PRESENT

BAC COMMITTEE MEMBERS PRESENT AND PARTICIPATING:
Billy Hibbs, Tyler, Chair
Robert Gonzales, El Paso, Vice Chair
Allison Kaplan Fink, Austin
Karla Weaver, Dallas/Fort Worth
Anne-Marie Williamson, Wichita Falls
DawnElla Rust, Nacogdoches
Shawn Twing, Amarillo
David Steiner, Lufkin

TX-DOT PRESENT AND PARTICIPATING:
Eric Gleason, Director, Public Transportation Division (PTN)
Donna Roberts, Section Director (PTN)
Bonnie Sherman, Planner (PTN)
Andrew House, Intern (PTN)

ALSO PRESENT AND PARTICIPATING:
Carl Seifert, CH2M Hill
Shiibiya Sabu, CH2
(Beginning of Proceeding)

BILLY HIBBS: All right. Well, according to Apple, it's 10:00, so we'll -- we'll call the meeting to order and get rolling here. Welcome, everybody. Glad to see everyone. Thanks for making the time and trouble to come to Austin for the Bicycle Advisory Committee meeting.

We've got some great presentations today and a chance to update everybody on a lot of progress that Carl and his department have been doing. So, to start off, Bonnie is going to give us our safety briefing.

Take it away, Bonnie.

BONNIE SHERMAN: All right.

BILLY HIBBS: Hello? Did we have somebody just phone in?

BONNIE SHERMAN: I just un-muted the phone.

BILLY HIBBS: Ah, okay.

BONNIE SHERMAN: Do we have anyone that's called in on the WebEx?

BILLY HIBBS: That's fine.

BONNIE SHERMAN: All right. If we have medical emergencies, we -- please call 911. We have a de -- defibrillator unit up at the front by the security desk. In case of a fire, we have fire extinguishers parked in the hall, and we will evacuate through this
exit straight out that door and meet in the -- at the
corner across from Thundercloud Subs.

    In case of inclement weather or a tornado,
the safest place is the large conference room out across
from the security desk where you came in. And in case
of an active shooter or threat, follow instructions from
the PA system. Thanks.

    BILLY HIBBS: All right. Thank you, Bonnie.
And make sure you don't look at your cell phone. All
right. So, it's time to approve the minutes. Hopefully
everyone's had a chance to look at the minutes. If --
if no one has any recommended amendments, I'll accept a
motion to accept the minutes.

    ROBERT GONZALES: Approve of the minutes.
    BILLY HIBBS: Motion made by Bobby. We have
a second by David?

    DAVID STEINER: I'll second.
    BILLY HIBBS: All right. Motion made by
Bobby, second by David. All in favor say, "Aye."

        ("Aye" spoken in unison)
    BILLY HIBBS: We've adopted the minutes.
Okay. A -- just a few kind of brief comments and some
things that -- that are happening right now. First of
all, I hope everyone is taking the time -- welcome,
Eric. Good to see you.
ERIC GLEASON: Sorry I'm late.

BILLY HIBBS: You're actually ahead. I hope everybody's taken the time to watch a little bit of the Tour de France this year because, number one, I think it shows the amazing popularity of cycling, you know, in all parts of the world.

And I think that's important because, you know, Carl right now is gonna be giving us a presentation here soon about what's going on in Texas. And so, you know, I was kind of thinking, okay, well maybe this is the tour of Texas or something like that.

So, think -- think big.

Think in terms of, you know, one day riders riding in Texas and being greeted by these huge crowds in all these cities, and -- and you can figure out how to do that. So, many thanks to everybody that's been a part of that working group. Spent a lot of time, a lot of effort put into trying to keep that process moving. And frankly, I'm -- I'm looking forward to the presentation from you today.

I know that we've got some -- some people that are up for renewal on the Bicycle Advisory Committee. Allison is rolling off for -- for her term, so probably will have a new -- a new person in that role. There may be some new Bicycle Advisory Committee
members at the next meeting, so we'll have a chance to -- to greet them.

And, Allison, I personally want to thank you for taking the time to serve on this committee and be a part of it. And --

ALLISON KAPLAN FINK: Thanks, Billy.

BILLY HIBBS: -- hopefully you feel like you have had a chance to impact cycling for -- for the future in the state of Texas, so thank you for that.

The -- the meetings today, we're going to break at noon as we have in the past, grab a quick bite of lunch. And then for those of you that are going to be a part of the working committee with Carl, he's going to have a -- a group this afternoon.

For those of you that aren't necessarily in that working group but you'd like to stay, I want to extend the -- the invitation to stick around and, you know, be a part of the process and see what's going on. It's -- it is hard on everybody to get together to come to Austin in many 5:17*cities, so we try to make your time here as productive as possible.

Eric's gonna tell us a little bit about League of American Bicyclists, the bigger piece that you've got there, so I won't steal his thunder. Also, Eric, it would be nice for us to hear a little bit about
the status of some of these projects that we're --

ERIC GLEASON: Yes, sir.

BILLY HIBBS: -- thinking of.

(Indiscernible).

ERIC GLEASON: Yep. Got it right here.

BILLY HIBBS: And then kind of the final thing from me is one of the -- one of the kind of checklist items that we worked on early on a few years ago was the website for TxDOT. And I know that -- that TxDOT extended some human resources to -- to get this thing out of the gate, going.

And my fear is that it's not necessarily getting the use that, you know, we had hoped when we first started giving them our ideas, in terms of how this website ought to be organized. Eric, who -- who may give us the status at the next meeting?

ERIC GLEASON: We'll get someone here at the next meeting, you bet.

BILLY HIBBS: Yes.

ERIC GLEASON: Not a problem.

BILLY HIBBS: Can we do that and get a gentleman -- and I forget his name.

ERIC GLEASON: Michael Sledge.

BILLY HIBBS: Michael. Yes.

ERIC GLEASON: You bet. He's scheduled to
go live in August.

BILLY HIBBS: Oh, it is?
ERIC GLEASON: It is.
BILLY HIBBS: Oh.
ERIC GLEASON: Part of my update. You're stealing my updates.
BILLY HIBBS: That's awesome. That's awesome. Okay. All right. Then I won't steal any more of Eric's update, and I will turn it over.
ERIC GLEASON: Thank you. All right. Good morning. I apologize for being late. I was trapped downtown in an agenda approval meeting for this coming month's commission meeting, and not on my topic but it took a while to get to my topic.
But anyway, Chair, you mentioned our outgoing members. Just so the committee knows, we have -- we have five appointments for the commission to make, and they're scheduled to make them at their August meeting next month.
Four that the term is ended and the fifth was to replace George Mendez who left his -- his seat early. He was gonna be spending a lot of time out of state, so he -- he opened out. So, we'll be asking the commission to -- to look at five appointments. So, yes, there should be quite a few new people at the next
I wanted to introduce Andrew House. Andrew is a summer intern with the division. He is going to be a senior, correct, at Texas A&M, studying industrial and systems engineering. So, he's working on bike/ped throughout, but he is doing a line of work with us this summer.

He's helping Carl with the tourism trail study. He's helped organize a lot of the work that's going into evaluating our TA Set-Aside Projects; kind of a jack of all trades. But, in particular, he is working on helping us to validate and to confirm the tool we're using to sort of assess the current roadway for its desirability, all the different elements that go with that. So excited to have Andrew here. He's -- he's helping us out a lot.

To the TA Set-Aside Calls for Projects, as Chair mentioned, we are looking at -- at present we have 88 project proposals from areas of under 200,000 around the state that we are looking at in detail in our evaluation. We got over 100 but a number of them were ineligible, a number of them were actually not in the area of the state that we provide funding to, so we have referred those projects elsewhere; but 88 projects.

So, we have -- 26 of those projects come
from areas of under 5,000, communities under 5,000.
That's our non-urban, or rural element, and 62 of those
came from what is know as small urban, communities from
5,000 to 200,000.

We are looking at four years of funding, so
funding actually through 2020. So, a total amount that
we have available for award is about 52 million dollars.
Half of that money is for the non-urban or the rural
element of the state and half of it is for the smaller
element of the state, so about 26 million dollars each.

We are looking at commission action on a
recommended list of projects in October. So, we'll be
wrapping up our evaluation here this month. We'll be
working it through administration approval in August and
we'll get ready for this -- for the October commission
meeting for approval. So, we're excited about that.

BILLY HIBBS: So, you guys --
ERIC GLEASON: Got some good project ideas.
BILLY HIBBS: -- in October then will take
and present those to the commission --
ERIC GLEASON: Yes, sir.
BILLY HIBBS: -- and then the commission
votes on whether to accept --
ERIC GLEASON: That's correct.
BILLY HIBBS: -- or deny.
ERIC GLEASON: That's correct.

BILLY HIBBS: Okay. Very good. So when you said, Eric, there was funding through 2020, that implies that this 52 million dollar block, is that all of the funding that's gonna be available between now and 2020 in this particular category?

ERIC GLEASON: In this particular program, it's -- now, it's not to say that there can't be additional actions elsewhere in the department's program to bring additional funding to bicycle and ped projects. In fact, as a part of our look at these ADA projects, the department has another program which is under design to look at ADA access in safety mobility projects.

And once we complete our evaluation, we're gonna identify those that are part of our list that could actually be funded through that program, which would mean that we could bring funds to -- particularly in the small urban case where we have so many applications and so much more being asked for than we have funds available. We're trying to move some of those over to that program, which would free up funding for other projects.

BILLY HIBBS: So, of the 88 that you presumably at this point feel like met the qualifications in terms of what was -- what was the total amount request that those 88 versus
the 52 that's available?

ERIC GLEASON: Do I have that somewhere?

FEMALE SPEAKER: You have to -.

ERIC GLEASON: Here we are. I have to have it up here in my head. So, we are looking at -- looks like 74 million dollars --

BILLY HIBBS: Of total --

ERIC GLEASON: -- total.

BILLY HIBBS: -- requests?

ERIC GLEASON: Yeah. 57 million of that was for small urban, and there's 26 million available there, so about twice as much as we have available. The non-urban side, we actually have -- the total is 17 million, and we have it -- we have 26 million available there as well.

So, we're not -- we don't have project applications from rural areas that if we funded all of theme completely, we would still have 9 million dollars available for the subsequent call for projects.

BILLY HIBBS: Right. So -- so if there's not enough demand for that money in the small urban -- or actually the rural, in 5,000 less, then what happens to those moneys? Do they get reallocated across the others?

ERIC GLEASON: Now, at this point --
BILLY HIBBS: Or they just sit there in the bank? Or how does that?

ERIC GLEASON: Well, to a certain extent, since we're talking about '18, '19, and '20 for federal money, we don't even have that yet as a department. We're anticipating that based on our federal authorization office. So, the fact that we have 9 million that, hey, we have not allocated to a project yet, there is nowhere for it to go 'cause we don't even have it yet.

BILLY HIBBS: Okay.

ERIC GLEASON: So, there -- it's not in any risk of being reallocated to another department purpose if that's the concern or whatever. It's still -- it's still there.

BILLY HIBBS: Okay.

ERIC GLEASON: All right. So, working group today at 1:00 after this meeting on the tourism trail study. Talked about the web page. Economic impact of bicycling in --

KARLA WEAVER: Eric.

ERIC GLEASON: -- Texas study -- yes, Karla.

KARLA WEAVER: Do you know when in August it's scheduled to go live? I have my BPAC meeting on August 18th.
ERIC GLEASON: I do not have a date here.

KARLA WEAVER: Okay.

ERIC GLEASON: I can try to get that for you.

KARLA WEAVER: Okay. If it's before the 18th, we'll show it at our BPAC meeting. And we've got about 60 cities that come to that.

ERIC GLEASON: Right. It's --

KARLA WEAVER: So I can highlight it for you.

ERIC GLEASON: There has to be some sort of a general refresh to our entire website.

KARLA WEAVER: Right.

ERIC GLEASON: And department wide it happens first. It's contingent on that --

KARLA WEAVER: Okay.

ERIC GLEASON: -- so -- but I'll see if I can't get a date, Karla --

KARLA WEAVER: Thank you.

ERIC GLEASON: -- on that.

BILLY HIBBS: And -- and, Eric, on the website.

ERIC GLEASON: Yes.

BILLY HIBBS: Once you got it launched and live, is there any plans to promote? In other words,
how are you gon get the word out to the people across the state of Texas that this is a tool that they can use to help them, you know, navigate Texas and ride with what...

ERIC GLEASON: I don't have an answer for you on that. That's a great question. I will ask that.

BILLY HIBBS: Okay.

ERIC GLEASON: Obviously, if we have the --

BILLY HIBBS: Yeah.

ERIC GLEASON: -- opportunity to -- to piggyback on that meeting, that would be one way to get it out. That's a good question. All right.

FEMALE SPEAKER: Bike Texas. Maybe bike Texas. Put it out in an e-mail or something.

ERIC GLEASON: Yeah. So, economic impact of bicycling in Texas study. This is something that came up, I think, two meetings ago. Robert Stallings embraced it and he thought it was a worthwhile endeavor. We anticipate getting Texas A&M Transportation Institute under contract in September on a six-month effort to look at not only sort of the broad economic impact of bicycling in Texas as a whole, but to also help us attach some sense of benefit or opportunity with some of the corridors that are emerging in the tourism trail study.
What I propose to the committee is that at your next meeting we have a more in depth discussion of the scope of that effort. It'll just be getting under way and so it'll be a good opportunity for y'all to ask questions of clarification and have a conversation with the researchers doing that work to push (indiscernible) --

BILLY HIBBS: Can -- can we invite them to the meeting --

ERIC GLEASON: Absolutely.

