12 fhwa 29:4 38:22 39:11 40:19 fifth 125:2 figure 27:19 52:4,24 72:4 88:1 95:20 96:10 106:8,14,19 figured 27:17 122:4 figuring 123:6 filled 12:2 filling 97:3 115:16 final 37:12 80:13 102:22 111:18 finally 75:8 86:19 financial 130:11 find 3:17,25 12:17 14:22,25 15:2 16:8 16:13 66:13 73:6 81:11 95:6,22 98:24 127:8</p>	<p>finding 73:23 85:4 fine 4:15 13:24 31:14 38:15 127:5 finish 45:7 finished 104:19 109:15 115:15 fire 34:22 41:4 firm 130:18 first 3:2,10 4:4,21 5:11 11:7 18:5 20:6 20:8 24:17 29:13,13 37:3 38:3 41:25 45:4 69:21 72:12,23 74:24 75:12 80:5 84:5,24 85:17 96:16 100:19,23 118:21 120:10 123:16,19 123:20 fiscal 9:4 fit 15:23 41:18 52:7 fits 33:14 50:12,17 five 15:2 47:18 56:23 73:17 78:12 88:23 93:18 95:5,7 124:1 fix 29:21 31:12,15 31:23 flagpole 60:4 flashing 27:6 flat 91:2 flea 77:25 flexibility 98:19 flexible 15:19 fliers 112:13 floor 4:4 flowchart 6:1 7:3 45:18 52:23 fly 76:1 focus 9:18 11:8 21:1 56:7,9 58:3 65:5 72:20 93:11 focused 27:9 41:12 57:18 77:15 80:22 125:6</p>	<p>focusing 10:22 folks 4:10 33:5,7 56:2 64:17 106:22 111:19 120:23 follow 20:22 29:10 49:7 127:10 followed 20:22 following 50:22 126:1 food 23:17 59:20 120:21 foot 98:17,18 99:1 99:14 forbes 111:4 force 32:5 45:12 foregoing 130:6 forgot 121:21 formed 125:7 former 85:20 forms 93:17 formulate 57:2 fort 2:5 25:11 56:19 111:22 130:19 forth 30:16 123:7 forward 9:13 12:25 20:4 21:6 29:18 31:2 64:12 87:14 89:20 98:15 101:25 103:10 110:18 124:15 fought 78:18 found 21:13,21 26:6 44:2,22 47:12 85:11 90:24 93:15 foundation 25:1 fountains 3:25 four 49:24 77:22 88:23 113:23 127:16 fraction 119:22 framework 123:25 franchise 69:20 francois 111:20 113:19 121:13</p>	<p>frank 2:4 4:25 5:1 31:9 46:21,21 54:21 55:13 71:22 72:2 81:21 102:14,17 108:4 122:18 128:22 frankly 30:23 free 43:25 61:16 64:21 freeway 76:17 83:3 95:10 98:2 104:25 105:1 freight 107:1 french 112:17 frequent 6:22 friday 1:9 110:18 127:4 friend's 96:21 friendly 45:15 94:1 front 7:10 15:3 29:22 40:8 55:24 103:21 frontage 49:5,21 50:1,15 fruit 42:22 frustrated 89:3 full 99:9 122:19 fun 75:25 82:24 112:23 124:9 function 92:2 functioning 75:5 fund 37:18 fundamental 30:14 30:15 49:14 63:6 funded 78:6 80:9 95:18 100:14 funding 8:21 9:3,9 22:6 27:13 35:10,11 35:17 36:12,25 42:21 47:14 48:2 61:18 89:19 95:2,7 100:15,17 124:20 125:3 funds 8:19 48:23,24 101:5 125:4,4</p>
--	--	--	---

[further - greater]

<p>further 25:17 41:20 130:9 future 5:15 6:9 29:18 99:23 121:6 122:2 128:11 fy 9:5</p>	<p>glad 3:11 29:25 44:17 82:14 98:15 gleason 2:6 8:10,11 9:24 10:2,8,13,19 15:11 17:9,17 18:14 18:19 19:5,16,22 22:25 23:3 25:16 26:13 33:18 35:22 36:8,18,22 37:6 38:13,20,24 39:15 40:11,20 45:20,23 46:1,6,13,19 48:3 48:17,20,25 49:13 50:3,24 52:1,7 54:20 55:11,22 57:15,21 58:9 60:6 61:11 62:2,8 63:5 63:17 64:13,25 65:15,17 66:3,19 67:16 70:5,19</p>	<p>128:1 goal 17:12 22:3,20 50:13 78:25 goals 20:5 94:21 goes 28:13 61:23 69:14 87:3 88:3 103:23 104:24 107:7 124:25</p>	<p>124:4 126:20 127:25 128:1,5,14 gold 93:25 94:13,14 94:15 gonzales 2:15 21:12 21:15,24,24 23:2,4 43:14 61:15 62:17 122:20</p>
<p>g</p>			
<p>gac 89:17 101:19,22 102:24 108:14 gac.com 81:11 galveston 72:9 76:3 gaps 91:15 garage 91:2 gdp 119:19 geared 69:2 gears 55:22 64:14 general 34:21 46:14 70:25 71:3 generally 79:25 generation 81:5 genevieve 39:5 gentleman 61:14 geographic 10:11 geographically 7:25 geography 62:22 george 100:21 getting 20:6 22:25 24:10,25 46:5 66:16 68:10 78:7 85:10 88:20 93:8,10 97:15 104:9 gigantic 105:23 give 5:8 7:12 14:14 14:18 15:5,9,18 17:7,21 19:4 20:12 29:15 44:7 64:17 71:16 81:25 82:4 83:22 127:14,25 given 34:19 46:22 87:1 gives 94:12 98:18 giving 11:21 20:18 62:14 109:21</p>	<p>26:13 33:18 35:22 36:8,18,22 37:6 38:13,20,24 39:15 40:11,20 45:20,23 46:1,6,13,19 48:3 48:17,20,25 49:13 50:3,24 52:1,7 54:20 55:11,22 57:15,21 58:9 60:6 61:11 62:2,8 63:5 63:17 64:13,25 65:15,17 66:3,19 67:16 70:5,19 global 109:5 gnarly 115:6 go 3:21,22 4:4,5 6:1 7:4,5 9:16 10:17 11:6 13:22 15:1,14 15:14 16:25 17:3 18:21 19:1,1,2,4 25:16 26:8 30:11,12 36:19 38:9 41:10,20 46:5 49:20 50:22 52:9 53:11,13 54:7 56:2,6 57:16,23,24 58:2,19 61:8 62:7 66:12 67:22 69:5 72:23 80:3 81:2,10 81:11 82:6 84:23 86:13 88:4,8,20 90:19 93:7,18 94:5 94:10,11,16 96:13 97:16 100:3,12,13 103:15 105:24 111:12 112:15 113:18 114:15 115:11,13 120:24 121:11 123:23</p>	<p>going 4:10 5:9,11 6:5,15,16,20,24 7:1 7:4,5,7,9,11,20,23 8:4,13 9:17 10:12 12:4 13:4,6,13,19 15:13,23 16:4 19:12 19:25 20:1,6,12 21:8 23:15 26:6 27:8 29:17 30:11 31:2,9,12,16,19 34:16 35:13 38:5,8 39:5,6,12,14 43:12 44:18 45:10 46:11 50:3,4,8 51:10,12 52:25 53:1,2,8,12 54:13,24,25 55:5,9 55:16 56:22 57:2,16 57:22 59:8,10 61:6 61:18,23 63:15 67:20 68:25 70:15 71:2,14,16,20,22 72:6,11,15,18,22,25 75:9,11 76:19 79:1 81:22,23,24 82:17 83:11,14 85:25 86:3 88:4,6 90:4,11,19 90:22 91:9 92:6,7,8 92:11 95:8,13 96:19 97:2,11,15 98:7 101:17 102:17 103:14 106:18 107:22 108:20 110:13 111:10,12 111:13 112:15 113:18 114:17,24 115:16 116:21 122:10,21 123:6</p>	<p>gonzalez 2:18 good 3:11 10:23 18:25 20:2 21:15 25:3 33:12 37:12 41:21 50:4 51:16 57:9 70:14 73:3 84:9 86:9 93:9 107:16 108:19,19 108:20 111:6,7,19 119:18 120:3,23 122:19 126:10 gotten 89:19 government 23:17 30:15 39:21 governments 18:6 73:10 77:9 118:23 grad 74:14 gradually 114:3 115:12 graduate 69:22 grandparent 62:24 granite 117:15 grants 73:25 graph 114:1 grasps 50:9 grass 23:24 great 10:15,18 16:25 17:20 25:1,15 27:6 32:24 39:22 42:12 44:25 47:10 48:14 53:22 61:1 63:11 70:18 71:8 84:19 85:6 87:13,17 94:11 109:23 122:4 greater 13:19 32:11 76:21</p>

[greatest - hour]

