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TEXAS DEPARTMENT OF TRANSPORTATION

BICYCLE ADVISORY COMMITTEE (BAC)

TUESDAY, OCTOBER 27, 2015

10:00 A.M.

200 E. RIVERSIDE DRIVE, BUILDING 200

CONFERENCE ROOM C (RAC200C)

AUSTIN, TEXAS 78704

A P P E A R A N C E S

- 1
- 2 Billy Hibbs, Chair, Tyler
- 3 Russ Frank, Vice-Chair, Houston, (Via Telephone)
- 4 Anne-Marie Williamson, Wichita Falls
- 5 Karla Weaver, Dallas/Fort Worth
- 6 Allison Blazosky, San Antonio
- 7 Ramiro Gonzalez, Brownsville
- 8 Eric Gleason, Director, Public Transportation Division
- 9 Teri Kaplan, Statewide Bicycle/Pedestrian Coordinator
- 10 Donna Roberts, Program Services Manager
- 11 Stephanie Lind, CH2M Hill
- 12 Joseph Pitchford, Dallas, (Via Telephone)
- 13 Shawn Twing, Amarillo
- 14 Allison Kaplan, Austin
- 15 Josh Ribakove, PTN
- 16 Cary Karnstadt
- 17 Vince Mantero
- 18 Genevieve Bales
- 19 Terry Pence
- 20 Randy Hopmann
- 21 Michael Lee
- 22 Phillip Imple
- 23 Fernando Martinez
- 24
- 25

P R O C E E D I N G S

TUESDAY, OCTOBER 27, 2015

(10:00 A.M.)

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4 MR. HIBBS: Welcome, everyone. We will
5 call the meeting to order and get started for the
6 Bicycle Advisory Committee meeting. This is the most
7 awkward position I've ever been in with everyone's back
8 to me, so I'm going to turn around and come up here
9 where I can at least see everyone. And hopefully, maybe
10 in the future, our next meeting won't be in this room
11 and it'll be back in the other room, where we've got a
12 better ability to see each other and discuss these
13 important issues.

14 The first thing that we're going to do
15 today is welcome the new members. We're going to go
16 around here in a minute and give you a chance to
17 introduce yourselves. But at these meetings, the very
18 first thing that happens is, we get a safety briefing.
19 And actually, those have been quite informative.

20 And so, Josh, if you will take it away and
21 give us our safety briefing, we would appreciate that.

22 MR. RIBAKOVE: Hi, folks. I'm Josh
23 Ribakove from TxDOT Public Transportation Division.
24 We're not expecting any safety issues today, but should
25 we need to evacuate the building for some reason, let's

1 go out this door right here. And as soon as you get out
2 there, you'll see some exit doors taking you outside.
3 Just walk straight across the parking lot, take a left,
4 and follow the edge of the parking lot to where the
5 apartment complex is. And we will get together, muster,
6 as they say, in that spot.

7 If we should have to shelter in place in
8 the building, when you come out that door, just take a
9 hard left, walk all the way down the hall there. Past
10 the restrooms, on the right side, you'll see the
11 entrance to our auditorium. That's our spot with no
12 windows to shelter here. It says Auditorium A1A, and
13 it's on the right side.

14 On the way down there, you'll see the
15 restrooms, men and women, just straight down on the
16 opposite side of this wall.

17 That's everything you need to know.

18 MR. HIBBS: Thank you very much for that.
19 I learned a little something in the safety briefing, and
20 that was, Austin has a no-cell-phone policy. Is that
21 right?

22 MR. RIBAKOVE: That is true. Austin does
23 have a no-cell-phone policy, and they are giving out
24 fines up to \$500. So don't be one of those people that
25 gets pulled over on the cell phone with -- you know, by

1 Austin's finest.

2 And we do have a bunch of construction on
3 the local highways, including Route 1, MoPac, over here.
4 And enforcement is very serious about those speed limit
5 signs in those zones. Good thing to keep in mind.

6 MR. HIBBS: Thank you for that. We
7 appreciate that very much.

8 All right. The next thing that we need to
9 do is to approve the minutes.

10 And, Teri, I have a change in here from
11 these July 27th minutes. On the last paragraph on
12 Page 3, where it says "Billy Hibbs suggested that the
13 next BAC meeting include a presentation from," it says,
14 "Billy Hibbs on Houston's new bike plan." That wasn't
15 actually what it was. It was supposed to be "Jason on
16 Austin's bike plan." But Jason -- and I believe his
17 last name is Fialkoff. Is that correct?

18 MS. TERI KAPLAN: Fialkoff, yes.

19 MR. HIBBS: Who has resigned, I believe,
20 to go to Seattle. Is that correct?

21 MS. TERI KAPLAN: Yes.

22 MR. HIBBS: And so, obviously, I wasn't
23 going to present the Austin bike plan. So I think at
24 some point in the future we should give some
25 consideration to that. I know we have a new member

1 that's replacing Jason; Allison, who is -- Allison
2 Kaplan, who's here with us today. But I'm not going to
3 put her on the spot and have her have to go through this
4 today.

5 But I will say, from the standpoint of --
6 one of the great things that Jason was able to do is to
7 provide us with an incredible bicycle plan for the City
8 of Austin. And at some point, it would be great if we
9 could have some --

10 MS. TERI KAPLAN: We'll bring a city
11 representative in to give a presentation on the City of
12 Austin's bike plan at one of the future meetings.

13 I did want to say also that Russ Frank
14 from Houston was going to give a presentation in the
15 future. Due to traveling and a full agenda for this
16 meeting, Russ is going to give us a presentation in
17 January.

18 Is that correct, Russ?

19 MR. FRANK: Yes. I was -- actually, I was
20 out of the country and rushed for a couple of weeks, and
21 so Teri and I never really made connections to get it
22 set for this time. But I will get them for next time.
23 And I'll also talk about what Metro's doing for
24 bicycles.

25 MR. HIBBS: That's awesome, Russ. Thank

1 you very much. We appreciate that.

2 Okay. So are there any other corrections
3 to the minutes?

4 (No response)

5 MR. HIBBS: Then we will entertain a
6 motion to accept the minutes.

7 MS. BLAZOSKY: Motion.

8 MR. HIBBS: Motion made by Allison
9 Blazosky.

10 MS. BLAZOSKY: Good job.

11 MR. HIBBS: Is that close enough?

12 MS. BLAZOSKY: That was actually very --

13 MR. HIBBS: All right. Do we have a
14 second?

15 MS. WEAVER: Second.

16 MR. HIBBS: Second by Karla Weaver.

17 All in favor say "Aye."

18 ("Aye" spoken in unison)

19 MR. HIBBS: Motion carries.

20 All right. Any opposed?

21 (No response)

22 MR. HIBBS: Let's accept the minutes.

23 Thank you.

24 MS. ALLISON KAPLAN: Extension.

25 MR. HIBBS: Yes. Extension?

1 MS. ALLISON KAPLAN: For not being
2 present.

3 MR. HIBBS: Non being present by Allison
4 Kaplan.

5 MS. TERI KAPLAN: And Shawn.

6 MR. HIBBS: And Shawn, yes.

7 Okay. All right. So we have three new
8 Bicycle Advisory Committee meeting members -- Bicycle
9 Advisory Committee members.

10 And, first of all, I want to welcome Shawn
11 and Allison and also Joseph, who is on the phone.

12 And so what -- kind of what the
13 expectations are, I think, for committee members is, we
14 would love for you to be here in person. But if you
15 can't be here in person for some reason, being on the
16 phone is the next best thing. And we try to get these
17 things wrapped up within a couple of hours, but there's
18 a lot of materials. And because we only meet once a
19 quarter, there's usually a lot of things that are going
20 on, and a lot of them are very important to the cycling
21 community across the state of Texas.

22 A kind of a point of history, I think. Up
23 until probably 12 to 15 months ago, the Bicycle Advisory
24 Committee consisted primarily of representatives from
25 large metropolitan areas. It has since been expanded to

1 include other parts of the state where this is, you
2 know, some very active cycling going on, just not in the
3 huge numbers in the metropolitan areas. And some of
4 these smaller communities actually have some different
5 challenges, particularly in regards to safety and
6 ability to --

7 Come on in Anne-Marie. We have a place
8 for you over here. Welcome.

9 And so it's great to have a nice mix of
10 both urban and rural representation now. And so
11 hopefully you guys will find these meetings to be
12 informative and helpful as we try to improve cycling
13 across the state of Texas.

14 So one of the things that I would like to
15 do is to have Allison maybe give us a little brief bio
16 on yourself and why you're interested in cycling and
17 where you're from and, you know, that kind of thing.
18 Kind of introduce yourself to the other members.

19 MS. ALLISON KAPLAN: Sure. I'd actually
20 like to come up to the front real quick so that y'all
21 don't have to turn around.

22 MR. HIBBS: Please do.

23 MS. ALLISON KAPLAN: Thanks, Billy.

24 So I'm Allison Kaplan. I'm from Austin.
25 I'm replacing Jason Fialkoff, as Billy mentioned. In

1 fact, a talked to Jason a little bit before coming to
2 this meeting to get an idea of what to expect.

3 I learned to ride a bike when I was in
4 Germany studying abroad ten years ago. And I also
5 joined a triathlon team while I was there. I got back
6 to the States and promptly got hit by a car. And so my
7 next thought was, as I was lying on the ground, how can
8 I prevent this from ever happening again?

9 So I joined Austin's advisory council.
10 Similar to this one, they meet once a month. And I was
11 on there four years and became chair after three years.
12 So I was chair from August 2013 to 2014 of the Austin
13 Bicycle Advisory Council.

14 And what should I say?

15 I studied here at LBJ School of Public
16 Affairs here at UT in Austin. That's why I came to
17 Austin. I'm originally from South Carolina. And right
18 now in my professional life, I'm an environmental and
19 transportation planner.

20 And, in fact, is anybody here from El Paso
21 today?

22 MR. HIBBS: I don't think Robert Gonzales
23 is here today.

24 MS. TERI KAPLAN: We do have an El Paso
25 representative.

1 MR. HIBBS: He is our representative.

2 MS. ALLISON KAPLAN: Fabulous.

3 My company is working on two projects in
4 El Paso right now. One is the Great Streets Corridor
5 Project and -- Great Streets Corridor Plan. That one's
6 wrapping up right now. It's a complete street site
7 plan.

8 And the second thing is, we're a
9 sub-consultant to -- I work for AECOM, by the way. It's
10 an engineering company. We're a sub-consultant to Alta
11 for a bicycle plan for El Paso. We're really excited to
12 get a bike plan for the City of El Paso; the City of
13 El Paso is very excited about it. And, in addition, I'm
14 working on the U.S. 183 South project, which there is a
15 continuous shared use path for, in addition to bike
16 lanes on frontage roads.

17 So I'm both working on -- as a
18 professional working on bike projects, and I enjoy
19 cycling so much that I join bicycle advisory councils as
20 a matter of course.

21 MR. HIBBS: That's great. Welcome,
22 Allison. Thank you. And we appreciate you bringing all
23 the expertise to the committee. Thank you very much.

24 MS. ALLISON KAPLAN: Thanks, Billy.

25 MR. HIBBS: And we'll next introduce

1 Joseph Pitchford.

2 Joseph, you're on the phone there. And we
3 haven't had a chance to formally shake your hand. But
4 can you maybe speak up and give us a little background
5 on yourself.

6 MR. PITCHFORD: I can. Thank you,
7 Mr. Chairman. Everyone calls you Billy; but I haven't
8 met you yet, so I'll call you Mr. Chairman or Bill until
9 we meet.

10 MR. HIBBS: Well, it's Billy.

11 MR. PITCHFORD: My name is Joseph
12 Pitchford. I'm a commercial real estate developer, my
13 day job. My company is Crescent Real Estate. I live in
14 Dallas. The company is based in Dallas-Fort Worth. So
15 my day job involves the development of office buildings,
16 hotels, and corporate campuses. I'm an architect by
17 training, but I left that profession more than 20 years
18 ago, when I realized I was never going to be Frank Lloyd
19 Wright, and moved over to the development side. I still
20 use the architect training all the time, but I don't
21 draw the buildings myself. We hire competent people to
22 do that.

23 I've got about a ten-year history being
24 more deeply involved in cycling and pedestrian issues in
25 a couple of organizations that I've been a part of that

1 I'll go through that hopefully will bring some
2 additional expertise to this group, which I'm thrilled
3 to be a part of, by the way. I'm deeply sorry that I'm
4 not there in person today. I'll rectify that in the
5 future.

6 I'm a member of an organization called the
7 Urban Land Institute, which is a national organization
8 of developers and property owners and managers. Within
9 that group, I'm part of -- and development councils.
10 Our group focuses on ways that the building environment
11 could be more responsive to bicycles and pedestrians and
12 transit in ways that is a win-win, that makes better,
13 more successful buildings, but also -- more effective --
14 society.

15 I'm a member of the board of directors of
16 something called the Northeast Texas Trail, which I hope
17 to make more of you familiar with. The Northeast Texas
18 Trail is 135-mile long former rail corridor that
19 stretches from Farmersville to New Boston. That is in
20 the process of becoming something really great. I've
21 ridden that trail. A friend of mine and I were the
22 first ones to ride the trail from end to end and really
23 helped map it and pioneer it. And there's a great group
24 over there trying to get that trail to be more
25 well-known and more of a destination for bicycling

1 tourists. The small towns can certainly use the
2 economic benefits.

3 I've had a chance in Dallas to start
4 something that we hope grows called Uptown Ciclovía,
5 which is -- Ciclovía is a movement all around the
6 country, all around the world, actually. So we found a
7 way to close about a mile and a half of streets uptown
8 Dallas and open them for five hours on a Sunday to
9 nothing but bikes and strollers and pedestrians. And
10 we've done that two years in a row. We had about 7- or
11 8,000 people the first two years. And we think in our
12 future, we would be lucky to get 38- or 40,000 people,
13 as they do in San Antonio and others place where it's
14 been more successful.

15 About a year and a half ago, our county
16 judge in Dallas, Judge Clay Jenkins, who's an active
17 cyclist, appointed me to something called the Dallas
18 County Trails and Preserve Program Board. And we helped
19 grow the bike network in Dallas County, and helped
20 publicize the 35 plus or minus trails that we have in
21 Dallas County for bikes and pedestrians, and help direct
22 funding and attention and use to those trails.

23 So that's a little bit of laundry list
24 there about the organizations I've been part of that I
25 hope will give some perspective to be helpful on the

1 Bicycle Advisory Committee.

2 MR. HIBBS: That's terrific, Joseph.
3 That's a great resume. And we look forward very much to
4 having you on the committee. And you obviously bring a
5 lot of expertise as well. And so welcome.