BILLY HIBBS: -- where we can have some --

ERIC GLEASON: Absolutely.

BILLY HIBBS: -- with them and say, you know, specifically these are the kind of things (indiscernible).

ERIC GLEASON: Well, we'll already have negotiated a scope.

BILLY HIBBS: Okay.

ERIC GLEASON: So, we'll have to try and stay within that scope, with your comments. But it's -- I think you'll be satisfied with what we're asking.

BILLY HIBBS: Okay.

ERIC GLEASON: League of American Bicyclists Bicycle Friendly State Survey. This is something they used to do every year. They moved it to every other
year format. That was the last one. So, it's been a couple years since we've done that. But this is a nationwide survey of state -- state DOTs and others done by the League of American Bicyclists.

And we submitted our response on the 2nd of July. I will say that it's really gone through a significant rework since the last one. And so there really is virtually no relationship to a lot of the questions and the level of detail in this one as there was on the last one, so I have no idea, really, what that means for Texas.

And independent of what the results are, we know we have a lot of work to do. But one of the things that we -- that they did encourage us to do is to try to, you know, create some kind of a quota about everything that was going on in Texas. And so we have a lot of time for this.

We -- we -- we put together. We have a quote from the chair. We have a quote from Robert Stallings. We think it's kind of nice. It's -- you know, this is sort of from the DOT standpoint. And so, you know, we speak about the state in general, but more specifically, we speak about the things that we are doing. And so it's a nice piece.

BILLY HIBBS: And so -- so my understanding
is that this League of American Bicyclists ranks the
states in terms of which ones are most bike friendly and
which ones are least bike friendly. And historically
we've been somewhere in the middle.

ERIC GLEASON: Middle with plenty of room to
get better, yes.

BILLY HIBBS: So -- so maybe with a little
better...marketing --

ERIC GLEASON: Well --

BILLY HIBBS: -- we can 18:58*treat pieces
like this, maybe we can work our way up the chart a
little bit.

ERIC GLEASON: Had they -- had they -- if
this year's survey was consistent with the previous one,
I would feel good about charting our path forward,
because on the areas we traditionally have responded to,
we've made progress as a state. Because it's really
different, it's really hard to predict where we're gonna
come out. So --

BILLY HIBBS: When will they release the
ranks, do we know?

FEMALE SPEAKER: In the fall sometime, so --

BILLY HIBBS: In the fall?

FEMALE SPEAKER: -- maybe we can have an
update.
ERIC GLEASON: But -- but...

FEMALE SPEAKER: Find out.

BILLY HIBBS: Yeah, so -- so you might be asking yourself, so what, you know what I mean. If we're -- if Texas ranks 20th or 35th or --

MALE SPEAKER: 31st.

BILLY HIBBS: Yeah. 31 level, what does that mean.

ERIC GLEASON: 31 --

FEMALE SPEAKER: Last time was 31.

ERIC GLEASON: I think the last time --

MALE SPEAKER: We went down.

ERIC GLEASON: -- what I remember -- and that was up two slots from the time before.

MALE SPEAKER: Oh, that's right.

ERIC GLEASON: A slow crawl. But, you know,

I would --

BILLY HIBBS: But -- but what does -- Eric, what does that mean in the big scheme of things? Does that mean that people are going to be more likely to come to Texas because of our cycling, or less because our ranking is not there. Or is it just a way to kind of see, from a public policy standpoint, where investments are being made and -- and what's going on state by state?
ERIC GLEASON: I think that's how we use it, more the latter. I think, from our standpoint, we would certainly look at those states that rank highest for best practices to help guide us on things that we can do better on.

BILLY HIBBS: Okay. All right, good.

FEMALE SPEAKER: Eric, really quick.

ERIC GLEASON: Sure.

FEMALE SPEAKER: Could you speak to the under planning, the TxDOT Pedestrian Mobility Accessibility and Safety Plan for just a second or two about what that is? I've not heard that.

ERIC GLEASON: This is the -- the funding that I spoke about earlier that is under our design.

FEMALE SPEAKER: Uh-huh.

ERIC GLEASON: And so that is -- that is a program that has historically been funded at about 15 million dollars a year --

FEMALE SPEAKER: Okay.

ERIC GLEASON: -- for pedestrian and ADA access mobility improvements along the state highway system.

FEMALE SPEAKER: Okay.

ERIC GLEASON: It recently received a shot in the arm from the commission with an additional 70
1 million dollars over the next several years. So, it's
gone from being a 15 million dollar program closer to
perhaps a 30 or 35 program a year.

FEMALE SPEAKER: Okay.

ERIC GLEASON: So, they are working really
hard and really fast to try and prioritize that next set
of projects to bring online, which is why we're gonna
talk to them once we've finished our evaluation about
some of the projects we have that might fit best with
their program.

FEMALE SPEAKER: Is that being coordinated
with each of the districts, or is Austin developing a
plan that's coming out of, like, state safety plan, or
how does that -- those priorities get set for corridors?

ERIC GLEASON: With being centralized, and
I'm sure the design division, that they work really
closely with the districts.

FEMALE SPEAKER: Okay.

ERIC GLEASON: So, those will be district
led projects --

FEMALE SPEAKER: Okay.

ERIC GLEASON: -- for sure. And, you know,
I think -- you know, we can look at a presentation from
that program of that upcoming meeting. I'm not gonna
promise next. I've already got two at the next meeting
already, but either the next one or the one after that
we can have someone come in and talk to the committee
about that.

FEMALE SPEAKER: My last question is, do you
envision it's an annual decision on funds versus setting
a three-year plan, or each year they're gonna evaluate
projects? 'Cause if they're setting them now for the
next projected three years, that's maybe more important
than some of our other priorities now. But if it's
annual, they're gonna look at updates and decisions for
funding.

ERIC GLEASON: I think they would always
update it annually from a --

FEMALE SPEAKER: Okay.

ERIC GLEASON: -- what projects --

FEMALE SPEAKER: Kind of like a ten-year
plan.

ERIC GLEASON: But I think there's -- as you
can imagine, there's certainly more than enough --

FEMALE SPEAKER: Sure.

ERIC GLEASON: -- projects to fill out the
years. But I think --

FEMALE SPEAKER: Okay.

ERIC GLEASON: -- certainly from a readiness
standpoint, that would --
FEMALE SPEAKER: Okay.

ERIC GLEASON: -- drive any given year's --

FEMALE SPEAKER: Okay.

ERIC GLEASON: -- list of projects.

BILLY HIBBS: Very good. Any more questions

for -- for Eric? I want to welcome Andrew House.

Andrew, I have a question and a comment for you. The --

the first question is, at Texas A&M do they have,

presumably, some type of, like, engineering emphasis on

cycling and cycling infrastructure?

ANDREW HOUSE: They just put in green lanes

in certain parts of campus for bicyclists.

BILLY HIBBS: Well, what I'm specifically

asking is, do they -- do they have a curriculum that

helps teach guys like you cycling infrastructure and how
to go about being a part of a cycling crew in various

communities, the cycling and the access.

ANDREW HOUSE: They might. If they do, that

would be in the civil engineering department more so than

what I learn.

BILLY HIBBS: Okay. So -- so you're not

necessarily in the civil engineering part of it; is that

right?

(No audible response)

BILLY HIBBS: All right. Yes.
SHIBIYA SABU: Hi. My name is Shibiya and I recently graduated with a master's in urban planning degree. We have a guideline. In my -- my focus area was transportation planning. (indiscernible) So, there is a separate division for bicycle and pedestrians.

BILLY HIBBS: Okay.

SHIBIYA SABU: One of my projects was about bike lanes around campus.

BILLY HIBBS: Okay.

SHIBIYA SABU: And recently, from January 2017, There has been a bike share program on campus. (Indiscernible).

BILLY HIBBS: Very cool. Very cool. Thank you. Thank you, very much. Well, I would encourage y'all to -- to -- to have an interest in this, particularly long-term, to spend some time with the guy on my left here, Bobby Gonzales, who's a civil engineer who did specifically design bike lanes, develop software, and share that with other communities across the state of Texas.

He has done a really great job of helping push the -- the planning part of this, and done it for free. And the reason why I'm bringing this up is you guys, as the next generation of people who are immersed in what's going on here, could really benefit from --
from a lot of the things that -- that you've done and a lot of work groundwork. So, welcome and congratulations.

We'll move right along. So I think -- Carl, I think you're up next.

CARL SEIFERT: Thank you. If I turn off that front light, does that hurt anyone's ability to see their --

FEMALE SPEAKER: No, you're fine.

CARL SEIFERT: -- fingers in front of them?

FEMALE SPEAKER: That's good.

CARL SEIFERT: It just seemed a bit bright to me and it said, hi, how's everybody doing. There's a little bit of a lack of energy this morning. Seems a little subdued. There's a certain presence missing in the room.

FEMALE SPEAKER: We're not in our usual meeting room, I guess.

CARL SEIFERT: Well, there's one Ms. Terry Kaplan that brings a certain "juj" to the -- to the room on a regular basis. But I wanted to say hi and welcome everybody. I really appreciate you coming here. I am gonna share in this presentation an update for those of you not on the working group of what we've been doing with the bicycle tourism trails study.
And it is going to -- for those of you who are on the study, it might be informative in a way for organizational in your head to figure out where we've been, and figure out where your part in this has been, and where we're headed. But also, for those of you who aren't, I -- I hope you get to learn a little bit about that. Oh, and I have a clicker, and I point it there.

Okay. So, to get started, we're gonna just -- I created some slides, kind of like work flow overview of the different parts, the moving pieces to this. And they come straight out of what you guys have approved before, which is the goals and objectives, the vision, goals, and objectives for the bicycle tourism trail study.

So, there's -- there's four products that we envision out of those four different goals; a route map, a set of design criteria and costs, a documentation of benefits of cycling which becomes a piece we hand off to encourage local cities for their own benefit to create trails, and engagement of stakeholders themselves.

So, to start with that first one, that first working -- or, excuse me, goal is the route map itself. And we have made some movement since the last meeting. In April, when you guys saw us last, we met with the working group and they helped draw some lines on a map.
And later in the presentation I'll show you where those lines on a map have gotten us thus far and where we are. But you'll see the nice, you are here.

Following that meeting, we have also worked with the working group to make some criteria to help prioritize and route those. And we're gonna talk about that more this afternoon in our working group meeting.

But that criteria meshes together with the routes that we've drawn so far, and we're gonna have conceptual routes which we're gonna then put out to stakeholders. In particular, NPO, COG, and TxDOT district staff who represent local knowledge.

So, they're gonna look at our routes and they're gonna say, well, I think you should not put it on this road. Instead, you should put it on this road, 'cause we in Amarillo are actually redesigning the loop, and if you put it on this loop, we haven't already planned for that. So, maybe you need to think about a different way, that kind of thing.

And that will eventually lead us into the BAC action in -- in the green there. All these slides will have that. And you will see us come back to you later on for approval of each of these products before the end of the show.

So, the next section here, the next goal and
the corresponding product is design criteria. So, we're gonna be taking a host of different inputs, background data in creating some proposed typical sections and costs. And then we'll be coming back to you guys and saying these are the types of facilities that we imagine would be appropriate for the bicycle tourism trails network.

And, again, I'll go through working group and project team refinements, and then we'll come back with the green at the bottom there for BAC approval before the end. And I also want to say, if you guys have any questions, you want to interrupt me, I am not opposed to that. I'm all for it, so just feel free.

The third goal corresponds to the benefits of bicycling and tourism -- bicycle tourism in general. And we have made some progress on that and we'll show you some interim products in the working group meeting this afternoon.

But taking a look at all of -- a host of academic studies, looking at FHWA and best practices documents, we compiled all these to get a better idea of the economic, environmental, public health, physical health community benefits of cycling and tourism -- bicycle tourism in general.

And, again, you'll see there's documentation
at the end. That will be the result of that. And for
our last goal, stakeholder engagement, it's a little
different. We've developed a strategy where you all are
part of that strategy. The working group is part of
that strategy.

In a few slides from now, I will show you
some upcoming meetings that are also part of that
strategy to get local knowledge involved in the process,
so that we can make sure what we're proposing has some
ground truth to it; has some -- has some ability to
actually make a difference in the future.

So, you can see there the engagement that
we've -- that the state -- the stakeholders that are
involved include the division and district staff of
TxDOT. I'll tell you later about Texas state agencies.
We've had some meetings with them since the last BAC
meeting. We also have Bike Texas and NPOs and COGs that
will be part of this engagement strategy.

So, last time you saw us, we presented you
with the goals and objectives, and we said, oh, and
we're gonna be drawing some routes, drawing some lines
on a map. So, where have we been since then.

So, back in April, we met with the working
group in an in person sort of charette, and they had the
opportunity to share some lines, draw some lines on a
map. And this is Texas with their lines drawn on a map.

Following that, the project team refined that a little bit and we started categorizing them, saying, well, we definitely want some cross state routes but we realize there's gonna be some routes that aren't cross state but they're still important 'cause they get from major city to major city. And then there's some routes that may be just regional in nature.

And so we did categorize those into those three different categories: spine routes, which are the cross state routes, the spur routes, and the regional routes. Following that, we -- we listened to what the working group was saying. We added some more. We closed in some areas that didn't have any particular routes.

You'll see we -- we added some in the middle of Texas here. You can see there's some duplication here. Previously, getting down south, we followed along the Rio Grande, and you'll see that we did make some revisions to this. Again, following working group in -- inputs and looking at the map. So, this represents as of today.