<p>greatest 53:7 greatly 111:8 green 79:21 100:25 116:5 118:25 greenway 115:3 grew 91:24 grid 6:4 16:12 53:20 117:7 grids 47:20 grocery 96:20 groove 107:8 ground 46:4 54:18 groundwork 53:5 group 5:12 19:1 56:23 60:10 63:7 84:17 93:11 118:24 125:7 groups 32:23 33:25 65:2 88:14,15 118:24 119:11 growing 32:4 guess 9:12 18:16 24:20 27:16 38:13 38:16 46:24 47:6 62:2 64:1 69:15 85:22 86:14 87:7 109:1 113:5 guidance 29:7 38:22 39:4,10,21 80:18 guideline 97:20 guidelines 28:23 29:2,12 31:11 59:24 guy 14:2 67:15 90:10 93:13,15 guys 5:8 11:3 12:19 12:21 13:21 14:11 14:14,17 15:5,6,9 17:13 40:9,12 44:9 61:24 71:21 82:14 83:18 85:3 87:20 89:18,20 95:19 109:19 111:7 128:10</p>	<p style="text-align: center;">h</p> <p>h 81:11 89:17 101:19,22 102:24 108:14 half 14:2 69:19 81:6 126:25 127:1 halfway 111:17 hall 53:2 67:22 100:22 hallway 3:18,20 4:5 4:6 hand 19:13 handheld 3:7 4:14 handled 97:22 handling 39:2,3 handout 12:14 24:23 42:17 hands 44:4 53:25 hanging 42:22 happen 34:17 46:11 61:18 100:8 128:12 128:12 happened 126:2 happening 7:14 41:12 58:6 71:25 72:12 125:25 happens 102:21 happy 76:25 80:21 81:12,16 82:21 hard 17:6 22:22 25:10 57:2,3 78:11 78:15 107:16 117:12 harris 105:10,10 106:3,10 hat 66:23 hate 89:6,6 head 18:15 headache 86:2 health 88:12,21 119:18,18,20,22 hear 44:18 73:4 80:3 90:20</p>	<p>heard 13:3 34:19 35:1,6,15,20 37:24 51:5,14 52:3 70:21 71:23 125:1 126:17 hearing 19:8 33:24 34:2,11 48:10 99:21 heart 77:21 111:9 heavier 116:16 helmets 12:3 36:5 90:3 help 5:9 6:24 14:8 16:4,15,16 26:11 27:15 40:14,16 42:2 44:8 46:8 47:4 51:19 54:10 55:16 55:20 57:17 66:11 68:4 69:8 80:8 85:21 110:4 125:16 127:18 helped 33:20 84:10 100:10 helpful 7:10 54:9 59:5,6 70:22 127:20 helps 54:6 hey 33:7 54:8 61:24 82:2 100:5 hibbs 2:3 3:1,4 4:18 5:1,4,7 9:22,23,25 10:5,9,15 13:2,8,13 13:17 14:1 15:21 17:20 19:19,24 20:11 26:16 27:20 27:24 29:9 32:24 33:16 37:12 38:2,17 38:21 41:24,24 45:22,25 46:3,8,18 47:10 50:11 51:7 52:22 54:11 59:4,4 61:4,12 63:19 64:20 65:10,16 68:13,14 71:13 81:17,20 82:2 82:12 102:8,16 109:12 116:24 117:7 121:16,24 122:6,17,20 124:13</p>	<p>125:17 126:10,23 127:5,20 128:3,20 128:24 129:1 high 76:2 79:6,25 higher 43:24 73:22 114:12 119:17 120:13 highest 114:12,13 highlight 11:19 21:20 highlighted 21:25 highlights 33:21 highly 7:13 104:22 109:20 highway 4:12 89:18 99:19 101:22 highways 29:18 30:5 39:4 46:25 47:5 101:8 116:1 hill 2:13 hills 74:5 hippyish 93:15 hiring 20:18 historic 99:25 112:25 historical 83:15 84:1 historically 86:10 history 42:2 61:14 84:21 118:14 hit 87:17 hold 48:17 hollmann 2:21 82:14,19 96:25 home 11:23 15:14 honestly 88:11 hope 27:18 101:9 124:22 hopefully 4:20 11:5 109:19 horizon 124:2 hot 79:15 hour 4:12 82:9,11 90:5 98:12,13 114:1</p>
--	--	---	--

[hours - internal]

<p>hours 79:9 104:7 house 96:21 housing 123:5 houston 2:4 46:22 71:16,21 72:7,9,14 72:15,16,17,25 73:8 73:10 74:4 76:17 77:8,21,25 78:18 81:24 82:1,18,20 83:7,12,16,18 84:2 84:11,12,17,22 85:1 85:1,16 86:11,13,17 86:22 87:3,21 88:3 88:11,14 89:2,17 90:2,15 91:19 93:25 94:2,6,6 95:10 96:4 97:9 98:17,21 99:6 99:21,24 100:14,16 100:20,21 101:12 102:1,2,5,6 103:12 105:2,24 106:3 107:23 108:14 109:3 110:2 111:25 112:25 114:7,16 119:10 125:12 houston's 71:15 72:17 hov 104:23 hub 43:19 huge 25:14 28:11 32:19 37:20 62:22 101:11 112:8 human 6:14 hump 55:20 hundred 43:8 74:11 78:24 125:15 hundreds 56:22 74:15 hybrid 117:13</p>	<p>71:16 77:3 91:25 97:21 116:8 ideas 15:15 48:4 51:1 55:25 60:10 76:24 identified 75:16 identify 64:23 75:19 identifying 35:11 illegal 19:11 imagine 63:5 86:2 113:7 120:4 impact 25:15 32:6 32:11 62:22 76:21 79:11 impactful 54:13 impacts 47:2 implement 47:25 80:7 84:20 103:16 105:22 115:12 implementation 38:22 40:7 45:21 51:18 66:23 73:20 80:10 82:24 83:13 83:21 87:23 95:2 implemented 7:4 53:8 55:5 77:2 107:24 implementer 89:14 implementing 20:5 46:17 implies 7:19 important 5:21,22 7:12 10:9 12:23,24 16:1,3 21:7,14,17 21:22 22:1,2 23:12 23:25 24:2,11,15 26:20 29:16 30:3 31:11,21,23 32:14 33:8 36:7 51:16 52:23 53:9,15 60:15 63:20 64:22 65:17 66:4 75:23 76:18 79:6 80:15 97:10 98:23 104:17 117:23 122:1,9</p>	<p>128:7 improve 28:9 30:12 76:19 94:17 improved 115:19 improvements 10:21 improving 74:2 inclement 4:1 22:15 include 43:9 49:9 127:3 included 29:24 including 99:18 113:8 incorporated 32:17 34:9 increase 70:3 94:18 94:18 increasing 113:14 114:1 incredibly 122:1 indicates 65:24 indication 99:10 individuals 26:22 93:4 infant 106:12 information 6:17 11:16 12:16,20 14:15,22 16:25 18:16 26:1 30:18 33:16 34:15,23 39:13 44:20 63:24 70:9,22 81:25 83:22 108:12 109:22,25 111:24 112:3 121:10 122:1 128:7 infrastructure 35:18 97:14,18,19 98:20 113:2,4 117:25 120:6 initiative 85:7,21 86:16 87:2 94:6,8 initiatives 25:4 38:23 injuries 120:3</p>	<p>inner 49:10 input 15:19,25 18:1 69:7 insecure 99:13 installed 106:10 instant 66:2 institute 78:20 integral 5:14 integrate 103:10 104:13 integrated 104:9 integrative 109:10 intellectual 60:2 intended 33:22 intensive 79:23 interact 25:24 interacting 25:21 interaction 52:25 interchange 76:18 76:22 intercity 28:10 49:9 49:10,17 116:10 interconnect 5:16 27:8 intercontinental 76:1 interest 41:1,19 42:12 45:3 47:15 48:21 50:1 56:5 57:19 58:7 62:3 65:24 73:22 130:12 interested 7:13 18:21 19:8 44:3 54:1 56:7 68:9 81:7 81:13 90:17,23,25 91:4 interesting 23:21 49:13 51:14 73:18 79:9 84:22 85:3 89:24 90:14 95:9 96:15 100:12 interface 99:19 interim 111:15 internal 20:20 104:10</p>
i			
<p>idea 14:14 17:21 18:12 44:9 50:4,4 50:18 51:3 53:7 56:7 60:20 64:17</p>			

[internally - language]

<p>internally 103:4 international 114:25 117:24 118:4 interpret 113:20 interpreted 114:23 interpreting 118:16 intersection 79:24 96:1,8,9 intersections 96:6 interstate 116:11 interstates 116:12 interview 67:12 invest 64:23 invested 120:9 investment 120:8 investments 10:11 87:1 invitation 15:13 invite 19:18 involved 6:6 11:14 33:4 involving 27:4 island 76:3 issue 36:12 82:11 issues 25:20 30:25 34:16 46:16 47:11 49:2 59:21 73:19 77:16 ite 29:2 item 21:14 22:3 25:7 38:9,10 items 21:4,7,25 123:14</p>	<p>jeff's 72:22 job 31:5 45:1 67:12 68:15 86:9 joined 20:16 joseph 2:11 3:9 31:25 34:13 37:17 38:2 67:17 124:19 125:17 josh 2:10 3:14,15 4:18 july 20:23 126:18 jump 9:20 justify 78:11</p>	<p>12:9 14:6,11,14,18 14:23 15:16 24:11 25:3 26:8 29:23 30:22 33:24 34:20 36:20 38:4 42:2,9 42:21 43:19 45:23 47:6,19 48:10,13 49:14 51:7,9 54:25 55:23 56:1 59:7 60:15 61:20 62:4 64:11 66:12 68:12 69:24 71:16,23 72:12,23,23 77:15 77:25 79:12 83:18 84:10,21 85:2 86:13 88:15 89:8 90:12 92:4,16 93:15 94:8 95:5,7,14 96:9 98:7 100:2 102:18 103:3 103:14,15,17 105:18 106:11 108:24 109:2 111:13,15,16 113:6 113:20,21 115:4 117:12 118:10 124:9 126:25 kinds 14:4 19:6,8 41:7,18 54:1 60:22 kingsland 104:21 klyde 125:14 knew 125:23 know 4:16 6:5,11,13 7:11 10:10 13:21 14:4,19 15:15,18 16:13 17:3 18:9,11 22:10,13 23:9,12,13 23:14,14,24 24:5,8 25:18 26:15,24 27:15,18 28:6,10 29:12 30:20 32:16 33:2,5,10 34:1,7 37:3 39:2 40:13,21 42:6 44:14 47:2,7 47:20 50:19 51:9,13 54:9,18,24,25 55:1</p>	<p>55:9 56:13,15 57:10 59:8 61:6,7,25 63:12 64:1,18 65:13 65:20,21 66:7,11,11 66:14,16,17 67:4,6 68:8,17,23 69:2,7 69:13,18 71:2,19 78:11 80:2 83:18,19 84:23 85:3,13 86:3 87:19 88:7,13 89:3 91:2 92:18 93:6 94:2,13,14 95:12,13 95:14 96:10,16,18 97:15 98:3,12 99:5 101:20 107:2 108:25 109:3,16,22 110:25 112:16,20 113:7 116:1,2,6 117:12 118:1 119:3 119:8,25 120:5,16 121:6 122:12,22 123:9 124:22 127:17,21 128:12 knowing 59:20 122:2 knowledge 33:13 known 45:1 84:17 knows 97:16</p>
<p>j</p>	<p>k kaplan 2:7,9 20:2,3 21:18 26:11 27:22 27:25 28:1 37:15,22 39:6,18 40:15 57:20 64:6 81:19 82:8 110:15 112:5 117:6 124:10 125:20,21 126:16,24 127:6,23 128:18 karla 2:5 5:4 7:18 17:21 25:16 39:9,19 40:11,15 47:21 48:3 63:21 66:19 68:13 68:18 123:13 karla's 67:18 keep 6:14,19 14:23 28:20 52:23 69:16 91:17 94:24 106:20 108:6,8,10 keeping 57:12 kept 110:24 key 23:5 65:5 74:3 113:23 116:14 kicks 67:12 kidding 76:15 kids 23:14 44:25 113:8 kilometers 121:22 kind 5:10 6:23 11:7 11:9,20,21,22,24</p>	<p>l la 106:14 lake 76:4 77:19 117:15 lamar 100:18 land 97:25 lane 77:22 97:22 99:9,13,14 102:1 104:24 107:5 lanes 6:5,17 16:14 29:6 39:21 42:8,24 47:20 91:12 96:3,3 98:17,24 107:5 116:2,7 language 58:16 61:21</p>	

