

Transcript of the Testimony of  
**TxDOT BAC Meeting**

**Date:**

October 27, 2017

**Case:**

BICYCLE ADVISORY COMMITTEE (BAC) MEETING

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TEXAS DEPARTMENT OF TRANSPORTATION  
BICYCLE ADVISORY COMMITTEE (BAC) MEETING  
OCTOBER 27, 2017

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1 APPEARANCES:

2 COMMITTEE MEMBERS

3 Ms. Billy Hibbs Mr. Jeffrey Pollack  
4 Ms. Margaret O'Brien Nelson Mr. David Ham  
5 Mr. Cristian Sandoval Mr. Shawn Twing  
6 Ms. DawnElla Rust Ms. Karla Weaver  
7 Ms. Anne-Marie Williamson  
8 Mr. Robert Gonzales (via Telephone)

9  
10  
11 ALSO PRESENT

12 Commissioner Jeff Austin, III  
13 Mr. Eric Gleason Mr. Robin Stallings  
14 Ms. Bonnie Sherman Ms. Teri Kaplan  
15 Ms. Donna Roberts Ms. Genevieve Bales  
16 Mr. Sean Turner (via Telephone)  
17 Mr. Charlie Leal Mr. Carl Seifert

1           On the 27th day of October, A.D. 2017, between the  
2 hours of 10:00 a.m. and 12:15 p.m., the above entitled  
3 meeting came on for discussion, and the following  
4 proceedings were held:

5           MR. HIBBS: All right, everyone, it's ten  
6 o'clock. I'd like to -- to welcome everyone and to call  
7 the meeting to order. In particular, I want to welcome  
8 all of our new Bicycle Advisory Committee members, thank  
9 you for coming and joining us today, as well as  
10 Commissioner Austin for his attendance at our meeting  
11 today. We're always thrilled to have a member of the  
12 TxDOT Commission to attend our meetings to hear what's  
13 going on in regards to cycling issues, and so thank you  
14 very much --

15           COMMISSIONER AUSTIN: You're welcome.

16           MR. HIBBS: -- Mr. Commissioner, for --  
17 for doing that for us.

18           So, at this point in time, I believe Teri  
19 is going to give us our safety briefing today; and if I  
20 didn't tell you already, please mute your cell phones.

21           MS. KAPLAN: Okay. This is my first time  
22 to give the safety briefing at the Greer -- Greer  
23 Building, so I've got actual instructions of what I'm  
24 supposed to do -- what we're supposed to do.

25           First of all, we don't expect any

1 incidents, but there is an automatic external  
2 defibrillator that's located in -- where is it located?

3 MS. SHERMAN: It's in the lobby.

4 MS. KAPLAN: It's in the lobby. Okay.

5 And then there is also a first aid kit there. There are  
6 fire alarms. Where's our fire alarm? It's also in the  
7 lobby. And the Greer Building's primary exit here  
8 on 11th Street, if we had an incident would we -- the  
9 direction we would go, and we would gather in the  
10 parking lot here to my left -- Or no. We're supposed to  
11 actually go across the street on the Capitol lawn, but  
12 we'd need to go down to the intersection and cross  
13 safely.

14 If anyone needs to use the rest room,  
15 ladies room is directly across the hall. You step out  
16 in the hall there, it's on the left. The ladies room is  
17 down the first hall. You walk down the hall a little  
18 further on the left, go down that hall, and the men's  
19 room is there. There is a water fountain out here if  
20 anyone needs a drink other than coffee or water.

21 I believe that's -- I believe that's all  
22 that we need today.

23 MR. GLEASON: Well, we're not expecting  
24 inclement weather, but in the case of the need to  
25 shelter in place we can follow instructions and most

1 likely gather in the rest room there in the stairwells.

2 MS. KAPLAN: Okay.

3 MR. HIBBS: And for those of you who are  
4 new to this meeting you should know that Austin has a  
5 very strict no cell phone policy while you are driving.

6 MR. HAM: Shoot, the whole state.

7 MR. GLEASON: The whole state.

8 MR. HIBBS: So -- but anyway, it's still  
9 Austin to me here.

10 MR. GLEASON: They're particularly  
11 aggressive about it here.

12 MR. HIBBS: I'm not sure if they're  
13 enforcing it in the entire area, but -- so -- so anyway.  
14 All right. So -- so thank you very much, Teri. We  
15 appreciate that.

16 At this point we need to approve the  
17 minutes from our last meeting. Hopefully, everyone's  
18 had a chance to review those minutes. Do we have any  
19 changes, corrections, additions or deletions to the  
20 minutes?

21 If not, I'll entertain a motion to accept  
22 the minutes.

23 MS. WILLIAMSON: So moved.

24 MR. HIBBS: So moved. Thank you,  
25 Anne-Marie. Do we have a second?

1 MS. WEAVER: Second.

2 MR. HIBBS: Second by Karla. Thank you  
3 very much. All in favor say "aye."

4 (Aye.)

5 MR. HIBBS: The minutes have been adopted.

6 Okay. So, at this point in time, we have  
7 four new members that form -- of our Bicycle Advisory  
8 Committee and we're very, very excited to have you all  
9 on board. What I would like to do is give each one of  
10 you a minute to give a little background on yourself,  
11 talk about why cycling's important, and it kind of helps  
12 us get a -- a feel for, you know, do you have an  
13 interest in this because of, maybe, you're just a  
14 long-time passionate cyclist, or are you involved  
15 somehow in an MPO or in a governmental way, and it'll  
16 really help us expand our breadth and depth here on the  
17 committee by having new members that have different  
18 skill sets.

19 So -- so, David, why don't we start with  
20 you.

21 MR. HAM: All right. I'm David Ham,  
22 Midland, Texas. Midland/Odessa is kind of combined now.  
23 I've been involved in the bicycle business for a long  
24 time owning a bicycle shop in Midland and very involved  
25 with the local advocacy working with the MPO there

1 forming a committee similar to this, working with the  
2 city in different parks and recreation commissions on --  
3 just talking to council members and everybody else about  
4 what we need there. And a member of Bike Texas Board  
5 also, so involved there. So have just been involved  
6 trying to make Texas and, in particular, West Texas a  
7 little safer place to ride a bicycle.

8 MR. HIBBS: That's good. Well, we're --  
9 we're excited to have some representation from Midland.  
10 I think since I've been on the Bicycle Advisory  
11 Committee for a few years now we've never had anyone  
12 from -- from out in that area, so that's -- that's good.

13 Jeffrey Pollack from Corpus.

14 MR. POLLACK: Hi there. Good morning.  
15 Jeff Pollack. I'm the director of the MPO in Corpus  
16 Christi. I am a lifelong cyclist of all types: Road  
17 bikes started triathlon, mountain bikes Saturday  
18 afternoon with my kids to get ice cream cones.

19 We at the MPO have been engaged in active  
20 mobility planning, particularly bike mobility, for the  
21 last two years or so. We've produced a -- a bicycle  
22 mobility plan in 2016 that has since been identified as  
23 a national case study by Transportation for America  
24 and -- and Federal Highways and prescribes a 290-mile  
25 bicycle mobility network.

1 I -- I personally feel that a modal  
2 switch, fostering that modal switch from -- from  
3 vehicles to bicycles or actual mobility getting people  
4 to destinations is really a way to -- to address a lot  
5 of the fundamental ills at the community level in our  
6 community and others. So it's something that my  
7 organization is heavily invested in and committed to and  
8 appreciate the chance to be part of this body and --  
9 and -- and participate at this level.

10 MR. HIBBS: Thank you, Jeff.

11 We also have Cristian Sandoval from San  
12 Antonio. Cristian?

13 MR. SANDOVAL: Thank you. Yes. I'm  
14 originally from Guatemala, arrived in San Antonio in  
15 1999, started cycling triathlons and all of that stuff,  
16 and suddenly one day I decided that I want to help get  
17 more kids on bikes. Started our foundation. We work  
18 now with at-risk schools. We promote attendance,  
19 behavior, and good academic performance by promoting a  
20 big bike build event at the end of the year, and it's --  
21 it's picking up. That got me involved with the area  
22 Alamo MPO, been there for four years now.