You know, some things we heard from the working group in the last meeting were that we wanted to make sure we went into San Antonio and captured all the
mission trail and good off-road share/use pass they have there. We wanted to go into Houston to make sure we have a lot of connectivity to the good work they're doing there.

And so, as a consequence, we now have -- maybe one more slide -- so this just -- I just took off the regional routes so you can see our cross state. This doesn't mean this is a progression. I'm not saying that the regional routes are going to go away. I'm just showing this as a separate slide so that everyone can see, with a little less clutter, the cross state connectivity.

So, we have a general east/west route. We have a general north/south route in blue. And then we have this route that goes through the top here which connects to the Adventure Cycling Association, Route 66, historic Route 66.

Oklahoma's already doing some work on their side. New Mexico has made some improvements to this route. While it's largely on an interstate or adjacent to an interstate, has a lot of connectivity and represents some more cross state route even if it's a small portion of the state.

So, I -- I'm reporting back on this to show you guys progress. You're welcome to interject or tell
us -- you know, we're always looking for more inputs on
why'd you choose this, why did you do that. We're gonna
have a couple slides in -- in a little bit that is gonna
be more about direction for us, the general nature of
where we're going. I know we'll get to that in a
second.

But, again, this is just kind of showing you
progress that we made so far. I think we're being
responsive to what the BAC and working group has been
telling us. I think we're doing a good job. Think
we're moving this forward.

What we're trying to do is get this to a
point where we are a project team, and the working group,
and the BAC are comfortable sharing this with the local
NPO, COG and TxDOT districts and saying, this is where
we're at and we need your input to tell us if, you know,
we have not read every NPO's bike plan. I looked at as
many as I could find, but I'm sure there are some that
are hard to find.

I certainly know there's plenty of local
governments that have bike plans that we don't
necessarily have access to or they're not in, you know,
JAS format, that kind of thing. So, we're gonna -- it's
gonna be refined. It's a step in the process, but we
wanted to report back to you. Since -- since April, we
now have lines on a map, and I think we're making some
good progress.

FEMALE SPEAKER: Carl, I'd just like to say,
I think this is a great update since our last phone
call.

CARL SEIFERT: Oh, good. Here, I'll go back
to this one so we don't --

FEMALE SPEAKER: You can see the Texas
triangle a little bit more clearly, and it's getting
those key connections from Dallas through Austin, to San
Antonio back over to Houston. And I think that's --

CARL SEIFERT: Great.

FEMALE SPEAKER: I think that's great.

CARL SEIFERT: Oh, good. I'm glad to hear
it. Yeah, since the last, we also added some
connectivity into Midland/Odessa. That was something
that while I -- I'm not positive of the benefit, we
found the Monahans Big Sands State Park is out there and
there's some -- there's maybe some reasons, some good
things for a cyclist to see out there.

So, we're kind of still at that point where
we're adding routes, right. We're making it more
geographically expanded. There may come a point where
we start funneling back in saying, well, we need to
streamline, we need to focus certain routes and maybe --
so that may come, and I -- I assume it will.

But I think the regional connectivity that this represents, the access this gives you to lots of state parks is very responsive to the direction I think we were given. So, thank you, for saying that.

BILLY HIBBS: So, Carl --

CARL SEIFERT: Yes, sir.

BILLY HIBBS: -- where -- in the -- the slide presentation, I think I recall seeing a slide that says at some point TxDOT looks at these routes and says okay, you know, this is a good route or it's not, because the various things that are going on. How much longer before they get a chance to weigh in on this?

CARL SEIFERT: Who's "they"?

BILLY HIBBS: TxDOT. The -- the engineering staff that actually looked at those lines and says, okay, this is not gonna work --

CARL SEIFERT: Sure.

BILLY HIBBS: -- because it's -- has there been any -- has there been any involvement from the engineering side of this point, or is this just all still something theoretical?

CARL SEIFERT: So, in the working group presentation this afternoon we'll go over the criteria which will help us to figure out if these routes are
appropriate for cyclists at all. And I think that gets
to what your --

BILLY HIBBS: Yes.

CARL SEIFERT: -- what your question's
about. So, in particular, we're gonna talk about a way
to analyze the whole state network based on speed,
shoulder width, volume, and the presence of trucks,
which we have determined is kind of like the four most
important quantifiable.

So, in our data we have all that information
and we can group it and say based on these four things,
this is a better route versus this route. And so we are
gonna go through, figure out which of these routes are
not suitable for the average cyclist.

BILLY HIBBS: Okay.

CARL SEIFERT: And we're gonna say, well, if
it's not, is there a better route. If we have four
options to get between this state park and this state
park, which one is the best. And that's the route we'll
take.

BILLY HIBBS: Okay.

CARL SEIFERT: So, yes, these still
represent a hundred-thousand-foot view --

BILLY HIBBS: Okay.

CARL SEIFERT: -- of the state. And that's
where we apply those and we feel comfortable giving that to the district, NPO, COG and saying this represents reality as far as we know it. You know reality better because you know that actually that road got resurfaced and now it's great for cyclists and you should've routed on that one.

Whereas, at -- here in Austin, I don't know what's going on out on the ground in Amarillo, or Lubbock or whatever. So -- and we will -- you'll be able to give us more feedback on that this afternoon. So, in that same sense, I realize this -- this is a lot of words. But this is an opportunity I wanted to have just to have a more general discussion.

You know, the direction I feel like we've been given is we want a cross state -- we want cross state routes that connect state and national parks to existing bicycle accommodations, and I think that's accurate. So, how should we connect into urban areas. This is a discussion we had at the last working group meeting and we just wanted to have a brief opportunity for this to happen again.

Based on the BAC's involvement and the working group's knowledge of this so far, you know, we, again, have these hundred-thousand-foot view routes but they are not going all in rural areas, right. They're
going into urban areas.

So, we're gonna be proposing routes that may be really great for cyclists in urban areas 'cause they have more infrastructure, shared use paths -- speaking of San Antonio, right. They may have high volumes. I'm gonna close that door, 'cause that's sort of -- thank you.

Then they have high motor vehicle volumes. They may have high speeds in urban areas. They may not be as good. But we want to make sure that we're hearing the right direction from you all that even though we want to connect to the money that's already been spent, right, urban areas are doing a much better job providing cyclists infrastructure than rural areas are, and that's there's more people there, there's more money. Like, that's obvious.

So, the direction we heard is connect into urban areas, which is just not rural. And so I want to make sure that if there's any feedback, any discussion we should have about this that now we get some approval, some ascent from the BAC in general.

I think it makes sense to connect with the infrastructure that's already been built. I think there's benefit to have cyclists go on shared use paths either near their home, if they're not tourists, or
tourists can connect into urban areas where they may have interest or there may be destinations for them to connect to.

BILLY HIBBS: I think there's several things going on here. Number one, if -- if we're trying to appeal to a larger audience, we've got to make sure that we've got international level airports --

CARL SEIFERT: Okay.

BILLY HIBBS: -- where people can fly into the state of Texas, presumably bring their bike with them in a bike box, and then get on this thing and go. And so that's -- that's gonna mean some connectivity with some -- some -- some large airports in the state of Texas.

I think you're absolutely right, Carl, that -- that, you know, already been a lot of money spent in urban areas where there is great connectivity. I think giving somebody the option whether they want to go on into downtown Houston, or downtown San Antonio, or downtown Austin, or downtown Dallas/Fort Worth, is great.

CARL SEIFERT: Right.

BILLY HIBBS: Probably a number of them that just assume skirt around the outskirts --

CARL SEIFERT: Sure.
BILLY HIBBS: -- in some of the -- some of

the --

CARL SEIFERT: And so what that means --

BILLY HIBBS: -- (indiscernible) --

CARL SEIFERT: -- for the cyclists across

state is they're not going to have a completely rural

experience.

BILLY HIBBS: Right.

CARL SEIFERT: And that's the -- that's the

point that I'm getting at is like, so is that okay that

we're not giving them -- you know, adventure cycling and

U.S. bicycle routes, they intentionally route people

through rural areas. So, we're just -- we're -- we're

diverging a little bit, riding people into urban areas,

and I think that's smart. Eric.

ERIC GLEASON: Just a clarification; is

there a significance in the distinction between

connecting to versus through. So, in other words, the

main route --

CARL SEIFERT: Mm-hm.

ERIC GLEASON: -- may not go through an

urban area but it does provide you with an opportunity

to connect. Has the work group talked about those two

things as being different or talked about them as being

the same?
CARL SEIFERT: So -- and I'll just say, so this represents how -- what the difference is kind of.

Originally, I knew that there was mission trails in San Antonio that were extensive and wonderful, so I connected up just to the southern portion of them. And I said, well, San Antonio's got a great bike plan and they have their own ideas on what their infrastructure should be, so we'll just connect up to them, right. So, this is a regional connection to them.

So, based on feedback I heard, instead of doing that, we now connect through, right. So, it's a -- it's a difference between us saying we know we want to get there, so here is the front door, and let's let them decide how they might connect into this. Or us just saying, no, we know there's good stuff. Let's just find the best route.

So, in order to create this line, I had to look at this San Antonio shared -- shared use off-road path, fill in the gaps. I had to choose local roads to go between the shared off -- shared -- off-road shared used paths. So, that represents some -- me telling them what we think is best when they already have a plan and the local people know better. I don't know if that makes sense.

KARLA WEAVER: Carl, I -- I think it meets
the best of both worlds.

CARL SEIFERT: Okay.

KARLA WEAVER: So, I think that, you know, when you're going through an urban area that has existing infrastructure, there are some groups of cyclists that will feel more comfortable in that. And then, as Billy said, it's a great starting point with our airports to get out to the rural connections and continue through the state.

So, for us, we have a trail that connects Fort Worth to Dallas in the heart of the city, but it has four TRE stations on our light rail. And you could come from the airport, hop on a train with your bike, go down to that station, and then from those stations, jump on the trail, and go 64 miles either way.

CARL SEIFERT: That's great.

KARLA WEAVER: So that then gives you the spur to go this way, to go that way, and then connect on. And some people are not gonna be able to do the entire state of Texas. They're gonna want to dip their toe in the water, and go here or here. And I think it becomes a better resource for Texans but also connects the bigger vision for other states coming to us.

CARL SEIFERT: Great.

BILLY HIBBS: Well, and I want to mention a
conversation that Carl and I had in one of the work
groups. In order to get this order of all of the
commissioners on a large plan like this, you're probably
gonna need to include their particular regions.

And so there's -- there's probably some --
some political things going on here, but we want to make
sure that we can get the votes to -- to -- to keep
pushing this thing along and not wind up with some --
some commissioners who say, well, you know, I just don't
see how this is necessarily gonna benefit, you know, my
people and I don't really want to spend money on it
because it's not coming anywhere near, you know, my
particular metropolitan area.

So -- so what we've tried to do is -- is --
is be more inclusive and more sensitive to that. And
the route is kind of meandering around as we, you know,
examine these different things. And -- and I want to
commend Carl on trying to, you know, keep everybody
happy.

At the end of the day, he gets back to the
question that I asked earlier, you know, once TxDOT
weighs in and says, no, this particular route, this
doesn't work, then at least we tried.

CARL SEIFERT: Yes.

BILLY HIBBS: But we can say, we examined
it. We looked at this route. We said, hey, how can we
make this work, and the engineers themselves said this
is just a bad idea.

CARL SEIFERT: Right. And -- and this
afternoon we will -- I'll -- we'll talk about our -- our
epiphanies of when we apply those criteria for what we
think cyclists -- you know, average cyclists. You know,
this route may be thousands of miles. We may be
reducing it where we're actually comfortable putting on
cyclists down to tens of miles.

I mean, if we're honest with each other, we
don't make roads in rural areas appropriate for
cyclists. That's not been the history of how things are
done. So, that means improvements are necessary, but it
doesn't mean we can't create a network and dream and
work towards it, so... Yes, sir.

SHAWN TWING: Can I add one thing? This is
kind of a new development in our area of the world, is
we're seeing a traumatic trend towards -- they call it
gravel grinding. It's known in the rest of the world
and CYC Lacrosse. But more and more of our road
cyclists, instead of going completely into mountain
bikes, they're now going out on these dirt roads for
hundreds of miles.

So -- and this is something that's happened
within about the last year or two and it's become extremely popular. So, you will have people who come in and they don't really want to get on (Indiscernible) Ranch Road, it's so dangerous, but they would certainly get on those county dirt roads and ride forever.

So, that might be something to add, and that may be a topic for 1:00. But I did want to put that out, that in addition to looking just at blacktop roads, we might even add spurs that -- that will accommodate those kind of bikes.

And, you know, a recent trip to Colorado I noticed that almost on a two to one ratio there were more mountain bikes and CYC Lacrosse bikes I saw on racks as opposed to road bikes. And I think safety is probably driving a lot of that. So...

CARL SEIFERT: Yeah. Thank you. I -- I agree. Either this afternoon we can -- we can try and fit it in, or the following working group meeting we're gonna start talking about that design criteria. I think that gets at the type of facility that would go in the network, so... I think I heard my answer to this discussion, unless anyone has anything else. And I'm -- I'm just -- well, I'm gonna skip that.

Okay. So, moving on to stakeholder outreach. For those of you not on the working group, we
also wanted to provide an update of what we've been doing, as far as getting this forward and moving towards a viewership beyond TxDOT.

So, we had -- we reached out and managed to find that, low and behold, there's actually a council that meets regularly, the Texas State Agency Tourism Council, and they were very excited about what we had to tell them.

BILLY HIBBS: Great.