6 I'd next like to ask Shawn Twing to come
7 forward. If you want to come up, or you can speak from
8 there, Shawn, whatever is easiest for you. Shawn is an
9 attorney from Amarillo. And this is also his first
10 meeting and his chance to kind of get to know everybody
11 and see us as well. Shawn.

12 MR. TWING: Good morning. I'm Shawn
13 Twing. I'm a partner in the Sprouse law firm in
14 Amarillo. That's what I use to support my biking habit.
15 I'm a member of the local triathlon group, and I've been
16 a cyclists and triathlete for quite a while.

17 In Amarillo, as you can imagine, we dodge
18 trucks; we dodge cows; we go ride with buffaloes. I
19 mean, you've never lived until you've been to Buffalo
20 Lake south of Canyon, Texas, flying down the road, and
21 you look over and there's a herd of buffalo running
22 right next to you. We don't get the longhorns.

23 But, no, I have a real passion for it.
24 Amarillo, of course, is probably 20 years behind in
25 being bike-friendly. But we're slowly getting there. I

1 mean, I still have arguments with people on the road who
2 say bikes -- it's illegal to ride on the roadway. You
3 know, we still have some of that.

4 But what really brought me to being more
5 in a policy mode or trying to be able to assist with
6 groups like this is in 2012, one of my law partners and
7 I were riding two weeks before the Coeur d'Alene
8 IRONMAN, and he was killed. And so the Locals Share the
9 Road chapter was born. And earlier that year, we were
10 averaging close to two deaths a year. And for our
11 community, you know, as you can imagine -- in fact, our
12 Ride for Silence just gets longer every year.

13 And so in addition to working with the
14 city in trying to educate the public, you know, we're
15 also trying to develop -- Amarillo has a bicycle plan.
16 And it's kind of like this. You got a little mark here,
17 a little mark there, a mark there, and all around all
18 the schools. And that's the bike plan. So we're trying
19 to gain some expertise so we can go to the city and help
20 them understand and also make the economic argument that
21 this really does save money in a lot of ways.

22 So I'm very, very pleased to be here. And
23 I hope I -- I don't have the resume of Allison and the
24 others, but, you know, I'll do whatever I can to
25 participate.

1 MR. HIBBS: That's great. Well, thank
2 you, Shawn. Welcome. We're glad you're here.

3 For the new members, I just want to let
4 you know that each time we have one of these meetings,
5 there's a part of the agenda that we get an update from
6 committee members on local and statewide issues. And
7 this is an opportunity for us to hear from you in terms
8 of what's going on in your region and maybe the
9 activities that you're involved in.

10 Shawn, like you, we've had a lot of
11 accidents in East Texas. And I've been known to bring
12 our newspaper front articles and show everybody that
13 people are getting killed up there in East Texas because
14 of the unsafe conditions. And I think it's very helpful
15 for the TxDOT staff to hear from all the individual
16 committee members every -- every meeting.

17 So as your, you know, three months
18 progresses and things come up and you think, Boy, I
19 think this sounds like some good information, I'd like
20 to it share with the committee, well, we certainly want
21 to hear from someone -- I mean, hear from everyone on
22 those matters.

23 I want to welcome back Anne-Marie, who was
24 reappointed. And she's from Wichita Falls. And so --
25 how many years have you been on?

1 MS. WILLIAMSON: We don't talk about that.
2 I started when I was 12.

3 MR. HIBBS: When you were 12. All right.

4 Well, she is very, very knowledgeable
5 about our past and all the various things that goes on
6 with the bicycle committee. And so we're very, very
7 glad to have you back.

8 All right. So moving right along, the
9 report from the Chair, we've touched on a lot of -- we
10 have touched on a lot of things this morning in terms of
11 some of the various types of project that we're working
12 on. I'm very excited to hear the presentation today
13 about seal and chip or seal coat and how all of that
14 plays together in terms of us getting feedback from
15 people in our regions. And none of us, I think, have a
16 great handle on it yet. So I appreciate TxDOT going to
17 the trouble to put together some reference materials and
18 all, and look forward to that discussion.

19 We also look forward to some of the
20 bicycle plan discussions in the future. I think for
21 those of us that are in communities -- I'm sorry -- in
22 communities where this type of information is
23 invaluable, because we simply don't have the resources
24 to go out and develop, you know, \$10,000 worth of
25 bicycle plans, we very much appreciate the larger

1 communities and all the work that they're doing on this.

2 We also have some projects and some things
3 that are going on. And one of the things that was
4 probably a motivator for me to serve on a committee was
5 I felt like we were at a point in time where we could
6 get a lot done and get some really positive things done
7 for the State of Texas for cycling in a -- probably
8 beginning small and thinking larger scale.

9 On the small side what we're working on
10 right now is a project called Bike Stripe. We're going
11 to talk about here a little more in depth in a few
12 minutes. But, essentially, it's a plan -- it's kind of
13 a master plan for people in communities across the state
14 of Texas to be able to go to the TxDOT website and click
15 on a link, and it walk a community through the entire
16 process of how to put together a striping plan for their
17 community. And it starts from, you know, getting the
18 bike club members together and then engaging community
19 officials.

20 In Tyler, we've gone so far as to take it
21 to a local university there, the University of Texas at
22 Tyler. We engaged engineers and students. They've
23 built a hub-and-spoke system. The city manager and the
24 mayor and everyone has looked at it; they're all on
25 board. And I think we're very close to being in a

1 position where we can put together a model that can be
2 replicated all the way across the state of Texas. Now,
3 larger communities obviously have already made a lot of
4 progress towards this, but there's a lot of
5 communities --

6 And, Shawn, I listened very carefully to
7 what you said about, you know, there's a piece here and
8 a piece here and a piece here. That's like it is in
9 Tyler right now. There's, I think, five total miles of
10 Tyler that have lane striping, and they're in all these
11 different places; there's no connectivity. And it's
12 basically useless from the standpoint of transportation.

13 And so we are approaching this from the
14 standpoint of what I refer to as low-hanging fruit.
15 We're not trying to create eminent domain issues,
16 problems with neighbors. We want to simply take lanes
17 that are overly wide and try to squeeze in some of the
18 sides where we can stripe it for bicycles. It's not the
19 ideal situation, but it's probably the most
20 cost-effective; and it is certainly a way to at least
21 begin the process of introducing a transportation grid
22 that's basically designed for pickup trucks and SUVs to
23 the fact that cycling is important, and people are going
24 to be on bicycles, and in the future there's going to be
25 a lot more cycling, I think, in Texas.

1 And it was really interesting reading the
2 data about where we are and where we stack up against
3 the other states. There's not a lot of commuting that
4 goes on, with the exception of Austin and Houston. And
5 I think a big part of that is because we just haven't
6 really embraced it very much at this point.

7 So we're going to talk a little bit about
8 bike stripe a little later.

9 One of the other things we're working on
10 is ways to try and connect communities and look more
11 like some of these other states where they put a lot of
12 thought in terms of their cycling tourism, and how to
13 get across and around and be able to incorporate that
14 into maybe some toll roads or other various other types
15 of infrastructure that we have out there.

16 So we can't eat the whole elephant in one
17 sitting, and what we're trying to do is take some bites
18 of it that we can digest. And so we're going to
19 continue to move forward with those matters.

20 All right. The next part of the
21 presentation is -- I believe Donna is going to report to
22 us regarding statewide bicycle/pedestrian matters.

23 MS. ROBERTS: Good morning, everyone. My
24 name is Donna Roberts. I am the program services
25 section director within the public transportation

1 division. The bike and pedestrian program is one of
2 several programs in the division, which means I do my
3 best to keep up with Teri Kaplan.

4 Normally, Eric Gleason, the division
5 director, does the report; but he is double-booked this
6 morning, so I am stepping in for him.

7 Just really quickly, the main thing to
8 report is, last month, we went to the commission and
9 awarded some of the transportation alternative program
10 funds for projects in the urban areas. There were a
11 total of 72 applications received; two were determined
12 to be not eligible; out of those 70 applications, 17
13 were awarded funds up to about 25 and a half million
14 dollars.

15 We now are working on projects to go to
16 the commission in December for the rural pot. We have
17 another \$25 million -- 25 to \$26 million to award in the
18 rural pot. We received, I think, 47 applications in
19 rural area. Those applications, a little bit difficult
20 to go through; they were in general; the quality was not
21 as fine-tuned on eligibility of cost, et cetera. So we
22 are working through those a little bit more slowly,
23 getting clarification on costs, so that we have good
24 numbers that we can go to the commission with. So we
25 are slated to do that in December. Hopefully, we can

1 keep with that deadline.

2 This is our first call for projects under
3 the TAP, and we're excited about it. And I think that's
4 really it.

5 I don't know if anyone else has any
6 questions.

7 MR. HIBBS: Donna, could you define
8 "rural" for the new members, please.

9 MS. ROBERTS: Sure. Rural is populations
10 of 5,000 or less. 5,000 and above was slated for the
11 urban.

12 We also have the large urban, which was, I
13 believe, 200,000 population and above. That pot of
14 money was at the discretion of the MPOs to select
15 projects. So we were not involved in that process.
16 Some of you are probably very familiar with what's going
17 on in your local areas, if you're in a large urban area
18 and happen to be involved with the MPOs.

19 Thank you for the question.

20 MR. HIBBS: Thank you, Donna.

21 And for the benefit of the new members
22 here, these TAP project calls are very important, and I
23 think you need to ensure that the people in your
24 community know about those and that you get the word
25 out. I think that's part of -- one of our

1 responsibilities of being on this community is -- or on
2 this committee is reporting back to our cycle community
3 that there are the opportunities to do some things
4 there.

5 MS. WEAVER: You said for the rural pot
6 that's going in December there's about 47 applications
7 and about 25 million. Do you know roughly the amount of
8 money within that 47 million of requests? Because
9 typically it's much smaller --

10 MS. ROBERTS: It is much smaller. I would
11 say Teri is probably more intimately familiar with the
12 total number. But I would say somewhere around
13 40 million; maybe less; maybe 30 to 35.

14 MS. WEAVER: Okay.

15 MS. ROBERTS: But, yes, you are absolutely
16 correct -- oh, wait. I think I have that information
17 handily available.

18 Yeah, about 40 and a half million. So,
19 yes, the -- whereas on the urban side, we have requests
20 of over 123 million. So the urban pot was -- definitely
21 had to be whittled down. But the applications were
22 generally cleaner, and we were able to go through
23 that --

24 MS. WEAVER: But it's still more than your
25 25. So hopefully you're planning to fully award --

1 MS. ROBERTS: Well, we're still looking
2 at -- we hope. We hope, yes. There's still -- and the
3 old transportation enhancement program is what we used
4 to use to fund some of these projects. Under the TAP
5 project call, we focus on construction only. So project
6 readiness is a key factor, especially since we are using
7 some of the FY13, FY14 funds that we need to get under
8 obligation sooner. So we're working through some of
9 that; how many projects we have that we can award money
10 to -- that meet the scoring criteria. Project readiness
11 isn't the only scoring criteria, but it's one factor
12 that we can use to award sooner rather than later.

13 Thanks for that.

14 MS. BLAZOSKY: What would be the easiest
15 way to [inaudible] --

16 COURT REPORTER: I'm sorry. Can you speak
17 up, please.

18 MR. HIBBS: Allison, you're probably going
19 to have to speak up.

20 Let me remind everyone, you need to also
21 say -- state your name before you speak too for the
22 benefit of the stenographer.

23 MS. BLAZOSKY: This is Allison Blazosky
24 asking what's the easiest way to see a list of all of
25 the projects that have been awarded.

1 MS. ROBERTS: Okay. Good question. So if
2 you go to the TxDOT Internet website and find
3 "commission meetings," click on "commission meetings."
4 And then go to -- you'll see the dates of the commission
5 meetings listed there. And if you go to September's
6 meeting and click on the agenda, find the public
7 transportation division's presentation on the agenda,
8 and there will be the initials M.O. written in,
9 probably, blue font or something; that stands for minute
10 order. You can click on that, and you can pull up the
11 minute order, which will actually show all of the urban
12 projects that were awarded funds and the amount of
13 funds.

14 And when we get the commission award for
15 the rural project, you'll be able to do that same thing
16 once it's posted.

17 MS. BLAZOSKY: There was a good outline of
18 all of the project call materials for TAP. Would it be
19 possible, maybe after the rural projects have been
20 selected, to compile all of those projects and put PDFs
21 there on that same page?

22 MS. ROBERTS: We can. We can probably do
23 that. Absolutely. And post it on the PTN website.

24 I think we have removed the project call
25 information from our website.

1 Do you recall, Josh?

2 MR. RIBAKOVE: I believe that's right.

3 MS. ROBERTS: Yeah, but we can certainly
4 post the results. Sure. Thank you, Allison, for that
5 suggestion.

6 Anything else?

7 MR. HIBBS: Donna, is it safe to say that
8 TxDOT is not going to be pushing this money into the
9 communities for cycling projects? They need to actually
10 request in the form of these -- these competitive calls?

11 MS. ROBERTS: Yes. It is a competitive
12 call for projects. So, you know, it's the commission's
13 discretion. And it is a competitive call, so it's
14 typically, you know, on an application basis.

15 MR. HIBBS: Okay. So for the benefit of
16 our new Bicycle Advisory Committee members, you have
17 been so advised.

18 All right. At this point, we've got a
19 presentation from Randy Hopmann of Tyler district and
20 Michael Lee on TxDOT's use of seal coat and chip seal.
21 And I know all of us are on the edge of our chairs
22 waiting for --

23 MR. HOPMANN: Yeah, something every
24 bicycle enthusiast loves to ride on, seal coat roads.
25 Right?

1 Thank you very much.

2 I've got some folks here that's gonna help
3 out today. Let me introduce myself first.

4 My name's Randy Hopmann, as Billy said.
5 And I have been with TxDOT for about 31 years, and I've
6 worked here in the Austin district quite a bit of that
7 time. I also worked in Tyler district. I've been in
8 the Lubbock district. I was district engineer in
9 Lubbock. I was district engineer in Tyler. And I've
10 been interim district engineer in about four other
11 districts around the state. So right now my title is
12 Director of Urban and Rural District Operations. I'm
13 with TxDOT administration here in Austin. And I still
14 live in Tyler. I go home on the weekends, but I'm here
15 in Austin during the week. And it's really my pleasure
16 to be here today.

17 Thank you for your service by being on
18 this committee. And thank you for your time in helping
19 TxDOT -- be a strategic partner with TxDOT to develop a
20 bicycle strategic direction for us. So you're really
21 helping to shape the future of transportation here in
22 Texas. And I appreciate you being here and your service
23 to what we're doing here on the bicycle committee.