23 And on my personal side, I own a marketing  
24 firm and we help city entities, also, for profits and  
25 non-profits, increase their revenue and interests in

1 products.

2 MR. HIBBS: Good. Good.

3 I was chatting with Cristian earlier and  
4 when he -- when he mentioned to me that he was on the  
5 marketing and PR side of things I -- I started thinking  
6 about all of the -- the tremendous work that this  
7 committee has been doing and the kinds of things that  
8 are going to need to be rolled out and how we need, you  
9 know, people with those kind of skill sets to help us  
10 get the word out. So that's -- it's very timely that  
11 you're on the committee, and we're -- we're excited  
12 about that, Cristian.

13 And then we have Margaret O'Brien Nelson.  
14 Margaret?

15 MS. O'BRIEN NELSON: Thanks. I feel  
16 really, really fortunate to be here today. I started  
17 cycling when I was a kid, of course. I was raised all  
18 over the world, I was born in Italy, and my fondest  
19 memory is of being on my uncle's bicycle handlebars just  
20 riding through town and everything.

21 So later on, though, I lost that, and I  
22 didn't -- until I was 60 years old I had just gone  
23 through -- I had lost my husband, families were gone and  
24 everything, my career -- I had been working for Red  
25 Cross for 11 years, and I did -- I -- I worked in

1 disaster relief for the most part, but always in the  
2 communications area and, all of a sudden, everything was  
3 rearranged.

4           We worked like FEMA's region 6, so I  
5 covered five states, and I'm pretty familiar with  
6 network and also how important mobility is in -- in so  
7 many different situations.

8           So I did that. And coming out I started  
9 working at Metro and I was -- I started working there on  
10 promoting the new rail system that we were just  
11 expanding, the -- the overall lines, and so that's when  
12 I started learning more about transit and -- and  
13 intermodal transit also.

14           As I got to Metro, I didn't know anybody  
15 or anything, and there was a poster up there for their  
16 cycling club, so -- it's like the fellowship of the  
17 wheels, so I -- at 60 years old I started riding.

18           And since then I rode Houston to New  
19 Orleans, I've done all kinds of bike-related things. I  
20 have -- I just did Bike Around the Bay with my sister  
21 again. I think it's such an empowering thing for so  
22 many people, for women, for children, for anybody that  
23 you don't have to be leashed to a car and so I believe  
24 very strongly in it.

25           I think also that urban cycling is one of

1 those things, especially in an area like Houston, other  
2 cities, extremely important and people are afraid of  
3 many, many times with good reason. I mean, I've been  
4 dumped any number of times, so I understand all of that.

5 My reason for being here is, I became an  
6 advocate for cycling with Metro. As a matter of fact,  
7 like, even in an organization like that, that does so  
8 much planning and everything, there was often very  
9 little foresight or very -- and I'm not going to say  
10 foresight -- but very little coordination or -- or work  
11 with the community that had -- that -- that could use  
12 that -- that stuff. So I decided that -- as I retired  
13 in May, I said, I could become more involved. I've been  
14 involved with Bike Houston and other organizations and  
15 stuff like that, but I said, you know, when -- when this  
16 came up, a friend of mine at Metro had -- had told me  
17 about it.

18 COMMISSIONER AUSTIN: Russ Frank?

19 MS. O'BRIEN NELSON: Yeah, as a matter of  
20 fact. Okay. He and I are big cycling buddies.

21 But I just think it's a great opportunity  
22 and -- as a woman and a senior. Because I'll be 70 very  
23 soon, I want to keep riding, you know, and I want it to  
24 be a good place to be able go with my sister and whoever  
25 else, you know, I -- I want to have with me, so -- I'm

1 very interested, though, in the communications aspect.  
2 That is my background.

3 I worked in television news for about 15  
4 years, I worked in Red Cross, I did nothing but  
5 communications, and the same thing with Metro. So I do  
6 speak Spanish. I'm very -- I was married to an  
7 Argentinean for 30-plus years. Now, I've just found  
8 somebody else very late in life, so --

9 MR. HIBBS: Well, welcome.

10 MS. O'BRIEN NELSON: -- I feel real  
11 blessed. Thank you.

12 MR. HIBBS: We -- we're -- We're glad  
13 you're here.

14 All right. So this is the point in the --  
15 in the meeting where I usually talk a little about some  
16 various issues, and what I wanted to do today, primarily  
17 for the benefit of our new members, is, give you a  
18 little sense of -- of what's going on in this committee,  
19 because I think anytime you start something new like  
20 this you have absolutely no idea what's going on.

21 I know in my particular case, because my  
22 background is in insurance and risk management, that I  
23 didn't understand any of the lingo, the abbreviations,  
24 nothing, and so I -- I -- I still probably know less  
25 than anybody in the room about -- about these matters,

1 but -- but it has worked me up the -- the learning curve  
2 pretty quickly, and so I think just kind of having an  
3 overview of some of the things that we've been doing  
4 over the last several years will help give you a sense  
5 of some of the major projects and some of the major  
6 things going on.

7                   And I want to start with  
8 Commissioner Austin and his role. There are five  
9 transportation commissioners that are appointed by the  
10 governor, and those -- those various commissioners serve  
11 over a gigantic department we call TxDOT. It has a  
12 \$26 billion biennium budget. I can't remember the exact  
13 numbers, but -- but, at one point in time, I took that  
14 \$26 billion and looked at it in terms of -- of  
15 countries' different GDP and -- and it would be like the  
16 35th largest country in the world. That's how big it  
17 is. And it's a lot of money and it's -- it's a lot of  
18 responsibility because there's a lot of competing  
19 interests. There's never enough money to -- to cover  
20 all of these various projects and all, and it's very,  
21 very important work; and -- and you saw just from the  
22 recent Hurricane Harvey how important it was to be able  
23 to get people out of danger and get them moved around,  
24 and many thanks to TxDOT and -- and the -- the very  
25 important role that they played.

1           But when -- when we can get a chance to  
2 have a commissioner join us, I -- I have to tell you, it  
3 is really exciting, because they are getting a firsthand  
4 look at -- at what's going on here and it -- and it puts  
5 them in a better position when they're discussing these  
6 things amongst themselves in terms of projects and --  
7 and all. It -- it gives them just a such -- a much  
8 better flavor for the type of work that we're doing.

9           So, Commissioner Austin, thank you very  
10 much for joining us today.

11           COMMISSIONER AUSTIN: I'm happy to be  
12 here.

13           MR. HIBBS: And -- and we really  
14 appreciate that. Each and everyone of you was appointed  
15 by a commissioner. It may be a commissioner that you  
16 know or somebody maybe that you don't know and your name  
17 was in the pool, but -- but -- but these positions here  
18 on the Bicycle Advisory Committee are selected by the --  
19 by the commissioners.

20           So the -- the -- one of the most important  
21 things that I want you to remember from our -- our --  
22 our meetings is that you're probably going to be having  
23 an impact on cycling for generations. And this is  
24 unfortunately not something that we're going to  
25 necessarily see a lot of immediate return on, you know.

1 Sometimes it takes years, sometimes even decades to see  
2 things put into place, but this is where the bulk of the  
3 heavy lifting goes on, and because of that attendance is  
4 extraordinarily important, and I can't emphasize enough  
5 how -- how much we value you being here around the table  
6 for these quarterly meetings.

7 And Teri goes out of her way to try and  
8 schedule these around, you know, people's schedules and  
9 things like that, but -- but being a participant on  
10 something that's this important is really, really  
11 important and so I want to encourage you to do this.

12 We've got kind of three things that --  
13 that -- that we juggle in terms of thinking about, you  
14 know, what are we doing for the people of -- of the  
15 State of Texas. Well, one thing, obviously, cycling is  
16 a very healthy sport and cycling and pedestrian issues  
17 that come across through this committee have to do with  
18 the health of the people of State of Texas, and as many  
19 of you know we're largely unhealthy. You know, if you  
20 look at us compared vis-a-vis to other states out there,  
21 we've got a lot of obesity, we've got a lot of problems  
22 with fitness, and cycling is certainly a way to -- to  
23 improve on it.