CARL SEIFERT: So, we had a meeting in -- in May, very beginning of May. It's actually representatives from Texas Parks and Wildlife, the Governor's Office of Economic Development and Tourism, and the Arts Council, and one other that I can't think of right now. But they meet in one room quarterly, and we gave them a presentation.

We talked about the approaches that other states have taken to implementing bicycle tourism, and they said that's great. The only thing is you need to stop saying accommodations because that means hotels. I said, well, we'll -- we'll try to figure out an answer for the right technology. 'Cause they -- they were just thrown for a loop every time I said that, and Terry hates the word, facilities, for -- for bicycle accommodations. And so we're -- we're still out -- you
know, if anyone has any great ideas of what to --

FEMALE SPEAKER: You need to --

CARL SEIFERT: -- call --

FEMALE SPEAKER: -- (indiscernible) --

CARL SEIFERT: -- bicycle things besides bicycle infrastructure, I guess we need to figure out.

But it was a really neat thing. We're gonna try and get in that meeting and give them an update quarterly. The next one's in August. So, we will definitely report back to you on that.

We've been reaching out informationally to the TxDOT districts and directors. We also reached out to the appeal coordinators here at TxDOT. We communicated all this information about the great stuff we're doing to TxDOT district and division leadership. And it's more of a FYI sort of thing because we're about to reach out to NPOs and we don't want them to be caught off guard with NPOs knowing more than the district staff does.

But tomorrow Bonnie and I are driving down to Harlingen and we're gonna give a presentation on the bicycle tourism trail study to the TEMPO summer meeting. So, that is the executive directors and other staff from all the NPOs around the state, so we'll have another opportunity to talk about this.
And it's going to be a guess what we are doing, and you will have an opportunity to input in a few weeks because the other thing we -- we have a webinar as well with COG staff, the Councils of Governments.

There's an organization called the Texas Association of Regional Councils, and they have a -- we've set up a webinar with them and we're similarly gonna give them an overview of what we're doing, again, to make sure that COGs and other -- and other regional representatives know what we're up to.

But this is why it's an FYI and guess what we're doing, because once we apply that routing criteria, we're going to put it on an online map, and then we're going to ask the COG, NPO and district staff to give us their feedback. That map is called a wiki map -- wiki map online input tool.

It's an opportunity for them to put a point on a map and say, this point, you know, my name is Joe Shmo, I think this is a bad route because, or I think you should switch it here. They could also draw new lines and say, actually, our bike plan wants you to route it here, think about it.

So, we'll have real world feedback from hopefully all across Texas on the route map, and we'll
be able to say this is the feedback from the public and
this is how we responded to it. So, I think that shows
a good responsiveness.

DAVID STEINER: Carl.

CARL SEIFERT: Yes, sir.

DAVID STEINER: Question. This is Dave
Steiner. Question. COG, so I'm clear, you're referring
to the Council of Governments --

CARL SEIFERT: Councils of Governments.

DAVID STEINER: -- across the state. What
-- what caught my -- the interest, especially in the
rural areas where I am in deep east Texas, I'd be
interested to know kind of when you might have those
discussions with them.

CARL SEIFERT: Sure.

DAVID STEINER: And part of the background
behind is I'm not sure -- I would at least like to have
some discussions with them so that they hear from the
local cycling community that are in those areas because
I don't know how well connected they are with them
honestly. I -- I just don't know, and they may be very
well connected, but that, I don't know. So, you know, I
could help -- at least I want to help and provide some
input to that if I knew kind of when it was.

CARL SEIFERT: That's perfect.
DAVID STEINER: And I know some of the
contacts for my area.

CARL SEIFERT: Our -- our action items or
activities to do following the meeting in the current --
in the later slide is for you to do exactly that.

DAVID STEINER: Okay.

CARL SEIFERT: So, that's -- that's --
that's a wonderful suggestion. I appreciate you saying
that. And there will be some delay. We'll have that
webinar with the Councils of Governments July 26th. I
don't expect we'll send out an e-mail to them requesting
their input for another couple weeks after that.

DAVID STEINER: Okay.

CARL SEIFERT: And so I think there's plenty
of time for you to start reaching out and for them to
also have an opportunity to reach out to their own
members, if it's not, you know, by your hand, before
they have that -- that period.

It'll probably be three weeks maybe where
we'll give them access to the online site and request
they do their inputs, and then we'll have a time for
them to do that. And then we'll close the period for
input and then we'll assess and compile all their
inputs.

FEMALE SPEAKER: Carl, talking about timing,
just, again, that August, I said 18th, it's 16th meeting where I bring my -- all my cities together.

CARL SEIFERT: Yes.

FEMALE SPEAKER: Our main topic is we're updating our long range transportation plan for mobility 2040 to 45. And we're laying out all of our county maps and routes, and we're having all of our cities review routes compared to their plans, and see what they lack or don't lack, or what we need to add or take out.

If you had this ready to go on the 16th, we could walk through it with our cities while they're there --

CARL SEIFERT: Okay.

FEMALE SPEAKER: -- and have them provide feedback on some of the proposed routes. Just -- I don't know if August 16th is doable.

CARL SEIFERT: The 16th of August?

FEMALE SPEAKER: It's a Wednesday afternoon.

CARL SEIFERT: Okay.

FEMALE SPEAKER: And I don't know about you or TxDOT's schedule, if somebody wanted to come down and present on it, you would -- I'm offering you an invitation for that as well.

CARL SEIFERT: Thanks. I am fairly certain that sounds like a wonderful opportunity --
FEMALE SPEAKER: Okay.

CARL SEIFERT: -- to share the word.

FEMALE SPEAKER: We can talk more about that, but just --

CARL SEIFERT: Yeah.

FEMALE SPEAKER: -- thinking about your schedule and timing.

CARL SEIFERT: And also, it's not on here per se, but that several TxDOT staff and myself are also going to the APA conference, the American Planning Association conference. They're giving a presentation in November --

FEMALE SPEAKER: Great.

CARL SEIFERT: -- in which I will be talking about bicycle tourism trails, so -- and we'll be talking about all of the good work that TxDOT does with bicycle and pedestrians. You were asking earlier about the web page, another opportunity for us to say, hey, this is where we're at. Here's a web page to go see it.

So, I think that's -- an in person this is what we're doing. We're gonna probably hand out our 11 by 17 page there and say, we're doing right things. You should know about it. Don't think we're all just about cars, right, so...

FEMALE SPEAKER: Will y'all have a booth at
that conference? If --

CARL SEIFERT: I'm -- I'm not sure yet.

FEMALE SPEAKER: If TxDOT had a booth --

like, Federal Highways comes to the national one and
always has a booth, and they tell you about their latest
research, their web pages, give out information to find
out more. It'd be awesome if TxDOT could do a booth for
three days, 'cause you have 500 cities plus in Texas
coming to that meeting to learn about what you guys are
working on. It's a good investment.

CARL SEIFERT: The CH is already thinking
about getting a booth, so you can -- you can take up a
whole booth.

FEMALE SPEAKER: I could be next to each
other.

CARL SEIFERT: Yeah.

BILLY HIBBS: So, Carl --

CARL SEIFERT: Yes, sir.

BILLY HIBBS: -- back to what David was
saying here, I think it's gonna be very important during
this comment period when you're taking input, even from
the areas that -- that aren't anywhere near where these
routes are. And -- and, you know, I can use Tyler for
an example.

I can get, through our bicycle club and our
contacts there in our particular area, a lot of people
to weigh in on this that I think would be very positive
and be very supportive of the project. And I think, you
now, even the people where it doesn't necessarily effect
them directly, the fact that they see this, you know,
will benefit. Having those comments in there could be
very important.

CARL SEIFERT: And what we need to weigh is
-- I don't think it's an advertising piece.

BILLY HIBBS: Right.

CARL SEIFERT: So, I do think it's a you are
involved in the actual planning and you know the
facilities that are on the agenda -- or on the horizon
rather, and this is why we're asking you for input. And
so we -- we need to figure out if -- I -- I -- we had
not originally planned to be distributed to the entire
population --

BILLY HIBBS: Okay.

CARL SEIFERT: -- as per se just the NPO,
COG and district staff.

BILLY HIBBS: Okay, okay.

CARL SEIFERT: Because we don't want to come
across as this is a final done and done situation.

BILLY HIBBS: That works. Yeah, I
understand. Okay.
CARL SEIFERT: If we can -- if you all and -- you know, if that's -- if that's feedback that we need but later in the process, then we need to share that --

BILLY HIBBS: Well, I think -- I think --

CARL SEIFERT: -- with a wider community.

BILLY HIBBS: -- process is the direct approach there. So -- so what kind of -- of criticism are you getting? Are you getting some pushback from people that this is just a crazy idea, it's too much money, it'll never happen? Or have you -- has it been mostly positive, the comments you get?

CARL SEIFERT: It's been -- it's been mostly positive. We haven't heard a lot of criticism. It has been -- I mean, most people recognize it's early in the process and maybe that's why they're holding their tongue. But those who have spoken up, maybe some of the NPO coordinators from TxDOT were surprised by the breadth of the routes, just given how challenging it is, they know the old routes itself.

But once you tell people that this is decades, not years that we're talking about here, I think they get -- they get the idea that it's study. Keep saying study and plan, and things like that, and that makes more sense to them.
Billy Hibbs: All right. Any other questions for Carl?

Carl Seifert: And I just have a few wrap up things. For the BAC members not on the working group, the next time you hear from us, we'll ask you probably, most likely to be reviewing proposed typical sections and design criteria. We'll ask you to review the results from this online stakeholder outreach process and provide any accent that may be necessary.

David Steiner: Carl, will you provide that? Will that be available a couple weeks ahead?

Carl Seifert: Sure.

David Steiner: For the meeting.

Carl Seifert: Sure.

David Steiner: So, we have some time.

Carl Seifert: Yes.

David Steiner: That will be great.

Carl Seifert: And what we did with the working group, which you know, is we actually -- all these maps I've been showing you, we put those in an online format so they could zoom in, go down its road and say this is a good road or a bad road. So, we could do the same thing with the BAC as a whole. It's not a lot of trouble for me to put it online and then you can see the results.
How the results come back from the wiki map are essentially in an Excel, sort of tabular form, and then they're connected with LatLongs to points in space. So, a commenter can go to the intersection of a road and write on there. So, we'll figure out a good way to share that, the comments, the feedback.

We may decide that it's best to just share it in more of an aggregate form, so 75 people decided that they didn't like this road versus another road instead of telling you all the --

MALE SPEAKER: Right.

CARL SEIFERT: -- individual commenters.

Yeah, so -- and this is responsive to what you were talking about earlier, David, is once the tool is available, we, exactly what you were talking about, encourage NPO and COG contacts to provide their input. So, that's an activity we expect from -- from the BAC following this meeting and between now and October.

And from the project team's perspective, we are gonna be applying those metrics and that -- and the riding criteria we talked about that we're gonna do this afternoon. And then we're gonna continue our outreach and we're gonna create that tool for online engagement.

I think we've had a lot of questions. If there are any more, I'm all for it.
MALE SPEAKER: Carl, I just think this is excellent. I applaud the whole sub team that's been working on it. It's really pretty exciting.

CARL SEIFERT: Cool. Thank you.

BILLY HIBBS: It's not only exciting, it's historic.

MALE SPEAKER: Yeah.

BILLY HIBBS: That's -- that's what's really -- really cool and...

MALE SPEAKER: Yeah.

BILLY HIBBS: Allison, you need to be checking back with us the progress of all this 'cause, you know, you're a part of getting something started that I think is gonna be a real big deal one day.

Carl, thank you for providing some very needed energy to our group today. We appreciate that, and hopefully -- Anne-Marie, I think you're up next to talk about the Hotter'N Hell, and we can continue with this energetic day.

ANN-MARIE WILLIAMSON: Yeah, so I could talk for days, and days, and days, but all I got was 45 minutes, right, to continue.

(Laughter)

FEMALE SPEAKER: 45.

ANNE-MARIE WILLIAMSON: So, I have been part
of the Hotter'N Hell for more years than I'll say, and
have been so excited to see it grow. But just to be in
awe of how many people from different walks of life and
different organizations come together to make this such
a wonderful experience.

So, it is the largest single day hundred
mile ride through the U.S. And it really is an
opportunity for Wichitans to put their best foot
forward. And we take that responsibility very
seriously. It generates a lot of revenue for our
community and for the organizations that then we invest
back in.

And if you thought I was gonna talk about
the ride and the routes, I'll apologize now. I'm really
not. I wanted to talk more about the economic impact,
the social impact, because that's really kind of the
thing that -- we all love cycling. We all love safety.
But money doesn't talk, it shouts, and so that's really
where I want to go with this.

On the flip side of that, we have to make it
an experience that brings people back so that we can
continue to generate money, and we do that. So, I'm
gonna talk about the history of the Hotter'N Hell, what
hosting means to us, and the heart of the Hotter'N Hell
as well.
So, we started in 1982 when Wichita Falls was getting ready to celebrate its centennial. And the Hotter'N Hell Hundred really is the brainchild of Roby Christie, who is a very, very good friend of mine.

At the time, I wasn't living in Wichita Falls, but they brought in a marketing -- or a firm to consult to celebrate -- how we could celebrate the Hotter'N Hell. And the firm from New York thought that a rocking chair marathon was the way to celebrate what we do in Wichita Falls and the birth of Wichita Falls, so clearly knew nothing about Texans at all.