[large - luggage]

<p>large 15:24 16:24 37:24 112:16,24 largely 84:5 larger 69:14 late 118:18 launched 85:22 law 25:8 26:3,20 28:16,18 34:6 35:16 laws 19:2 26:5 lay 12:6,7 88:6,7 laying 53:5 layout 43:19 lci 94:7 lead 59:7 118:15 leadership 70:25 lean 60:4 learn 3:12 9:18 49:2 71:19,20 87:25 118:5 learned 119:13,14 119:14 learning 44:4 109:23 110:5 lease 106:16,16 leave 31:3 41:21 96:13 105:23 106:5 106:16 led 46:11 left 3:21 4:6 11:17 12:7 35:3 61:14 legal 130:18 legally 36:7 legislature 112:2 121:1 length 60:12 116:16 lesson 9:18 lessons 9:19 level 19:6 41:1,5 75:7,8,8 77:7 91:22 91:24,25 92:4,18 94:1,10 98:4,5,6,6 105:19 levels 26:10 leverage 61:16</p>	<p>liaison 59:24 library 77:14 lift 21:10 light 72:3 104:3 lighter 116:15 lighting 105:13 lights 11:5 12:15 21:10 27:6 36:6 limit 63:3 64:9 66:12 92:12 limited 8:2 49:17 88:2 104:5 limits 47:2 87:4 lind 2:13 25:2 26:14 48:9,13 52:9 70:7 line 77:11 86:3 104:5 128:15 linear 75:3 lines 75:13 106:11 107:11 115:5,8 116:5 link 11:13 13:22 18:15,21 37:8 45:18 49:25 50:2 70:3 105:8 116:14 linked 18:12 37:4 list 10:6 16:10 21:4 21:11,14 22:20,22 64:16 66:5 93:19 listen 121:24 literally 16:13 49:25 50:2 little 5:11 7:15,24 9:17 17:22 20:6 25:17 33:2 42:19,20 63:2 65:9 68:24 72:19,23 77:3 78:10 81:23 83:12 84:21 87:18 97:16 98:18 112:13 114:9 115:5 118:15 119:15,17 livable 79:19 83:4 live 24:8 68:11 88:25</p>	<p>lives 127:22 load 108:23 local 5:25 43:23 52:20 54:14 55:17 60:10 66:9 77:8 80:12 103:21 105:19 114:24 116:20 120:4 localities 48:15 locally 23:19 37:9 locals 116:20 located 77:20 location 74:15 75:22 101:20 locations 41:18 47:23,24 48:5 49:1 56:4 63:8 78:21 79:2 85:21 locker 106:12,16,19 lockers 106:15 log 16:8 logging 115:23 logical 14:7 long 19:14 31:12,15 31:23 63:23 76:21 76:24 77:4 95:8,9 97:16 101:10 103:1 123:15 125:5 128:5 longer 33:6 50:12,17 longest 97:12 124:23 125:2 look 6:23 12:25 20:25 21:4 22:21,21 47:13 51:16 58:17 58:25 65:8 68:5 69:21 77:4 82:17 86:18 87:13 91:9 92:23 93:2 95:13 98:4,5 103:4,8 109:7 115:14 116:11 121:12,12 121:14 122:25 124:4,10,11 126:20 looked 44:13,21 69:25 83:7,9 92:14</p>	<p>92:20 103:4 123:4,5 looking 14:23 15:16 29:18 33:19 40:5 41:8 79:9 91:22 98:10 103:9 123:20 124:15 looks 44:14 67:5 71:5 91:14,23 99:5 100:5 103:1 loop 125:9 los 91:24 lot 3:22 4:10 5:18,20 6:8 7:12 9:10,11 12:5 13:14 14:9 15:22 17:7 23:3 24:11 25:3,11 29:6 30:17,17 33:13 42:13 44:14 47:18 50:1,13 51:9 53:4 57:11,12 58:7 62:16 62:19 66:1,25 68:16 69:1 70:16,21,21 71:24 75:1 80:24 82:24 87:20 89:19 91:12,17 93:22 102:20 103:6 104:20 105:23 106:8,24 111:9 113:2,3 115:23 116:13 119:21 125:13,16 126:12 126:12 128:14 lots 46:23 67:3,8 72:4 80:1 83:2 100:1 102:4 120:5,6 121:3,4,4,5 123:21 love 95:20 low 42:22 43:2 79:5 lubbock 49:20 50:2 50:19 lubbock's 51:24 lufkin 2:16 23:8,19 23:20 59:14 luggage 103:23</p>
--	---	---	---

[magnificent - months]

<p>m</p> <p>magnificent 31:4</p> <p>mail 17:7 21:3 39:12 102:15 127:10,11 127:12</p> <p>mailed 102:11</p> <p>main 49:5 116:8 126:2</p> <p>maintain 61:2 94:19 94:19</p> <p>maintenance 104:15</p> <p>major 30:8 83:3 95:10 98:1 99:15,17 99:17 109:20</p> <p>majority 90:24 128:2</p> <p>making 10:11 24:18 24:20 30:19 40:5 41:5 104:15</p> <p>male 93:14</p> <p>malls 68:8</p> <p>man 87:12</p> <p>managed 83:4,5 84:13,16</p> <p>management 108:17</p> <p>manager 2:8 44:13 53:3 58:1 65:12</p> <p>manages 89:21</p> <p>managing 89:12</p> <p>mandate 84:6</p> <p>manner 127:12</p> <p>manual 39:22 97:18 97:19 98:20</p> <p>manuals 97:17</p> <p>map 10:14,16 28:13 32:15 81:1 95:7,8,9 95:11,15 102:6 115:4,8</p> <p>maps 80:25 95:4</p> <p>march 111:25 123:24</p> <p>marie 2:17</p> <p>mark 2:22 14:18 48:16 110:7,11,15</p>	<p>110:21 116:24 121:16 122:4</p> <p>mark's 110:16,18</p> <p>market 16:23 74:20 77:25</p> <p>marketing 13:18</p> <p>marks 85:2</p> <p>married 63:25</p> <p>marsha 130:4,17</p> <p>master's 67:15</p> <p>match 98:11,15</p> <p>materials 25:8 26:8 61:9 102:11</p> <p>matrix 70:1 94:12</p> <p>matter 74:7 111:1 115:2</p> <p>matters 8:9</p> <p>mayor 44:13 65:12 85:20</p> <p>mean 4:12,15 21:16 38:15,18 46:24 56:14 58:5 61:7 64:18 67:6 87:3 88:13 91:14 92:25 99:7 114:23 117:1,2 118:8</p> <p>meaning 12:11</p> <p>means 32:8 91:1 117:4 118:16</p> <p>meant 118:7</p> <p>measure 41:8 69:6 69:25 70:3 71:7 94:13</p> <p>measured 68:16</p> <p>measuring 68:15 79:2</p> <p>mechanics 39:24</p> <p>media 107:13</p> <p>medians 42:25,25</p> <p>medium 51:23</p> <p>meet 3:23 15:6 34:23 92:2</p> <p>meeting 3:2,3,10 4:20 5:10 7:17 8:14 8:20,20,24 20:8,11</p>	<p>20:13,25 29:13 34:25 97:1 109:15 110:17 122:8 125:22 126:14,22 127:8</p> <p>meetings 71:18 89:16 93:19 127:16 127:19,24</p> <p>meets 117:25</p> <p>members 10:10 21:13,16 42:1 53:1 59:6 60:8,16,18,23 110:19 124:17 126:17</p> <p>mention 3:5 8:12 80:13 124:3 125:22</p> <p>mentioned 8:16 33:2 39:9 52:12 54:22 89:10 91:5 108:16 116:25</p> <p>met 59:23 67:3</p> <p>method 66:15</p> <p>methodology 81:13</p> <p>metrics 15:5 57:2 78:15</p> <p>metro 85:6,11 103:7 103:8 106:14,24 107:12 109:6</p> <p>metro's 72:19</p> <p>metropolitan 72:2 72:10 109:20</p> <p>mexico 118:5</p> <p>michael 2:19 5:12 6:13 8:14 10:20,24 13:2 14:9 17:5,8,9</p> <p>midblock 77:24</p> <p>migration 76:2</p> <p>mile 4:12 76:12 77:16 98:12,13 102:21</p> <p>miles 65:6 74:8,11 74:15 84:20 90:5 91:5,7 92:23,24 97:11,12 116:22 121:20,22 124:24</p>	<p>125:10</p> <p>million 74:20 76:13 76:14,20 80:7,10 86:20,25 112:19 120:9,10,11,14 125:15</p> <p>millions 42:20</p> <p>mind 45:10 93:1</p> <p>minds 33:23</p> <p>minimum 14:24 63:4</p> <p>minute 81:22 82:3</p> <p>minutes 3:6 4:19,21 4:23,24 11:1 23:22 82:6 101:10 128:6</p> <p>miserably 53:9</p> <p>missed 67:22 102:5</p> <p>misses 67:21</p> <p>missing 97:7</p> <p>mobility 5:17 83:8 101:14 123:16</p> <p>mobilizes 114:22</p> <p>mode 68:9,10</p> <p>model 30:20</p> <p>modeling 78:13</p> <p>modifications 93:10</p> <p>modify 4:23</p> <p>modifying 98:22</p> <p>mom 62:23</p> <p>moment 21:19</p> <p>monday 111:3 126:21 127:3,24</p> <p>monetary 60:2</p> <p>money 10:6 36:15 42:19 43:5,13 47:4 52:11 74:22 95:19 97:6 120:9 125:9,9</p> <p>monitor 69:1</p> <p>month 19:10 39:11 101:21 106:16 126:8</p> <p>months 21:2 54:15 59:12 67:5,5 82:23 113:7</p>
--	--	---	--

[montreal - open]