24 Mobility also is a hugely important issue,  
25 and thank you, Margaret, for your comments on that

1 because, as I always say, we have a state built out for  
2 SUVs and pickup trucks, and we've done a great job of  
3 that. But -- but we also have, you know, a lot of  
4 cyclists, and I think as time goes on we're going to  
5 have more and more cyclists, and one of the -- besides  
6 the mobility part of it, one of the really important  
7 parts for me is -- is kind of the economic development  
8 component; because in order for -- for Texas to continue  
9 to grow to attract businesses to relocate here, for  
10 people to move to Texas and -- and -- and continue to  
11 make this their home, we have to have the kinds of  
12 transportation infrastructure that they have in other  
13 states, in virtually all other states.

14           Particularly, if you're in the -- you  
15 know, either one of the seaboards and any of the  
16 metropolitan areas, you know, they have bicycle lanes  
17 and -- and they have accommodations for cyclists, and  
18 the head of our economic development in Tyler, Texas  
19 says the No. 1 thing he gets when people come to Tyler  
20 to think about relocating from another state is where  
21 are all of the bike lanes? You know, there's not any.  
22 So, you know, they -- it puts -- it puts Texas at a  
23 disadvantage if -- if we're not keeping up with that.  
24 So -- so I think -- I think those three things: Health,  
25 mobility and economic development are probably in terms

1 of -- of three of the most important, you know, kind of  
2 big items I want you to -- I want you to keep in mind.

3 I also want you to understand that you're  
4 representing not only the cycling community of the State  
5 of Texas, but also your region, and -- and so when  
6 projects come up -- and Eric's going -- going to have  
7 some great news for us today about various projects that  
8 have been let and the funding that's going on, on all of  
9 these. But if you're in this community and -- and --  
10 I'm sorry. If you're on this committee and your  
11 community is Midland and -- and you hear that there is  
12 some -- some big projects that are going to be  
13 considered, I'll tell you what I did, David, you know, I  
14 went and met with the mayor, and I said, hey, this  
15 thing's coming down. And -- and I met with the city  
16 manager, and I met with the head of our -- our bicycle  
17 area and parks and recreation and I told them the  
18 deadlines.

19 And I said, you guys, if y'all want to  
20 apply for this funding you need to have it in there, and  
21 it's got to be in there by May and -- you know, I'm --  
22 so I'm following up with these people to make sure that  
23 if there is some -- some initiatives that -- that they  
24 want to do in a certain area that -- that they're  
25 actually doing it, and so -- And it's okay to, you know,

1 be an advocate for your region, but we're -- at the end  
2 of the day you have to remember that, you know, we're  
3 also representing people from the State of Texas as  
4 well.

5           Some of the things that immediately come  
6 to mind that -- that are important -- and there's a lot  
7 of important stuff that goes on -- but a couple of years  
8 ago we did a complete rewrite of TxDOT's kind of  
9 strategic plan as it relates to cycling, and that was  
10 important because it will help drive all of the new  
11 construction that's going on because it'll have a  
12 bicycling component in it, and there will be  
13 considerations that have to be made for cyclists for new  
14 construction.

15           That was a lot of, you know, getting your  
16 fingers dirty and grinding through many, many revisions  
17 of drafts, and talking to engineers and things like  
18 that, but it was really, really important, and -- and  
19 that falls into that category of we don't see anything  
20 immediately coming from that, but I think long term it  
21 will have some -- some really positive benefits.

22           We did another initiative called Bike  
23 Stripe which allowed smaller communities to be able to  
24 partner with educational institutions and get free  
25 engineering. Most striping objectives in these smaller

1 communities fall part in the engineering piece because  
2 they don't have \$800,000 or a million bucks laying  
3 around to hire an engineering firm to come with which  
4 streets to work. So we've got a member of our  
5 committee, he's -- he's not here today, but -- I think  
6 he's on -- on the phone with us. Bobby Gonzalez. He's  
7 out in El Paso.

8 MR. GONZALES: I'm actually here.

9 MR. HIBBS: Yes. Good. Thank you, Bobby.  
10 Glad to hear from you.

11 And he's -- he's --

12 MR. GONZALES: I'm sorry that -- I might  
13 be on the road, but I'm -- I'm sorry it was a -- I was  
14 not able to be there and meet the new members, but I'm  
15 here. I'm listening.

16 MR. HIBBS: Yeah. Thank you, Bobby.

17 And -- and so Bobby's a civil engineer,  
18 and he developed the software program that allows the  
19 engineering department of a college or a community  
20 college to take -- take that -- that software and  
21 overlay it with their city's plan and come up with a  
22 striping program and, basically, get it done for free.

23 And we're going to encourage the smaller  
24 communities -- and by those we're talking about  
25 population, I think, 200,000 and less. Is that right --

1 MR. GLEASON: Yes, sir.

2 MR. HIBBS: -- Eric?

3 Because there are special funds that are  
4 set aside for them now where they can go out and  
5 actually have a striped community. And in -- in terms  
6 of doing that, another thing that -- that we've done and  
7 we'll get a report on today is our website, because one  
8 of our objectives is if you are going to travel, say,  
9 from Midland to Tyler and you want to know where the  
10 stiped roads are -- at some point, you got to know where  
11 they are. So we're going to try to have a -- a button  
12 that you can click on, called Bike Stripe, on the  
13 website where you can pull up the map of the city and  
14 you can see where to ride your bike so you can get  
15 around when you travel from city to city across the  
16 State of Texas, and we'll have, hopefully, at some  
17 point, all of the bike lanes mapped and shown up on your  
18 personal hand-held device.

19 You'll also hear today about our Bicycle  
20 Texas Tourism Trails Study, which is a major, major  
21 initiative, to be able to eventually ride your bicycle  
22 across Texas. And I have always said if people are  
23 willing by the tens of thousands every year to go to  
24 Iowa -- which I have no idea why you would want to ride  
25 your bike across Iowa, but they've been doing it for

1 decades there -- they're going to flock to Texas by the  
2 hundreds of thousands to ride across our great state.  
3 But it's complicated and it's big and it is a big  
4 project, and so Carl and his team you're going to get to  
5 hear from him later in terms of -- of that particular  
6 initiative.

7                   And then the -- the thing that probably  
8 has helped me the most on this committee is -- is the  
9 chance to learn from one another. And everyone brings  
10 something different to the table and -- particularly, if  
11 you're in the quasi governmental area, like working for  
12 an MPO or one of the different offices, you can bring us  
13 bike plans, and a lot of times they will show us the  
14 bike plans. We had Ross gave us --

15                   MS. O'BRIEN NELSON: Russ.

16                   MR. HIBBS: -- Houston's -- Russ gave us  
17 Houston's bike plan, went through the whole thing. And  
18 we've seen things that are going on in the  
19 Dallas/Ft. Worth area and San Antonio and down in --  
20 in -- in the Valley, and there's just -- there's so many  
21 interesting things that are happening, and what that  
22 does is it spurs a lot of, you know, thought and  
23 consideration about, well, how can I take some of those  
24 great things that are going on down there and -- and  
25 bring it back to my part of the state, and so at the end

1 of our meetings what we do is we go around the table  
2 and -- and everyone has a chance to kind of talk about  
3 what's going on locally. And if they have a certain  
4 area or -- or level of expertise, many times I'll ask  
5 them to give a presentation on it at the next meeting.

6 So that -- that kind of tells you a little  
7 bit about what we do here and kind of what's been going  
8 on. Certainly, Eric has a very, very important role to  
9 bring us the -- kind of the -- the -- the legal side of  
10 what we have to do. There is a lot that we have to  
11 approve and there is a lot of various kinds of things  
12 related to TxDOT that they want us to have a chance  
13 to -- to weigh in on, and -- and we're thankful for  
14 that, Eric, we want to be a part of that process.

15 So -- so welcome.

16 And now I would like to turn it over to  
17 Commissioner Austin to say a few words. And again,  
18 we -- we very, very much appreciate you being with us  
19 today.

20 COMMISSIONER AUSTIN: Thank you, Billy.

21 Welcome everyone in the Greer Building,  
22 and I'd say -- well, let me start off by saying Eric's  
23 No. 1 job and worst thing he has to do is put up with  
24 me, so that's -- thank y'all for being here and giving  
25 up your time to be here. You know, your role in the

1 Bicycle Advisory Committee means a lot to the state and  
2 to us.

3 We have five or six different advisory  
4 committees, some of y'all you may have heard of them,  
5 some may not. Eric has one with public transit. You  
6 know, a lot of those members, you know, we appoint some  
7 come from the legislature. We have -- let me -- First,  
8 let me stop right here.