24 I have Michael Lee with me. Michael is
25 our director of the maintenance division here in Austin.

1 And he's kind of bumped around in his career a little
2 bit too with TxDOT.

3 Let's see. You've worked in where?
4 Atlanta district, Lufkin district, and Paris district.

5 MR. LEE: That's right. Atlanta district,
6 Lufkin district, and the Paris district.

7 MR. HOPMANN: He can't hold a job any more
8 than I can hold a job.

9 MR. LEE: Can't keep a job. That's right.

10 MR. HOPMANN: And you have Phillip with
11 you. You want to introduce Phillip real quick.

12 MR. LEE: Phillip Imple [phonetic] is with
13 the maintenance division. He's a field engineer for us.
14 And he actually prepared the presentation, and he's got
15 some samples for you to look at too.

16 MR. HOPMANN: Anyway, we want to start --
17 we have a video to start with up here. Right, Michael?

18 MR. LEE: Correct. I hope it works.

19 MR. HOPMANN: I'm just going to set this
20 up just a little bit. You can add some remarks too,
21 Michael.

22 But when we talk about seal coats, some
23 people call it chip seals, it's the same stuff that
24 we're talking about. And -- but we want to show a video
25 that shows this material and how it works and how it

1 goes down to make sure that everybody has the right
2 vision in their head when we -- before we get into the
3 actual slides of the PowerPoint presentation.

4 And just to kind of give you a executive
5 briefing here on a seal coat and why we use it so much
6 in Texas is because the purpose of seal coat is to
7 preserve the pavements. And when you look at the
8 transportation system in Texas and all the trillions of
9 dollars that the taxpayers have invested in a
10 transportation system, the majority of that money by far
11 is in the actual pavement structure. It's not
12 necessarily the real estate that the road is built on;
13 it's in the actual pavement structure.

14 So that's where the taxpayers' investment
15 is, and that's why we have seal coats, is to protect
16 that investment. Because two things really deteriorate
17 a road. The first thing is water. The second thing is
18 heavy trucks. But the water is what the seal coat tries
19 to keep out of that pavement structure. The water gets
20 in there, and it starts to disintegrate the pavement
21 structure, and it loses its strength. And then you
22 start having failures, and then we've lost that
23 taxpayers' investment. And that's what requires us to
24 go in and completely rehabilitate a roadway or
25 reconstruct a roadway, is when that happens.

1 So the purpose of a seal coat is to keep
2 the water out, at least on the surface. Because that
3 pavement -- asphalt -- most people don't think this, but
4 asphalt is actually porous. It allows water into the
5 asphalt. I'm talking about hot mix, when I say that.
6 And so a seal coat kind of seals the cracks and seals
7 some of that porosity off to keep the water out of that
8 pavement structure and help preserve it.

9 So with that high level -- and if I throw
10 out engineering terms you don't understand, just ask.
11 This is very informal. So I don't mean to use acronyms;
12 I don't mean to use terms that you may not be familiar
13 with. So please stop and ask if you've got questions.

14 But let's run into the video, Phillip, if
15 you don't mind, and we'll go from there.

16 MR. LEE: So what you're seeing here is --
17 that one's Miller inlay operation. They're laying hot
18 mix. And after they lay the hot mix, they're rolling
19 it. Right now we're showing you some different pavement
20 methods. That's -- that's laying hot mix. That's the
21 process where they've dumped it on the pavement and put
22 it through the machine. It comes out nice and smooth.

23 This is the chip seal. They've already
24 shot the oil down, and now they're just dropping the
25 rock on there. It's also called a one-core surface

1 treatment. After they do that, they roll the rock in to
2 make sure we get an embedment in the asphalt.

3 Another view of a seal coat operation.

4 That's the finished product with the new
5 stripe and everything. It looks good. It works really
6 well for vehicles.

7 Just more demonstration on how they
8 actually take off -- they're shooting that and use a
9 paper joint to get a good straight line to start with.

10 PHILLIP: Part of what they're discussing
11 here is that, at first, it might be a little bit rough;
12 but with traffic wear, it starts to embed the aggregate
13 into the binder a little bit.

14 MR. HOPMANN: And we use different sized
15 rocks, or aggregate, what we call it. We've got the
16 larger size, and we have smaller size; it's called
17 gradation. You'll hear us talk about that, a Grade 3 or
18 a Grade 4 or a Grade 5, and that's just different sizes
19 of rocks.

20 PHILLIP: And we actually have some
21 samples on that table over there of those gradations
22 that we use.

23 MS. TERI KAPLAN: I'll send a link to this
24 video clip that y'all didn't get the opportunity to see
25 at today's meeting. I'm sorry for our technical

1 difficulties.

2 MR. LEE: It's on YouTube.

3 MS. TERI KAPLAN: I'll send a link out to
4 all of the members and attendees.

5 MR. HOPMANN: This asphalt that's shot is
6 hot, so it goes down hot. And as I said, it kind of
7 goes in all the little cracks and the little fissures in
8 the pavement and kind of seals it off. And then the
9 rocks are put on. The aggregate is put on there really
10 just to provide friction; that's all it is. If we just
11 shot the asphalt, we'd have cars sliding all over the
12 place, you know, especially in the rains and everything.
13 So you put the rock on there for friction for vehicle
14 wheels.

15 Now we're back to the PowerPoint?

16 MR. LEE: Right.

17 MR. HOPMANN: All right. So Michael is
18 kind of going to take over at this point and kind of
19 explain kind of some of the science behind seal coats.

20 MR. LEE: Okay. As Mr. Hopmann was
21 saying, the whole purpose of the seal coat that we put
22 down is to protect all this over here. The -- if you
23 get a crack in this pavement, it generally comes in the
24 wheel pass. Water -- gets full scan traffic, forces
25 more water in. It literally pumps the water in because

1 of the pressure of the tires. And if water gets down
2 here, you get enough water, it turns to mud and it
3 fails. It just pushes out. And y'all have seen that.

4 This is kind of a up-close view of what a
5 seal coat would look like. A couple of problems I had
6 with this picture, just to tell you, the rocks should
7 not touch. And the asphalt really needs to come up
8 above the midpoint of the rock to really hold that rock
9 in place. And we'll talk about that a little bit later,
10 because that's a -- it a science. But a lot of times
11 when we build a seal coat with this, it's really an
12 educated guess as to how -- exactly how much asphalt we
13 need out there.

14 Next slide.

15 Mr. Hopmann talked about the saving of the
16 investment. You know, when we first build a pavement,
17 we have an excellent score on it. Over time, it
18 deteriorates. And as it deteriorates, there's a point
19 at which we need to do something to preserve that
20 investment. And a lot of research is done that
21 basically says a dollar spent on preventive maintenance
22 will save you \$4, \$6, depending on the studies of -- if
23 you let it deteriorate too much. Well, most of us
24 homeowners, you know the same thing; if you don't fix
25 the roof really before it starts leaking, there's

1 problems. And it's the same concept with the seal coat.

2 One of the things we didn't talk about,
3 our system is about 197,000 lane miles statewide.

4 Largest highway system in the country. Okay. We're
5 proud of that. One of the best in the country; we're
6 proud of that also. But the one place you don't see us
7 putting seal coat is concrete pavement. Right?

8 Concrete pavement accounts for less than 5 percent of
9 that whole 197,000. So the bicyclist, while you love to
10 see the concrete pavement, it's not a big part of our
11 system because of the expense of construction and the
12 traffic requirements that you to need to justify just an
13 original investment. So the idea is, we would seal here
14 before we lose that investment.

15 This is some random costs -- not random.
16 This is some actual costs of what it would take for
17 different types of treatments. So you hear folks say
18 that they would hot-mix overlays or things like that,
19 you know, just a thin overlay. This is a good product
20 for taking care of minor rutting. And it also has some
21 good qualities for when you're driving, not having a
22 bunch of splash when you're in your vehicle. But as you
23 can see, these things are way more expensive per square
24 yard or per lane mile.

25 I guess I'll back up and say, this is

1 preventive maintenance, pavement preservation. If we
2 let that curb deteriorate all the way down to where we
3 have to rehab the whole roadway, our general estimate is
4 about \$500,000 per lane mile to rehabilitate an entire
5 lane. So maintain it for 15,000 or, you know, somewhere
6 in here.

7 And things are generally broken down.
8 We're doing different things. They're all in the
9 toolbox. But we're doing things based on traffic counts
10 and the need of the pavement. Sometimes you can't just
11 keep forever putting seal coats on top of seal coats,
12 because that gives us problems.

13 Like Phillip said, he has some different
14 aggregates. This is a Grade 5 aggregate. It's
15 something that bicyclists are familiar with. This is
16 preferred for bicyclists. Grade 4 is right here. This
17 is Grade 3. And I'll tell you about this Grade 3. And
18 then we've got some hot mix overlays here too so you can
19 see the different porosities of those that Mr. Hopmann
20 was talking about. Now, those would be new. That's
21 what it'd be like when it's brand-new, put down. At
22 some point, you have to either replace that or preserve
23 it through the life cycle of that pavement.

24 MR. HOPMANN: Before you go off of that
25 slide, let me add something, Michael.

1 Over the years, I've had a lot of bicycle
2 clubs and people that like to ride on the system. And
3 they say, Well, we don't want this; we don't want that
4 seal coat stuff; we want hot mix or something like that.

5 And, you know, we have to -- we're
6 responsible for the taxpayers' money. That's what we
7 use in our system here. So you can just look at these
8 costs. And to do a hot mix overlay is four times the
9 cost of doing the seal coat. And whenever you have
10 197,000 miles of lane miles that we're responsible for,
11 you know, we've got to be pretty frugal. We've got to
12 be pretty smart with that taxpayer money. And that's
13 why we end up really focusing a lot on the seal coats
14 here.

15 The Grade 4, as Michael said -- we've got
16 some samples going around. You can see the differences.
17 But Grade 3 or Grade 4 or Grade 5, the price really
18 isn't going to change all that much. So the big concept
19 is just, you know, this is \$16,000 and this is \$60,000
20 that you put hot mix down. And that's why we use so
21 much seal coat.

22 So we need to try to do -- what you can
23 help us do is help us find materials, help us develop a
24 strategic plan, so that we can accommodate bicycles on
25 our state system. We're not trying to avoid a

1 combination; we're just trying to be very frugal with
2 the taxpayers' money. And this kind of gives you an
3 example --

4 Yes, sir.

5 MR. TWING: Part of the technical
6 engineering consideration is how do you decide which
7 grade to use?

8 MR. LEE: The engineer in us out on a --
9 particularly on a very rural road, which a lot of
10 bicycles like to ride, we realize when we place that
11 seal coat that we may not be able to put another seal
12 coat for 10 or 12 years. So we want to put as much
13 asphalt. The asphalt's what we want on the road.
14 That's what's sealing it off. The aggregate is just
15 sticking out of the asphalt to keep the tires -- like I
16 said, to give skid and keep you out of the asphalt. The
17 engineering side says, We want the Grade 3 because we're
18 paying for the labor, the mobilization and everything.
19 Shoot a little more asphalt, a little thicker, get
20 bigger rock; it's going to last longer.

21 The problem with the Grade 3 is we got
22 noise problems. We have issues -- bicycles don't like
23 it; motorists don't like it either. And so our bread
24 and butter is our Grade 4. And I'll get into a little
25 bit -- do you remember I showed you the picture and I

1 said that we wanted that asphalt to come up a little bit
2 above halfway on that rock. Well, the smaller that rock
3 gets, the harder it is to hit that exact location.
4 So -- and if you don't get it pretty close, you lose the
5 seal coat. The rock comes off. And everybody's
6 unhappy.

7 And so putting out a Grade 5, well, it's
8 more of an art than anything. Because, when you go out
9 there and try to say -- and anybody can calculate the
10 thickness that you want that asphalt. But the pavement
11 that you're putting it on is going to absorb some of
12 that asphalt. And really it's hard to determine -- you
13 know, they're making changes every time they unload a
14 truck, because they're looking at that and trying to get
15 that rate just right, because the pavement's absorbing
16 different amounts of asphalt.

17 MR. TWING: So it's too thin? When you
18 see -- refer to it as chip and seal and it's, like,
19 gone, is that because it was too thin?

20 MR. LEE: Could've been. It could've been
21 something soaked up the oil or something pushed the rock
22 out. And we've got a picture here in a minute that'll
23 show you where -- around a curve, where the rock is just
24 pushed out because maybe it didn't -- we didn't get
25 enough oil there or it just didn't settle in good before

1 traffic started moving the rock.

2 MR. HOPMANN: Michael was saying that some
3 of the pavement absorbs more of the asphalt. If a
4 pavement is dry -- out in West Texas, there's a lot of
5 dry pavement out there because it gets baked in the sun
6 and it dries that pavement out. So then when you go and
7 you shoot a seal coat every ten years or something like
8 that, it's really going to absorb that asphalt. Well,
9 you have to compensate for that.

10 You have to also compensate, depending on
11 the lane, whether it has rutting in it where the -- you
12 know, the wheel paths. It's going to change the
13 dynamics there on how much of that asphalt gets absorbed
14 in those wheel paths versus not in the wheel paths. So
15 it gets pretty complicated out there. That's why you
16 gotta have qualified inspectors and you gotta have
17 qualified contractors, because you can really make a
18 mess out are with seal coats if it's not done properly.
19 And every now and then, it happens.

20 Every now and then, it happens. If you
21 get a rain on it right after you've shot that oil or
22 right after you put the rocks down, even within the next
23 several days, you could end up -- that moisture gets in
24 there, because it hasn't properly cured all the way yet.
25 That moisture will get in there and will release the

1 rocks, and you get a mess on your hands also.

2 Billy, did you have a question?

3 MR. HIBBS: Well, I've actually got
4 several, Randy. But why don't y'all finish with the
5 deal, because some of those may be answered in the
6 presentation.

7 MR. LEE: Hopefully, we have something
8 that -- these are just group pictures. We're going to
9 see these individually. They're actually shooting the
10 asphalt. This is a defined rate. We're looking at, on
11 a Grade 4, somewhere around 32-hundredths of a gallon of
12 asphalt per square yard. So it's -- those nozzles, the
13 pressures and everything, it's shooting somewhat of a
14 very engineered thickness. It doesn't look like it, but
15 that's what we're doing.

16 Next slide. The chip seal comes in, and
17 the chip seal -- the chip spreader. I'm sorry. They're
18 distributing these rocks. And if you ever notice them
19 doing it, the truck is backed up to -- the truck's
20 sitting here and he's backed up. They're feeding it
21 through that machine, because he's got to have that rock
22 in front of those tires. If he ever gets where he
23 doesn't have rock in front of those tires, he starts
24 picking it up and making a big mess.