<p>montreal 112:25 113:13 114:1,5,11 115:6 116:5,6 morning 10:23 20:2 21:16 73:3 motion 4:24 5:7 128:19,20 129:1 motorcycle 24:6 motorists 120:2 124:6 mountain 16:10 117:3,17,19 mountains 74:4 move 4:25 5:1 8:6 11:20 20:4 21:6 37:14 62:5 64:11 71:11 81:23 88:11 99:13 101:17 103:9 122:6 moved 9:2 101:13 128:22 movements 100:1 moving 9:12 56:25 77:7 87:13 89:20 98:15 101:25 104:13 mpo 72:10 73:9,17 80:9 multi 105:7 multiple 7:21 municipal 118:23 mute 3:8 mutual 32:22</p>	<p>national 118:1 125:24,25 nationally 112:9 nationwide 70:8 near 107:17 necessarily 5:22 15:24 32:13 38:19 51:6 85:9 86:7 89:3 89:5,25 92:6 95:19 100:16 necessary 44:11 76:18 neck 75:15 need 3:19 14:9,10 14:14 15:23,25 26:25 28:6,17,18,19 29:19 38:10,11 46:8 47:19 50:19 51:15 51:20 52:19,20 53:1 53:2,12,17,18,19,21 60:5 61:1,19,25 64:20 65:13 67:23 68:25 69:7 71:11 77:13 86:4,4 87:15 93:7,7 98:2,5,11 99:1 105:18 125:16 127:18 128:18 needed 26:8 60:1 71:10 needs 4:22 6:17 29:21,24 30:16,17 54:11,21 65:11 74:20 92:2 97:21,22 99:2 100:5,11 119:4 125:3 neighborhood 96:5 96:5 neighborhoods 83:8 network 28:4,13 34:12 75:8,13,22 76:12,23 79:20 86:23 87:17 89:22 91:8 92:15,21 93:2 114:21 115:14 123:18</p>	<p>never 6:11 44:16 58:12 61:18 78:2 96:7 105:1 125:1 new 6:2,15,16,17 10:21 25:23 30:11 30:16,20 31:1 36:10 38:2 39:7,22 40:3 42:1 44:20 72:17 74:13 75:9 80:21 82:22 95:25 96:6 98:22 105:12 106:12 109:22 117:24,25 124:24 nice 81:1 86:13 110:21 113:12 nicely 113:14 night 86:20 nine 26:5 54:15 nohow 90:9 nonusable 22:16 noon 82:11 normal 22:10 117:21,21 normally 47:4 north 23:20 77:21 120:19 northeast 37:17 111:3 112:17 124:21,22 note 48:14 notes 4:9 85:18,19 notice 42:16 110:17 127:21 noticed 75:1 101:16 notification 63:8 notion 34:11,14 39:1 48:25 50:25 58:23 60:19 noway 90:9 nuance 40:24 number 14:24 49:1 70:2 85:12 113:19 119:9 122:22 numbers 79:4 86:18 91:9 97:3 119:25</p>	<p>120:18 numerous 22:7 nurture 119:4 nurtured 119:2 nutshell 12:9</p>
o			
			<p>oak 79:14 obviously 4:1 48:20 59:15 64:19 71:1 87:16 110:2 111:9 126:2 occurred 43:4 occurring 11:18 october 4:20 20:23 126:19 offer 28:2 office 15:14 74:16 offices 26:9 30:4,10 official 128:5 officially 44:16 officials 55:17 75:19 123:24 124:17 125:24 oh 10:15 48:12 54:11 84:24 85:1 120:8 121:21 128:20 okay 13:16 14:13 36:8 38:21 44:9 46:19 48:12 50:8,23 52:24 65:18 68:22 82:11,12 86:20 92:21 96:25 102:16 122:20 126:23 oklahoma 118:5 old 62:24 113:2,17 once 6:21 11:23 19:10 44:10 68:21 88:4,8 90:7 127:7 one's 107:22 ongoing 6:10 115:19 ontario 118:3 open 36:17 41:15 69:20</p>

[opens - perception]

<p>opens 25:12 operation 104:8 operations 106:22 operators 108:6 opportunities 46:16 78:6 95:6 125:3,5 opportunity 21:2 40:18 109:23 124:23 127:14 opposed 56:12 57:6 optimal 92:2 orange 21:20 42:16 orangish 79:22 order 53:5 75:11 92:1 98:3,7 organization 12:24 72:8,10 organizations 36:14 66:10 organize 127:22 oriented 79:25 113:4 original 97:4 originally 42:18 104:4 osmosis 46:12 ottawa 118:2 ought 32:4 58:18 outcome 35:2 41:7 52:3 outer 120:18 outline 20:18 outlined 75:12 outlying 22:9 24:12 outside 45:1 50:5 58:17 59:14,15 87:3 outskirt 73:8 outstanding 33:9 81:17 121:17 overlap 73:11 overly 42:24 43:18 overnight 128:12 overriding 36:21 oversee 119:6</p>	<p>overview 83:15 84:2 121:15 overwhelmed 51:8 overwhelming 107:25</p> <hr/> <p style="text-align: center;">p</p> <hr/> <p>p 2:1,1 p.m. 129:2 pack 93:5 packed 117:12 packet 118:8 packs 90:8 page 11:19,21,23,24 12:1,1 14:16,17,17 15:1,8,8,9 18:12,15 18:25 33:21 37:2,7 55:24 paint 6:2 45:7 46:4 54:18 palo 18:7 panels 126:2 paper 23:16,19 80:25 81:1 paragraph 118:16 paragraphs 118:15 parallel 32:20 107:6 parents 27:10 paris 111:2 124:25 park 18:9 74:17 77:14 100:23 104:20,21,23 105:9 105:11,14 106:6 125:15 parker's 85:21 parking 3:22 80:24 105:23 parks 84:16,17 89:14,21 part 5:14 9:5 16:1 18:18 25:22 29:23 31:18,19 32:15,19 35:25 36:2,12 37:18 38:25 40:24 48:18 49:8 50:20 51:6,18</p>	<p>51:21,22 52:3,21 53:9 59:13 64:22 67:19 70:1 91:15 99:12 101:3 102:20 109:10 111:7 112:21 113:15 120:10 122:8 particular 10:7,11 12:8 16:9,14 38:7 59:23 68:17 122:8 particularly 42:1 45:15 parties 130:10 partner 36:11,16 64:23 66:15 partnering 36:24 89:17 partners 108:14 partnership 84:16 84:18 89:9 102:2 119:2,3 partnerships 114:24 118:22 parts 19:17 117:11 paso 2:15 21:24 22:9 43:16 113:2 122:22 pass 11:7 12:13,18 passable 117:20 passage 27:10 passed 86:16,21 passwords 14:3 path 105:7,11,16 paths 101:2 105:25 pathways 116:7 pave 16:4 paved 22:13 117:6 117:11 pavement 22:17 88:7 pay 37:4,25 128:14 pdf 110:18 peak 104:6 ped 78:16 79:2 82:19,23 123:18,21</p>	<p>pedbike 81:11 pedestrian 2:7 8:9 22:7,8 73:11 77:9 80:19 pedestrians 22:11 78:2 83:9 105:16 108:20 124:6 peer 88:10,21 pending 99:4 people 5:24 6:21 11:15 13:14 14:5,21 14:24 15:1,7 18:11 21:10 23:20 24:11 27:7,16 28:17 30:18 34:16 45:2 49:22 53:12 54:1 55:2,3,9 55:15,18,20 57:5,11 62:13,18,19 63:14 64:9 68:7,10,19 69:2,22 72:8 73:21 74:20 75:4,14,14 76:8 77:12 78:1 80:25 82:9 85:13 87:16 88:11,18,23 88:25 90:25 91:17 92:19 93:21,22 96:16 97:11 105:23 106:19,22 107:9,17 107:22,25 108:5,7 108:11 109:25 113:15 116:21 117:14 119:14,21 121:3,4 125:14 126:25 127:1,15 percent 86:16,21,24 91:10 96:18,19,20 96:22 97:3,6,7 114:5,8,15 115:15 115:20,24 119:19 119:20 120:13 121:23,23 percentage 69:21 114:14 117:1 perception 47:19 60:12</p>
--	---	---	---

[perfect - pretty]

<p>perfect 10:19 40:14 perfectly 50:6,12 performance 52:2 54:22 period 30:6 85:4 periods 115:10 permanent 78:17,22 101:19,23 permit 101:15 permits 101:14 person 107:13 personally 30:21 90:16 128:8 perspective 28:3 45:6 76:16 102:19 phase 29:24 51:11 phases 30:2 philosophy 74:25 phone 3:10 4:14 16:13 21:19 45:2 75:24 91:18 100:25 125:18 phones 26:19 phonetic 101:6 photo 113:10 pick 22:22 113:24 picked 60:25 61:1 100:9,10 pickup 19:15 picture 100:18 103:17 pictures 46:3 piece 16:3 31:15 34:15 66:16 104:8 pieces 51:25 77:2 pilot 7:17,22 40:21 40:22,24 41:2,6,16 41:22 46:20 49:16 50:6 51:1,4,19,22 52:3,8 55:4 56:5,8 57:23 58:11,12,19 60:5,17,20 66:13 67:19 70:1 71:7 87:24 95:16,17,21 106:18</p>	<p>pilots 46:15 63:11 piping 88:5 pitchford 2:11 3:9 31:25 32:1 37:18,20 37:25 58:8 67:18 124:19,19 pizza 44:24 place 4:2,3,8 8:23 10:17 16:25 24:25 43:2 49:22 52:4 56:18 57:10 75:7 79:20 108:22 125:13 places 11:11,13 18:10 64:18 68:11 74:7 75:20 79:8,21 79:23,25 114:7 116:17 plan 7:8 32:3 43:18 44:12,12,15 45:16 47:24,25 48:7 50:17 53:8 56:18 63:14,15 63:18,23 64:19 65:4 65:21,22 66:2,18,23 67:2,8,21,23 71:15 72:17 75:10 77:1 78:4 80:5,8,11,12 83:4,18 84:5,9,18 87:15,19 88:17,23 89:13 91:6 93:6 94:22 96:16 97:4,9 97:14 98:21 99:22 101:13 102:24,25 104:12 118:20,20 118:21 120:10 122:23,25 123:1,3,9 123:15 124:1 126:6 126:6,9 127:17 128:11 plane 109:16 planning 48:1,23 72:10 73:12,12,20 74:11 75:1 80:4,4,4 80:5,19 83:2,6,13 87:22 89:11 91:24</p>	<p>95:11 98:2 119:7 124:2 plans 29:17 33:6 44:19 47:23 48:15 54:15 56:21 77:10 79:22,23 platinum 94:17 play 60:19 played 30:22 plays 71:2 please 3:7 15:18 27:24 35:19 82:4,13 127:11 128:21 pleasure 73:4 plenty 112:13 116:7 117:17 121:10 plug 17:3 plus 35:11 51:24 65:23 78:15 pocket 19:13 point 7:2 8:6,6 12:21 18:21 25:3 38:8 47:1 49:25 50:21,21 53:4 54:4 54:10 59:9 63:20 67:18 71:10,14 83:23 110:6,12 116:9,24 pointed 49:8 125:12 points 17:16 24:17 75:23 78:24 79:1 polar 112:22 police 26:4,9 policies 24:22 94:25 policy 25:6 75:2 76:25 78:14 80:3 126:3 policymakers 31:21 79:7 poor 77:23 pop 19:2 popular 85:23 114:3 population 42:17 43:9 58:11 62:7 64:6 68:6 86:5,5</p>	<p>87:21 98:8 112:20 119:22 populations 10:1 62:17 portion 8:13 35:9 101:6 position 82:22 positioned 78:17 positive 32:6 67:15 positively 32:11 possible 10:5 13:15 79:16 possibly 74:10 potential 21:4 32:11 63:8 76:21 81:2,5 potentially 7:20 62:16 95:12 poured 44:5 powerpoint 19:3 practical 109:1 practices 24:24 29:5 34:8 preaching 83:19 preceded 73:5 predicated 34:13 prefer 17:10 prepare 86:4 prepared 38:6 presence 57:17 present 78:13 presentation 5:12 6:25 17:22 20:1,12 38:21 40:25 71:15 73:6 81:18 82:15 83:25 86:19 92:10 102:9 109:13,18 110:17,18 113:9 presentations 72:24 109:21 presented 44:12 111:21 126:7 presently 122:23 presidents 111:20 pretty 24:7 27:9 30:5 57:8 85:22</p>
---	---	---	--