9 Charlie Leal with the governor's office.  
10 Charlie is in charge -- kind of handles the liaison for  
11 transportation and TxDOT directly to the governor's  
12 office, and I know I was visiting with Charlie yesterday  
13 telling him -- inviting him to come over and hear some  
14 of the things we're talking about because I will say  
15 from the governor's office -- and let y'all speak --  
16 they're interested in all modes of transportation, and  
17 I'm going to talk about a topic here in just a second  
18 that's near and dear to the governor's heart.  
19 Attracting new business. So we're -- Charlie, welcome.  
20 I appreciate you being here.

21 MR. LEAL: I appreciate the invite and  
22 thank y'all.

23 COMMISSIONER AUSTIN: Your role -- first,  
24 going back to the different advisory committees of  
25 public transportation. We had a Panama Canal task force

1 a few years ago chaired by Judge Emmett from Houston  
2 that rolled into a -- our Freight Advisory Committee,  
3 and they do an outstanding job -- different freights and  
4 shipping, trucking, folks. And Judge Emmett still  
5 chairs that, and one of the main things -- I remember  
6 attending the first meeting of the Freight Advisory  
7 Committee with I -- one of my former colleagues up here  
8 (Bill Meadows) and Judge Emmett opened the conversation  
9 by talking about the Panama Canal and new traffic. He  
10 goes, that's all well and good, but we've got to take  
11 care of what we have first; and I think that's one of  
12 the great things to retain businesses so we can grow.

13 We also have an Aviation Advisory  
14 Committee chaired by Jim Schwertner -- used to be with  
15 Board of Regents -- chaired the Board of Regents of A&M.  
16 Jim has -- we have several folks on there that are doing  
17 an outstanding job. General aviation, you know, we --  
18 we have in Texas, you know, almost 400 airports,  
19 almost -- a little less than 100,000 FAA registered  
20 pilots in the state.

21 I know your husband's a pilot, DawnElla,  
22 flies around quite a -- quite a bit, and that's  
23 important -- general aviation -- and I want to use an  
24 example.

25 We had a presentation at our aviation

1 conference not too long ago, back in the spring,  
2 Sanderson Farms, their head of aviation based in  
3 Mississippi was talking to us and he said how important  
4 it is for aviation, and having good airports in and out  
5 was important for them, because they're going -- whether  
6 they're bringing HR or executives in and out to their  
7 different facilities. So you start looking at -- at  
8 multiple modes.

9                   We have Bicycle Advisory Committee I'm  
10 going to talk about in a minute. We have I-69 Advisory  
11 Committee. Many of y'all are on the route, you know,  
12 you look at Interstate 69, you know, it's been a long  
13 time since interstates have been really constructed.  
14 I-69 starts in -- you know, you've got three legs down  
15 in the Valley, Laredo, Brownsville, McAllen, comes north  
16 up towards Corpus up to Houston and north to Texarkana.  
17 Ultimately, it's going to go -- will connect up to  
18 Michigan where they have it in different states all  
19 along the -- the route.

20                   Why is that important? Moving goods and  
21 freight, it is a major freight corridor, and between  
22 2000 and 2010 along the I-69 corridor population grew  
23 25 percent, and I call it our port-to-port connector  
24 from Brownsville all the -- all the way up and it is --  
25 it's -- it's amazing.

1 I know we've -- did I miss one? Did I  
2 miss one of the committees there? I think I've got all  
3 of the major ones.

4 I know we have a Border Trade Advisory --  
5 we have an appointment to that we work on a lot of  
6 different issues. But these committees like yours are  
7 very important to advise us, help us implement, run,  
8 brainstorm things that -- et cetera. So for those of  
9 y'all that have been on here for a little while, thank  
10 you. The new members, I would just encourage you  
11 continue to speak up. Billy made a good comment about  
12 the lingo.

13 Look, I'm a banker, that's my real job.  
14 We have some of the worst lingo, and we get in and start  
15 doing regulator speak and everything else, and then I  
16 came to TxDOT and I've discovered a whole new speak, a  
17 whole new language.

18 Ask what it means, because you -- we may  
19 have different interpretations over -- over the same --  
20 same things. Speak up. Because somebody else may be  
21 having the same question, you know, speak up and let's  
22 learn. I'm excited about what you're doing, and your  
23 role is to help ad- -- not just advise, but filter  
24 through how can you make Texas better, and I want to  
25 talk about this just for a second. I want to take one

1 of these and just pass it around.

2           This was an article in the Dallas Morning  
3 News last week, last Sunday in the Business Section.  
4 I'm not going to read through it, but I want to -- it --  
5 it caught my eye and I started reading it. As you're  
6 looking, Moody's the analytic- -- the analysts bond  
7 rating agency kind of picked and, you know, looked at  
8 some of the different cities who's -- from their  
9 perspective, who is winning, who is losing. My big  
10 concern, you know, for the recruitment of Amazon. I  
11 just want it to come to Texas and -- you know,  
12 regardless of where. But they start picking and  
13 choosing and kind of, you know, talking about some good  
14 things and bad things about different cities and I see a  
15 low score in transportation. I -- You know, I didn't  
16 like that. But it didn't get into just congestion. You  
17 know, congestion you would think -- I want to flip over  
18 to the -- I mean, it's next to the last page, and it's  
19 going through --

20           MS. KAPLAN: How about the last sentence  
21 on --

22           COMMISSIONER AUSTIN: -- the last page.

23           MS. KAPLAN: -- the first page? How about  
24 that last sentence on the first page?

25           COMMISSIONER AUSTIN: You have to be a top

1 candidate --

2 MS. KAPLAN: A few bicycle --

3 COMMISSIONER AUSTIN: -- and -- and  
4 that -- and that's what I want to highlight. And also  
5 the last thing said up near the top, On transportation,  
6 both ranked near the bottom -- it is a region that often  
7 touts its strength in the sector -- top airline services  
8 and invested billions in highways network. Moody's  
9 formula measures the share of people who walk, bike and  
10 take public transit to work.

11 So what I'm leading -- I think it would be  
12 good physically -- what are those analytics, what are  
13 those measurements that they're looking at, and how does  
14 it tie into economic development? You know, there's a  
15 lot of soft numbers, some of different research, but how  
16 does it tie in, because a lot of these people that are  
17 moving here may have that experience or frame of  
18 reference in another state.

19 And I want to compliment Eric because Eric  
20 really helps facilitate a lot of our other modes of --  
21 of transportation with transit, bicycles -- don't really  
22 work with aviation. But, you know, while most of what  
23 we do is roads -- that's what gets all of the attention,  
24 that's what gets all of the funding, and it's critically  
25 important. And what I'd like to do is kind of give you

1 a little insight, kind of what our day is, what we do, a  
2 little bit about the meeting yesterday, and then in a  
3 minute open it up and just -- if you have any general  
4 questions of things.

5           Yesterday -- you have a sheet in front of  
6 you that showed our Transportation Set Aside grants that  
7 we awarded yesterday. These are federal funds that, you  
8 know, we'd like to think that are regular, but every  
9 couple of years they'll come in by the most recent --  
10 they'll be allocated typically from the most recent --  
11 recently-approved federal highway bill, and in this case  
12 it's the FAST Act. We have about \$44 million to  
13 allocate, and I believe there are almost 90, 85, 80, 88  
14 applicants for this program and there's kind of two  
15 categories: 5,000 to 200,000 population, and then under  
16 5,000.

17           Something good that happened. You'll see  
18 a lot of things in here, and maybe some of y'all applied  
19 or -- or are aware of some of the applications -- our  
20 team through the planning department was able to use  
21 another program to peel some off and do directly in  
22 there, there's about another 19 -- 19 projects that are  
23 being reviewed right now.

24           But if you look at this, the -- on the  
25 first -- it says, Exhibit A -- of the funds there's

1 \$18 million awarded for the cities of 5,000 and less.  
2 Twelve appoint -- an estimated 12.5 million had a  
3 bicycle component. You know, it may be a shared path.  
4 You know, it had a bicycle component. That's about  
5 66 percent of the funding that we were able to award.