25 But this rock is just being dropped. If

1 he drives that thing too fast, that rock will hit and
2 roll. And if it that rock starts rolling, you'll get
3 asphalt on top of the rock, and then you start picking
4 up. So there's a lot of things going on.

5 Back to Mr. Hoffman's thing. You gotta
6 have a qualified inspector out there and a qualified
7 contractor to do this.

8 Right behind the chip spreader, we have
9 the rollers. Their job is to roll that until we see
10 that proper embedment. Okay. He's going to roll it.
11 And we don't have a picture of -- after we roll it,
12 there's still loose rock everywhere. Y'all have seen
13 that. Brooms should come along behind and sweep that
14 rock. And sometimes we have rock come loose. If they
15 put down too much rock, you would think we want as much
16 as we can get to really keep that asphalt from pulling
17 up.

18 But like I told you, showing that picture,
19 we don't want those rocks to be separated. We want that
20 asphalt up between them to hold that individual rock.
21 If you get rock on rock, then you have the ability for
22 both of those rocks to, you know, flip out later on. So
23 if you look at a good seal coat, good distribution --
24 we'll probably have some in a minute -- but you can see
25 asphalt's around every rock.

1 Next slide. These are just pictures of
2 the Grade 5, 4, and 3 that are passing around. And just
3 kind of a scale model.

4 The other side of this is, depending
5 opposite our quarry, our rock source, those
6 gradations -- some -- you know, there's a range. And
7 that rock -- sometimes that Grade 5 is larger in some
8 areas than it is in others. So one Grade 5 -- sometimes
9 you can get in a situation where if -- if you're looking
10 up around Paris, the Grade 5 will almost look like a
11 Grade 4 that you might see out in Waco, just because
12 they're still in the band of our specification, but it's
13 just the source of the rock and the type of rock is a
14 little bit different.

15 The factors, somebody asked, you know,
16 type of roadway, volume and traffic, noise factor,
17 availability, aggregate property, and cost. Going back
18 to our sources of aggregate -- like I say, I spent time
19 in the Paris district, so I'm pretty familiar with the
20 seal coat and the supplies up there. Up there, if we go
21 out and we decide, All right, we're going to do all
22 Grade 5 rock, our seal coat just busted that \$1.80 a
23 square yard, because the local suppliers can't
24 manufacture that much Grade 5, because they're in a real
25 hard sandstone area; and they have to crush all this,

1 and it's a really slow process. The Grade 5 is almost a
2 by-product of their normal gradation -- their normal
3 operations, because they're also making rock for our hot
4 mixes.

5 So what would happen is, we would actually
6 be asking -- or putting that contractor in the position
7 where he's probably having to truck rock in, because
8 they're not going to have it available. So if we over
9 spec our product, then our costs go up.

10 So in the Paris district, we worked with
11 the local -- very active bicycle group there, and we
12 tried to make sure we knew where those routes were and
13 tried to spec the Grade 5 in those areas. That was the
14 goal. We have to work with the locals.

15 MR. HOPMANN: So our meat and potatoes is
16 the Grade 3 and Grade 4. And we rarely use Grade 5. I
17 say "rarely." Cautious about that word, though.
18 Grade 5 we reserve for these known bicycle routes. Put
19 it on the shoulders; not the travel lanes. We just put
20 the Grade 5 on the shoulders and things like that. If
21 we get noise complaints about the Grade 3, because it
22 does generate more tire noise, then we can go in and we
23 can put the Grade 5 on top of the Grade 3 to help fill
24 in in between those larger rocks, and that'll bring the
25 noise level down a little bit.

1 So we can do that. And we do that in
2 spots wherever we have people complain. Neighbors or
3 whoever live along the side of the roads, sometimes
4 they'll complain about noise. And we can go in and
5 shoot that Grade 5, and it'll help out a little bit.

6 MR. LEE: And one thing we do also when we
7 rehabilitate an entire roadway, normally, we're going up
8 with a prime coat on top of our base, and then normally
9 we're going to put a Grade 3 on top of that. And then
10 we come right behind on top of that Grade 3 and put a
11 Grade 4. So the ultimate -- because we're trying to get
12 enough oil to waterproof that, and one coat is generally
13 not going to do it. So we'll have multiple passes,
14 multiple surface treatments.

15 Next slide. So here's an example of what
16 we have. It's always more difficult in a
17 curb-and-gutter section. But there's too much rock out
18 there. And it's easier to get to -- the smaller you go
19 with your aggregates, the easier it is to get too much
20 rock. So what we have to do here is, we have to come in
21 there not just with a regular broom, but we sweep that
22 off into the pavement. We have to use a vacuum broom
23 here. And that's part of the contract. But vacuum
24 brooms are not as available as regular brooms, so it's
25 generally out there a little bit longer.

1 He's an example I mentioned where seal
2 coat -- for whatever, you can tell -- and it's just on
3 this side. Right? They shot this way, and then they
4 came back and shot the other way. And so, on this side,
5 maybe we didn't get the oil just right, maybe; or maybe
6 traffic got on a little too soon; maybe we had that rain
7 that Mr. Hopmann was talking about. Something caused
8 this rock to get loose, and now we have a situation.
9 We're going to have to come back and fix that. Somehow
10 we're going to have to fix that. And putting another
11 seal coat on it is generally not the fix, because now
12 you have too much oil out there. And the next thing you
13 know, you've got -- you've got bleeding pavement, and
14 everything picks up.

15 So we're going to have to fix that. We're
16 going to have to sweep the rock off, and we're going to
17 have to do something to fix that.

18 But I will tell -- back up, if you can for
19 me.

20 I will tell you, the rock came off later.
21 Because, generally, this stripe doesn't come until a
22 couple of weeks after the rock was put down. So, you
23 know, like he was saying, it's not always "they." Maybe
24 in the winter even, when that rock leaves us, because
25 maybe we didn't get enough asphalt down.

1 Okay. So one of the things that we've
2 been encouraged from Mr. Barton's memo -- I think y'all
3 were all aware of this. Mr. Barton is retired from the
4 department now, but he was our deputy executive
5 director. He asked us to always consider using smaller
6 seal coat. Number one, we need to coordinate with the
7 locals, because it -- and usually smaller seal coats,
8 aggregates -- another choice is to use it on the
9 shoulder, use the fog seal. And I'm going to talk about
10 that in a minute. And then use smaller aggregate on the
11 top course of multiple seal coats, like I mentioned, in
12 a new construction.

13 The use of fog seal -- and I know that
14 sounds good, but that is not a replacement for a seal
15 coat. I mentioned to you earlier that, you know, when
16 we shoot that Grade 4, it's generally about
17 32-hundredths of a gallon per square yard. Well, a fog
18 seal is about 8-hundredths. So fog seal -- where I
19 would've used the fog seal in this whole presentation,
20 had I got to that curve and realized that the rock was
21 bleeding, I would've used a fog seal and tried to put
22 more asphalt in there; try to get above the top of that
23 rock to try to hold that rock in place.

24 It's a good thing for where our real dry
25 asphalts are starting to unravel on the surface, and you

1 can see that if you look in close. Then, a lot of
2 times, we'll put a fog seal just to try to hold that
3 together. But it's not replacing a seal coat. So don't
4 let that fill into that it's a -- it is a pavement
5 preservation mechanism, but it's probably about a one-
6 to two-year fix versus -- we're looking for a minimum of
7 seven years on a seal coat and up to 12.

8 MR. HOPMANN: Now, fog seal is just
9 your -- you're spraying a -- as you said, a very light
10 coat of liquid asphalt. There's no aggregate involved
11 other than what's already on the road.

12 MR. LEE: That's right. Yeah, you're just
13 wanting it to soak up.

14 And one of the worst heated discussions I
15 was the recipient of, okay, was, we want to put a fog
16 seal down and -- you know, because it is -- it's just
17 asphalt on top of pavement. A vehicle went through and
18 got asphalt all over -- and y'all have seen that with
19 seal coat -- broken windshield, all this stuff. But I
20 do believe this is the worst one I ever had, because
21 there was no rock. I mean, it was just asphalt, and it
22 got all over this -- and it's always a brand-new \$50,000
23 vehicle that gets asphalt on it. Those are the people
24 that call me.

25 Anyway, next slide. So this is where we

1 need to work with the community and everyone. We need
2 to identify those routes, those bicycle routes. The
3 events also. I know that Ms. Hopmann said I've been in
4 three districts. And every district I was in, and
5 particularly when I was in Lufkin district, I was an
6 area engineer. And when I was in Paris, I was director
7 of operations. But those two areas have huge bike
8 events, and we were notified of them in advance. We
9 sent the brooms out; we swept those shoulders; we made
10 sure the litter was picked up. We wanted it to be a
11 good experience for the biking community. We need that
12 notification, though.

13 I know in Paris we worked -- there was
14 something going on. We had some construction going. We
15 worked with the community, and we came up with a new
16 route. And you know, we worked with them on signing
17 that route and making sure that everything was clean on
18 that route in advance.

19 And the other thing is, it's a two-way
20 conversation. We need to know where those routes are,
21 and we need to know what your areas of concerns are.

22 Next slide. I think that's -- that's it,
23 yeah.

24 So now any questions?

25 MR. HIBBS: First of all, thank you,

1 Michael and Randy, for bringing us a lot of great
2 information. But we have to be able to use the
3 information. And hopefully, it's something that will
4 stimulate some conversation here.

5 In terms of what you need from us, it
6 sounds like you guys are very receptive to bicycle
7 clubs, bicycle groups, and bicycle organizations saying,
8 These are the routes we ride; try to ensure that we've
9 got the best pavement possible on those routes; and
10 you'll work with us. Is that a fair summary of what we
11 just saw?

12 MR. HOPMANN: Yes. My job is working with
13 all 25 districts around the state of Texas. And if you
14 have trouble -- if your bicycle community is having
15 trouble communicating or coordinating with a TxDOT
16 district, please let me know, and I'll make sure you get
17 in touch with the right people.

18 But as Michael said, we'll bend over
19 backwards do help the bicycling community. If you know
20 the routes in advance, that gives us time to prepare our
21 operations. If it's brooms gotta get out there, if it's
22 people to pick up litter or anything like that, if it's
23 a route that -- maybe it's a new bicycle route that
24 you're wanting to incorporate and you're wanting some of
25 that Grade 5 aggregate out there, obviously, we're going

1 to -- we really only shoot seal coat in the summertime.
2 You can't really apply it in the wintertime. It needs
3 hotter temperatures.

4 So in a case like that, Billy, you know,
5 we're going to need a year's advance notification so
6 that we can get it in our cycle, we can prepare plans,
7 and we can get the material acquired. Because, as
8 Michael said, it takes time to crush that smaller
9 aggregate. And we can make all that happen, and we can
10 get out there and accommodate you better. And we're
11 happy to do that.

12 MR. HIBBS: Okay. So communities that
13 already have a sophisticated striping system, for
14 example, El Paso and some others, when they -- since you
15 now know the routes, say, for their hub-and-spoke
16 system, is it pretty much automatic that you know that
17 if there's a bike lane or something somewhere, you're
18 going to put that finer aggregate down?

19 MR. HOPMANN: Well, I would encourage
20 continued communication and coordination with the local
21 TxDOT district office or area office, depending on where
22 you're located at. But that's one thing, I think, we
23 can do better job at TxDOT, is reaching out to the bike
24 clubs in the communities, coordinating through the MPOs,
25 understanding what those bike routes are, or the time of

1 year when you got a big event planned.

2 So I think the more communication and
3 coordination we do, I think the better the result will
4 be.

5 MR. HIBBS: One of the questions I get
6 sometimes, Randy, is, should we issue some type of,
7 like, you know, group policy statement to TxDOT that
8 says, for example, on TxDOT roads, if you have a bike
9 lane, would you please automatically consider using the
10 better, finer aggregate that's more conducive to
11 cycling? Do you need that kind of policy statement from
12 us? Would that be helpful?

13 MR. HOPMANN: I would -- yes, I think so.
14 I think it would be. I mean, it's a part of
15 Mr. Barton's guidance that's already out there. We were
16 talking earlier, before the meeting started, and within
17 TxDOT, in the last three years, we've attrited over
18 one-third of our workforce. And to put that in real
19 numbers, that means over 4,000 employees have left TxDOT
20 in the last three years, mostly due to retirements. So
21 we've had a big turnover.

22 And so you've got these new folks coming
23 in that may not be aware of that guidance. And
24 therefore, that communication and coordination becomes
25 really important for us to continue what we're doing.

1 MR. HIBBS: Right. And for the benefit of
2 the new members, I've had a number of conversations with
3 people that have worked with TxDOT over a period of
4 time, and apparently some of the new members are much
5 more, I think, bicycle sensitive. Is that fair to
6 say --

7 MR. HOPMANN: Yes, sir.

8 MR. HIBBS: -- in terms of some of the new
9 construction that's going on and some of the overlays
10 and things like that. But you still need our input.

11 MR. HOPMANN: We still need it, yes.

12 MR. HIBBS: So maybe we should think about
13 some type of a guidance statement that we can help give
14 you that'll give you the ammunition then to go out to
15 these other district engineers and say, This is the
16 feedback we got from the bicycle committee, and we want
17 you to try to incorporate this any time there's a bike
18 lane or clearly a bike path or event area.

19 MR. HOPMANN: Right.

20 MR. HIBBS: So you're saying that you
21 think that would be helpful?

22 MR. HOPMANN: I think that would be
23 helpful, but -- you know, I hate to keep repeating
24 myself. But I think that local communication and
25 coordination is absolutely critical. Because we have

1 254 counties in the state of Texas. Generally, every
2 county has a maintenance supervisor, not always. And
3 then you have an area engineer out there that's
4 responsible for several counties. Some areas it may be
5 one county, and other parts of the state it may be five
6 or six counties that they're responsible for. And then
7 you have a district engineer; there's 25 district
8 engineers. So everybody in that chain of command on the
9 TxDOT side needs to understand the bicycle needs.

10 MR. HIBBS: Okay.

11 MR. HOPMANN: So policy is one thing.
12 Guidance is something. Direction is something. But
13 again, at the local level, the coordination and
14 communication is absolutely imperative from my
15 perspective.

