<table>
<thead>
<tr>
<th></th>
<th>Call to Order.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Safety briefing.</td>
</tr>
<tr>
<td>3</td>
<td>Approval of minutes from July 27, 2015, BAC meeting. (Action)</td>
</tr>
<tr>
<td>4</td>
<td>Recognition of new BAC members.</td>
</tr>
<tr>
<td>5</td>
<td>Report from BAC Chair.</td>
</tr>
<tr>
<td>6</td>
<td>Report from TxDOT's Public Transportation Division Director regarding statewide bicycle and pedestrian matters.</td>
</tr>
<tr>
<td>7</td>
<td>Presentation and discussion on TxDOT's use of seal coat/chip seal.</td>
</tr>
<tr>
<td>8</td>
<td>Update on the status of Safe Routes to School non-infrastructure projects. (Action)</td>
</tr>
<tr>
<td>9</td>
<td>Presentation and discussion on TxDOT's draft Bicycle Strategic Direction Report. (Action)</td>
</tr>
<tr>
<td>10</td>
<td>Discussion of BikeStripe program and pilot project requirements. (Action)</td>
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<tr>
<td>11</td>
<td>Update from committee members on local and statewide issues.</td>
</tr>
<tr>
<td>12</td>
<td>Public comment – public comments will only be accepted in person.</td>
</tr>
<tr>
<td>13</td>
<td>Discussion of BAC 2015 meeting schedule and agenda items for future BAC meetings; confirm date of next BAC meeting. (Action)</td>
</tr>
<tr>
<td>14</td>
<td>Adjourn. (Action)</td>
</tr>
</tbody>
</table>

I certify that I have reviewed this document and that it conforms to all applicable Texas Register filing requirements.

CERTIFYING OFFICIAL: Angie Parker, Associate General Counsel, (512) 463-8630.
What is a Seal Coat? – TxDOT Video

What is the purpose of a seal coat?

- Maintain safety of the road network (skid resistance)
- Preserve the pavement structure (waterproofing)
Why do we use seal coats? – Preserve the pavement

Excellent
Pavement Condition
Surface treatment applications

$1.00/y for preventive maintenance here.

Failed
Pavement Age

Why do we use seal coats? – cost effective

<table>
<thead>
<tr>
<th>Treatment Type</th>
<th>$/sq yard</th>
<th>$/lane mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seal Coat Grade 4</td>
<td>$1.80</td>
<td>$15,840</td>
</tr>
<tr>
<td>Microsurfacing</td>
<td>$3.75</td>
<td>$33,000</td>
</tr>
<tr>
<td>Thin Overlay Mix (TOM)</td>
<td>$5.75</td>
<td>$50,600</td>
</tr>
<tr>
<td>Hard Mix Asphalt 1.5&quot; Type D</td>
<td>$6.80</td>
<td>$59,840</td>
</tr>
<tr>
<td>PFC 1.5&quot;</td>
<td>$8.45</td>
<td>$74,360</td>
</tr>
</tbody>
</table>

How is a seal coat made?
How is a seal coat made? – Binder is sprayed

How is a seal coat made? – Aggregate is spread

How is a seal coat made? – Aggregate is rolled in
How is a seal coat made? – Rock Selection

Factors in selection:
- Type of roadway
- Volume and type of traffic
- Noise factor
- Availability
- Aggregate properties
- Cost

Our Challenges
Cooperating with the cycling community – Potential options

As described in John Barton’s memo dated 4/13/2009:

- Use smaller seal coat aggregates
- Use smaller seal coat aggregates on the shoulders
- Use fog seal on the existing shoulders
- Use smaller aggregate on the top course of multiple course seal coats

Cooperating with the cycling community

- Identify routes with high commuter or recreational bicyclists.
- Identify event routes (e.g. MS 150)
- Identify areas of concern (sweeping, etc.)

Questions?
BICYCLE PROGRAM
STRATEGIC DIRECTION REPORT
TxDOT Bicycle Advisory Committee

October 27, 2015

Bicycle Advisory Committee Meeting Presentation

- Provide an overview of the Strategic Direction Report
- Encourage discussion and provide an opportunity for feedback on the report
- Request endorsement of the report from the Bicycle Advisory Committee

What is the Strategic Direction Report?

- Strategic Direction Report provides TxDOT with:
  - An overview of current conditions, policies and programs
  - Short-term guidance in developing the bicycle and pedestrian program
  - A reference document for staff, policy makers and stakeholders
Strategic Direction Report Development

Outline of Report

- Report Purpose and Scope
- Bicycling and TxDOT Strategic Plan Goals
- Benefits of Bicycling
- Current Conditions – Users
- Current Conditions – TxDOT
- Moving Forward

Focus Areas

- Expand the bikeway network.
- Build safer and better bicycle and pedestrian accommodations.
- Educate the public on safe driving, bicycling, and walking.
- Provide training for engineers, designers, and construction staff.
- Encourage people to walk and bike.
- Develop statewide management systems for bicycle and pedestrian information.
- Fund more bicycle and pedestrian projects.
Priority Area: Expand the bikeway network

Potential Outcomes:
- Interactive bikeway map
- District bikeway maps
- Future Rails-to-Trails conversions
- Identification of future bikeway investments
- Statewide route designations

Priority Area: Build safer and better bike/ped accommodations

Potential Outcomes:
- More bicycle lanes and shared use paths
- Guidelines for the consideration of bicycle and pedestrian accommodations
- TxDOT Complete Streets Policy
- Endorsement of the National Association of City Transportation Officials (NACTO) Guide
- Typical sections for bicycle design
- Traffic calming measures, where appropriate
- Road or lane diets for some roadways

Priority Area: Provide training engineers, planners & const. staff

Potential Outcomes:
- More and better bicycle and pedestrian accommodations
- More inclusive roadway designs
- Staff will become more familiar with bicyclists needs and the associated resources to design better bikeways
Priority Area: Educate public on safer driving, bicycling & walking

Potential Outcomes:
- Bicycle Safety Guide
- Handle-bar hanger
- Interactive Bikeway map
- Information and materials on TxDOT website
- Email newsletter and District Bicycle Coordinator contact list
- Support for educational programs Funding for safety and education programs
- Materials for law enforcement training

Priority Area: Encourage people to walk and bicycle

Potential Outcomes:
- Statewide Bike to Work Day
- Statewide bicycle map to support bicycle tourism
- Partnerships with health organizations
- Support efforts that quantify health and economic impacts of walking and bicycling
- Funding for Safe Routes to School projects
- TxDOT Employer-based Transportation Demand Management Program

Priority Area: Develop statewide management systems

Potential Outcomes:
- Annual safety briefing materials
- Guidelines for gathering pedestrian and bicycle data (counts, facilities, etc.)
- Map including descriptions of bicycle accommodations and the adjacent roadway
- Map, list and descriptions of planned bicycle accommodations
- State-owned count equipment
- Repository for all bicycle-related information
- Data on bicycling and walking usage and mode share
Priority Area: Fund more bicycle and pedestrian projects

Potential Outcomes:
- Continued funding through the Transportation Alternatives Program (TAP)
- Additional funding available
- Bicycle program pilot program

Discussion

Questions?
Comments?
Suggestions?

Thank you!