[pretty - quote]

<p>91:14 100:18 110:8 112:15 123:8 preventable 126:5 preview 11:22 price 69:19 81:6 primarily 91:7 primary 49:21 prior 83:1 priorities 25:7 prioritize 25:3 52:14 prioritizing 95:1 priority 35:11 private 18:13 36:12 36:24 80:23 84:18 87:1 125:8,9 probability 69:18 probably 6:20 12:15 27:16 31:23 36:22 37:6 43:9 44:10 45:14 47:17 49:23 60:7 61:23 64:13,22 65:16 70:20 71:11 83:22 90:6,16 91:1 92:18,24 97:12 102:5 109:7,8 110:3 125:1 problem 27:2 29:21 30:14 102:12 106:23 problems 31:24 36:17,25 121:5 122:11 proceed 82:13 126:11 proceeding 130:11 proceedings 129:2 130:7 process 16:2 34:10 41:11 45:21 60:24 63:9 104:14 118:18 processes 25:14 104:10 produced 85:11</p>	<p>product 95:3 professor 44:3 59:11 program 2:8 8:19 9:3,13 10:22 34:4 40:1,22,24 41:2,16 41:19 43:16 58:11 58:12,19 62:3 63:16 67:20 70:1,4,12 83:12,16 84:2 95:5 102:6 106:18 programmed 80:10 programs 7:17,19 7:22 8:4 26:19 73:24 94:25 progress 5:18 7:8 8:15 24:21 38:9 78:8 progressed 42:7 progresses 70:13 project 12:23 30:2 31:13 38:7 44:6 45:6 49:9 55:19 60:5,13 61:6 65:4 65:14 67:7 76:18,18 76:22 77:20 78:14 99:24 101:15 104:18 110:14 114:22 projects 8:21,25 9:7 9:8,21,23 31:17 37:19 40:23 51:1 60:24 68:3 73:20 78:7,11,16 79:4 80:7,11 83:21 87:25 94:25 95:1,17,17,21 99:23 103:9,11,13 103:16 104:14 110:25 promoted 16:6 promotion 119:8 pronovost 111:20 properly 3:6 41:9 58:22</p>	<p>prorationally 78:4 prospect 75:3 protected 29:6 39:21 proud 94:9 provide 5:10 10:13 10:16 14:10 17:25 18:20 39:6 73:13,13 providing 51:14 52:16 88:18 province 112:16 114:22 provoking 33:22 ptn 2:10 public 2:6 6:18 8:12 13:20 16:16 72:14 84:13,18 86:1 89:13 89:16 93:7,8,9,18 94:23 96:25 99:22 100:3,15 101:13 125:9 126:7,11,12 published 39:22 pull 42:21 44:11 53:14,20 62:1 87:25 88:5 pulled 8:3 53:5 pulls 103:24 purchase 78:19 purpose 15:12 41:6 41:16,22 45:4 46:2 46:7,20 51:13,18 53:17 56:1 63:10 75:4 purposes 46:13 49:3 pursued 73:25 pursuing 41:2 push 55:16,20 70:24 107:15 pushes 107:23 pushing 55:2,16 put 3:8 15:2 17:23 30:16 34:20 36:15 37:7 39:12 43:7,17 45:16 53:24 61:5 66:3 70:17,23 76:16</p>	<p>86:19 87:9 98:13 103:19,25 106:13 112:7 118:9 119:1 123:6 125:14 127:12,23 puts 59:19 putting 11:2,7 39:24 68:2 85:14 107:25 111:9</p>
q			
<p>qualification 59:23 qualify 55:11 quality 84:7,8 quarterly 15:6 quebec 111:14 112:16 113:1 118:2 118:3,24 119:5 121:9 128:11 quebec's 110:13 question 18:4,5 23:5 35:23 36:9 41:25 47:6,10 48:14,15,21 53:16 58:9 69:15 85:2 89:24 121:19 questions 13:3 48:11 60:1 61:9 71:25 72:24 81:16 81:21 102:7 109:4 109:11,14 121:18 quick 11:22 12:16 18:4 40:8 69:10 76:12 83:15 84:21 111:13 112:16 116:10,24 123:14 quicker 110:5 quickly 8:17 14:12 14:22 64:15 84:1 86:18 102:18 103:15 112:6 122:7 124:21 quite 30:6 61:21 79:8 quote 85:18</p>			

[r - rest]

r	22:22 25:10 27:6 29:16 31:5,12 32:3 41:21 44:16 45:11 46:10 50:18 52:18 54:6 55:16 57:3 61:13 62:10,12,22 63:11,21 65:7 68:22 69:7,15 72:7,22 73:12 74:1,19 75:6 75:23 77:5,12 82:20 84:1,19,19 85:3,3,6 85:23,23 86:9,18,24 87:13,14,14,17 88:24 89:24,24 90:14 93:9,17,17,21 93:23 94:9,9,11,16 95:22,23 96:2,2,7 96:14,14 97:10 98:23,24 100:24 101:22,24 104:8,19 105:15 107:16,23 107:25 109:8 113:10 116:21 117:17,18 118:7,18 128:10	recurve 73:7 reduce 119:21 reevaluate 126:22 refer 42:21 reference 118:12 referring 52:15,23 refine 126:8 refining 5:23 regarding 8:8 26:19 regardless 85:4 96:19 regards 29:11 region 6:3 10:12 16:9 38:5 56:20 72:11,13 73:10 74:3 75:18 76:22 78:21 81:2 109:25 122:11 123:16 regional 30:9 35:1 75:13 114:25 119:7 regionally 72:12 regions 63:13 114:23,24 registration 130:18 regular 33:11 reinvent 19:3 reiterate 15:22 35:9 relate 39:15 related 130:9 relations 107:13 relatively 22:14 82:22 released 94:23 reluctant 60:23 remaining 8:18 remember 13:14 14:5,5 17:3 29:3 81:8 reminding 3:4 rent 76:1 106:15 renting 106:19 repeat 24:9 replace 88:5 report 6:7 8:7 17:18 19:22 20:1,4,5,9,10	20:22 21:1,3 27:18 37:13 38:11 50:25 108:8,12 117:18 122:19 reported 130:8 reporter 130:5 reporter's 130:1 reports 38:5 represent 100:11 124:18 representation 42:3 42:12 require 56:17 required 36:7 67:14 67:19 99:12 113:9 requirement 59:6 65:22 66:8,15,21 requirements 66:5,6 66:14 requires 35:10 rescue 54:16 reserve 110:24 residential 80:1 resolicit 127:3 resource 18:25 39:23 53:13 57:16 61:9 resources 6:14 8:1 42:7 47:25 48:15 51:15 52:10,10,11 52:16 56:11 58:24 60:2,2,3 61:15 66:1 73:14 88:2 123:6 respect 32:22 109:16,18 respective 22:5 respond 58:9 127:11 127:13 128:1 responses 56:22 responsibilities 6:11 35:8 responsibility 6:6 6:20 rest 81:12 110:4 118:2
----------	---	---	---

[restrooms - see]

<p>restrooms 3:24 result 42:5 58:7 91:6 resulted 78:9 results 52:5 53:18 71:8 resume 44:1 retired 110:23 retirement 110:24 retiring 74:23 retrofitting 78:4 return 120:8 reverse 75:11 review 17:25 21:2 30:1 33:18 39:9 40:9 101:14 123:15 reviewed 101:15 reviewing 24:24 34:8 ribakove 2:10 3:15 3:16 ribbon 111:15,18 115:18 ride 11:11,25 12:3 18:10 19:11 49:22 54:16 76:4 91:3 92:19,25 93:2 102:25 104:7,20,21 105:9,11,15 107:17 108:21 113:6 117:7 117:13 rider 75:22 90:6 riders 59:1 62:16 117:21 ridership 94:18 104:5 rides 93:13 106:6 riding 27:11 36:5 62:13,19 85:15 93:4 107:5,6,10 right 3:21 4:4 5:7 12:6,9 15:3,3 19:14 19:21,24 23:2 28:11 30:10 31:3 38:8 41:13 45:22 46:18 47:5,6,9,12 51:21</p>	<p>53:6 61:4,21 62:12 62:16,18 63:7 66:12 67:13 71:11,14 72:18 82:7,8 87:16 90:4,5,8,12,18,22,22 93:8,10 96:18 97:2 101:20 107:21 109:1 114:1,8 115:6 117:10 118:19 122:6,7,17 124:7 126:11 127:7 128:14 rightmost 99:12 rights 35:8 rigor 78:22 ringing 45:2 risk 60:16 rivers 74:9 riverside 1:11 road 6:2 23:23 24:4 24:4,6,6 36:6 49:21 50:1,15 62:13 78:13 90:1,5,20,22 91:11 95:12 99:4,8,9 103:22 115:20,24 115:25 117:1,4,8,14 117:14 121:23,23 126:5 road's 6:4 roads 24:12,13 28:17 43:18 45:8 47:8 49:5 74:21 roadway 19:12 88:4 91:25 98:7,12 117:2 117:5 roadways 77:12 78:1 robert 2:15 21:11,23 21:24 roberts 2:8 96:24 robin 29:14 111:17 robust 95:23 role 60:19 73:11 80:15</p>	<p>room 3:16 21:10 82:5 88:14 127:9 rough 12:18 roughly 43:8 114:5 119:16,19 roundtable 38:4 route 30:12 101:4 110:13 111:14 115:3 116:5 118:25 routes 22:6 23:9,10 24:19 28:7,7 30:23 33:7 34:3,4 35:9,18 routeverte.com 118:13 run 32:20 33:25 36:22 60:4 running 6:22 9:9 37:3 106:25 107:4 124:24 rural 8:22 22:4 32:6 42:4 46:10 73:23 74:18 90:1 125:4 russ 2:4 5:1 31:8 44:18 46:21 47:10 54:20 64:25 68:14 71:14,17 72:2 73:2 82:2 102:10 108:3 109:12 122:17</p>	<p>18:24 29:6 34:3,5 35:6,8,11,11,15,17 68:2,3,4 76:19 79:24 94:18 103:7 106:21 119:25 124:5 126:7 san 2:12 113:1 saw 111:16 117:11 128:11 saying 23:5 24:14 58:12,12,22 76:23 says 13:23 55:3,15 58:17 61:24 63:6 67:2 94:6 97:19 scary 75:14 schedule 126:14 127:14,15,18 scheduled 127:10 schedules 127:18 school 19:1 22:6 23:9,11,15,15 30:23 34:3 35:10 77:13 123:7 schools 26:2 57:11 57:12 scope 50:6 screen 21:21 scribe 71:5 scribed 68:23 se 85:9 search 54:16 69:10 season 113:6 seattle 74:7 88:10 second 4:5,5 5:2,3,4 18:23 24:1 25:5,7 27:1 28:15 32:1 123:2 124:3,20 125:6 128:23 secondly 29:25 section 19:13 100:4 sectors 36:24 security 105:13 see 3:21 4:7,11 5:11 5:25 6:4,24 9:14 11:5,17,24 12:5</p>
		<p>s</p>	
		<p>s 2:1 7:18,19 safe 22:6 23:9,10 24:19 26:19 27:10 27:13 28:7,7,20,23 29:8,12 30:23 34:3 34:4 35:9 62:13 69:4 78:5 81:5 90:21 91:3 99:20 108:22 128:17 safely 11:25 12:3 22:14 safer 40:5 88:18 93:25 safety 3:13 4:17 5:17 11:8,10 12:2</p>	