16 MR. LEE: And I can give you -- you know,
17 my real life experience being in the Paris district as
18 director of operations, I wasn't there very long before
19 the planning was going on for the Tour de Paris. And,
20 you know, we're invited to meetings. For some reason,
21 they have them at lunch. They invite you to eat, and so
22 they give you meals. So TxDOT folks show up. But the
23 district engineer was invited, the area engineer, the
24 system engineer. There were a lot of TxDOT
25 representatives there. And the plan was discussed; it

1 was laid out. And you had -- you know, they get contact
2 information on emails. You get all those emails. And
3 it's critical, because that's how we keep the knowledge.

4 You know, that assistant area engineer
5 will one day be the area engineer and may eventually be
6 director of operations or the -- and so you don't have
7 to go through that retraining if we get that information
8 out earlier and get our folks into those meetings.

9 And I think, going on, it's been a culture
10 since '09 or before that we're going to support this.
11 So I think every new generation of leader that you see
12 is going to be more familiar and more friendly to
13 bicycles maybe than -- there's a point in time when
14 they'd say, Oh, they don't have any right out there;
15 that's a highway; they don't pay any taxes.

16 MR. HIBBS: All right. Okay. Anne-Marie.

17 MS. WILLIAMSON: First, a comment. I'm
18 from Wichita Falls, and so we have the Hotter'N
19 Hell 100. And that's a big event. And TxDOT is
20 wonderful in helping us making sure there's no --
21 [various speakers interject] -- that the roads are
22 swept. Chip seal, you know, it helpful on the routes
23 for the ride and for the race. But, you know, we have
24 lots of training rides, and if we're trying to encourage
25 the community and that sort of thing, it can be

1 problematic.

2 With the training routes, oftentimes, you
3 know, we think the roads are great, and then there's --
4 comes in and repair is done, and a larger aggregate is
5 used.

6 What is the best way -- I mean, because we
7 don't know necessarily where you-all are going to come
8 in and do repairs in advance. And if you're having to
9 plan that a year in advance, that makes it even more
10 problematic. So, certainly, when we talk about
11 communication, that's always ideal. But can you be a
12 little more specific for how we in communities could
13 communicate with you given that you're making your
14 decisions a year in advance and we don't know what roads
15 you might be working on?

16 MR. HOPMANN: Yeah, we actually have a
17 four-year pavement plan. Every district has a four- --
18 so the next four years, they know which roads they are
19 going to need preservation activity. Now, that may
20 change. If we get a bad winter, then all of a sudden
21 the priorities get jumbled around, and you may have to
22 deviate.

23 But the answer to your question is, we
24 don't always know where we're going to have to go make a
25 repair. We don't know where a pothole is going to form,

1 and we're going to have to get out there and do it. We
2 just gotta respond, because it's a safety issue. So
3 they don't always -- our maintenance forces do not
4 always have Grade 3 or 4 or 5 in their yard. They don't
5 keep a pile or an inventory necessarily, so they use
6 what they have available at the time.

7 But I would hope that through the local
8 communication and coordination that our maintenance
9 supervisor and our area engineer would know these
10 bicycle routes, particularly on something like the
11 Hotter'N Hell, and would -- they may have to do a
12 temporary repair using a larger aggregate, but,
13 hopefully, they can come out there at a later date,
14 whenever they can secure some of smaller aggregate, and
15 resurface that area of repair.

16 MS. WILLIAMSON: Yeah, and for the -- for
17 that route, yes. But what I'm saying is, for training
18 routes that people use, you know, we don't -- we think
19 that they're great because they've been worn down,
20 probably. They had larger aggregate, and when worn
21 down, they're great. And then, you know, we come out
22 the next week or so, and it's been resurfaced and it's
23 not so great.

24 And so my question is, when you talk about
25 communication, how do we know what you-all might be

1 doing and can say, Hey, when you're going to do this
2 repair, please realize that this is a training route for
3 a lot of people?

4 MR. LEE: So we do have a four-year plan
5 that is really good in the next year and the second
6 year. That third and fourth year -- unless the roads
7 fall apart during the spring floods and we have to
8 change our position, they've planned that one year.

9 So if you're discussing -- if you're
10 meeting with the district and you're in those
11 conversations -- and I believe our district engineer
12 rode that Hotter'N Hell --

13 MR. HOPMANN: He did. Larry. Do you know
14 Larry Tegtmeyer?

15 MS. WILLIAMSON: By name.

16 MR. LEE: So we need to have our faces --
17 we need to know folks.

18 But they can actually show you a map.
19 They have it, and they can show you. It's not
20 necessarily published, because like Mr. Hopmann said, it
21 may change tomorrow, because, if the road falls apart
22 before we get to it, our maintenance forces are going to
23 go out and take care of it. They have to get it back
24 together as quick as they can.

25 MS. WILLIAMSON: All right. Thanks.

1 MR. HIBBS: Great presentation, gentlemen.

2 Are there any other questions? Yes, sir.

3 MR. MARTINEZ: Yes. My name is Fernando
4 Martinez, and I'm based in Brownsville, Texas, and
5 [inaudible] Texas. I was based in Amarillo too. And
6 I've been working in Austin for seven years regarding
7 all the bicycle stuff.

8 One problem that I find in Amarillo is the
9 grade that was used back in the years -- in 2005, that's
10 when I moved to Amarillo, to start working with local
11 cyclists, with the clubs and all that. I worked with
12 Wichita Falls too, with Lubbock, Abilene. And we found
13 out that, yeah, it takes four or five years to make the
14 change. And they did a great job in Amarillo working --
15 you know, we had a bike master plan. It was not the
16 best, but it was back then the model for the other
17 states.

18 Then, what we had is, in Brownsville, you
19 know, they -- Amarillo took their way. They're doing a
20 great job there. But then we moved to Brownsville.
21 Brownsville is on the border by Matamoros. There is
22 over 35,000 people crossing the border by bike on a
23 monthly basis, maybe more now, because now we have
24 infrastructure that allows people to ride their bikes on
25 trails. But we found out by talking to TxDOT, the MPO

1 member -- actually, I worked with Ramiro; he's my
2 champion out there in Brownsville and doing a great job
3 with that.

4 But there's communication with TxDOT,
5 cyclists, and the city, but it takes a long time to get
6 things done. I've been working there for two years. I
7 asked for, you know, replacement of some stuff, sweeping
8 and all that. And I got an answer, and I didn't like
9 it. They said, If it hasn't happening anything in two
10 years, then it's safe.

11 Okay. Then they asked me for maps for all
12 the bike routes. I give them to them two years of work,
13 all the way from McAllen, all the way to Harlingen, to
14 the island and Brownsville. Still nothing has been
15 done.

16 So it's not a complaint; just information
17 for you to kind of go back there, because it's kind of,
18 like, sealed bubble, where people don't go there,
19 because we're too far away from -- you know, five hours
20 from Austin and four hours from San Antonio and three
21 and a half hours from Laredo, three hours from Corpus.
22 So we're right there. But a lot of cyclists are coming.
23 We have counted the numbers of cyclists on the trails.
24 Between June of 2013 and December '13, we had about
25 350,000 people using one trail.

1 MR. HIBBS: Well, I would suggest that
2 Ramiro is your best conduit for the information to get
3 TxDOT on these issues. And you've got a very active
4 committee member that represents that area down there.
5 And I would suggest, Ramiro, y'all get together after
6 this and make sure you understand the situations
7 clearly.

8 I'm sorry to have to cut you off, but we
9 have a very aggressive agenda here.

10 MR. MARTINEZ: That's okay. I just wanted
11 to bring that up.

12 MR. HIBBS: Thank you. Thank you very
13 much for the comment.

14 All right. So, gentlemen, thank y'all
15 very much. Randy and Michael and everybody that put
16 that together, it was extremely informative. I know
17 that those of us that ride on the pavement, we learned a
18 lot today.

19 And I do, Eric, think it would be a good
20 idea for us to consider coming together with some type
21 of general policy statement from this group that we can
22 do for TxDOT. And I'd like to maybe work with you on
23 that between now and the next meeting, if that's okay.

24 All right. So the next item on the agenda
25 is Terry Pence, an update on the status of safe routes

1 to school, non-infrastructure projects.

2 MR. PENCE: Good morning. Terry Pence.
3 I'm Director of Traffic Safety in the Traffic Operations
4 Division here at TxDOT. And I appreciate the
5 opportunity to be here.

6 Teri, thank you for inviting me to be on
7 the agenda today. I wanted to speak briefly and talk
8 about the Safe Routes to School program, but also talk
9 about another funding opportunity that's actually going
10 to come in before the Safe Routes to School. So I just
11 wanted to briefly kind of go through and share that this
12 morning.

13 We're actually in the process of -- TxDOT
14 serves as the governor's representative for highway
15 safety here in Texas. And we have the opportunity to
16 receive funds from the National Highway Traffic Safety
17 Administration to implement traffic safety programs. We
18 do impaired driving, safety belts, motorcycle safety.
19 And pedestrian/bicycle safety is one of the program
20 areas that we actually fund and support with grants at
21 local and statewide level. And we go through a request
22 for proposal process.

23 And actually, as opportunity works out,
24 we're going to be opening our call for 2017, so it's
25 fiscal year '17, which will cover October 1st of next

1 year through September 30th of the following year.
2 We're going to be opening that on November 6th. So
3 that's -- a week from Friday, we're going to be
4 publishing in the Texas Register a notice requesting
5 proposals for our annual call for traffic safety
6 projects. We normally fund about 350 grants around the
7 state in all of these traffic safety areas. And again,
8 pedestrian/bicycle safety is an area of concern. We
9 have over -- unfortunately, over 400 pedestrian
10 fatalities every year in Texas and around 50 bicycle
11 fatalities.

12 And so what Teri passed out, this is our
13 target that's going to be in the call for proposals, as
14 ultimately what we're all about is reducing the number
15 of motor vehicle crashes, fatalities, and injuries. I'm
16 not going to go through each of the strategies here, but
17 you'll see the strategies that we've listed to help us
18 to address the problems that we've identified here in
19 the state. And so any of the proposals that would be
20 submitted would be supporting these goals of the
21 strategies that we've outlined here. And then we report
22 back to the National Highway Traffic Safety
23 Administration our fatality information for pedestrians
24 and bicyclists.

25 And so our call for proposal will open up

1 on the 6th; it'll close on January 7th. And agencies
2 that are eligible to submit proposals are state and
3 local governmental agencies, colleges and universities,
4 and nonprofits. And so that's -- that calls for
5 proposals -- soliciting proposals for -- again, bicycle
6 safety is one of those areas. We've actually identified
7 in our high-priority need area is to have some education
8 information projects for adults, because that's
9 definitely an area that we would like to have some
10 proposal submitted in.

11 And so proposals would be submitted
12 through our electronic grants management system called
13 eGrants. And I'll send all this information to Teri.

14 And, Teri, if you can pass that out to
15 everybody, I'll send the link with the information once
16 the request for proposal opens up here. So we'll be
17 able to provide that.

18 Proposals close on January 7th, so they
19 have two months to submit proposals. And so you'd have
20 to become a user in our eGrants system. But you'll see
21 the link where you can go out to the TxDOT website, and
22 it'll have actually the request for proposal. You can
23 read through the information there. And if you're not
24 currently a user, then there's instructions in terms of
25 how to sign up and become a user if you're one of these

1 eligible organizations.

2 We're also going to be doing a webinar on
3 November 12th. We'll be recording that too. And so
4 we'll have information about that on the website. And
5 there will also be a question-and-answer period that
6 you'll be able to submit questions about the request for
7 proposals.

8 And then the other item I wanted to talk
9 about was the Safe Routes to School. As a matter of
10 fact, I think it was about a year ago this time when we
11 started talking about that we had identified some
12 underrun funds that actually occurred from safe route
13 non-infrastructure projects back in the 2007, '8,
14 '9 time period. And so our section is going to be
15 overseeing those funds. We've actually been working for
16 months now, going through the process, going back and
17 looking at the rules and regs and the requirements for
18 issuing those funds out and the expectations.

19 And so what we're going to do -- because
20 we have some agencies that are going to be interested in
21 submitting for our regular call for proposals for the
22 NHTSA funding that'll be interested in the safe routes,
23 so the plan is -- at this point is, once our call for
24 proposals closes on January 7th, then we'll open up the
25 call later in January for Safe Routes to School.

1 And we are looking at three areas of
2 projects. And these would actually -- any proposals
3 that would be submitted for Safe Routes to School would
4 be done at a statewide level. We're, one, looking at
5 developing some kits to go to all the elementary schools
6 around the state and all the middle schools around the
7 state, and the kit would contain the information we'll
8 have in the call for proposals. We're looking for
9 posters and banners and yard signs and brochures and
10 information that can be distributed at the local level.
11 And so that'll be one project we'll be looking for. And
12 so that'll be a pretty massive project, because we're
13 looking at targeting as many elementary schools and
14 middle schools as we can around the state.

15 And we're also looking at doing -- we got
16 an idea from the State of Florida for their Safe Routes
17 to School Program. They had done a poster contest at
18 the elementary school level. And so we really like the
19 concept of what they had done there, just all the local
20 involvement with the schools. And so that's going to be
21 another proposal we're looking at.

22 And then a third area is to do education
23 and training. So we envision we could have training
24 throughout the state in terms of -- for the elementary
25 schools and also for the middle schools. And so for the

1 Safe Routes to School, we looked at the process of --
2 possibility of actually having proposals come through
3 our electronic grants management system. We're not
4 going to be able to do that at this point, because, for
5 the Safe Routes to School, in addition to the eligible
6 agencies I mentioned for our call for proposals, for
7 profits can also submit for those Safe Routes to School.
8 And so our system is not currently set up to utilize
9 that, so we're going to use a paper process for our
10 proposals. So we'll be getting that information out to
11 everybody.

12 And then we'll be going through -- TxDOT
13 has a central master bidders list.

14 And again, Teri, I'll send this
15 information out.

16 The information on the call for proposals
17 will be going out to this bidders list. If you're not
18 on that list, your organization, you can follow the
19 instructions to become. And we'll also put together a
20 list of agencies and organizations that would like the
21 information submitted out to them. And so we'll be
22 collecting that.

23 So that all will be happening. We'll have
24 our call for the NHTSA, the National Highway Traffic
25 Safety Administration. And then we'll do the call for

1 the Safe Routes to School. And we're anticipating with
2 the Safe Routes to School that proposals -- once we go
3 through and score and rate those and select the
4 projects, they'll start up during fiscal year '16 and
5 then have through fiscal year '17 to complete those
6 projects.

7 MR. HIBBS: Great. Wonderful.

8 MR. GONZALEZ: On this traffic safety
9 program, what's the availability of funding? What's the
10 number that you have?

11 MR. PENCE: For the Safe Routes to School,
12 we have approximately \$2.7 million that'll be available
13 for those three projects. And again, we're looking at
14 projects that are going to be done at the statewide
15 level.