(Laughter from audience)

ANNE-MARIE WILLIAMSON: And I wasn't there, but knowing Roby, it was probably quite interesting. At the same time, the Wichita Falls Bike Club had just started as well, and so it really was a great time for bicycling in Wichita Falls. And thankfully, Roby was a big part of both the committee that was preparing for the centennial event and he was a founding member of the bicycle club.

And so, of course, everyone in the bicycle club was like yes, we'll do this, and decided that really a hundred mile ride in 100 degrees really, really did exemplify Texans much better than rocking chairs. So, the original steering committee had about seven
members. We're now in excess of 100.

The -- in preparation for it, you know, there were really lots of forward thinkers and realized that in order to bring more people in, much like we're talking about various routes within the state, there needed to be different routes, different mileage for the first ride as well. And so they -- we had a 6.2 mile, a 25 mile, a 50 mile, and the hundred mile route.

We knew -- knew there needed to be rest stops, and so Good Sam's RV Club had mobile rest stops. So, they had their RVs with toilets -- I can't imagine cleaning them out -- provided water and a little bit of shade for folks riding the routes. We have certainly moved beyond that now with so many participating in it.

At the beginning, less visionaries were thinking oh, maybe we'll have 200, 300 participants. Roby said from the start we're gonna have at least a thousand, and he worked hard to make that happen.

They only had one medical unit at that first ride, and that was at the final rest stop. They had individual nurses kind of scattered on the route. How scary that would've been. You could not have -- I wouldn't have volunteered for it. You couldn't have paid me enough to do that, especially given what we do now, but we've really come a long way.
By 1987, so just in about five years, we grew to 11,334 participants in the Hotter'N Hell; so from 1,200 to 11,000 in five years. And riders from across the country. Obviously, this is not just Texans, it's not just Wichitans that ride in the Hotter'N Hell. And early on we were able to engage Sheppard Air Force Base and actually have flyovers at the start of the ride, which is just really, really wonderful.

So, you might guess now with as many riders as we have, that it takes more than just a handful of volunteers to help us move forward and to help develop the experience for everyone who wants to come and ride.

In the late 80s we added the race -- the road race and the crits as well, so that added another aspect to the experience. We weren't -- wasn't just having -- I won't say casual riders, 'cause you can't ride the Hotter'N Hell and be a casual rider. Well, you can but you won't survive it. See a lot of me.

But the races really have brought in a lot of phenomenal cyclists and developed a lot of great cyclists. Lance Armstrong rode at 16. We have a picture on the front page of the -- the newspaper of him riding it. Linda was in town -- Linda Armstrong, and we rode -- we drove over, we didn't ride over. We drove over to where the race was the year that Lance was
there, and -- and she got to see it, so it was kind of cool.

We have added a consumer show that -- and these pictures don't do it justice. It's very interesting to get it set up. There's now no space. We had to spill out of our Mpec center into the hallways and actually out into the grass and concrete land outside. And so that just tells you how motivated members are and how much money it generates to be out in that heat to -- to talk about what their -- what they can bring.

The -- obviously we talk about -- the vendors include cycling wears and bikes and that sort of thing, but also health and fitness in general, and safety. We have law enforcement booths there. We have the post office there, as they were the beginning of the Hotter'N Hell Hundred.

This -- these are our bags that every participant gets. We roll T-shirts for 12,000 participants, put water bottles in, drink a lot of wine along the way, and pack those bags so that folks can pick them up. So, if anybody would like to come and help out with that, you don't need a whole lot of experience to roll T-shirts and drink wine.

So, we have the Consumer Show. We also have
a spaghetti feed the night before, and a pre ride breakfast as well. So, we want to make sure that everyone is geared up to enjoy what's going on.

More recently, we've added a -- an off-road ride as well, which has certainly complicated things for us on the medical side of things, and a trail ride. So, now we have what's called the Triple Threat. And so much I would like to say that we're just brilliant in our preparation and certainly there are some of us not included who are brilliant.

But a lot of how the Hotter'N Hell has grown is by participants saying hey, what about -- you know, I've come back year, after year, after year. This would be a way that you can improve it. These are other -- other things that we can do to bring it along.

The most recent one is our Finish Line Village, 'cause we sort of felt like people, you know, getting so geared up and -- and so hyped up, and then they cross that finish line after the ride and it's like okay, what now. We're just gonna pack up and go home, when it should really be a time of celebration.

And so our Finish Line Village really has made it a celebration. Again, something that those of us in the medical safety part of it aren't really thrilled about sometimes, because you ride a hundred
miles and drink a lot of beer, not always good things happen.

So now, as I said, we have 100-plus members on our steering committee. We start -- our first meeting is in January that we -- in early spring. In May and June we meet once a month, then in July it's every two weeks, and then in August it's weekly. And that's for the big steering committee. But all the subcommittees meet in between that. So, it's really exciting.

We've had researchers come into our meetings and see how 4,000 volunteers can be organized for a single goal. And it's pretty amazing, 'cause you can't fire people, right, when they're volunteers. And, again, Roby, phenomenal. And Chip Fowler also do a really, really, great job. We have -- I was interested to know that we had 800 medical volunteers because it certainly feels like it's just me and Keith out there, but clearly it's not.

We have 18 rest stops now, which -- and every -- I think all but one rest stop has both the typical rest stop you would think with food and beverage, and also, right next to it, the medical. And we're not talking just first aid. We're talking just short of major surgery in some cases with it.
So, the rest stop folks get really excited. Love this little guy that says that you're not even almost there yet. A great thing to see.

FEMALE SPEAKER: Don't think you're even close.

ANNE-MARIE WILLIAMSON: That's right. That's right. Wishful thinking. We do -- so we have law enforcement. We have the sheriff's department. We have DPS. Last year DPS added -- brought one of their helicopters that we could use as well, and so they were actually part of the flyover, which was kind of cool, kind of scary.

And the -- the number two in the helicopter actually -- he's all grown up now -- but I remember when he was on Team Arrow, which was part of our community cycling program for -- for teenager -- adolescents, actually. It was really scary to be on our bike training rides with them. Not sure that it made me a better cyclist, but it certainly did something to me.

We have federal agencies that come in. Homeland Security is a big part of it as well. I mean, when you're talking about having 12,000 participants, and then family members, and vendors and -- and whatnot, it is -- can be really scary.

And so we have really had to gear up in the
last few years and become realistic about -- that we can
really be a target, especially being so close to
Sheppard. We always know we're a target in Wichita
Falls being close to Sheppard.

We have hospitals, we have home health
agencies, fire and EMS all volunteering their time and
talents to keep people safe during the Hotter'N Hell.
So, as I said, we have over 800 doctors, nurses,
physical therapists, first responders, the Red Cross,
just everybody that is providing medical care free of
charge.

We do everything from cleaning road rash, to
suturing wounds, to setting broken bones. Anyone who
comes to the final medical tent -- so the way it works,
if somebody gets injured out on the field or gets sick
out on the field -- in the field, there's now two major
stops they can come to. We're working out the kinks.

But the final medical stop is just several
blocks from one of the major hospitals. So, they come
in. If they have to go to the hospital for x-rays, a
physician travels with them in a van or side wagon, goes
with them through to x-ray. They're x-rayed. The discs
of the films are given to that doc who then brings it
back to the final medical tent. Those films are
reviewed. Patient never gets charged for that. That is
Suturing, great. Any wounds that are set -- or any fractures that are set and stabilized, that's free. Anything that occurs onsite for the Hotter'N Hell is free of charge. So, no one is more than, ever, five miles away from superb medical attention.

Our medical director, Dr. Keith Williamson -- same last name -- is an internationally known expert on heat illness and has published numerous articles with researchers from across the country on the physiologic effects of heat in endurance events.

We were the first cycling event to give hypertonic saline in the field for hyponatremia. And you all won't realize how scary that is. But when I was a nurse working in the pediatric intensive care unit at Dallas Children's, I remember the day that the pharmacists came through and took out all of our hypertonic saline because kids -- a kid had inadvertently gotten it instead of just normal saline, and died.

And so when Keith said, you know, we're gonna start doing this, I said, okay, well, we're getting a divorce because I don't want to be part of this. This is too scary. You have lost your mind. And he said, no, I've looked at some of the research they're
1 doing at the Boston marathon, and I think this is what
2 we need to do. And we have kept people out of the
3 hospital.

        In the early days, working at the Hotter'N
4 Hell, I can remember starting IVs on seizing patients.
5 So, trying to hit a moving target was really tough. And
6 we have not had -- last year -- last two years we have
7 not had anybody admitted to the ICU for hyponatremia.
8 We've identified them early, given them
9 hypertonic saline, sometimes three bags of it, and --
10 and turned them around, and they haven't spent a week in
11 the ICU, because that is a bill they will incur.
12
13 BILLY HIBBS: How many deaths over the
14 years?
15
16 ANNE-MARIE WILLIAMSON: You would ask me
17 that. That was something I didn't look up. I think
18 there've been a total of six. One of the big ones was
19 someone who had had a heart attack several weeks before
20 the Hotter'N Hell, and his cardiologist said don't ride,
21 and he rode anyway. Finished, and sat down to have his
22 beer after the ride, and died.
23
24 More recently, an individual, they don't
25 know the cause of death, but was found down at the YMCA
26 in the hot tub after. The number of injuries since
27 Keith took over 10 -- 10, 12 years ago as the medical
director has decreased by two-thirds. So, we have really, really made an impact there in terms of -- of that.

And also, we -- as I said, researchers come in from across the country to do research so then we're sharing that information and keeping other people safe at other endurance events.

BILLY HIBBS: Excuse me just a minute, but one of the reasons why I wanted Anne-Marie to give this presentation is I think it has a lot of carryover to Carl's work, what's going on with bicycle tourism, because you brought up lots of good thinking points like somebody is on this trail and they start having problems. You related an accident or otherwise. You know, how far away are they from medical attention.

FEMALE SPEAKER: That's a good point.

BILLY HIBBS: And there's a whole lot of that route that is gonna be in Hotter'N Hell, right. Even if you're not in a competitive event where you're trying to ride as fast as possible, whether you're down at the south part of Texas, around Corpus Christi where there's a tremendous amount of humidity, or you're, you know, fighting the wind, you know, riding into the wind in west Texas, it's gonna be hot and it's gonna be tough.
And I think a lot of what y'all learned there, once this gets -- you know, the -- the -- the -- the routes are identified, things like that, a lot of the work that y'all have done over the years is very, very impeccable to -- to using this as a component of the tourism part to teach people about hydration and help them understand the importance of good nutrition and making sure that they -- they don't wind up in the hospital.

ANNE-MARIE WILLIAMSON: Sure. And -- and letting first responders in the area know how to treat it, because that's part of the problem early on is that we were dumping liters and liters of fluids in these folks, and so we were making hyponatremia worse 'cause we were thinking they were just dehydrated, and they weren't. They were overhydrated. That's the bigger problem we see at the Hotter'N Hell.

So, these are some of our major event sponsors and product sponsors. And I just say that to you to encourage you to patronize these guys because they benefit cycling in our area.

From a hosting standpoint, the Hotter'N Hell has forced the hotel industry, in a 60-mile radius, to grow. Like it or not, they had to do it. And Hotter'N Hell weekend, you can't get a hotel room. And so we've
had to be creative, open -- opening campsites, the YMCA, churches, whatnot. Have inside camping.

Marie Libby is in charge of host homes, and so she has a list of homes. People are willing to open their homes, couches, floors, extra (inaudible) to folks. And they come back year after year to these same host homes. So, really the entire community takes part in hosting folks at the Hotter'N Hell. And then that other picture is of the spaghetti dinner. So, these are the folks that make the Hotter'N Hell the Hotter'N Hell.

We have a really interesting start. We have a cannon that shoots off at the beginning of the Hotter'N Hell. It's really loud, but it's a group that reenacts early wars, so that's kind of neat.

Last year we did have the Air Force. Federal funding wouldn't permit it, and so somebody else who had a plane said, hey, let me to this, so he came. And then, as I said, we had the helicopter from DPS as well, and then just the individuals who come across.

Sheppard Air Force Base -- the route goes through Sheppard Air Force Base as well. And they always have airmen out encouraging the cyclists. So, yep, this is what the Hotter'N Hell is. And I already told you all that.

So, people come from across the world to
come to the Hotter'N Hell, and we're happy to have them, both on the ride and in the race. We get close to 30,000 people that come for the ride either as participants, supporters, or vendors. And so it keeps us in the limelight.

But we don't just do it for that. I mean, we -- it's regional participants as well. It's not like everyone comes from Australia or Canada. We know that it's the states more local that come to us. We're still the biggest and we're very proud of that, and we're the only one that has that Triple Threat.

And really, when we started talking about the Triple Threat, I was thinking who in their right mind. So, the Triple Threat is a 13-mile off-road bike ride on Friday night, 100-mile road ride on Saturday, and a half marathon on Sunday.

BILLY HIBBS: (Indiscernible).

ANNE-MARIE WILLIAMSON: And then they commit with me in the psychiatry office on Monday, 'cause I'm sure there's medication for that. We have a huge economic impact. The first event brought in about 3 million. Now it's estimated that it's between 6 and 8 million for the three-day event each year.

And this really -- you know, money shouts. But also, every member of the steering committee is
involved in other parts of our community. We're very fortunate that even TxDOT includes us and lets us know about when roads are gonna be resurfaced and how they're gonna be resurfaced because they stay abreast of where the training routes are, where the ride is gonna go, where the race is gonna go, 'cause those are two different routes.

And CamelBak was invented at the Hotter'N Hell. Early on, I guess we weren't doing a great job of -- of enough rest stops, and so the developer of CamelBak actually got an IV fluid bag, cold, put it in a sock with IV tubing so he could suck on it and sort of wave at people who were tired and dry along the way. And so that was the first CamelBak, was an IV bag and a sock. Yeah.