[see - sort]

15:15 16:6 17:3 21:6,20 24:5,7 29:25 53:13,17,18 53:20 58:5,6,6 59:22 67:22 69:11 73:20 78:8 79:20 83:24 85:8,19 87:10 87:11 90:3,7 92:5 93:3,11 95:14 96:9 103:17 105:22 108:1 109:19 113:25 114:2,4,10 114:17 115:5,10,13 115:25 116:4 117:14 120:3 123:1 126:12 128:16 seeds 128:11 seeing 47:16 74:19 seen 54:17,18 segments 37:19 115:7 seguin 62:17 select 66:24 selected 60:13 selection 41:17 55:12 56:8 59:3 61:2 64:15 sell 74:5 101:6 selling 74:14 semirural 32:7 send 17:13,14 39:8 sending 56:12 sends 118:12 121:8 sense 7:25 10:12 50:14 58:14 97:4 sent 40:2 54:15 110:17 separated 96:3 100:19 101:25 september 8:24 seriously 22:19 serve 119:9 124:16 serves 57:20 116:22 service 18:9 73:15 91:24,25 98:4,6	services 2:8 10:25 serving 98:8 set 7:17 17:12 40:7 45:10 92:13 94:12 97:20 114:22 115:9 121:14 127:8 settings 77:6 80:19 seven 80:6 81:9 82:23 126:17 sewing 128:10 shapes 93:16 share 11:16 14:20 15:6 20:14 24:6,13 33:11 38:6 47:14 75:9 91:10,11 99:4 99:7,8 109:24 122:10,15 shared 6:18 91:10 107:5 sharing 30:18 99:8 99:11 121:25 sharrows 96:5 shawn 2:14 18:3 27:20 50:18 69:9 122:13 sheet 40:8 shelter 4:2,8 sherbrooke 113:14 sheriff's 26:9 shift 30:8 55:22 64:14 shocking 74:10 shockingly 79:6 shooting 118:21 shop 68:12 shopping 68:8 shops 18:11 36:13 37:3 short 103:1 118:10 shorthand 130:4 shoulder 77:12 shoulders 22:12,16 show 7:7 10:16 18:10 28:14 55:7 67:1 70:2,2 100:2	101:3 120:17,19 showed 117:8 showers 80:23 showing 11:4 shown 60:22 shows 45:6 73:15 95:5,11 side 12:7 36:5 82:24 101:2 104:20 105:5 105:14 sidewalk 3:22 79:24 sidewalks 23:23 77:23 78:5 sign 96:9 98:13 99:5 signage 24:5,13 117:22 signature 67:7 130:16 signed 77:12 significant 39:10 50:7 86:25 signs 4:12 silver 94:15 similar 8:23 31:10 114:21 simply 69:3 simultaneously 8:4 single 64:22 103:20 singular 40:23 sir 9:24 18:2 19:23 71:12 sit 52:19 59:25 71:5 site 14:15 15:5,17 sites 101:3 sits 91:2 sitting 51:9 situations 68:25 six 15:2 106:9 size 51:15,24 57:9 66:10,11 112:18 sizes 93:17 sky 4:2 slash 118:13 sledge 2:19 5:12 8:14 10:23,24 13:6	13:9,16,25 14:13 18:18 19:18 slide 79:12 101:9 118:7 120:9 slides 110:2 111:12 111:23 113:19,21 113:23 121:13 slow 56:25 107:2 small 16:23 23:18 32:6,8 36:3 43:6,11 47:1,22 51:23 52:17 56:23 58:24 117:23 smaller 42:11,14,23 44:18 45:6 46:9 47:24 57:4,8 62:21 63:2 75:6 smart 27:16,19 smiling 73:21 snapshot 12:16 snow 22:16 soft 77:21 software 43:16 solicit 41:19 62:3 solicitation 56:5 127:24 solicited 126:16,18 solid 115:5 solutions 130:18 solve 36:25 solves 36:17 somebody 16:7 28:5 66:24 90:20 106:15 someday 75:25 95:14 someone's 61:7 someplace 13:24 soon 102:2 124:23 128:17 sophisticated 110:3 sorry 9:22 117:4 121:21 sort 25:25 26:10 34:2 39:24 40:6 51:5 67:9 74:25 75:7 107:2 109:4
--	---	--	---

[soul - supportive]

soul 111:10 sounds 58:15 source 100:15 southern 112:21 space 80:16 100:22 spandex 90:4 speaking 3:5 66:22 112:17 special 14:4 58:18 77:10 103:24 117:9 specific 71:9 75:16 100:16 specifically 22:4 39:16 49:19 55:23 specifics 38:6 speed 98:10,11 spend 11:1 41:3 47:4 74:22 111:1 120:23 spending 80:4 97:6 spent 6:8 10:7 64:13 105:11 split 126:25 spoke 43:19 spoken 5:6 128:25 spokes 43:20 86:12 spokesperson 107:12 spot 66:4 77:21 spring 124:5 springboard 24:18 squeezed 43:1 staff 20:20 25:2 30:1 30:25 33:3 52:11 103:7,7,8 110:23 124:17 126:5 stage 31:1 stages 106:12 stakeholders 108:15 stallings 29:14 standard 97:20 standpoint 5:16,17 8:1 9:10 16:7 43:6 63:10	stanford 74:6 stars 33:21 start 3:5 12:22 16:15 19:12 21:12 23:1 24:20,22,23 30:10 34:24 36:3,4 45:7 57:10 58:1 66:13 84:7,8 85:8 91:22 118:11 122:13 124:4 started 3:13 14:16 20:17 23:1 45:1,2 85:7,10,20 90:15 94:8 97:3 110:16 111:14 115:8 118:18 starting 9:6 11:9 25:3 56:17 74:23 103:18 115:4,14 state 5:24 7:21 8:5 8:22,23,25 11:18 16:4,21 19:6,17 24:25 25:12,13,15 28:5,12,13 29:1 32:10 42:5 51:10 56:4,14 72:1 75:15 87:6 109:2 119:11 121:1 128:10 130:5 statements 33:20 states 28:19 85:5 125:2 statewide 2:7 8:8 28:4 32:14 34:12 51:2 56:6 station 106:20 stations 85:25,25 106:13 120:5 statistic 119:15 statistics 15:7 114:9 stats 114:6 stay 60:11 82:10 99:12 steiner 2:16 23:7,8 33:1 35:13 36:1 51:12,13 52:15 54:3	65:19 66:7 67:11,14 step 33:17 51:6 78:25 94:21 stephanie 2:13 stephen 59:11,13 61:24 111:4 steps 6:1 41:10 59:25 stereotype 93:13,15 stick 67:24 stine 2:22 110:7,20 110:21 112:12 117:4,10 121:21 122:5 stop 96:9 108:22,22 stopped 24:5 store 37:4 96:20 story 118:10 straight 3:18,20 22:8 strategic 6:7 7:8,25 19:25 20:4,9 22:3 32:3 37:13 38:11 50:25 63:23 streams 74:9 street 40:5 65:8 74:16 77:16 84:13 84:15 86:23 87:10 87:12,17 90:11 91:8 91:19 93:21 95:22 95:23 106:25 107:4 117:8 123:19 streets 24:21 25:6 25:25 26:5 27:3 31:10 34:7 40:4 93:20 96:6 123:17 stripe 5:25 7:4,16,21 29:21 38:23 39:16 40:6,21,22,22 41:1 41:2,16,23 42:17 43:15 45:8,17 46:17 50:20 51:2 59:9 62:10,20 striped 6:5 16:11,14 50:14,15,16 53:19	91:12 96:3 striping 24:12 31:14 35:18 42:7 43:2 49:6,25 58:5 strong 90:6 structure 84:11 student 74:6 students 44:5 123:4 123:7 studies 43:10 64:21 79:19 83:5,6 120:17 study 23:17 43:7 64:24 81:8,11 114:13 stuff 24:15 34:24 41:13 65:21 68:12 88:6 91:16 102:4 124:9 subdivision 74:17 subdivisions 77:15 subjectivity 61:2 subregional 83:6 subset 111:22 suburban 74:15 success 67:1 107:25 successful 55:5,21 62:11 66:25 sudden 30:10 suggest 33:22 51:5 51:22 57:4 60:23 109:14 suggestion 52:18 suite 130:19 summarize 33:24 summary 38:14 sunday 93:19,21 supplement 67:10 support 28:16,23 29:12 52:13 54:24 55:8,8 58:10 65:1,2 65:11,13,21,24 66:8 66:8 67:18,24 76:25 supporting 99:16 supportive 55:17
--	---	---	--