16 And then for the funds from the National
17 Highway Traffic Safety Administration, it's usually for
18 the pedestrian/bicycle areas 750,000 to a million
19 dollars, somewhere in there. We don't have our funding
20 available yet for those. We're going through the
21 planning process right now. But I think this year in
22 the pedestrian/bicycle program area, I believe we have
23 12 projects that we're funding.

24 MR. GONZALEZ: And that includes this
25 Texas -- this traffic safety?

1 MR. PENCE: Yes, that's correct. So it
2 would be projects supporting theirs. So we're doing
3 bike helmet projects. We're doing some education
4 programs. So we've got several community projects, as
5 well as statewide projects.

6 As a matter of fact, we actually just
7 completed a project -- and I'll also send this
8 information too. We've been working with Please Be Kind
9 to Cyclists, and produced a 15-minute video that's now
10 available. We've got copies of the video. Also, we've
11 got -- through their website, you can download the
12 video. And it's actually broken down into segments.
13 It's a great training tool. And we're really pleased
14 with the video that's come out of that. And they have
15 some materials to support it, too, that -- we're
16 particularly working with the driver education schools
17 around the state and also the law enforcement training
18 academies.

19 MR. HIBBS: Well, I encourage anyone, if
20 you have any further questions, to get with Terry on
21 this and have a chance to discuss it.

22 And in the essence of time and to keep us
23 moving along, we're about to get a presentation from
24 Stephanie Lind and Vince Mantero on our -- TxDOT's draft
25 of the Bicycle Strategic Direction Report. This is very

1 important and probably some of the most important work
2 we're going to do today. So we appreciate your complete
3 attention.

4 MR. GLEASON: Mr. Chair, if I could say a
5 few words.

6 MR. HIBBS: Yes, sir.

7 MR. GLEASON: I'm Eric Gleason, TxDOT
8 Director of Public Transportation.

9 The strategic direction report, in my
10 view, is a critical piece of work that this committee
11 has undertaken; and if embraced by the committee and,
12 subsequently, if the -- the department, I would imagine
13 it would form the basis for an ongoing series of work
14 efforts that we would undertake consistent with the
15 direction that's in the report.

16 I view it largely as a product of this
17 committee. It is under review in Administration, but
18 only to the extent that, is there anything in here that
19 is just really out of the question. So we're not going
20 through a process with this report where it will be
21 formally adopted or approved by the commission, but it
22 is intended to carry weight with respect to guiding
23 their efforts on the program.

24 I do imagine that -- assuming we can
25 conclude our work on this, I do imagine that at some

1 point after the first of the calendar year, a commission
2 meeting where the report -- the committee would have an
3 opportunity to present the report to the commission at a
4 regular commission meeting. So that's the level of
5 significance it will have when it is complete.

6 And so today I think we're looking to see
7 if we've got something that y'all are in agreement with;
8 is there anything you'd like to see us add to it. And
9 assuming that the conversation is fairly limited in
10 terms of substantive additions, I think we're in a
11 position to finish it up and to move it through that
12 process in TxDOT administration and on to the commission
13 after the first of the year.

14 I'd ask Stephanie to kind of give a
15 high-level overview. And it's really going to be up to
16 the members in terms of how much detail we get into. I
17 don't know the extent to which folks have had a chance
18 to read through it in preparation for the meeting.

19 And so, Mr. Chairman, we'll have to kind
20 of figure out where we are with that.

21 MR. HIBBS: Well, by show of hands, how
22 many of you actually had a chance, the committee
23 members, to read this document and go through it?

24 (Hands raised)

25 MR. HIBBS: And on the phone, can y'all

1 hear me on the phone?

2 MR. PITCHFORD: My hand is up. Joseph
3 Pitchford.

4 MR. HIBBS: Hand is up. Okay. All right.
5 So we've only got one or two, maybe, that haven't
6 actually gone through the documents. So that's helpful.
7 So please proceed.

8 MS. LIND: I'm Stephanie Lind. I'm a
9 transportation planner at CH2M Hill. And many of you
10 have been -- this is our third BAC meeting we've been
11 at. But there are some new members here. So I'm Steph.

12 And then I'm joined today by Vince
13 Mantero. He's a project manager at CH2M Hill. I'll go
14 on ahead.

15 So the purpose of our presentation today
16 is just to provide an overview of the report and to
17 discuss with you -- see if we're missing anything; if
18 you want anything added or corrected in what you've seen
19 so far of the report; and ultimately to look for
20 endorsement from the BAC on the report.

21 So just as background, the Strategic
22 Direction Report provides TxDOT with an overview of
23 current conditions, policies, and programs, provides
24 short-term guidance for the program. And ultimately, I
25 think the hope is that this document will serve as a

1 reference guide. So if someone comes up to you as a
2 Bicycle Advisory Committee member and says, Hey, what's
3 TxDOT really doing for bicyclists? You can point to
4 this and say, "Well, this is what we're going to do.
5 Over the next, you know, three to five years, this is
6 the work plan that's been developed."

7 For those that haven't been involved in
8 the Bicycle Advisory Committee until just now, this is
9 where we've been this year. We were brought on in
10 January. In March, we had our first workshop with TxDOT
11 staff. In May, we facilitated a workshop exercise with
12 the Bicycle Advisory Committee where you-all gave us
13 feedback on what was important to you, what priorities
14 we should include in the report. July, we came back.
15 We had took [sic] what we got from the committee. We
16 synthesized it a little bit and developed some priority
17 theme areas, which are in the report. And we're here
18 today to discuss the report and see if we're missing
19 anything and perhaps get some type of a vine on it.

20 We've been working on the report, the
21 content throughout. You-all got a copy of the email to
22 you. What you have in front of you is the report
23 without the appendix. So if you're looking for the
24 appendix, that's in the email that Teri sent out last
25 week. Yeah, so that's where we've been.

1 Outlined in the report, you can look at
2 the table of contents to get the information. But we
3 start out by going over the purpose and scope. We talk
4 about what TxDOT's strategic plan goals are. So for
5 those who aren't familiar, TxDOT, every four years,
6 adopts a strategic plan that has -- right now it has
7 four goal areas. And so we talk about how we are
8 linking up this report with TxDOT's planning and
9 documents that are already in place, and specifically
10 the strategic plan goals.

11 Talk about benefits of bicycling; current
12 concerns both for users and also in terms of policies,
13 programming, planning at TxDOT. And then what I think
14 is the most important part, and I would hope you'll
15 agree, is the moving forward portion, which is when we
16 talk about what TxDOT is really going to be doing.

17 Back when I was in planning school, a
18 professor always said, "A plan is only as good as its
19 implementation." So what we want to put forward is
20 something that can actually be implemented by TxDOT that
21 makes sense and meets the needs that you-all have for
22 the bicycle program.

23 So these are the focus areas that we have
24 developed in the report. And if you -- when you look in
25 the report, what we do is, we first introduce the focus

1 area, we describe it, we list the potential stakeholders
2 and implementation of each focus area. And then
3 actually have -- we've kind of drafted, if you were
4 going to implement this, how would you do it? What
5 would it look like between now and 2019? What would
6 TxDOT do? And then the potential outcomes.

7 So what I'm going to do is, I'm going to
8 go through each one of these focus areas and just go
9 through the outcomes that we have listed. If you want
10 all the detail, you can open up the report and follow
11 along. It starts on Page 33.

12 So the first focus area that we have is
13 expand the bikeway network. So the potential outcomes
14 out of this, that we've outlined in the report, are
15 interactive bikeway map, district bikeway maps, looking
16 at potential rail-to-trail conversions, and ultimately
17 identifying where TxDOT should be investing in the
18 bikeway network statewide and also looking at statewide
19 route designations. So that's the first focus area.

20 I don't know if we want to go over each
21 one. I'm just going to go through. If anyone has a
22 comment or they think something is missing or you want
23 to talk about it, stop me.

24 The next priority area is build safer and
25 better bike/ped investments. Some of the outcomes that

1 we envision for this might include more bike lanes and
2 shared-use paths; guidelines for the consideration of
3 bicyclists and pedestrians accommodations; a TxDOT
4 complete streets policy; endorsement of the National
5 Association of City and Transportation Officials (NACTO)
6 Guide. The NACTO conference is actually here in town
7 this week. Developing typical sections so that TxDOT
8 would have a set of typical roadway sections that
9 accommodate bicyclists and bikeways; the implementation
10 of traffic calming measures, if they're appropriate, and
11 in some cases road or lane diets.

12 Next priority area, provide training for
13 engineers, planners, and construction staff. TxDOT's
14 already doing this through a number of different
15 programs. Teri's out there hitting the ground, giving
16 presentations on bikeways and terminology in her
17 programs all the time. But this would be enhancements
18 to that, as is detailed in the report. Some of the
19 potential outcomes include better accommodations, more
20 inclusive design for roadways, and ultimately all TxDOT
21 staff becoming more familiar with what the needs are for
22 bicyclists and the associated resources that are
23 available.

24 MS. TERI KAPLAN: I just want to point out
25 one thing on that last line. The chalkboard up there is

1 not going to say "shero" in the final draft.

2 MS. LIND: Thank you. Some people don't
3 like sheroes.

4 The next priority area, educate the public
5 on safer driving, bicycling, and walking. TxDOT is
6 already doing a lot of this with enhancements of the
7 programs. And Teri talked about some of the things that
8 TxDOT already has planned or is doing. So this would
9 include -- and you've seen the Bicycle Safety Guide --
10 actually publishing it and putting it out to the public.
11 The handlebar hanger that we had, I think I showed that
12 to you-all in May.

13 Developing interactive bikeway map;
14 developing information of materials; a newsletter that
15 could go out to district bicycle coordinators; and a
16 statewide contact list; support for all kinds of
17 different educational programs; and developing materials
18 for law enforcement training.

19 Encourage people to walk and bicycle.
20 Potential outcomes include a statewide bike to work day;
21 statewide maps; partnership with health organizations;
22 support efforts that quantify help and economic impacts
23 of walking and bicycling; and funding for Safe Routes to
24 School projects and also employer-based transportation
25 demand management program for TxDOT.

1 Develop statewide management systems.
2 This is really just taking all the different things that
3 TxDOT's already doing, and kind of combining them into a
4 statewide management system that supports bicycling and
5 walking. This would include developing annual safety
6 briefing materials targeted towards biking and walking,
7 creating guidelines for gathering pedestrian/bicycle
8 data. So this would -- you know, putting together
9 guidelines for developing bicycle counts; tracking
10 bicycle facilities statewide. Again, mapping, you see a
11 lot through all of these, but there really -- there
12 could be some improvements within TxDOT on some of the
13 mappings being done for bikeways; developing map lists
14 and descriptions of all the planned accommodations; and
15 perhaps investing in state-owned count equipment;
16 developing a repository for all the bicycle information
17 for the whole state; and gathering some information on
18 biking and walking usage. There's not a ton of data out
19 there, as we kind of talk about in the report. And most
20 of you probably we're somewhat limited to largely the
21 American community survey or perhaps some other data
22 from U.S. Department of Transportation. So perhaps
23 investing in other ways of monitoring what the bicycle
24 usage is throughout state.

25 And funding more bicycle and pedestrian

1 projects. And this is pretty straightforward. Putting
2 more money towards bike and ped across the state,
3 however TxDOT can. And one of the things I want to
4 point out is the use of pilot programs. I think TxDOT
5 would like to move towards trying out different things
6 across the state to see if they work before implementing
7 them statewide. I included that here. So there's some
8 examples of that. I think the committee is already
9 looking at that.

10 MR. HIBBS: All right. Awesome job. And,
11 first of all, many thanks to TxDOT for putting this
12 together, because I think it is very, very important.

13 I'd like to know, first of all, has there
14 ever been a document like that before on bicycling?

15 MR. HOPMANN: Not at TxDOT, no.

16 MR. HIBBS: Not at TxDOT. So this is the
17 first time that there will have been a document like
18 this, an official document that will help kind of serve
19 the strategic purpose of advancing cycling across the
20 state of Texas. I think that's a pretty big deal. And
21 I think it's very, very important that those of you that
22 are on this committee understand that being a part of
23 this process is something that -- will be something that
24 I think is significant in terms of your service on this
25 community -- or on this committee.

1 I think -- first of all, again, I asked
2 the question early on about, you know, has everybody
3 read it? For the new members, we actually had this
4 group come in, and we spent several hours as they tapped
5 into us for information. TxDOT didn't just draw this up
6 and bring it here and ask us to bless it today. So
7 there has been a fair amount of feedback from us during
8 this process.

9 Also, for the new members, I mentioned
10 early on that you're going to get a lot of material that
11 you need to read. And when you do, it's important that
12 you read it, because a lot of it does have to do with
13 some significant policy-related things; that is
14 important for you to be well-prepared for these
15 particular situations.

16 A question that I had, and it was
17 mentioned in here two or three times, was, why is being
18 a best-in-class state agency important to cycling?

19 MS. LIND: Well, so that links back to the
20 TxDOT strategic plan goals. Any TxDOT employee has -- I
21 think you have a little card on the -- they get these
22 little cards on the back of their name badge, and it has
23 the four goal areas that are important to TxDOT for
24 their strategic plan. And one of those goals is to
25 become a best-in-class state agency. And so we use the

1 same terminology that TxDOT has chosen for their own
2 agency-wide strategic goals through this. So everything
3 is linked up back to what TxDOT has deemed is important.

4 MR. PENCE: Mr. Chair, if I can, same
5 translates to best practice in terms of the context of
6 the bicycle program, that as an element of being best in
7 class is ensuring that we have programs that are
8 considered to be best practice programs. So it's
9 elevating this --

10 MR. HIBBS: Okay. All right. So those of
11 us who are in the private sector that may not
12 necessarily be familiar with this terminology, what
13 you're doing is, you're saying that the types of
14 policies, procedures, and programs that you do when you
15 look at your peer organizations, would that be in other
16 states --

17 MR. PENCE: Exactly.

18 MR. HIBBS: -- would that be other
19 Department of Transportation entities in other states
20 that TxDOT is one of the best? Is that fair to say?