6 Now, the ones we peeled off, this is  
7 probably going to be a higher percentage of what made --  
8 what's made in the past, because all of the ones we  
9 peeled off were -- were sidewalk related and if those --  
10 had those been back in there that percentage could have  
11 been -- it could have been down, but thanks to Eric and  
12 his team working with our planning department we were  
13 able to do that.

14 And looking at the other side of the  
15 cities between 5,000 to 200,000, we awarded \$25 million.  
16 About \$19 million of it was for -- or 75 percent had a  
17 bicycle component in there.

18 So I -- when you're looking at -- I want  
19 to say, Teri and Eric, what y'all are doing in analyzing  
20 and looking at the criteria is absolutely phenomenal in  
21 helping get out with a lot of these plans.

22 Now, Billy mentioned the web page. I just  
23 pulled it up a second ago -- and, Jeff, I'm going to  
24 pick on you for a second, but with fun. In here, the  
25 web page it's -- it's under the page of Bike Lane Maps.

1 What -- One thing our communications team has -- over  
2 the last year has done a really wonderful job putting  
3 together a web page. We want to make sure that we have,  
4 first, starting with each of y'all, your -- a link to  
5 your bike map to your city.

6 The ones on here, you have a Texas State  
7 Park, Amarillo, Austin, Brownsville, College Station,  
8 Dallas/Ft. Worth, El Paso, Harlingen, Hidalgo County,  
9 Houston, Killeen, Temple, Longview, Lubbock, San Angelo,  
10 San Antonio, Tyler, Waco, Wichita Falls.

11 MR. POLLACK: I'm out of here.

12 COMMISSIONER AUSTIN: We need to add  
13 Corpus. I'm pretty safe in saying that, so --

14 But all of that to be said, think of the  
15 cities around you. If you're aware of something, this  
16 data is only as good as the input that we have to come  
17 in, and I will say one of the great things is to reach  
18 out. If you know -- and, Robin, you may know through  
19 Bike Tech who is missing from here that we -- you know,  
20 we need to make sure we add on, because that's one of  
21 the lengths is to begin to publish.

22 I know we're working on a study right now,  
23 and we're going to have a report in a little while, and  
24 thank y'all for participating in this, taking a look at  
25 what routes, but I want to -- I want to keep coming back

1 to something that I feel is -- we have a very  
2 interesting fact book. When you look through here, it's  
3 interesting, and it's called Pocket Facts, and you can  
4 find it on our web page, but in here, you know,  
5 you'll -- we'll talk about Aviation: 278 airports. You  
6 talk about bridges, we have about 53,000 bridges. Look  
7 at our initiatives with Keep Texas Beautiful. Look at  
8 our bridge conditions. A lot of interesting stats.  
9 There is one thing that's missing -- and we talk about  
10 our ports -- bicycle stats, and I think one of the  
11 reasons it's missing -- because we don't know.

12                   And when -- and -- and when I say "we  
13 don't know," I know we may know some -- and then in  
14 there you get into different definitions, I think  
15 they're coming together, and I hope with this study it  
16 will begin to solidify terminology, what is a shared  
17 path, what type of -- where are they and how can we get  
18 some stats. We got to start somewhere. Even if it's  
19 with the ones that are on this -- on the link that I  
20 just mentioned, how many paths do you have. They're not  
21 all Texas -- on TxDOT's system, but somehow we've got to  
22 find some measurement of what's on our system, what's  
23 not, and -- and what y'all can help decide and give Eric  
24 input, what do we want to include in here that we can  
25 measure and quantify and validate. You know, there's

1 different things.

2           You know, you look at some of the ones --  
3 I'm going to use Tyler as an example. You've got dirt  
4 bikes and you've got off road. I don't know whether  
5 you'd count Crystal Beach in that, but -- you can ride  
6 everything down there. But you start looking at the  
7 different types, how can you add the stats in here for  
8 what -- what you do. So that's part of the long-range  
9 challenge. It's going to be a journey, not a  
10 destination, and it may change. These stats change  
11 each -- each time we publish it.

12           A lot about -- enough of that. I  
13 appreciate what y'all are doing, look forward to hearing  
14 some of the presentations. And this is big. For what  
15 y'all are doing, you've really come together in the last  
16 several years of bringing some focus and purpose to  
17 what's going on, and I -- I know, you know, we hope to  
18 be able to do things using the assets and resources that  
19 we have.

20           I'm a scout and I know Billy is too. We  
21 like to say, Use your resources, and what do we have  
22 that doesn't necessarily cost a whole lot that we're  
23 maybe repackaging what's there, what can we do to  
24 elevate and educate what's there to help bridge  
25 something better for the future. And I think this is

1 what y'all have a passion -- I'm not going to pretend to  
2 be a big bicyclist -- I do ride every once in a while --  
3 but I appreciate it.

4           And I will say, I -- there is a story  
5 behind this bike over -- it was given to me as a joke.  
6 I think Robin may remember -- remember that, but --  
7 about former Chairman Ted Houghton, it was kind of a  
8 joke to me. He goes, I -- you know, I need to probably  
9 be a little more sensitive to it, and so I -- that's a  
10 reminder of two things: That we look at it's important  
11 for all modes. Yes, we're an old highway department.  
12 But all of the transportation modes are important to  
13 hear, and to Texans, and if we're looking at by 2050 --  
14 listening to the state demographer -- our population is  
15 going to double. We don't have quite enough money to  
16 take care of every single need that we have.

17           You know, we can do -- James Bass, our  
18 executive director, has a great saying. We can do  
19 anything, but we can't do everything, and I -- that's  
20 mainly because, you know, what's going to be the  
21 priority, how are we going to set them. We had a great  
22 discussion.

23           By the way, all of our meetings you can  
24 see, watch online, see the transcript or the video.

25           We had a great discussion Wednesday in our

1 workshop about the big major projects in the four -- in  
2 the five metropolitan cities. How are going to meet the  
3 need, the funding dilemma that we have, and we -- you  
4 know, you hate to pick winners and losers, but we've got  
5 to start somewhere.

6           Starting with parking lot Texas right out  
7 here called I-35. That's Main Street, Texas. We have  
8 Houston 45, 635 in Dallas, San Antonio 1604. We have  
9 183 up here north. Ft. Worth is working on the loop.  
10 So we have some major projects, and it costs a lot of  
11 money, and the longer we wait the more expensive it's  
12 going to be. So we're looking at ways to expedite  
13 transportation and -- so we can move all of these new  
14 people coming in.

15           Sorry to get into that. But I just wanted  
16 to say we have a lot of challenges and what -- we have a  
17 lot of pressure put on -- back on us, but we're here to  
18 respond and make sure we're being good stewards of your  
19 dollars. So it -- it's exciting, it's fun to see things  
20 build out. And I want to thank you for being on MPO.  
21 MPOs are our partners in -- in trying to help do things,  
22 and we do believe in local control.

23           If it's something that's supported  
24 locally, we're going to -- whether it's a road, transit,  
25 whatever it is, we want to do our best to help where

1 we -- where we can that's financially feasible.  
2 Different projects, regardless of what they are, that  
3 come back up, there's got to be a plan, it's got to be  
4 one -- it's got to work.

5           And one thing Eric has been involved in,  
6 we've delayed doing some different -- some of the  
7 funding categories on the last few to make sure that a  
8 lot of the cities, municipalities or entities receiving  
9 funds from TxDOT have gone through their ethics  
10 training. Because we've gone back -- I chaired the  
11 Audit Committee. Some of y'all may have heard that or  
12 seen that, but we're going back and making sure that --  
13 that they're going to be -- if we're awarding funds,  
14 one, they can execute. That's our message from the  
15 governor because they helped pass Prop 1 and Prop 7 to  
16 give us more road funding. We can get it out, but  
17 you've got to deliver it and make sure that it's  
18 executed with good -- on time. And with these grants  
19 that we just talked about, you know, we've had  
20 discussions internally use it or lose it. If you're not  
21 going to use it, let's put it in the hands of somebody  
22 that is.