Now we put ice in -- in kneehigh pantyhose as a cooling -- put it in there, tie it off, and then down the center of your back or in your pockets of your shirt. It's great 'cause as it melts, it keeps you cool.

The social impact, obviously, 4,000 volunteers, 12,000 participants plus supporters and vendors. We get medical services together, social services together. It's -- you know, we keep the work fun so people keep coming back for more. Keep the
participation fun, people kept coming back for more. That's the really key part of it.

The other thing is that we are very clear about the fact that we need to give back. I don't know how to get to that from here. Let me just show you really quickly. All right. So, Red Cross, Bike Texas, Boy Scouts, Children's Miracle Network. I just want you to know that it's not just cycling that we give back to. And you can go to the Hotter'N Hell website.

BILLY HIBBS: Well, Anne-Marie, I think that's important because all of those support groups that are in Wichita Falls that are a part of your event, in all of these different communities along these routes potentially can be stakeholders and people that -- you know, Carl can ultimately engage to help provide, you know, facilities and a place to get free medical attention or spend the night, or whatever they're developing. They're camping or something from a tourism standpoint.

ANNE-MARIE WILLIAMSON: Mm-hm.

BILLY HIBBS: And, you know, you guys have done it better than just about anybody 'cause you've got this fabulously successful event. But the kinds of things that you guys are doing there, I believe have a lot of interest to this tourism thing we talked about --
ANNE-MARIE WILLIAMSON: Right.

BILLY HIBBS: -- because -- because I think there's a lot of opportunities to play off of that and improve it.

ANNE-MARIE WILLIAMSON: We also provide childcare and dog care for people who come to the Hotter'N Hell. So, we're trying to be great hosts.

People even get married at the Hotter'N Hell. We have young and old. Little outfits that they wear. Crazy bikes. Awesome bikes and crazy hats.

BILLY HIBBS: Very cool.

ANNE-MARIE WILLIAMSON: This -- I just want to show you this quickly, then I'm gonna call it quits.

(Video plays)

"It's hard to imagine Wichita Falls without Hotter'N Hell. It attracts thousands of people each year, pumping millions into the local economy. Public art, family activities, and land lines were all made possible because of this ride, and dozens of area agencies are directly impacted, including Boy Scouts, Children's Miracle Network, the YMCA, and volunteer fire departments. What's your reason for riding."

ANNE-MARIE WILLIAMSON: She says it much better than...

BILLY HIBBS: That's great. Well, thank
ANNE-MARIE WILLIAMSON: Thank you.

BILLY HIBBS: -- very much, Anne-Marie.

(Applause)

BILLY HIBBS: How many members have ridden the Hotter'N Hell? All right, so we've got three of us here that have actually undertaken it. Well, that's good. It's -- it's a classic event. And I had no idea that the economic benefit that the Hotter'N Hell are, but that's -- that's great. That's great.

ANNE-MARIE WILLIAMSON: Sorry I went over.

BILLY HIBBS: That's all right. Okay. So, any more questions on the Hotter'N Hell? All right. Well, then we'll ask Karla to give her presentation on the Dallas/Fort Worth area.

KARLA WEAVER: All right, thanks. And if everyone's okay, I may just present from here and just kind of informally go for it. So, Billy had asked me to present on a news article that came out about the mayor of Dallas talking about the importance of bicycling within the community, and so I have that article and I'm gonna read some excerpts from it.

And then Terry called me and said, can you also give an update on -- we just selected projects for our regional transportation alternative program, and
then we also came out with our second year bicycle pedestrian counter report.

So, we've been counting now bicyclists and cyclists on several of our trails for the last two years, and so I'm gonna show you just a highlight from that and some of the things that we saw over the last two years.

So, some of you are familiar with our region and some of you are not. The Dallas/Fort Worth area is over 200 cities, 12 counties within our metropolitan planning area. We're currently a little over 7 million people and projected to grow to over 10 million.

I work for the Metropolitan Planning Organization, which is the transportation agency of DFW. So this -- I manage our sustainable development program. We have couple of different areas, bicycle pedestrian planning, we do a regional veloweb and other facility mapping for the region.

We -- we fund trails through programs like the Transportational Alternative Call for Projects but we also have what we call Congestion Mitigation Air Quality, or CMAQ funds, that we put towards spot improvements for bicycle and pedestrian safety. We do data collection, which I'm gonna highlight.

We have our Bicycle Pedestrian Advisory Committee 7/17/2017
Committee meeting that meets quarterly. About 70 to 80 folks from about 30 or 40 different cities show up, plus citizens and other interested parties. We have a safety campaign called Look Out Texans which has lots of materials that could be reformatted for other regions and different cities. If you want to use any of it, it's all free and available.

And then we actually have a consultant doing a survey for us right now. It's a -- it's 1,200 surveys of a statistically valid sample of our region on do people bike. Why don't you bike. If you do bike, do you ride (sic) your helmet. You know, when do you bike. What would you like to see more in biking. Would you bike if it was safer. What's your perception of streets, all those kinds of things.

And we're gonna compare them by counties, and then we have five cities that paid extra to get city specific surveys. So, we're very excited. Our results are coming out actually this week to kind of start reviewing those and just kind of give us a benchmark.

So, the first thing is sort of policy focused. So, we have a long range transportation plan called Mobility 2040. We have goals about supporting planning and design for a multimodal transportation network. We talk about implementing pedestrian and
bicycle facilities that are accessible, that are safe for all ages and abilities.

We developed a -- what's called a policy bundle. We have 20 policies in our long range transportation plan, and we have opportunities for cities, transit, counties, even TxDOT, school districts to apply for these policies. And if they meet a certain criteria of policies, we will offset their 20 percent local match requirement.

So, some of those policies involve safe routes to school programs, or coordination with school districts, or green infrastructure, or parking, or all kinds of things that are livability focus. So, cities and agencies can save millions of dollars in local match to federal and state funds if they'll start thinking about this wholistically.

We have elected officials on our regional transportation council that sort of buy off into this idea when they're adopting mobility plan and are kind of thinking about what policies our cities need to adopt.

And then the mayor of Dallas talked about, you know, he sees bicycles as part of the new philosophy that is emerging today on transportation planning in cities. He recently went to Montreal and talked about, you know, while it's denser and larger than Dallas, it
kind of demonstrates Fort Worth together, kind of what we could do to think about more protected bike lanes, making that a more viable and safer option for residents.

Dallas has struggled with not having a bike planner for about two years, but they're really trying to focus on hiring that position. Dallas also wants to do bike share. They have some sort of popup companies that are bringing bike share to different locations in a nontraditional way around the city and downtown and around Klyde Warren Park. So, we're gonna see what happens there, but it's an exciting time.

Just for sort of FYI, we have a regional trail system called the Veloweb. This has been around over ten years and this is our highway of trails. So, these are these large 10, 12-foot, 14-foot grade separated systems. We spend a lot of time with our cities, and our counties, and our partners at TxDOT looking at these routes and sort of evaluating feasibility every few years.

There are 440 miles that exist you could ride today. There are 146 that have funding and are under construction. And then there are over 1,200 miles that are still planned but need funding. And this is one of the main ways we prioritize funding in our region.
because it has so much buy-in of this is how we connect cities and communities and projects.

This hodgepodge that you can't read is everything starting with the Veloweb. Then we add on community paths that are maybe in adopted plans but aren't as big of a regional benefit, but still important. And then we add on street bike network -- networks which connect trails together, 'cause you can't get everywhere by a trail and you need that on street system to make it all work.

Things that aren't included here are mountain bikes, loops around lakes. Things like that are not necessarily considered in our transportation network mapping. One of the things that we've been focusing on a lot is complete streets and content sensitive design.

So, we are a focus state, Texas is, for pedestrian safety. We have two of the five focus cities in the state in DFW, Dallas and Fort Worth, where pedestrian fatalities are ridiculously high, so we qualify for a lot of free training for federal highway to come in and talk about things like pedestrian safety.

And we got -- you know, most of our classes, we try to reserve at least a fourth of our space for our TxDOT districts so TxDOT staff can attend. We've had
them go to NACTO. We've had them learn about AASHTO's bike guide. We've had them learn about pedestrian designing where they're out there in wheelchairs or we're putting blindfolds on people and giving them canes and having them navigate sidewalks that are within our cities.

We have done a lot towards complete streets and sort of what is that and how does that work within communities. Dallas and Fort Worth are my two cities that have adopted complete streets policies. I tried to take a complete streets policy to the region five years ago; we were booed off the stage. We weren't ready for it. Five years ago, though, I had two cities with bike plans. I now have 60 cities with bike plans. It's an evolution.

So, now I've got two cities with complete streets policies. I'm ready for the evolution to begin on complete streets. And we actually are having an executive coordination meeting with our two TxDOT engineers and their upper management in August about TxDOT and our districts, and complete streets, and how we work together, how we review DSRs, which are the planning documents for roadways, how the NPO and cities provide input on that.

We're gonna talk about more training needs
for TxDOT staff. We're just really gonna talk about coordination so that we're all in the same team and thinking wholistically about this and ahead of time, 'cause projects take years and years between design, environmental and construction. And people come in at construction and are like, I have an idea. You're like, you missed the boat.

So, we want to just sort of all be on the review process for that. And bikes are just like a checkbox on a 20-page report. How do we advance that as well. Those are conversations that we want to have. We don't say complete streets as much 'cause some people think you're saying our streets aren't complete. And some streets are complete and we want to say it's very context specific to the road, to the land use, to all of that, and how we think about that's important.

Okay. So, TA Set-Aside after that background. So, we did our 2017 Call for Projects. It launched before Christmas. We go ahead and sub allocate it into two categories. The feds give you lots of categories you could award money to, and we're like, no, no, let's just focus on bike/ped.

Active transportation is one bucket. Safe routes to school is another bucket. So, for us, that funds things like shared use path, on street bike
facilities, signalization, crosswalks, curb ramps, signals if they're related to bike/ped improvements.

Some cities will just try to put in a random ole traffic signal and we're like, we don't want to pay for those. Road diets and a whole host of things. They're pretty much the same types of work but just in different categories or focus areas.

So, how we score these. So, for our active transportation, bicycle/ped projects, the top point's 25, is if you're on the regional veloweb. So, I mentioned that map's important, and cities want to be on that map. 20 points if you connect to transit. We're trying to do these last mile connections, this important of multimodal, and so transit is very important.

BILLY HIBBS: Okay, Karla hey.

KARLA WEAVER: Yes, sir.

BILLY HIBBS: Karla, for -- for your study, is there any consideration made towards connectivity to -- to transit? And -- and one of the things that Carl talked about earlier was, like, the DART substations that allow you to fly into DFW, get on a --

KARLA WEAVER: Yeah.

BILLY HIBBS: -- train and then go someplace. I think -- I think having that and -- and -- as a consideration as part of what you're studying and your
people are examining are really, really important. And it kind of gets back to the low hanging fruit. If --

KARLA WAVER: Yeah.

BILLY HIBBS: -- it's already there and it's making it easy--

KARLA WEAVER: Show people how to do it.

BILLY HIBBS: -- then that needs to be a pretty important decision point, I would think.

KARLA WEAVER: Yeah.

BILLY HIBBS: Okay, I'm sorry.

KARLA WEAVER: No, great. So, safety, of course, we looked at the TxDOT crits data on where we've had bicycle and pedestrian collisions or fatalities. We draw buffers around projects and sort of look around them. Reducing barriers. So, barriers are really hard, if it's crossing over a major freeway, or a river, or a railroad track, or those things that are the harder projects, those need some extra love.

Reducing congestion, this is a lot about density and where we get the biggest bang for the buck of volumes of people. And also, it's a short car trip, so we have these heat maps of where we have our less than two-mile car trips. And so we overlay those with projects, and if you're in one of those zones where people have a higher likelihood than taking an
alternative mode of transportation, you get points for that.

I mentioned density. That's connection to large employers and key tourist destinations like shopping malls, or event centers like American Airlines, or the Cowboys, or things like that. We look at air quality benefits, which is a calculated rate by us. We look at equity. Our environmental justice communities get points. And then we look at local connectivity. So, if you've got a plan and you're trying to implement it, we want to reward good planning.

Safe routes to school. 20 percent if -- 10 -- 20 points if you've developed a plan. Nobody is developing safe routes to school plans. We're not seeing them. In our last Call for Projects we received 35 projects and no plans in all 35 projects. They're just like, we got an idea. So, we're like, if you'll do a plan, we'll reward you for that.

Safety -- you didn't have to have one but you got a lot of points if you had one. Safety, of course, is even more important here. Reducing congestion. This is, again, where is your -- your -- the -- the district of where kids are coming from and what are your opportunities to walk and bike. Equity is important here. Disadvantaged communities, lower income
communities, kids are more likely to walk to school or bike to school.

Community and stakeholder support. If there was a lot of parent support, they've done any involvement with the community. And then air quality benefits because we're in a region of nonattainment, so that's always important for us.

Additional considerations. So, project readiness is huge. So, if you've done any of your preliminary engineering, you have any of your environmental, you -- you know, all these things that say you're ready to spend money now 'cause this is a pot of funds that we can actually lose if they're not moving quick enough, that's important.

And then project innovation. So, I'm dying for people to put counters on trails. So, if you want to come to a 4 million dollar count -- trail, I'm like, go ahead and just put 10,000 more and we'll buy you a counter or a green bike box. We had a city that wanted to try that. Or I even just yell -- yell at people put $1,000 in there for signage. Like, nobody puts signage in trails anymore, and so let the grant pay for that kind of stuff. And we're really trying to encourage that.