21 MR. PENCE: Yes, you bet.

22 MR. HIBBS: Okay. All right. Yes,
23 Allison?

24 MS. ALLISON KAPLAN: Thank you,
25 Mr. Chairman. I may have misunderstood your question.

1 You asked if people had not had a chance to read the
2 report. Was that your question?

3 MR. HIBBS: Well, my question originally
4 was, is there anyone who has not read this report?

5 MS. ALLISON KAPLAN: Okay. And I answered
6 incorrectly. I have read the report. And I have a few
7 comments and questions. One is relating to the
8 best-in-class. And that is, you have a comparison in
9 here of Texas with the top five ranking other states in
10 the United States by League of American Bicyclists. And
11 two recommendations that stand out to me, having just
12 worked on some design guidelines for a city in Texas,
13 are -- I noticed that the adoption of statewide design
14 guidelines is not in the timeline. In addition, the
15 adoption of a statewide bike plan is not in the
16 timeline, although it does appear in the recommendations
17 in the table of comparison to other states. Is there a
18 consideration for adoption of a bike plan and adoption
19 of design guidelines specific to TxDOT?

20 MR. GLEASON: So I think the way this
21 report works with respect to that question, Allison, is
22 that that would be -- if that effort as outlined here is
23 identified as a next-step effort, that is when those
24 kinds of things would be done. This is really intended
25 as a strategic direction report, so it's not intended as

1 a official plan. It's just a report. It's intended to
2 identify next step areas of work. And when we get
3 there, that kind of detail will follow.

4 MS. LIND: Design guidelines are included
5 in there. The plan is not -- it's a recommendation, but
6 we don't have it drawn out in the work plan for TxDOT.
7 But design guidelines are in terms of adopting NACTO and
8 developing the conceptual layouts. And then TxDOT
9 already has some design guidelines in place through the
10 memo from Barton.

11 So while we -- we don't make
12 recommendations on specific guidelines. In the
13 appendix, we have best practices of what some of the
14 design guidelines are.

15 One of the next steps we would hope that
16 would come out of this is that Teri and Eric and Donna
17 would be developing a multidisciplinary work group that
18 will be making a lot of recommendation on designs
19 guidelines, layouts, just things that they can be
20 working on to improve safety. So there would be --
21 there is a next step that -- you know, that -- that
22 would be implemented and used to implement a lot of
23 these recommendations.

24 MS. ALLISON KAPLAN: If I may, I have
25 [inaudible].

1 MR. HIBBS: Allison, you may need to speak
2 up for the benefit of the people on the phone.

3 MS. ALLISON KAPLAN: This is Allison
4 Kaplan from Austin. And the pictures, it would be
5 helpful to have captions describing the location. I
6 don't know if it's possible at this point. It's a lot
7 of pictures. It would be nice to know where they are in
8 the state if they're within Texas.

9 And a personal comment, I would note that
10 in media reporting of bicycle crashes with automobiles,
11 I believe that whether the bicyclist was wearing a
12 helmet is not relevant to the action that preceded the
13 crash. It's a personal comment. I understand that
14 TxDOT is advocating the use helmets. And I noticed that
15 in your handlebar hanger that the first recommendation
16 is to wear a helmet. I noticed in the report that there
17 is a -- there's some reporting on whether the bicyclist
18 was wearing a helmet at the time of the crash. And I
19 think --

20 MS. LIND: I'm not sure I understand.

21 MR. GLEASON: Well, let me see if I do.
22 Let me see if I got this, Allison.

23 So separate -- so the wearing of a helmet
24 is a personal safety issue. It doesn't translate into
25 accident avoidance or cost. That's the -- is that the

1 distinction you're --

2 MR. HIBBS: You still have a crash, I
3 think is what she's saying, regardless of whether you
4 have a helmet on.

5 MR. GLEASON: I think that's the
6 distinction, is to -- sometimes in the news, you are
7 left with the impression that -- the helmet. And when
8 we always lead with the helmet, it may leave the
9 impression that we think that's sort of the end-all
10 solution. But, in fact, it just a personal safety.

11 MR. HIBBS: That's a good point.

12 MS. ALLISON KAPLAN: Page 12 is where the
13 graph appears. There's just a reporting on whether a
14 bicyclist was wearing a helmet. I call your attention
15 to it.

16 MR. GLEASON: I got it.

17 MS. LIND: Let's talk offline on that --
18 (All speaking at once)

19 MR. HIBBS: Great point.

20 MS. ALLISON KAPLAN: Those are all my
21 comments.

22 MR. HIBBS: Anyone else? Karla.

23 MS. WEAVER: A few quick comments. On the
24 expand the bikeway network section, if you could just
25 add some language in there about looking at rural versus

1 urban cross sections. I know that you have a couple
2 of -- we'll look at different variations, but I think
3 that's really important. And we struggle with that in
4 our region, and that'll be important in this effort.

5 On the section -- on the section related
6 to build safer and better bike/ped accommodations, are
7 you suggesting a potential bullet by that outcome is on
8 TxDOT facilities, this is saying they should build more
9 bicycle lanes and shared-used paths?

10 MS. LIND: All right. Which page are you
11 on?

12 MS. WEAVER: I'm looking at your summary
13 slide, slide eight. I want to make sure I understood
14 that comment, that that was the actual direction.

15 MS. LIND: So this is an outcome. One of
16 the outcomes would be --

17 MS. WEAVER: Because, right now, TxDOT
18 themselves does not build a lot of bike lanes. But
19 that's what we're saying --

20 (All speaking at once)

21 MS. LIND: Well, this is -- we would like
22 them to build some more --

23 MS. WEAVER: Okay. Great. On slide 11,
24 you talk about funding for Safe Routes to School
25 projects. Is this suggesting bringing back Safe Routes

1 to School as a separate program outside of TAP?

2 MS. LIND: We didn't get into that in this
3 report, but those types of projects --

4 (All speaking at once)

5 MS. WEAVER: -- infrastructure projects
6 that are around schools, et cetera.

7 MR. GLEASON: Now, there's not to say at
8 some point within the context of the TAP program a
9 target could be set and all of that. But we're not
10 intending to separate it out and hold it up as a
11 stand-alone.

12 MS. WEAVER: Okay. And then my last
13 comment -- I don't know that you'll take this one. But
14 on slide 13, when we talk about funding, the TAP funds
15 by TxDOT are not being used in 80 percent of the
16 population's planning areas. So when you say TAP, the
17 way it's currently set up is outside of the urbanized
18 areas of the state where most people live. Those funds
19 aren't being used.

20 MR. GLEASON: But wait, wait. What do you
21 mean they're not being used?

22 MS. WEAVER: So TxDOT is not funding their
23 TAP programs inside the urbanized areas. Y'all flexed
24 that money out. So for TxDOT to put money into future
25 programs, your call eliminates urbanized areas.

1 MR. GLEASON: So we flex out statewide
2 money, statewide that could be used anywhere in the
3 state.

4 MS. WEAVER: That's right. So it's not
5 going into the urbanized areas for bike/ped programs.

6 MR. GLEASON: It not going necessarily --

7 MS. WEAVER: Anywhere.

8 MR. GLEASON: Well, it's -- it's as a part
9 of the TAP program.

10 MS. WEAVER: Exactly.

11 MR. GLEASON: So not to say that where
12 it's being flexed to, it could not be brought to bear on
13 a bike/ped program anywhere in the state. But you're
14 correct; it is flexed out of the TAP program. It's
15 statewide money for use anywhere. And what remains in
16 the TAP program is the portion of it that is allocated
17 directly to the MPOs and the portion of it that we
18 manage the competitive call for for areas of under
19 200,000.

20 MS. WEAVER: I'm with you.

21 MR. GLEASON: And we recently awarded
22 funds to the areas between 5,000 and 200,000, and we're
23 scheduled to do the rest in December.

24 MS. WEAVER: Yes, but the TAP money for
25 these MPOs is not a TxDOT allocation.

1 MR. GLEASON: That is a federal
2 allocation. That's correct.

3 MS. WEAVER: So the money that -- the
4 50 percent of any area plans that TxDOT could spend in
5 those urbanized areas has not currently -- it could
6 change, but has not currently been used for a TAP call
7 for projects. Correct?

8 MR. GLEASON: Correct.

9 MS. WEAVER: So I think the additional
10 funding available, we might need to expand on that; that
11 could include funds that came out or something along
12 those lines. I don't want it to be --

13 MR. GLEASON: No, that's fine. And so we
14 could put a parenthetical in that said for example, or
15 we could say that when we get to that part, more will
16 follow. But I think we could probably put a
17 parenthetical in if that was the desire of the committee
18 to be a little more detailed there.

19 MS. WEAVER: Thank you.

20 MR. HIBBS: Good comment, Karla.

21 MS. WEAVER: Otherwise, great job, guys.
22 It looks really good.

23 MR. FRANK: This is Russ. Can I make a
24 few comments?

25 MR. HIBBS: Please, Russ. Go ahead.

1 MR. FRANK: I was just going to say, I
2 think this is a great report. I really like having
3 these priority areas. I think for a long time our
4 committee and maybe TxDOT as a whole has kind of
5 struggled with what our priority areas should be for
6 bicycles. And so I think it's really good we've laid
7 them out in the report.

8 I really like how each of the sections
9 kind of goes into specific examples of maybe how those
10 priority areas could go forward over the next few years.
11 And so these kind of things, I think, will be good for
12 the department, and good for us as a committee to just
13 keep these areas in the front of our minds as we look at
14 all of these issues.

15 Sometimes I think we kind of struggle with
16 what the focus is supposed to be. So I just think it's
17 a really good report. And I guess today we're going
18 to -- I assume we're taking action today that we want to
19 accept the report or something like that?

20 MR. HIBBS: That is correct, Russ. We are
21 about to take a vote and basically bless it. And I'm
22 not exactly sure how we should word the motion. But we
23 are going to need someone to do that for us, assuming
24 that there's not any further comments or concerns.

25 (No response)

1 MR. HIBBS: And I see none. So at this
2 time, the Chair will entertain a motion to -- how should
3 we word this, Eric? -- to support the draft --

4 MR. GLEASON: Endorse the draft, support
5 the draft.

6 MR. HIBBS: -- off the TxDOT Bicycle
7 Strategic Direction Report.

8 MR. GLEASON: Sure.

9 MR. HIBBS: Okay. So the Chair will
10 entertain a motion, if someone would like to make that
11 motion.

12 MR. FRANK: This is Russ. I didn't hear
13 all that Eric was saying, but I just would like to move
14 that we accept this report and all of its
15 recommendations so we can move forward with bicycle
16 issues here in the state.

17 MR. HIBBS: All right. Thank you very
18 much. We have a motion.

19 Do we have a second?

20 MR. GONZALEZ: I'll second.

21 MR. HIBBS: I have a second by Ramiro to
22 basically support this draft of the TxDOT Bicycle
23 Strategic Direction Report.

24 Is there any further discussion on the
25 matter?

1 (No response)

2 MR. HIBBS: Then all in favor say "Aye."

3 ("Aye" spoken in unison)

4 MR. HIBBS: Are there any opposed?

5 (No response)

6 MR. HIBBS: Motion carries. Thank you
7 very much.

8 Again, we really appreciate TxDOT doing
9 this. It's exciting to be a part of the first time
10 something like this has ever been done.

11 All right. So moving right along, the
12 next item on the agenda is discussion of the bike stripe
13 program and the pilot project requirements. We have --
14 now that we've adopted this strategic report, you saw in
15 there that there was some discussion about using pilot
16 projects to help us create better cycling across the
17 state of Texas. And for benefit of the new people that
18 are on the committee at this time, you know, bike stripe
19 is something that this committee's been working on for
20 several months now.

21 And what I would like to see is a motion
22 that would allow us to move forward with a request for
23 funding of an amount not to exceed \$2 million from TxDOT
24 so that we can establish a bike stripe pilot program in
25 some part of the state of Texas. And right now it's not

1 our position to tell them where. The TxDOT group and
2 staff will go back and they'll study the state, and then
3 they'll make a recommendation to the commissioners. But
4 I think now that we've adopted this plan, I kind of like
5 the very next order of business is we start using the
6 plan, and one of those was to look at pilot programs.

7 And I think that there are a lot of
8 opportunities in our different communities. For those
9 of you that -- particularly that have an extensive
10 amount of experience in these matters, to come up with
11 great new ideas that we need to try. And the TxDOT
12 folks will be the first ones to tell you they don't have
13 all the answers to this. And a lot of times, the types
14 of solutions to the problems come at the local level and
15 come from the people that are dealing with the problem
16 on a daily basis.

17 And so one of the first things that I
18 wanted to try to do as chairman is get us in a position
19 where the communities that want to be striped, that want
20 to have striped bicycle lanes, have a roadmap and an
21 ability to be able to do that and to be able to do it in
22 cost-effective and a pretty concise manner, so that it
23 doesn't get bogged down into a lot of, you know,
24 bureaucracy and time problems and things like that.

25 So, ultimately, what we're going to do is

1 come up with a streamlined version that will enable
2 communities across the state to develop a hub-and-spoke
3 system. But we've got to start somewhere, and so I
4 think the place to start is the request for the money.

5 So I think -- let's see, the -- here we
6 go.

7 So here is a motion. And since I'm the
8 chair, I don't like to make motions; I like for other
9 people to make motions. But I tried to write this out
10 in a way that made sense to me and, hopefully, to you.
11 It says, "To request the TxDOT commission to consider a
12 pilot project of up to \$2 million in order to fund a
13 hub-and-spoke bicycle lane striping initiative, known as
14 Bike Stripe, in order to have a fully functional example
15 that can be replicated in communities across Texas."

16 And that was quite wordy, but I think it
17 describes the essence of what we're trying to do. And
18 I'll entertain a motion if someone would like to make a
19 motion in that particular area.

20 MS. WEAVER: Could we have a discussion?

21 MR. HIBBS: Yes.

22 MS. WEAVER: Is this to the implement the
23 2 million for Tyler's pilot project?

24 MR. HIBBS: It is not Tyler-specific.

25 This is for us to request from the commission

1 \$2 million. The staff will then look at the state of
2 Texas and say, Where should we best spend the money?
3 And it will be a hub-and-spoke project.

4 I will tell you in all candor -- and you
5 know this -- you know, Tyler is very far along with this
6 because of the fact that we've already had the local
7 college do the engineering studies. And the city is
8 blessed and they're ready to go.

9 But that's not my decision. It's not my
10 position as chair to try and direct things like that.
11 What it is, is to try and advance the ball for the state
12 of Texas. And so I think we have to start somewhere.
13 And the staff may very well decide that it needs to be
14 in Amarillo or Lufkin or some other place. And that's
15 for them to decide and really not the committee.

16 I think what we're going to try to do
17 today is make a formal request to the commission to fund
18 this pilot project.

19 MS. WEAVER: Could we modify the motion to
20 say "projects," so that if more than one was identified,
21 it could be put in maybe an urban, suburban, and rural
22 area?

23 MR. HIBBS: Sure. I don't know why --
24 that wouldn't be a problem at all.

25 MS. WEAVER: Okay. That way, we could try

1 maybe in different areas.