23           So we encourage -- if y'all have input  
24 when you're working with somebody on a grant, get it  
25 done, get it out there, because that's one of the

1 critical elements that Eric and his team is looking  
2 on -- they're coming through, what is their ability to  
3 execute on time within the -- in -- within the deal.

4 So I appreciate what y'all are doing, and  
5 I just want to take a minute -- if y'all want to ask  
6 anything what do we do, anything about TxDOT, anything  
7 about our staff, the floor is open. Hold nothing back  
8 other than MPO allocation.

9 MR. POLLACK: That's a smile.

10 COMMISSIONER AUSTIN: I'm joking.

11 MR. HIBBS: Any questions for  
12 Commissioner Austin?

13 MS. KAPLAN: Are you ready to get your  
14 bike repaired?

15 COMMISSIONER AUSTIN: I don't know.  
16 That's --

17 MR. HIBBS: We've got just the guy that  
18 can do it for you. Here he is.

19 MR. HAM: We'll get you riding.

20 MR. HIBBS: That's your first project.  
21 He'll get you riding.

22 COMMISSIONER AUSTIN: Well, I do want  
23 to -- Tim Burgess and Jay Isaacs, good -- good friends  
24 out there, so -- and, of course, we have a -- one of  
25 our -- one of our colleagues, Judge Lewis from Odessa,

1 who's on the commission --

2 MR. HAM: I know him.

3 COMMISSIONER AUSTIN: -- out there, and I  
4 will say, Jeff Moseley, one of our former colleagues  
5 from Houston, he would -- I remember he would send  
6 pictures that he was overseas and -- with Senator Ellis,  
7 and they rode bikes in India, and then later went to see  
8 the Dalai Lama, so you never know when Moseley's going  
9 to show up and around. Any -- any questions of any --

10 MS. O'BRIEN NELSON: I have question.

11 Just one.

12 COMMISSIONER AUSTIN: Oh, sure.

13 MS. O'BRIEN NELSON: Okay. Because you  
14 just mentioned transportation and the ports and  
15 everything, and being from the Gulf area and everything,  
16 that's so important, there's so much stuff that's out  
17 there that could be incorporated, I'm just wondering  
18 about the level of networking or -- or -- or how you  
19 work with those entities as well. Like, how you bring  
20 those to play with -- it just seems to me there is so  
21 much road that's used that's already there that's  
22 available for planning, like even as far as bikes go and  
23 stuff, that I -- I'm just wondering if --

24 COMMISSIONER AUSTIN: Well, that's  
25 interesting. By the way, and I asked if I missed one, I

1 did. We have a Port Advisory Committee.

2 MS. O'BRIEN NELSON: Uh-huh.

3 COMMISSIONER AUSTIN: And working with our  
4 partners we don't fund them directly, but what happens  
5 inside -- I call it inside the gates of the port and  
6 outside -- it's moving. I'm a banker. All I can talk  
7 about is sources and the use of cash. In my changing  
8 that to TxDOT speak -- sources and destination of  
9 traffic. And I think when you look at high-speed  
10 corridors and then freight networks, how are we -- when  
11 I say high-speed corridors, some of your roads -- you  
12 know, we have the -- the -- I think the fastest speed  
13 limit in Texas right now at 85, and, you know, one of  
14 our routine minute orders that we do, we listen to the  
15 public at the very end in setting speed limits. And a  
16 lot of that is based on local input, a lot of that is  
17 based on construction zones, and also when there's heavy  
18 freight, and we do work with them, but a lot of times  
19 the roadway and the shoulders -- you know, we're coming  
20 back in -- you know, one of the criticisms we hear are  
21 what kind of material are you using -- looking at the  
22 shoulders. But we do have a lot -- on the U.S. highway  
23 system a lot of good shoulders where bicyclists can --  
24 can ride, and I think that's something that is a factor  
25 that's taken into consideration when, you know, a road

1 is being done. But the primary purpose is for the road  
2 construction or -- or maintenance when it's -- when it's  
3 redone. So it's -- there's more than one right answer  
4 to that.

5 MS. O'BRIEN NELSON: Yeah.

6 COMMISSIONER AUSTIN: And I think this is  
7 going to be with a -- you know, y'all are going to come  
8 back with a good bike plan that y'all are all working to  
9 coordinate and connecting to more, so our planners will  
10 look at roads and, you know, look at incorporating or  
11 working the shoulders and things like that. That's a  
12 very good question.

13 MR. HIBBS: Anyone else? Karla?

14 MS. WEAVER: I have a question.

15 COMMISSIONER AUSTIN: Sure.

16 MS. WEAVER: So the money that comes from  
17 federal highway for programs like transportation  
18 improvements set aside, previously tapped, so it comes  
19 from all of the DOTs in a 100 percent bucket, and  
20 50 percent of that has to go to urban areas under  
21 200,000, the other 50 percent can be for anywhere in the  
22 state on bike/ped, and a lot of DOTs take that  
23 50 percent and say they're going to use it for bike/ped  
24 even in their large urban areas where we're trying to  
25 get Amazon and things like that.

1                   For the past several years, our DOT --  
2 we're the largest DOT that makes TxDOT money and puts it  
3 on other types of programs. Do you think moving forward  
4 in the future there may be opportunities to reevaluate  
5 opportunities to put that money back in bike programs in  
6 large urban areas through competitive calls for  
7 projects?

8                   COMMISSIONER AUSTIN: I would say anything  
9 is open. Let me also say in visiting with a lot of  
10 congressional leaders on both sides of the aisle --

11                  MS. WEAVER: Sure.

12                  COMMISSIONER AUSTIN: -- I think we're all  
13 fortunate to have that funding in there. Because a lot  
14 of --

15                  MS. WEAVER: Uh-huh.

16                  COMMISSIONER AUSTIN: -- people want to  
17 strip that away and put it straight towards  
18 infrastructure.

19                  MS. WEAVER: Right.

20                  COMMISSIONER AUSTIN: So, you know, I'm  
21 not going to answer for them, but I --

22                  MS. WEAVER: No.

23                  COMMISSIONER AUSTIN: -- I'm sharing the  
24 reality that we --

25                  MS. WEAVER: Yeah.

1 COMMISSIONER AUSTIN: -- that we face.

2 Eric, you may want to if -- add anything.

3 MR. GLEASON: No, I -- I don't. I think,  
4 you know, half of what the state receives it is allowed  
5 to be flexed for other purposes.

6 MS. WEAVER: Yeah.

7 MR. GLEASON: There's nothing that  
8 prevents any portion of that being brought back into a  
9 bike/ped investment.

10 MS. WEAVER: Uh-huh.

11 MR. GLEASON: The other half is, you know,  
12 there's a portion that's slated to go to the MPOs over  
13 200,000.

14 MS. WEAVER: Outside of that money.

15 MR. GLEASON: I understand.

16 MS. WEAVER: Yeah.

17 MR. GLEASON: But of the total bucket that  
18 comes to Texas.

19 MS. WEAVER: Right.

20 MR. GLEASON: And then there is a portion  
21 of that other half then --

22 MS. WEAVER: Right.

23 MR. GLEASON: -- that is for areas under  
24 200,000.

25 MS. WEAVER: Sure.

1 MR. GLEASON: So everyone's got money to  
2 work with. Your question is a good one. It is  
3 available to be brought back in and applied to bike  
4 investment purposes.

5 MS. WEAVER: What's the best way to access  
6 that? Because it's probably \$2- to \$300 million of bike  
7 funding in theory that comes through the TA coff- --  
8 programs --

9 MR. GLEASON: Well, that --

10 MS. WEAVER: -- of the 50 percent that's  
11 in there.

12 MR. GLEASON: -- that's up to the  
13 Commissioner in terms of the decisions on where that  
14 money is spent.

15 MS. WEAVER: Gotcha. Okay.

16 MR. GLEASON: So I think generally the  
17 department is receptive to good ideas.

18 MS. WEAVER: Okay.

19 MR. GLEASON: And, you know, let's start  
20 with a great idea. Let's start with something and --  
21 and, you know, start the conversation.

22 MS. WEAVER: Okay. Good to know.

23 MR. GLEASON: There are just a huge number  
24 of competing forces for those funds and -- but a good  
25 idea is a good idea.