Okay. So, here is the total request of
funds that we receive, 56 million dollars. We received 61 applications and we had 27 million dollars available for our region. We divide our region up population base, the Fort Worth district on the west side and the Dallas district on the east side. We also have the Paris district in one county, Hunt County, and it gets rolled into Dallas. So, 56 million of requests, 27 million available.

We ended up awarding our -- we ended up awarding 12 active transportation projects and 22 safe routes to school projects. But the active transportation always costs a lot more than the safe routes to school, so it was 22 million worth of active transportation and 12 million of safe routes to school. And you're like, 34 million doesn't rhyme with how much money you said you had.

But we ended up able to flex some of our CMAQ dollars that we get as an NPO, and we added our 27 million of our TA Set-Aside money with 6 million -- or close to 7 of additional good projects that we thought we saw. We were using a little bit of our fiscal year '16 money we had left over, plus '17, '18, and '19 for this Call for Projects.

Here's a map. If you look at DFW, the yellow are the active transportation bigger trail
projects, and the triangles are all of the safe routes
to school projects kind of sprinkled throughout. One
thing I want to flag for this, it's kind of interesting,
there's a lot of safe routes to school projects.

In Fort Worth they received over 4 million
dollars within the city of Fort Worth. When this call
launched in November, Fort Worth immediately found
discretionary money, hired a consultant for $150,000 and
did 20 safe routes to school plans. $150,000 netted
them over 4 million dollars of construction money.

So, it was a huge return on investment for
the city of Fort Worth. And I tell that story
everywhere and I'm like, go start developing your plans.
You can do a safe routes to school plan for, like,
$15,000 or less, and you can get -- this is great
priorities for regions, for TxDOT, you know, having
these plans in place to (indiscernible) you in for the
money.

Real quick, about the bike/ped report, so we
predominantly use permanent counters. Mobile counters
are a lot of labor. There's a lot of whole issues tied
to that. We have mobile counters for trails and on
street. But permanent gives us those consistence
reportings year after year, so that's our focus.

We own 11 counters that we partner with
cities to put in place. We've also done joint procurement co-op purchasing, so to speak, where we've gone in for better rates and bought counters for other cities in exchange for we receive the data for those.

So, other agencies have 19 counters that we report on in our report. Dallas has additional counters to that, but they're not considered really active transportation. It may be about a loop around a lake or it can be into their rec centers. They're trying to count how many people come every time. So, the 19 of other people's are part of our -- our program.

And then we have one on street. Little, sad, lonely guy out there in Fort Worth, but I'll talk about him. They're kind of dipping their toe in the water for some of their bike lanes.

This year was kind of interesting. And the values aren't showing up there, I'm sorry. But we had more pedestrians than bicyclists. Last year was 50/50 down the row. This year we have, I think it's, like, 55 -- 54 pedestrians, 54 percent compared to bicyclists. So, that was sort of an interesting trend. We'll see if that continues in future years.

The yellow here are pedestrians. The blue are bicyclists. So, it's very interesting to see some trails are 83 percent bicyclists and some trails are 88
percent pedestrians, and it kind of depends on where you're at. And then it's interesting to cross compare some of these trails with our volumes of trails, right.

So, you have the Katy Trail (Indiscernible) Street in downtown Dallas that's averaging close to 3,500 people a day. And then if you went back and looked at sort of where that falls on this, is it more cyclists, is it more pedestrian, you know, we're doing all those sort of analytics to kind of see what are the -- the trends and why are some trails more heavy in certain areas than others, and why do some trails have more activity than others.

What we're finding is these lower volumes of trails, yes, it's a density conversation but it's also these tend to be trails where there's food nearby. So, trails that have access to good restaurants, to places to stop and grab a drink or something to eat are predominantly, like, killing it.

So, trails that are more out in the back 40 but you could get a longer ride maybe but you're not really near anything, you know, it makes common sense but those are the harder trails to get sometimes in the middle of development. So, there's sort of tradeoffs there, but it helps us think of our policy of funding and where do we want to get our biggest bang for our
1 buck when elected officials are deciding where to put
2 dollars.

BILLY HIBBS: So, Karla, are all those
3 trailed paved trails?

KARLA WEAVER: Yes, sir.

BILLY HIBBS: So there's not any gravel or
4 anything that --

KARLA WEAVER: Not as part --

BILLY HIBBS: -- we could say --

KARLA WEAVER: -- of this analysis.

BILLY HIBBS: -- lean more towards the
5 pedestrian than a cyclist, that they're all paved.

KARLA WEAVER: They're all paved, yeah.

BILLY HIBBS: All right. I think -- I
6 think, Carl, there was another good data point there
7 about being close to food and facilities, and showing
8 how much more usage it gets -- it -- it -- all those
9 things are considered, so --

KARLA WEAVER: Yeah.

CARL SEIFERT: It does make a difference.

KARLA WEAVER: For sure. Now, this is our
11 one little on street counter that I thought was
12 interesting. So, the city had put this in actually
13 before and then started -- before they -- they developed
14 a cycle track here and then have watched it spike over
This actually exceeds some of our shared use paths, as far as the numbers of users.

So, this is, like, one month average, and they were getting over seven -- the month of June, over 7,000 uses in this facility, which exceeded some of our trails. So, it's -- again, it's about where you're at. It's location, location, location not just in real estate of housing but also trails. So, again, I think the land use part is really interesting and more that we're gonna study in the future.

So, what we saw from '15 to '16, we added five new counters into the system. All 14 counters in Dallas are now showing an entire year's worth of reporting. Pedestrian mode share increased by 8 percent, and then we went from 3.1 million to 7.4 million people reported.

Now, some of that is a factor of new counters coming online, how many years worth of data. But, again, as we're starting to set these baselines, 7.4 million this year, next year will it go up, will it go down, we will see.

BILLY HIBBS: That's incredible.

KARLA WEAVER: So --

BILLY HIBBS: How much does a counter cost?

KARLA WEAVER: About $5,000. 5 to 7,000 is
what we paid, and then we are having the cities pay for five years of data, which is about $600, 'cause we don't want to send people out into the field, and it pays for the cloud to report back to us, and it also tracks weather. So, we have other reports.

Elected officials told me all the time, nobody will ride in Texas in July, and our counters tell us that July's our most popular month. So, I'm like, well, counselor so and so, that's really -- you know, I see why you think that, but actually we have data that shows, you know, ridership is here. So, it's quite interesting when people have real data, what you can say and do.

BILLY HIBBS: And that counter can differentiate between a pedestrian --

KARLA WEAVER: It does.

BILLY HIBBS: -- and a cyclist.

KARLA WEAVER: So, it has a -- there's a pole that has infrared that counts everything. And then we put in the ground these loops that are in the pavement that counts the bikes. And so you -- you -- you subtract everything that goes in the -- the loop from the pole, and you know bike versus ped.

We also have direction, so we can know if they're going, you know, into town or out of town. It
does 15-minute increments like a car counter does, so I can see during peak periods, certain trails near office buildings have higher ridership, so maybe people are riding to work.

And that's the other part of the land use study of near employment trails during, like, car's peak period of going to work and leaving work, same kind of thing. Lunch is a big pick up in certain trails where there's near food. And so all those things, we're trying to evaluate.

BILLY HIBBS: Very cool.

KARLA WEAVER: Yeah.

BILLY HIBBS: Wow. You know, you guys are so far ahead, in terms of just the sophistication of not only 01:54 (indiscernible) which you --

KARLA WEAVER: Took us a long time to get there.

BILLY HIBBS: -- all this other stuff that's going on. This is incredible.

KARLA WEVER: Yeah.

BILLY HIBBS: Very, very helpful.

KARLA WEAVER: Thanks.

BILLY HIBBS: Thank you.

KARLA WEAVER: We're happy to share this with anybody that's interested in thinking about it. We
had the federal highway administration come out and do a peer review for us about five years ago, because I was very overwhelmed on where to even start. And we brought in the people already in the country doing this.

So, the Colorado DOT has a really great count program. The San Francisco NPO. The Philadelphia NPO is leading the country in count program. And so they just all came in with TTI. And I was like, where do you even start. I don't know if I want to buy this or this and put them here or here, or how many cities. And you just get overwhelmed by all of it.

And they really -- they put out a report that -- kind of talking to all those people that have done it to help us kind of create a path. And so there's lots of tools and resources like that, so --

BILLY HIBBS: That's great.

KARLA WEAVER: Yeah.

BILLY HIBBS: Carl -- did Carl (inaudible).

FEMALE SPEAKER: (Indiscernible).

BILLY HIBBS: Okay. All right. I think there's -- there's -- Houston is counting. Dallas/Fort Worth is counting. Which other major urban areas have counters?

KARLA WEAVER: Austin's got some.

BILLY HIBBS: Austin? San Antonio maybe?
KARLA WEAVER: San Antonio's -- yeah, they've got them on their -- that -- their different mission trails, they've started adding counters to them.

MALE SPEAKER: (Indiscernible).

BILLY HIBBS: Yeah, I think -- I think that's gonna be important --

KARLA WEAVER: Yeah.

BILLY HIBBS: -- when Carl gets ready to start selling this to people --

KARLA WEAVER: Yeah.

BILLY HIBBS: -- is to help.

KARLA WEAVER: And it's not a huge investment.

BILLY HIBBS: Right.

KARLA WEAVER: People, I think, think it's gonna be a whole lot of money to be out there all the time, if you do the permanent. The federal government picked ten NPOs around the country to test out counting, but they used mobile counters.

And I was actually speaking on a panel before the guy that went to speak on this, and I didn't realize they were all mobile. And I got up there and I was like, I hate mobile counters. Mobile counters are the worst, and I gave this whole thing about mobile counters. And his presentation was like, well, I'm here...
to talk about mobile counters. And I was like, well, this is awkward. Was like, sorry.

But the permanent, you just set it and you go. And that has been -- you know, when you're thinking about resources, you replace the battery every two years. We had one where counts shot up to 20,000 a day, and we're like, what's happening here. It was a spider inside.

BILLY HIBBS: Oh, wow.

KARLA WEAVER: And he was, like, zinging around his web. And so we're like, wow, something happened out there. But the city just went out and cleaned -- you know, killed him, and we've been good to go, so... I'm sure they humanely relocated him somewhere else.

MALE SPEAKER: Relocated.

BILLY HIBBS: Thank you for that, very, very much.

MAL SPEAKER: Good job.

BILLY HIBBS: All right. So --

KARLA WEAVER: Did you have a -- did you have a question?

SHIBIYA SABU: Yeah. So, I (indiscernible) question.

KARLA WEAVER: Oh. Sure.
SHIBIYA SABU: So, I noticed that some of the scoring criteria, they're more than others.

KARLA WEAVER: Yep.

SHIBIYA SABU: Example, safety was more than air quality. How do you -- how do you come up with a number? Like, what --

KARLA WEAVER: Great question. So, a lot of it, we start with our bases of our historical Calls for Projects and how we tend to sort of prioritize them. We actually go to public meetings at the beginning of a program when we're developing criteria. And then we go to our technical board, and our policy board, and our bike advisory committee and we show them sort of our initial staff recommendation and see if they want it up or down, or adjust the scores.

So, we get a lot of feedback into the process, and they -- the rates tend to be kind of similar over time. We also use our long range transportation plan. So, everything that has points, like the Veloweb, and safety, and connections to transit, you will see reflected in our long range transportation plan.

Our director says we want to build the plan because this is our vision for the next 20 years, and so create programs that help you fund your vision, and
that's where we put our scoring criteria as well.

SHIBIYA SABU: That's interesting. For example, in California, lot of places, you -- you might find the air quality more than --

KARLA WEAVER: 'Cause y'all got all those state bills, yeah.

SHIBIYA SABU: Oh.

KARLA WEAVER: Texas doesn't have all that.

SHIBIYA SABU: And could you name, like, what -- some of the projects that -- that have good scoring criteria? Do you rate projects according to the scores --

KARLA WEAVER: Yes. So, on our website is a -- is a matrices of every project and how it scored in its points. So, I -- I -- I couldn't name you, like, random projects right now but I can make all of that available to you, or send you that link. Yeah.

SHIBIYA SABU: (Indiscernible) the Power Point.

KARLA WEAVER: I think it's sent to the committee members. Bonnie's got a copy. Yeah.

SHIBIYA SABU: Thank you.

KARLA WEAVER: You're welcome.

BILLY HIBBS: All right. Thanks, again, Karla.
KARLA WEAVER: Sure.

BILLY HIBBS: Great presentation.

Incredibly helpful. All right. So, it's time on the agenda to go around the table. And, Bobby, would -- would you mind starting us off.

ROBERT GONZALES: Well, in El Paso, you know, we have a list of -- of short and medium projects that were identified in last year's bike plan that we adopted in August of last year. And -- and so one by one, those projects -- in fact, that list of project was approved by council last week, as a matter of fact. And so now the Capital Improvement -- through the Capital Improvement Department they're gonna start implementing projects. And the -- the new bicycle coordinator, who is -- who is one month into his helm --

FEMALE SPEAKER: Yay.

ROBERT GONZALES: -- is now moving those projects forward, so that's a good thing. The other thing is the TxDOT El Paso district just came out with their draft bicycle program strategic plan, and it identifies existing corridors, the special design considerations, and then the implementation plan.

And -- and I haven't had a chance to go through it in its entirety, but I will say this, that some of the corridors that we're talking about on the
tourism trail side kind of ties into 62.180, for example and then, you know, the -- the I-10, of course. So, all the corridors will tie into that study very well.