[supports - things]

<p>supports 40:6 supposed 88:7 89:4 128:5 sure 3:15 14:3 25:20 37:6 41:5,12 50:9 55:9 62:8 63:10 70:5 81:4 88:19 93:7 103:8 104:12 104:16 105:25 106:22 107:9,15,16 108:10,21 114:6,16 115:22 117:10,17 123:10 125:20 surf 76:3 surface 30:12 surprised 117:11 surprising 84:3 survey 70:8 surveys 69:17 sustained 74:3 78:12 swampland 86:11 sweat 111:10 system 27:6 62:14 76:17 77:11 86:10 103:22 104:3,23 105:2,6 106:24,25 107:4 111:16 115:12 116:3,16 117:25 systems 116:4</p>	<p>122:25 taken 103:3 130:7 130:11,12 takes 25:11 43:5 45:19 80:2 83:13 101:7 talk 5:13 7:15,23 8:14 10:20 11:11 19:1,4,25 23:21 31:13 35:23 36:4 41:10,17 46:4 51:23 55:23 60:7,9 70:20 72:6,11,16,19 73:7 74:24 81:24 83:11 83:14,17 101:24 102:17 116:10 126:14 talked 6:12 11:11 23:18,20,22 27:10 30:7 34:21 40:25 52:16 54:22 65:20 66:17 71:24 78:10 79:19 88:9,17 96:11 99:6 102:18 103:6 105:6 106:14 123:17 talking 11:1,9 44:15 45:3 52:9,10 55:1 58:1 61:19 62:4 64:25 65:24 75:2 83:5 86:10 87:24 101:4 107:18 111:4 116:19 122:1 talks 11:25 tangible 53:18 tap 37:19 40:17 124:20 125:3 target 48:5 56:4 58:20 62:7 63:1,2 97:11 98:11 targeting 84:7 taught 25:21 taxpayer 45:9 team 17:5 54:16</p>	<p>teams 31:19 tears 111:10 technical 52:12 73:14 108:9 117:19 technically 52:12 telephone 2:9,17,18 tell 13:20 14:9 17:24 31:2 37:16 43:5 50:12 58:19 79:7 86:1 97:17 100:6 110:12 112:10 telling 86:6 91:17 tells 50:10 temporary 78:19 ten 26:6 47:18 93:24 110:22 127:13 tend 33:25 40:22 79:24 tendency 34:20 tends 93:13 tentative 127:7 tentatively 127:8 teri 2:7 17:11 20:2,3 21:15,18 26:11 37:15,22 39:2,6,18 40:3,15 57:20 64:6 81:8,19 82:8 110:15 112:3,5,12 117:6 118:12 121:8 124:10,20 126:15 126:16,24 127:6,20 127:23 128:18 term 31:12,15,23 33:6 50:12,17 76:21 103:1 125:5 terms 6:1 7:3,6 8:2 59:20 68:18 84:11 test 25:22 41:7 45:20 51:1 55:4 texans 124:4,11 texas 1:7,12 5:24 7:21 11:14 16:5,8 16:17,21 24:25 28:3 28:8,9 31:15 32:10 37:17 42:5 43:12</p>	<p>44:2 56:14 57:24 61:13 62:15 78:20 83:23 84:24,25 87:6 88:13 107:23 109:18 110:7,22,22 111:1,3,21 112:6,7 112:10,18,20 113:9 113:22 115:1 116:10,14,19 118:4 119:9,17 121:11 122:2 124:10,11,15 124:21,22,24 125:5 128:10 130:5,17,19 texting 26:23 thank 4:18 7:18 8:10 17:20 19:18,19 21:15 27:20,25 30:21 37:10 40:11 68:13 71:13 73:2 81:20 82:12 89:17 101:11,22 102:8 109:12 110:20 111:11 112:12 117:16 121:16 122:4,5 125:17 126:10 128:3,8,16 thanks 43:14 61:14 thereof 65:13 thick 44:19 thing 8:12 14:7,12 15:4 24:14 28:12,15 28:22 29:23 33:3 35:14 37:20 41:8 45:5 56:16 57:1 71:1,5 74:24 80:13 83:17,20 84:9,24 85:16 86:13 87:5 97:24 98:9,16 99:14 100:25 101:21 106:21 109:5 116:18 123:2 124:3 125:6,21 things 5:9,19 6:9,12 6:15 7:6,16,23 10:17 13:3 14:4</p>
<p>t</p>			
<p>table 71:6 122:14 taebel 2:20 73:2 101:4 taebel's 72:11 take 9:7,17 14:17 38:11 41:25 43:2,17 43:22,23 44:9 50:3 51:17 53:25 59:7 66:25 67:5 75:4 76:24 77:4 81:16 101:10 104:1,25 106:4 121:14</p>			

[things - transit]

<p>18:22 19:6,8 30:22 30:24 33:19,24 34:18 36:6 38:25 41:20 42:13,16 45:19 47:5 51:14 52:4 53:3,16 54:1 57:16 60:5,22 61:17 68:1,16 69:21 72:4 72:9 74:20 80:18 82:25 83:14 87:25 98:2,4 99:18 103:5 103:12,18 104:9 105:18 108:18 109:1 110:8,10 115:1,23 120:21 122:21 128:13 think 5:20,22 7:8,12 7:18 9:13,19 10:9 13:3,13 14:6,8 15:12,25 16:7 17:9 18:8,15,24 22:1,18 22:18,23,23 23:11 23:12,24 24:1,9,15 24:19,22 25:6,12,14 26:23 28:2,3,11,12 30:14,21 31:5,17,21 31:22 32:2,12,13 33:4,12 34:12,13,14 34:16,17,22 36:18 38:18 39:25 40:6 44:24 47:11,15,18 48:3,5,13,14 49:8 49:14,15 50:5,16 51:7,10 53:15,17,24 54:2,21 55:13 56:3 56:11,21 58:21 59:5 59:19 60:6,11,15,18 61:1,12,22 64:9 65:10 66:4,7,10,14 66:24 68:5,21,24 69:19 70:10,20 71:9 71:10 73:6 74:22 75:1,2 76:7,20 77:3 79:15,16 80:14,18 84:7 86:9 89:25</p>	<p>90:15 93:12,18,20 95:2,4 96:15 97:24 102:10,14 103:18 104:21 109:9 112:25 113:1 116:11 119:12,17 122:18 124:12 thinking 31:1 66:6 71:7 97:25 thinks 15:23 third 28:22 29:3 83:20 99:25 112:19 thoroughfare 77:23 83:3 95:10 98:1 thoroughfares 27:12 29:2 99:15 thought 17:7 33:9 37:3 43:22 57:15 66:20 72:6 96:7 107:22 thoughts 46:19,23 56:9 64:2 126:15 thousand 43:8 76:12 79:15 119:16 thousands 78:2 101:21 three 8:4 28:1 33:25 34:21 37:3,18 40:23 49:23,24 58:1 63:11 72:23,24 83:14 85:21 86:15 97:11 97:12 throckmorton 130:19 throughput 76:19 throw 70:10 89:9 ticket 26:7 41:18 tied 39:25 time 3:11 4:19 5:8 6:8 7:2 8:2 19:4 29:13 30:6 38:3 40:10 41:3 46:23 50:23 51:9 53:11 61:5,13 63:16 64:14 64:23 66:25 70:3,19</p>	<p>75:12 76:24 77:24 78:22 80:8 82:4,16 88:2 92:12 97:5 104:6 106:20 107:15 109:10,16 110:6,25,25 111:1 111:10 115:10 123:1,17,19,20 127:2 timekeeper 128:6 timeliness 65:3 timely 111:8 127:12 times 5:20 15:22 26:5 67:3 75:1 107:2 110:11 tip 101:5,6 tips 12:2 81:2 124:5 tires 117:8 today 3:14 7:24 10:25 15:12 20:7 33:19 35:1 39:14 40:3 41:4,11 44:18 59:1 71:8 73:4 82:6 82:21 83:11 85:23 89:7 95:12 110:11 128:5,8 today's 20:25 told 19:11 50:6 86:19 122:20 tomorrow 111:2 tons 104:4 tool 5:24 16:15 53:23 84:19 tools 44:11 51:15 52:17 top 18:14 25:7 86:25 topic 12:1 total 10:4 86:1 120:9 121:20 totally 58:10 59:2 61:4 71:12 touched 110:11 tough 74:5 113:6 tour 28:6 101:4</p>	<p>tourism 5:16 16:7 16:20 32:2,3,4,12 32:14 34:14 36:13 38:1 53:22 74:18 76:7 110:9 113:22 116:23 122:2 tourist 28:3 75:25 tourists 88:25 120:7 120:20 tours 125:5 town 4:11 43:11 59:1 62:23 104:20 108:1 towns 124:25 track 100:19,19 107:1,3,7,7,15 108:6,8 tracks 107:2,17 116:7 traditional 73:12 traffic 57:13 58:4 65:15 78:12 91:23 101:18 105:1 126:4 tragedies 26:23 trail 86:23 89:22 111:3 117:15 124:21,22,23 125:7 trails 16:9,10 32:18 32:21,23 37:17 83:23 111:21 112:7 117:19 123:20 124:15 train 28:16 102:22 106:17 training 18:25 25:23 26:1,21 30:17 43:25 89:12 94:7 trains 72:3 104:7 106:24 107:6 transcription 130:7 transit 72:2 80:1 83:9 102:19 103:2,5 106:6 108:5,18,25 124:8</p>
---	---	---	--

[transportation - veritext]