1 MS. WEAVER: Okay. Sounds good.

2 COMMISSIONER AUSTIN: The good news, Texas  
3 is such a big diverse state.

4 MS. WEAVER: Yeah.

5 COMMISSIONER AUSTIN: The bad news, we're  
6 such a big technical diverse state and there's a lot of  
7 competing projects that come in.

8 MR. SANDOVAL: Just a question, if you  
9 don't mind.

10 COMMISSIONER AUSTIN: Sure.

11 MR. SANDOVAL: And a quick answer. Are  
12 there any future studies being made or that are being  
13 considered? Because it sometimes seems that we're  
14 tackling today's problems with today's solutions. And  
15 I'm looking at driverless cars, and how we're going to  
16 be building for that, and what does that look like, and  
17 that way we can also start preparing for what's coming  
18 and not only tackling what we're dealing with now.

19 COMMISSIONER AUSTIN: A great question.  
20 We have a lot of initiatives in different departments  
21 within the agency. I'm going to give you one.

22 You know, we invest in some research, some  
23 of it's down in San Antonio. I only give you one as an  
24 example. The Southwest Research Center. And some of  
25 the things they're doing there -- we have done some work

1 looking at autonomous vehicles, and some of the things  
2 that have been done -- I rode earlier this year in the  
3 Audi, it's a generation 3, I think that will be  
4 available to market, and I've also ridden in the Google  
5 car on 45. But what's fascinating, whoever you talk  
6 with, they're saying Texas and Florida are probably the  
7 two best states that are ready to go for autonomous  
8 vehicles.

9                   And let me give you an example. Just  
10 south of here, if -- if you take, go down -- you go down  
11 Congress to 35 and you get on 71 -- we'll use that as an  
12 example -- you may see a con- -- concrete that has a  
13 white stripe that looks like it blends in, but it has a  
14 black border around it, that's also very intentional.  
15 It can be read. It can be seen. Especially if you're  
16 color blind, it can be seen. But also the sensors on  
17 the car that are trying to keep the way -- you know, the  
18 way autonomous vehicles go it tries to keep you center  
19 lane -- can pick that up and read it with some degree of  
20 accuracy.

21                   So what we're doing -- our engineers  
22 research -- you know, every district has research and  
23 they're looking at different pavement conditions,  
24 whether it's ice or mud or wind, what paints work, what  
25 materials work. But also in the paint, you know, we've

1 got to hear from the manufacturers as they're coming on.  
2 You know, private industry has got to share with us,  
3 wow, you need to have a different mix in the paint so it  
4 can be seen. So there's a lot of give and take.

5           You know, who leapfrogs -- I want to  
6 compliment, you know, one of my fellow commissioners.  
7 Victor Vandergriff worked with Chairman Nichols and they  
8 brought in all of the different -- there was a meeting  
9 back in the -- during the legislative session, they  
10 brought in all of the manufacturers that were talking  
11 about autonomous vehicles. So you begin -- they're  
12 beginning to communicate. All have proprietary  
13 information, but sooner or later we've got to have some  
14 standards. There could be some element in the federal  
15 bill on what's going to happen.

16           I have a personal interest in wanting to  
17 see it happen. I have a family member with early stage  
18 Parkinson's -- bright, bright, bright. Now, I'll say  
19 extremely bright, worked for NASA, but physically may be  
20 limited. And there's some characteristic -- you know,  
21 some mode that they could be able to use and take that  
22 autonomous -- so there's going to be a place. It's  
23 coming. And I know part of our challenge here is to  
24 keep up with and -- and embrace technology.

25           MR. SANDOVAL: Uh-huh.

1                   COMMISSIONER AUSTIN: Darren Anderson who  
2 heads this up for us, our technology, wow, some of the  
3 things that they're looking at, whether it's paint, you  
4 know, the autonomous being able to -- to recognize where  
5 there's a bridge or an exit, integration with navigation  
6 systems, you know, whether it's in a vehicle or  
7 handheld, there's a lot of different things that they're  
8 working on to -- to stay up. That's in addition to all  
9 of the road stuff that we're doing.

10                   So as far as future studies, each one is  
11 going to be done. We're -- we've got to be careful of  
12 having too much -- I'm going to call it -- R&D and --  
13 because we -- we have such congestion problems that we  
14 have got to solve. And maintenance, you know -- you  
15 know, you live in -- some of y'all live in the energy  
16 sector so we want to make sure we're doing that.  
17 Good -- good question.

18                   MR. TWING: Just a --

19                   COMMISSIONER AUSTIN: Yes, sir?

20                   MR. TWING: Just a follow-up question,  
21 please.

22                   With the driverless cars I wondered about  
23 that and I watched a program that was trying to show me  
24 on the computer how it reads the environment. Is -- is  
25 there anything bike specific being done, or is that

1 proprietary and we just don't know?

2 COMMISSIONER AUSTIN: I am --

3 MR. TWING: Because you see --

4 COMMISSIONER AUSTIN: Personally I'm not  
5 aware of anything bike --

6 MR. TWING: Okay.

7 COMMISSIONER AUSTIN: -- specific as far  
8 as any studies that we're involved in. There may be  
9 some with outside entities. I -- I'm -- I'm not aware.

10 MR. TWING: Okay.

11 COMMISSIONER AUSTIN: Some of y'all may --

12 MR. TWING: The reason why I asked is  
13 that, you know, when you have, you know, something in  
14 stripe, like striping, I mean, I could see in technology  
15 with through striping or poles or some sort of things  
16 that are stable and the computer reads it, but if, you  
17 know -- you know, if there's a pedestrian or someone on  
18 a bike, you know, how -- you know, I hope they're taking  
19 that into account, but I -- I'll -- I have never seen  
20 anything about it, so I was just wondering if you --

21 COMMISSIONER AUSTIN: That's a great  
22 question. Some of y'all may be aware. I -- I'm -- I'm  
23 not.

24 MR. HAM: From the bicycling end of it  
25 there are companies that are coming out with like the

1 radar light --

2 MR. TWING: Yes.

3 MR. HAM: -- the taillight type things  
4 that --

5 MR. TWING: Yes.

6 MR. HAM: -- make the bicycle look larger  
7 so the cars will --

8 MR. TWING: Well, we've gone into that  
9 early in the morning where it actually flashes a red  
10 light on the -- about two feet out. So you put it on  
11 the back of your bike and I -- and I don't know if the  
12 cars would pick up on that or not. But that's only when  
13 it's dark, you know, and that's like twilight.

14 COMMISSIONER AUSTIN: So as far as  
15 recognition of another mode of transportation whether  
16 it's pedestrian or bicycle, a lot of the autonomous --  
17 some of the ones that I've seen or ridden in will pick  
18 that up.

19 MR. TWING: Okay.

20 COMMISSIONER AUSTIN: And I -- I know the  
21 first one I was on it was on I-35 down here in the  
22 Google car and the driver turns around and talking to me  
23 carrying on a conversation and I go, Whoa, whoa, keep  
24 your hands on the wheel. But it worked. It'll pick up  
25 fire hydrant. It'll -- it'll -- you know, it'll -- some

1 of the older generation you have to map it first.

2 MR. TWING: Uh-huh.

3 COMMISSIONER AUSTIN: But then there's a  
4 live element as you're going, it'll pick up -- if I'm  
5 coming right here, it'll pick up each of you and keep me  
6 center stripe or keep me away or hit the brakes if you  
7 come in front, so --

8 MR. TWING: Okay. Yeah. There's a big  
9 difference --

10 COMMISSIONER AUSTIN: The safety elements  
11 of bicycle --

12 MR. TWING: -- between a moving target  
13 and a -- and a standing target.

14 COMMISSIONER AUSTIN: And, you know, maybe  
15 this is something, you know, as y'all begin to talk,  
16 with the position of this committee is, to say  
17 something, we want to coverage manufacturers to  
18 incorporate -- whether it's Garmin, or Ford, GM, Toyota,  
19 whoever -- has to incorporate that element for safety  
20 into your deal.