2 MR. GONZALEZ: I have another question
3 about the hub-and-spoke. How is staff going to evaluate
4 that if a community has a plan, but it doesn't -- you
5 know what I'm saying? What's the definition -- I mean,
6 I know the definition of hub-and-spoke system. But if
7 someone -- that's just a question. If it's not quite
8 hub-and-spoke, maybe it's a lot of spokes.

9 MR. HIBBS: Well, in the particular
10 context of where we are now, I think most of the other
11 community members who have interest in a striping
12 initiative, where they're located in communities like
13 ourselves where there's nothing at all, you've got to
14 start somewhere. And generally, most people, when you
15 use a hub-and-spoke arrangement, you think of the
16 downtown area being the hub and then the spokes that
17 come from that, and taking that mindset, and then having
18 TxDOT and the city and the engineering group lay that
19 across the grid that makes the most sense. That doesn't
20 necessarily mean it looks like exactly a wagon wheel; it
21 just means that it provides some type of general
22 direction in terms of how we're going to try to provide
23 some transportation alternatives to just driving up and
24 down the street.

25 So it may not look exactly like a wagon

1 wheel, but that's of kind of the general idea.

2 MR. GONZALEZ: Okay. I'll make the
3 motion.

4 MR. HIBBS: Okay. So Ramiro has made the
5 motion that we adopt this. We will change the
6 wording --

7 MR. GONZALEZ: As changed. Sorry.

8 MR. HIBBS: -- to be "projects" on that.
9 And do we have a second?

10 MR. FRANK: Second.

11 MR. HIBBS: Is that Ross?

12 MR. FRANK: This is Russ.

13 MR. HIBBS: Russ. I'm sorry. Russ. All
14 right. So second by Russ.

15 Is there any further discussion? Does
16 anyone have any comments, questions, anything that they
17 would like to say regarding the project?

18 (No response)

19 MR. HIBBS: Okay. All in favor say "Aye."

20 ("Aye" spoken in unison)

21 MR. HIBBS: Are there any opposed?

22 (No response)

23 MR. HIBBS: All right. Motion carries.

24 All right. We will move forward with that then.

25 MR. GLEASON: Mr. Chair, if I could --

1 this is Eric. The way I think we will move forward with
2 this last motion is, I would suggest that it gets put in
3 a letter signed by the Chair to go to the chair of the
4 commission as this is the action that was taken.

5 MR. HIBBS: Okay.

6 MR. GLEASON: And just to raise it to that
7 level of attention. And then at that point,
8 administration and the commission will decide to direct
9 us to do something with it.

10 MR. HIBBS: Okay. Sure. Wonderful.
11 Thank you.

12 And so y'all will know, I have fielded a
13 lot of telephone calls from people across the state of
14 Texas who are in communities who are very interested in
15 this pilot project. And so I'm looking forward to
16 getting started on it so that we can actually show some
17 evidence of this project being implemented.

18 All right. This is the time where we go
19 through and discuss our -- what's going on in our
20 various areas. We have had a chance to meet our new
21 members. I would suggest that in the interest of time,
22 unless you have some additional information that you
23 want to bring to the committee, we'll go ahead and start
24 with our members that are here.

25 Ramiro, why don't you kick us off.

1 MR. GONZALEZ: Sure. I think two major
2 projects we're working on is, as a region, as Cameron
3 County, we're working on an active transportation and
4 active tourism plan. So we were able to get a hundred
5 thousand dollars from a private foundation, and we
6 matched it with \$10,000 from each city in the county.
7 So that actually kind of sets a precedent for Cameron
8 County, at least with the participation of all those
9 cities. So we're looking -- so that plan is underway.

10 We're also working with TxDOT on a --
11 well, a transportation enhancement, but also a bridge --
12 a bike and pedestrian bridge over a rail spur in
13 Brownsville.

14 I have not told you about that one, Teri,
15 but --

16 MS. TERI KAPLAN: No, I think I may have
17 visited it when I was down there.

18 MR. GONZALEZ: So we -- there's some
19 additional Prop 1 money that the required district
20 has -- has started to look at it. They're working on
21 design. And it is an on-system project. So that was --
22 it's actually -- it was in our plan. It's very
23 long-term, if it ever happens. And it's been made a
24 priority, so now we've brought it into a short-term
25 process. So we're very excited about that.

1 And in the essence of time, I'll keep it
2 short. But those are two very good projects that we're
3 working on.

4 MR. HIBBS: Okay. Thank you very much,
5 Ramiro.

6 And for the benefit of the people on the
7 phone, our next speaker is Allison from San Antonio.

8 MS. BLAZOSKY: Thank you. I will just say
9 that the City of San Antonio held a Ciclovia. We do two
10 a year, and the most recent one was on September 27th, I
11 believe. It had one of the highest turnouts of
12 70,000-plus people. So that was great to see. It was
13 very good weather, so that helped.

14 And also the City of San Antonio has
15 officially been recognized in a vision zero city, so
16 they have accepted the goal of reducing traffic
17 fatalities across all modes, biking, walking, and
18 driving, to zero. The mayor kicked that off in
19 September. And just yesterday, the Alamo areas MPOs
20 transportation policy board passed a resolution of
21 support for that and encouragement for the other
22 communities within the Alamo area to consider those
23 goals. So as MPO, the policy has not officially been
24 set as [inaudible] policy, but they have been on the
25 record of supporting that.

1 So that was pretty cool stuff.

2 MR. HIBBS: Very good.

3 All right. Anne-Marie.

4 And Anne-Marie is from Wichita Falls.

5 MS. WILLIAMSON: The Hotter'N Hell 100 was
6 great this year. I have to put my little plug in for
7 that. We had a number of researchers there, and will
8 hopefully be publishing within the next year or so on --
9 mostly it's endurance, but I think it's important for
10 everyone to understand the impact that cycling has on
11 individuals and groups.

12 Also at the Hotter'N Hell this year, we
13 were able to tap into our regional trauma and disaster
14 relief loads. And I think that's important, as well,
15 because they were not familiar with cycling, and came up
16 close and personal with taking care of cyclists who
17 endure the heat and also who fall off their bikes. And
18 so I think that's important to understand that, as well
19 when they're in areas where they may not be exposed to
20 cycling.

21 Our hike-and-bike trail around the city is
22 moving forward. We've almost got a complete circle now,
23 so we're real happy about that. You know, it's great
24 for recreation. It's got some limitations with regard
25 to actually using it to get to work. But small strides

1 are very, very important.

2 And our grassroots bicycle safety
3 committee in Wichita Falls is gaining strength and
4 membership. We had a bicycle rodeo and education day,
5 so that was great.

6 MR. HIBBS: Wonderful. Thank you very
7 much for that report.

8 Karla is our DFW representative, along
9 with Joseph.

10 And so, Karla, you want to give us a
11 report?

12 MS. WEAVER: Sure. The only thing I'll
13 mention is, we launched a Look Out Texans campaign. We
14 have a website, lookouttexans.org. And we've got
15 videos. We interview north Texans who bike and walk to
16 school and work. And it's a safety campaign. There's
17 21 tips; seven for motors; seven for bicyclists; seven
18 for pedestrian. And we've got billboards, radio, kind
19 of everything going. And we're using our cities to
20 spread the word even further. So it's been really
21 exciting. And check it out.

22 MR. HIBBS: I'm wondering if that might be
23 something that you should maybe share some specifics
24 with the committee. Because I would imagine that
25 there's a fair number of people that would love to take

1 that information back to their own committees. Can we
2 put you on the agenda for next week and let you make a
3 report on that?

4 MS. WEAVER: I'd be happy to, yeah. All
5 the materials can be replicated and reproduced for free.

6 MR. HIBBS: Wonderful. That's
7 outstanding. Great. Okay.

8 Russ, how are things in Houston?

9 MR. FRANK: We're doing well. It's not
10 raining today, so that's pretty nice.

11 MR. HIBBS: All your bikes have pontoons
12 now. Is that right?

13 MR. FRANK: I'm just only going to report
14 on one thing, I guess. The City of Houston is working
15 on the bicycle plan. I think I had mentioned to y'all
16 before that there's been a bicycle plan that was done
17 about 20 years ago. It's the first time the plan is
18 being updated. So there's a big planning process that's
19 going on right now. It'll go on through next spring.
20 So, at the next meeting, I'll give you some more
21 information of kind of where we are in that process.

22 And I guess that's all I'll report at this
23 time.

24 MR. HIBBS: Awesome. That's great.

25 So for our new members, now that you've

1 had a chance to kind of understand what we do, Joseph,
2 do you have anything you would like to add?

3 MR. PITCHFORD: Nothing to add at this
4 time. But I look forward to contributing next time.

5 MR. HIBBS: All right. That's great.
6 Allison?

7 MS. ALLISON KAPLAN: I have two extra
8 things, Billy. Thank you.

9 This is Allison Kaplan. As you-all may
10 have heard, there's a National Association of City
11 Transportation Officials, or NACTO. The conference is
12 happening in Austin starting tomorrow. So I'll -- at
13 the next meeting, I imagine I'll have something to
14 report on very briefly about what happened there.
15 Officials for city and state, officials from across the
16 United States, even from Alaska from México from Europe
17 are coming in to Austin to talk about best practices and
18 design guidelines. I'm very focused on design
19 guidelines at the moment.

20 And the second thing I'd like to report on
21 is that Austin, following hot on San Antonio's heels,
22 adopted a vision zero policy recently after the
23 record-breaking 82 traffic fatalities that Austin has
24 had this year so far. The last record was in 1986, with
25 81 deaths in Austin, 81 traffic fatalities. And we

1 have --

2 MR. HIBBS: Now, are these all bicycle
3 fatalities?

4 MS. ALLISON KAPLAN: No. These are
5 traffic fatalities. There was one bicycle death. And I
6 don't remember the proportion of pedestrian deaths, but
7 they were a fairly high proportion this year, as well.
8 And we're only in October, and we've already broken the
9 record from 1986.

10 So I will leave you with that.

11 MR. HIBBS: Okay. All right.

12 Shawn?

13 MR. TWING: A couple of quick things. The
14 Locals Share the Road chapter, which I'm a part of, we
15 raised money and put together a PSA that's on YouTube.
16 And we thought it was important instead of buying, for
17 lack of better word, canned PSAs -- and I appreciated
18 your comment about the pictures, because we had local
19 actors, you know, filming in downtown Amarillo. But
20 anyway, that's on YouTube. And it was very
21 well-received. And some of the local TV stations gave
22 us free play. And it wasn't just at 3 o'clock in the
23 morning. So that was good.

24 And we've also -- Amarillo and Canyon for
25 quite a while now has -- our law is about as strict as

1 Austin. You cannot use any app; it has to be
2 hands-free. The only thing that we don't have yet is
3 cyclists being held by that law, and we're pushing for a
4 6-foot barrier distance [inaudible].

5 MR. HIBBS: Okay. All right. Very good.
6 Wonderful.

7 Well, thank you-all for that. It's
8 enormously helpful for the rest of us to learn what all
9 is going on across the state.

10 So at this point in the agenda, it is time
11 for the public comment portion.

12 Is there anyone that needs to address us
13 publicly?

14 MS. TERI KAPLAN: Did you receive any
15 comment forms?

16 MR. HIBBS: I have not received any.

17 All right. So moving right along, our
18 meeting schedule -- Teri, Item No. 13 here, do you have
19 some proposed dates?

20 MS. TERI KAPLAN: Well, I wanted to first
21 ask -- we have quite a few new committee members; that
22 in the past, we have always held the meetings on either
23 a Monday or a Friday based on the convenience of the
24 members, and we rotated between Monday and Friday.

25 Anne-Marie, you had obligations that used

1 to keep you busy, I believe, on Mondays. Is that still
2 the case?

3 MS. WILLIAMSON: (Nods head)

4 MS. TERI KAPLAN: Would anyone have an
5 objection to moving having our Bicycle Advisory
6 Committees on Fridays? We generally have them toward
7 the end of the month, the third or fourth week of the
8 month. I will send out a solicitation to members with
9 dates and times that are available for the four months
10 that we meet. We meet in January, April, July, and
11 October, and it's usually the third or fourth week of
12 the month. So I will put together -- I'll start with
13 just the very next meeting. And then I'll send a
14 solicitation for the other three meetings, because I
15 need to get our next meeting set immediately. And then
16 I will send you a second solicitation for the others.

17 If I could see a raise of hands. Does
18 anyone have an objective [sic] to moving our meetings to
19 being on Fridays exclusively?

20 MS. ALLISON KAPLAN: Do you mean an
21 "objection" to?

22 MS. TERI KAPLAN: Objection to having them
23 on Friday, yes.

24 MR. HIBBS: And is it possible that on
25 Fridays, we can get our room back --

1 MS. TERI KAPLAN: Yes. That's what I'm
2 going to be doing, is looking at the availability of the
3 room that we like and then your availability as well.

4 So having seen -- no one on the phone has
5 an objection to having Friday meetings?

6 MR. PITCHFORD: No.

7 MR. FRANK: No.

8 MS. TERI KAPLAN: Great. We're going to
9 move to having Friday meetings. I'll send a
10 when-is-good solicitation to you-all, and if you'll mark
11 those Fridays that you're available, I'll take
12 inventory, and the majority rules.

13 MR. HIBBS: Okay. Sounds good.
14 Wonderful.

15 It says on here that we're supposed to
16 take some action on that. Is that -- are we going to
17 let you handle this through the action -- okay. Very
18 good.

19 MS. TERI KAPLAN: And sometimes we put
20 "action" on the agenda in case some action needs to be
21 taken, but it doesn't mean we have to take action.

22 MR. HIBBS: Okay. Is there any other
23 business that needs to come before the Bicycle Advisory
24 Committee today? If not, I'll entertain a motion to
25 adjourn.

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MS. WILLIAMSON: So moved.

MR. HIBBS: So moved by Anne-Marie. Do we
have a second?

MS. WEAVER: Second.

MR. HIBBS: Second by Karla.

All in favor say "Aye."

("Aye" spoken in unison)

MR. HIBBS: We are adjourned. Thank you
very much for your service to the State of Texas and the
cycling community at large.

(Proceedings concluded at 12:13 P.M.)

1 COUNTY OF TRAVIS)

2 STATE OF TEXAS)

3 REPORTER'S CERTIFICATION

4 I, Dalia F. Inman, Certified Shorthand
5 Reporter in and for the State of Texas, hereby certify
6 that this transcript is a true record of the
7 proceedings.

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

12 Subscribed and sworn to on this the 6th day
13 of November, 2015.

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15
16



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25 Job No. 2157717

[09 - address]

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