So, that's -- that's a good -- I have a draft copy but I've been asked not to share it. But -- but just --

ERIC GLEASON: Well, just tell us.

ROBERT GONZALES: But -- but it's a good plan.

FEMALE SPEAKER: Teaser.

BILLY HIBBS: Thank you, Bobby. Anne-Marie, anything else?

ANNE-MARIE WILLIAMSON: So, the first phase of our Circle Trails Dash are starting on the second phase. Thanks, TxDOT, for that. And we sent in three proposals in the last call, so...

BILLY HIBBS: Very good.

FEMALE SPEAKER: The biggest news from Austin is on June 14th, the bike bridge over Barton Creek opened. And that was a --

FEMALE SPEAKER: Yay.

FEMALE SPEAKER: -- joint effort between the City of Austin and TxDOT. There was also some federal participation, I understand. But it was a 14.1 million dollar project --
BILLY HIBBS: Wow.

FEMALE SPEAKER: -- that I think the City's had -- okay. I should say the Statesman has had some heart attacks over the cost, but bicyclists are coming out in droves and saying worth it. Worth every penny, so...

BILLY HIBBS: Good, good. Thanks, again, for your service on that.

FEMALE SPEAKER: Thanks, Billy.

BILLY HIBBS: David?

DAVID STEINER: Yeah. A few things for the area that -- that we've been working on. First, with the Trail and Route Access Coalition I -- I -- I lead. One thing we embarked on early this year was around, you know, getting the voice of -- of members in the area to -- to the city and -- and -- and the council for their longer range planning.

So, a couple of things we did, and I put together a real simple, you know, survey together that sent out to various folks. Wasn't statistically a sample of the community, it was really focused on, you know, the bikes and the runners because those are communities I know. Got a lot of input from them.

Also worked with the City and got a map of the city of Lufkin. And we got together, just as a
group at Buffalo Wild Wings over beer, and we marked a map up. You know, and this isn't a big community. I mean, the city itself is 35,000. But, you know, where do we need, you know, sidewalks. Where are good bike routes for -- you know, the intent was to give to the city for the long range planning. It's not gonna happen overnight.

It worked out wonderfully and it was really beautiful because, two things, one, the city was like the dirt in Texas in 2011. It was ready to suck up all the water it could get, and we were the water. So, they were like, oh, please, yes. I needed information because there's been a lot more interest from the city.

And I understand they put in some projects to the TA Set-Aside this year for actually -- and it -- and it worked very well because it was some sidewalks and stuff to the high school that we had also marked up. You know, and we did the same thing, trying to connect; where do we have grocery stores or shopping and stuff, and trying to do that connectivity.

So, very simple. It wasn't low cost, it was a no cost effort to try to get it to them. So, that worked very well. And the City of Lufkin is updating their long range comprehensive plan which really looks at, you know, quality of life, economics,
transportation, and it also talked about outdoor activity; so it fit very well with all of that.

So, all that's gone into the city. That's been given to the outfit that the City's hired to upgrade their -- their comprehensive plan. So, that's kind of excitement, and I think we're kind of starting to get some more traction around long range plans in the city. And there's a lot of interest in it. So it's -- timing's worked very well.

Couple of other things which was exciting. We had money from a few years back to add a trail system at a -- at Cassels Boykin Park, which is right along Lake Sam Rayburn and a big expansion. So, that was finished up in June.

And we've also had interest -- we've met with the city parks in Lufkin about expansion of the trail at another park that we put in at Kit McConnico in Lufkin, which gets a lot of interest. And that's, you know, partly I think why the city is more interested.

They see the -- the use of all those trails, so now we're looking at expanding it. The city says, oh, yes, you can have that land, just bring us a plan what you want to do. So, we're starting to move in that direction.

I think when the weather cools off and the
growth dies out, we can get into that brush. We'll map
that route out in more detail, but -- so that's what's
going on. Kind of a lot of things first half of this
year, which is exciting.

BILLY HIBBS: Yeah. Shawn, how are things
in Amarillo?

SHAWN TWING: Well, actually, was gonna
title my report as the "Tale of Two Cities." Couple of
things. I'll give you the good, the bad, and the ugly.
You know, Amarillo did put in very nice rails -- trails
some years -- years ago. It's -- I think where it's
located, there's -- there's a limited usage, mainly
because where it cuts through.

But Amarillo has a very difficult geography.
The way the city built, it's very difficult to link.
Amarillo's a perfect four quarter quadrant city. And to
get from one quadrant to the other, there's really not
very many safe ways to do that.

In fact, if you look at our city plan -- I
pulled it up again. This was from 2015 through 2040,
and it pretty much says until attitudes in the area
change, there's no demand. So, there's really nothing
for Amarillo to do. So, you know, we're fine with that.

And I did a survey study with a friend --
one of my training friends is a swim coach in Amarillo.
And we tried to get an aquatics center put in and Amarillo twice has voted down both times. So, we did, you know, an anecdotal review of the health records. And, you know, not surprisingly, Potter and Randall County are almost in the top ten, not just in obesity rates but in what's called inactivity.

There's actually a gauge for inactivity. And Potter County's running about 32 percent inactivity. That, by the way, is somebody who does less than one hour of physical activity a week is considered inactive. So, according to these health statistics in our northern county, a third of our population is -- is inactive.

And Randall County, which you'd consider is a little bit more, you know, active, that's where you'll find the runners and stuff, it's in the 20s. So, you know, it's -- it's -- you know, we're working on attitude.

So, through the local share the road committee and local cyclist committee, you know, we have -- you know, Tascosa cycling and the tri -- triathlete groups. Although, triathletes are all going to CYC Lacrosse. You know, we -- we -- we battle that quite a bit.

Now, that's the -- kind of bad, you know, if you will. I mean, until we can encourage, you know,
alternative transportation, both for recreation and so forth, you know, it's gonna be our long haul.

The good news, and this is why (indiscernible) is the second city's Canyon Texas, of all places. Canyon, Texas is really coming on board. Their -- their local pop -- citizens voted to put in an aquatics center. You're seeing more and more students riding their bikes, you know, the university, the close proximity to Palo Duro Canyon.

I mean, it's really starting to become a hub, and they also put in a -- the city bought some land to put in a mountain bike trail. It's -- it's for, you know, people that are more beginners, intermediate. It's not this crazy jumping off the rocks. It's become extremely popular.

And if you looked at the map on the trail stay, I intentionally took -- my recommendation was to go south of Amarillo, mainly 'cause there's really no way to get through it, but it really started putting everybody south.

And Canyon's gonna be the -- the place where I think if we're going to change attitudes north -- northern attitudes, it's gonna be -- they're gonna see that and they're gonna see a lot of really cool things happening in -- in Canyon. And -- and so I really
wanted to give Canyon a lot -- a big pat on the back.

In my emphasis with the local community is
I'm spending time talking to people in that town. And
I'm hoping -- I thought, you know, because Amarillo,
where it was located, would move from there out. I now
have the exact opposite. Well, center in the Canyon
area.

And the activities, I can only dream of
getting to the Hotter'N Hell level. But we do have 24
Hours in the Canyon, which has become nationally known
mountain bike rice. It's a 24-hour race with all kinds
of events. You got road and mountain bike. They'll be
adding fat tire racing, you know, all that stuff these
crazy people like to do. I like to stay on the
blacktop.

But they got probably 800 riders this year,
you know, for 24 hours. And even with some bad weather
it was very successful. It's been going on for ten
years. Palo Duro Canyon has had 32 years of trail run,
if any trail runners.

In October they've added 50 miles, so you
have 50-mile. 50k to 20k. And, you know, and Canyon
starts filling up. You know, so if you're a runner or
cyclist, there are a lot of things to do down there, you
know.
At the end of the day, you know, we're just -- I can only dream -- you know, I just spent a week in Denver, and Colorado Springs, and Boulder, and then I come to Austin and just green with envy, you know. But, you know, again, it's -- it's just a different world.

You know, we don't have the congestion y'all have. And, you know, it's starting to get there and you just got miles and miles, you know, of places to -- to, you know, drive your car. So, but anyway, I think long-term it's -- it's gonna take off.

And this CYC Lacrosse, I'm very curious to see where that goes because we're starting to see people that drive in from Kansas, New Mexico are starting to pull into the panhandle because we literally have thousands of miles of dirt roads. If you want dirt, we got more than you could ever want, so...

BILLY HIBBS: Well, Shawn, your comments about CYC Lacrosse, and think about Carl and the work he's doing, you know, one of the questions that I don't think has ever been asked is, is the surface for what you're doing, Carl, is it going to be all blacktop? Or is it going to have gravel where you're going to need a specialized kind of bike to be able to do that?

Because, you know, a mountain bike can ride
on everything. But a mountain bike's not, obviously, the best way to ride 100 miles a day on asphalt. And if you take a road bike, you put it on one of those gravel trails, like the presentation that we got from the guys, you know, northeast Texas part of it up there, you know that could be problematic.

So, I think at some point we've -- we've got to say, it's either gonna be asphalt the whole way or you're gonna need to make some previsions because you can't ride a road bike with skinny tires on, you know, dirt roads.

SHAWN TWING: Well --

BILLY HIBBS: You can't --

SHAWN TWING: -- the CYC Lacrosse bikes,

they do ride on --

BILLY HIBBS: You can't --

SHAWN TWING: -- the blacktop.

BILLY HIBBS: -- on a CYC Lacrosse bike,

but, yeah. But that's --

SHAWN TWING: And that's what I call --

BILLY HIBBS: -- specialized set of tires --

SHAWN TWING: You know, yeah.

BILLY HIBBS: -- (indiscernible).

SHAWN TWING: They're heavy duty tires. But the geography of a bike -- I asked if I could convert my
road bike and they said no.

BILLY HIBBS: Right.

SHAWN TWING: Something about the geography of it.

BILLY HIBBS: Yeah, it's -- yeah.

SHAWN TWING: But, you know -- you know, it'd be interesting to see, but y'all are right. And I don't know for trails stay, it may be something it says on a footnote. Look, if you fly into this city in addition to road riding, you know, you can do -- you can take off --

BILLY HIBBS: Yeah.

SHAWN TWING: -- on these other trails.

BILLY HIBBS: Yeah.

SHAWN TWING: But I don't think you would incorporate it necessarily.

MALE SPEAKER: How other states do it, you may have a map that shows all of their trails, and then it may identify certain trails as appropriate for one type of bike.

FEMALE SPEAKER: Coded somehow.

MALE SPEAKER: Or one type of (indiscernible). So you could have -- you know, your mountain bike, your cycle bike could go on only asphalt. You may just identify certain connections and say also
there's this, or this route you can take until you get
to this point and then it's almost this. That's how
other states have done it. You may choose
(indiscernible). I think that comes later with design
facility conversation in future working groups.

BILLY HIBBS: Okay. All right. Thank you,
Shawn. Karla, anything else?

KARLA WEAVER: Nothing else from me.

BILLY HIBBS: All right. Okay. So, at this
point, we've got the public comment. I did not get any
ideas from anyone saying that anyone from the audience
needs to comment publicly, so I think we're okay with
that.

SHAWN TWING: Bill, sorry to interrupt.

BILLY HIBBS: Yes.

SHAWN TWING: I did have -- I received one
comment from a citizen in Amarillo who wanted to ask our
committee to consider recommending mirrors -- rearview
mirrors as a legal requirement for bicyclists on the
road, and I promised him that I would bring that up
during the public comment.

DAVID STEINER: That's interesting, because
I got an e-mail from somebody talked about legal
requirement for lights on.

ANN-MARIE WILLIAMSON: I got that one, too.
I didn't know where they were.

KARLA WEAVER: I got it --

ANNE-MARIE WILLIAMSON: I responded.

KARLA WEAVER: -- as well.

DAVID STEINER: Did you?

ANNE-MARIE WILLIAMSON: Yeah.

DAVID STEINER: Okay.

(Multiple speakers; Indiscernible)

SHAWN TWING: Well, the lights are a requirement, you know, at dusk. If you're on the roadway, you're actually required --

KARLA WEAVER: Oh, he wanted to require cars.

DAVID STEINER: I mean, for the cars to have rear --

(Multiple speakers, Indiscernible)

SHAWN TWING: Oh, oh, oh, oh.

DAVID STEINER: The comment was when I look in my mirror, I can't see cars.

SHAWN TWING: True.

DAVID STEINER: So I said, thank you, very much. You know, my strategy is I -- I'm like a Christmas tree. I have taillights. I use headlights and -- and I have a mirror. But that's -- that's probably more --
(Multiple speakers, Indiscernible)

DAVID STEINER: -- DPS type, those regulations, right, it's not a TxDOT (indiscernible). But I got something similar. It's interesting several of us have that.

SHAWN TWING: Well, and I thanked him for input.

BILLY HIBBS: Sure.

SHAWN TWING: I didn't know -- actually, what I wanted to say is well, when we make helmets required, we can look at mirrors. But, you know, I refrained.

BILLY HIBBS: Okay. All right. So, on item number 11, we're talking about future agenda items (indiscernible) where we are on that. (Indiscernible). Do we have any other matters to come before us today? I want to thank everyone again for making the trip over here. We are adjourned.

(End of Proceeding)
REPORTER'S CERTIFICATE

COUNTY OF TRAVIS

STATE OF TEXAS

I, Joy Quiroz-Hernandez, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the foregoing is a correct transcription from the audio recording of the proceedings in the above-entitled matter.

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

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

Subscribed and sworn to on this 31st day of July, 2017.

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