<p>transportation 1:7 2:6 8:12,19 14:6 19:13 29:19 31:6 40:3 47:20 68:9 78:20 83:24 111:21 112:8 123:15,18 124:16 125:24 travel 28:10 75:3,6 78:13 travels 128:17 treat 77:6 treatments 96:1 tremendous 44:7 71:20 119:23,23 120:20 tremendously 13:19 trends 85:8 trickle 31:21 tried 75:19 78:3 81:9 109:4 116:18 trigger 34:16 trip 80:22 96:11 97:10 111:13 trips 75:4,5,21 96:17,18,19,20,22 97:7,7 trouble 20:6 57:12 126:19 true 5:24 114:16 130:6 truly 52:20 trunk 77:11 86:10 trust 19:14 try 13:20,21 29:21 41:8 45:5 49:1,16 51:8,17 52:1 69:17 81:4 109:15,18 trying 6:8 14:2 16:23 23:14 41:7 45:12 48:9 52:8 55:18 56:14 63:5 71:6 72:19 74:13 95:1 97:4,10 104:11 106:7,14 109:6</p>	<p>ttat 121:12 turn 4:6 8:13 10:20 21:8 40:20 turning 100:1 turns 85:22 93:9 94:1 tweak 17:22 twice 112:18 twing 2:14 18:3,4,23 19:10 26:18 36:2,9 36:20 37:2,10 49:4 49:19 57:1,22 69:9 69:10 122:16 128:23 two 3:17 8:4 9:16 17:14 25:20 26:18 29:23 30:24 38:14 38:24 50:15,23 51:17 54:7 55:3 63:11 68:1 70:2 74:3 76:2 78:17 92:18 95:4 96:17 98:14 100:9 116:8 122:21 123:14 twofer 32:22 txdot 3:3,16 5:15 6:13,18 7:1 8:11 10:10,25 13:4,11,14 13:22 14:5 15:23 16:18 17:3 20:20 21:6,21 24:21 25:6 29:7,16 30:9 31:20 31:22 32:12,19 33:5 39:23 46:24,25 47:3 47:5,8,16 51:20 58:13 69:16 89:19 101:11,16,24 103:7 104:10 116:12 122:12 txdot's 32:17 txdot.gov 12:12 tyler 2:3 5:13 6:13 43:6,8 44:2 45:2 47:8,9,13 53:4 54:16 59:15 60:20</p>	<p>63:17 71:24 type 12:13,16 14:15 24:14,15 36:14 49:6 62:22 65:7 96:2 98:1 117:19 types 6:17 18:22 75:17 76:10 108:9 typically 68:19</p> <hr/> <p style="text-align: center;">u</p> <hr/> <p>u.s. 69:12 119:19 120:13,18 ultimate 45:20 underneath 103:23 103:25 understand 16:16 25:24 26:5 30:19 37:10 42:2 46:16 51:19,25 52:19 58:4 60:15 61:5,22 67:16 69:8 87:22 90:21 94:14 98:14 104:16 115:21 understanding 41:21 51:15 52:18 52:21 59:21 undertaking 125:15 unique 12:11,12 61:13 unison 5:6 128:25 united 85:5 125:2 unity 74:1 universities 68:8 university 43:23 44:2 52:13 57:9,17 99:24 120:25 updated 6:14,19 72:18 97:18 122:24 123:1,18 updates 5:9 6:20 updating 122:23 urban 42:5,13 69:13 usable 76:11 usage 54:25 57:3 69:1 70:9,17 79:11</p>	<p>83:10 104:13 116:13 use 3:20 26:21 33:8 43:18 52:2 55:10 57:18 59:10 63:13 68:7 69:12,18 70:3 78:15 79:7,9,10 81:14 91:10 96:3 97:25 99:9 105:7 107:22,23 user 99:10 users 79:15 99:7 101:21 120:15 uses 55:4 69:13 usually 78:23 utility 87:7</p> <hr/> <p style="text-align: center;">v</p> <hr/> <p>vacations 127:17 validate 54:6,9,10 validated 54:12 validating 64:2 value 109:19 110:9 variance 99:2,3 variation 50:7 varies 73:21 variety 77:17 79:2 various 11:15 20:20 30:4,9 47:14 59:25 81:3 101:7 126:18 vastly 73:21 veer 46:22 vehicle 4:14 89:7 99:6,10,11 vehicles 89:1,2,6,6 vehicular 83:10 velo 118:24 119:5 velo.qc 121:9 vendor 18:13 vendors 18:6 32:8 36:11 verbiage 118:9 119:6 veritext 130:18</p>
--	---	--	---

[versus - work]

<p>versus 48:21,21,23 60:14 66:5 96:21</p> <p>verte 110:13 115:3 116:6</p> <p>viable 91:20</p> <p>vice 2:4 111:20</p> <p>view 35:17 40:21</p> <p>virtually 13:19 42:3 45:9</p> <p>vision 62:10 74:2 76:7 93:24 126:3,3 126:4</p> <p>visioning 118:18</p> <p>visit 9:19 111:15</p> <p>visited 111:15</p> <p>visiting 6:23</p> <p>visuals 12:5</p> <p>vital 28:4</p> <p>vitality 23:12</p> <p>vote 38:11</p> <p>voters 86:16,21</p>	<p>56:2,6 60:11 64:17 65:5,8 66:24 67:4 68:11,14 69:20 73:13,13 75:20 80:13 85:17 86:14 86:22,23 87:5 88:3 88:7,10,16,17,20 89:5 95:21,22 98:3 98:4 100:7 101:10 105:25 106:4,5,22 107:9 108:10,16,21 108:23 109:3,17,23 112:5 113:20 115:1 121:4 124:14 128:8</p> <p>wanted 20:3,5,19 21:22 24:18 33:11 35:9 41:3 45:5 47:22 62:6 88:22 118:9 122:21 125:21</p> <p>wanting 59:13 99:22 107:15</p> <p>wants 16:7 28:5 90:10 113:24</p> <p>ward 99:25</p> <p>warmly 54:2</p> <p>warren 125:15</p> <p>watch 107:10</p> <p>water 3:25 97:1</p> <p>way 3:18 4:6 12:6,7 13:12 17:1 25:25 30:6 33:21 36:11,23 42:18 47:5,9 49:7 49:21,24 51:18 54:23 55:7 56:1 59:20 63:12 68:22 69:3,4 78:7 80:23 92:5 94:9,23 95:15 95:22 103:11</p> <p>ways 11:11,15 24:12 27:9 47:13 51:21 70:16,17 73:23 86:8 95:20 103:1 123:6</p> <p>we've 7:8 9:10,18 11:6,7 20:14 22:7</p>	<p>34:20 50:1,8 52:16 53:3 54:17,18 55:7 64:19 67:3 68:24 73:17,23,25 74:19 74:21 79:4,10,15,18 79:25 80:17 81:1 89:15,15,19 94:22 96:7 98:19 101:5 103:3,6 106:2,9 110:11 111:19 116:18 119:8,14 123:12,17</p> <p>wearing 12:3</p> <p>weather 4:1 22:10 22:15 79:11</p> <p>weaver 2:5 5:3,4 17:12 25:5,20 39:20 47:21,22 48:7,12,19 48:23 52:6 56:16 63:13 64:3,8 65:3 66:22 67:13 68:1 108:3 121:19 123:14 124:11</p> <p>web 12:11 13:7,8,9 13:11 15:1 18:12,25 37:2,7</p> <p>website 5:13,14,19 5:21,23 6:10,23 7:7 8:15 10:21 11:1,3,8 11:10,15 12:4,10,14 12:17,22 13:5,23 14:22 45:16 46:4 53:9 81:7 121:7,11</p> <p>websites 14:19</p> <p>week 17:14 23:16 78:24 123:23 127:13</p> <p>weekday 79:9</p> <p>weekend 74:21 75:21</p> <p>weeks 17:14 19:9 76:2</p> <p>weigh 64:12</p> <p>welcome 3:9</p>	<p>wellness 88:21</p> <p>went 43:21 93:19 118:17</p> <p>west 57:24 104:20 116:14</p> <p>wheel 19:3 107:8</p> <p>white 79:14 93:14</p> <p>whittle 82:16</p> <p>wholeheartedly 23:8 54:4</p> <p>wichita 2:17</p> <p>wide 42:24 43:18 107:19</p> <p>width 99:15</p> <p>wildflowers 76:6</p> <p>williamson 2:17</p> <p>willing 36:15 50:6 59:7 64:23 82:10</p> <p>willingness 32:17</p> <p>wire 88:5</p> <p>wisconsin 120:18,25 121:1</p> <p>wishing 79:12</p> <p>women 93:11</p> <p>wonder 93:3</p> <p>wonderful 39:23 86:12</p> <p>wondering 63:1,11</p> <p>woods 75:15</p> <p>word 13:18 32:2 61:21 94:20</p> <p>words 13:9 14:25 45:11 49:10</p> <p>work 7:11 11:2 12:24 15:13 32:18 40:23 43:14,25 45:1 47:9 54:14 56:1 59:17 68:11 70:12 72:2 73:23 75:17 77:17 81:12 96:17 96:22,22 97:13,13 99:2 102:19,24 108:13,15,16,17,25 111:8</p>
<p>w</p>			
<p>wait 34:25 83:16 112:5</p> <p>walk 3:20 4:6 23:20 23:22 35:2 45:18 59:25 108:21</p> <p>walkable 29:2</p> <p>walked 23:23</p> <p>walking 22:11,12,17 75:5</p> <p>want 3:9 5:25 6:3 10:17 11:2,5 12:19 12:19 13:20,21 14:20,21,23 15:1,2 15:22,25 16:22 17:8 18:11 20:4,25 25:18 27:11 29:15 32:1 33:1 37:15 39:19 40:9 41:20 42:15 44:7 45:11,13,15,17 46:10,22 48:17 49:16 50:9,10 52:14 53:21 54:19 55:3</p>			

[work's - zone]

<p>work's 9:6</p> <p>worked 33:4 77:8 79:18 105:10 121:5</p> <p>working 12:19,25 17:5 34:24 43:15 44:25 47:12 54:8 63:24 72:8 101:12 105:22 106:2,10 124:6 126:6</p> <p>works 54:17 72:14 83:8 84:14 86:1 89:13 92:4 100:15 101:13 105:3 128:13</p> <p>workshop 20:19,22 111:2</p> <p>world 44:4 53:7 113:2 123:21</p> <p>worth 2:5 25:11 56:19 80:7,10 111:22 130:19</p> <p>wrap 37:16</p> <p>wrapped 122:7</p> <p>wreck 107:14</p> <p>write 48:9</p> <p>written 84:5 96:17 96:17</p> <p>wrong 85:18</p> <p>wrote 48:7 84:4</p> <p>www.bikestripe.c... 13:10</p>	<p>52:3,7 65:17,18 67:9,16 70:7,14 124:9</p> <p>year 3:2 9:8,15 50:22,22 62:24 75:11 79:1 84:4 94:24 95:7 110:9 112:1,1,2 113:8,12 113:17,21 118:21 120:14 124:2 126:4 127:16</p> <p>years 9:4,16 44:15 47:18 56:24 80:6 81:9 86:15 87:18,20 93:24 95:5 104:19 110:4,23 114:13 124:1</p> <p>yellow 79:22</p> <p>yield 55:25</p> <p>york 117:24,25</p>
	z
	<p>zero 64:3 126:3,3</p> <p>zone 75:6</p>
x	
x 92:1	
y	
<p>y'all 9:14 15:25 16:1 19:18 27:19 33:20 42:6 44:17 47:4 56:8 102:7 109:4,11 110:20 125:23 128:9,16</p> <p>y'all's 13:18</p> <p>yarberry 130:4,17</p> <p>yeah 19:17 24:8 26:13 38:20 48:3</p>	