21 MR. TWING: Well, one of my law partners,  
22 he -- he's on a committee that's looking at driverless  
23 diesel trucks -- which is almost as scary as -- as  
24 airplanes, but we were having this -- this conversation.  
25 I said, Well, I'd feel very comfortable if they had

1 concrete barriers in one lane for those driverless  
2 trucks. But, you know, how many wrecks have been  
3 avoided or accidents avoided by not speeding up or, you  
4 know, that judgment, and I was just wondering to what  
5 extent that's been --

6 COMMISSIONER AUSTIN: I want to let y'all  
7 get back to your agenda and I want to listen. Great  
8 question. Any other questions or -- Charlie, do you  
9 have anything you want to --

10 MR. LEAL: No. I appreciate the  
11 invitation. I'm sorry for being late, but I do look  
12 forward to hearing from you.

13 COMMISSIONER AUSTIN: Oh, one thing  
14 that -- talked about safety. I didn't -- I don't have  
15 mine on, don't have on my pin -- we wear an orange  
16 ribbon on our pin and that's for safety. Safety is  
17 non-negotiable.

18 And I want to end and kind of ask you one  
19 thing, you know, we have a lot of things -- Buckle Up --  
20 you can't do it on a bicycle, but wear your helmet and  
21 be aware. How many of us know or have in their family  
22 a -- somebody that's 17 years old or less? We all know  
23 someone.

24 Do you realize in their lifetime there has  
25 not been a day that's gone by without a death on our

1 Texas highway? So you think about that; there's not a  
2 day. And we want to do what we can for all modes to  
3 help.

4 We keep track -- we keep track of  
5 fatalities, accidents, things like that -- whether it's  
6 pedestrian, bicycle, automobile -- and I think one thing  
7 of the best things we do is continue to educate. And as  
8 this population begins to double we're going to have  
9 more people coming in, a lot of freight, lot of  
10 movement, a lot of people that want to go from Point A  
11 to B -- energy sector -- you know, we can keep going  
12 down the road, we've got to be careful, and that starts  
13 with each every one of us with the -- the right message  
14 of having -- whether it's equipment, car's in good  
15 shape, paying attention, and hopefully we can end that  
16 soon.

17 MR. HIBBS: All right. Thank you very  
18 much, Mr. Commissioner.

19 And -- and we -- for the new members here  
20 you got a chance to get your Bicycle Advisory Committee  
21 training all in one day, so you -- you got to learn  
22 about the commission and you got to learn about the  
23 committee, so -- so we're ready to dig in, and -- and  
24 now it's time to -- to turn it over to Eric and get his  
25 report, and I'd like for you to start out, Eric.

1                   COMMISSIONER AUSTIN: Mr. Hibbs, I'm going  
2 to be here till probably about 12:00.

3                   MR. HIBBS: Okay.

4                   COMMISSIONER AUSTIN: And if y'all think  
5 of anything else you want to ask, feel free.

6                   MR. HIBBS: Okay.

7                   COMMISSIONER AUSTIN: If there's something  
8 that jogs a thought while I'm here, we've got a team --  
9 I know there's Tim Ginn that works in the commission  
10 office. Tim is always -- he's getting ready to go to  
11 innovative finance next month to work on -- we have a  
12 big finance department that does a lot. But ask us a  
13 question. If we don't have an answer, we can -- we can  
14 find it. Eric will know.

15                   MR. HIBBS: Thank you.

16                   MR. GLEASON: Or Eric will find it, right?

17                   COMMISSIONER AUSTIN: Yeah.

18                   MR. HIBBS: So maybe touch on the Harvey  
19 issue.

20                   MR. GLEASON: Yes, sir. We've got a lot  
21 to cover.

22                   MR. HIBBS: Yes.

23                   MR. GLEASON: I know we try and wrap up  
24 around noon, if we can, for people's schedules, so I'll  
25 kind of move through this as expeditious as possible.

1 Billy asked me to open up a little bit  
2 with -- about Hurricane Harvey and anything we may have  
3 seen from our standpoint and our division about impacts  
4 of that, and funding demands it requires on -- and  
5 whether or not any impacts on our programs, and I'll  
6 have to say that, you know, from a funding stream  
7 standpoint there are -- there are no impacts that I can  
8 tell that would prevent any of our efforts from moving  
9 forward.

10 MR. HIBBS: Good.

11 MR. GLEASON: I do know that each of the  
12 individual communities and the -- and the areas, of  
13 course, are, you know, recovering from the impacts. We  
14 had in our last round of TA set aside, you know, set  
15 aside project awards we had a handful of them that were  
16 in the hurricane impacted areas. They continue to move  
17 forward.

18 As projects we are working closely with  
19 them just to make sure that because of some impact of  
20 the hurricane it did not somehow disadvantage them in  
21 our effort to review their project and to consider them  
22 as prior recommendations. So to that extent, I think  
23 our -- our efforts are intact and moving forward.

24 MR. HIBBS: Good.

25 MR. GLEASON: I do know there's some

1 interest on the part of some folks, we'll hear about a  
2 little later, of actually tracking in this near term  
3 recovery time frame impacts of -- of Harvey and -- in  
4 the impacted area on cycling and whether or not folks  
5 are changing their cycling behaviors or doing something  
6 different because of that. So there may be downstream  
7 some data that will -- that will give us some more  
8 information on that.

9 MR. HIBBS: Okay.

10 MR. GLEASON: So let me turn real quickly  
11 and welcome the new members. I want to welcome back  
12 Karla. I was glad to see you reappointed.

13 MS. WEAVER: Thanks.

14 MR. GLEASON: Karla Weaver from the NCTCOG  
15 area who, despite the -- the Moody report, I know you  
16 all are doing a tremendous amount up there to support  
17 bicycling, and thank you for your efforts. It's a huge  
18 area and sometimes the mileage just doesn't add up.

19 MS. WEAVER: What do you do when you're  
20 larger than Connecticut?

21 MR. GLEASON: But anyway welcome everyone.

22 Real quickly, the public transportation  
23 division may not seem like the place for a bike/ped  
24 program; it's not part of our title. What I'll tell you  
25 is our mission as a division is to work with others to

1 develop safe and reliable mobility options for folks  
2 that do something other than drive the single occupant  
3 vehicle. So it's expansive enough to cover this effort  
4 even though the name of the division seems more limited,  
5 so we've got you covered in that respect.

6 I want to thank Commissioner Austin. It's  
7 always good for a group with a program like this to have  
8 a support, a voice on the commission, and you have it  
9 with Commissioner Austin. He's tremendously busy,  
10 covers more ground in five minutes than I've ever met of  
11 anyone, and I always am somewhat breathless after his  
12 explanations. However, you do have a voice on the  
13 commission and that's a very, very good -- good thing to  
14 have for your efforts.

15 I want to do a number things here to bring  
16 you up to speed on some things. First of all, I do want  
17 to announce that for those of you who are familiar with  
18 the League of American Bicyclists they do a -- I guess  
19 it's a biannual survey. I was under the impression it  
20 was annual, but it's every other year.

21 MR. POLLACK: Oh, okay. It used to be  
22 annual.

23 MR. GLEASON: Well, that's what I thought.  
24 But I'm told now it's an every other year thing, and  
25 I -- I was also told, since the last time they did it,

1 it's a little more, I think, data driven, a little more  
2 technically rigorous than it's been in the past, and  
3 so --

4           But the League of American Bicyclists  
5 every other year now go out and they use a variety of  
6 criteria to -- and they make an assessment of each  
7 state's friendliness or, if you will, disposition  
8 towards supporting bicycling, and, you know,  
9 historically Texas has struggled as a state -- not as an  
10 individual area of the state, but as a state, and the  
11 last time this was done we were ranked 31 and so, you  
12 know, back -- toward the back of the pack. This time,  
13 two years later, we're up to 25, so, you know -- and I  
14 think looking at some of the data, I think we'll do  
15 better the next time around just based on the sheer  
16 investment levels that not only TxDOT is making but that  
17 is being made in the metropolitan areas as well on these  
18 programs, so I -- I want to thank you for your support.

19           COMMISSIONER AUSTIN: Need to share that  
20 with Moody.

21           MR. GLEASON: Share that with Moody.

22           And, you know, half -- halfway there is  
23 not where Texas wants to be. I'm not sure we'll catch  
24 up to Washington state any time soon, but I -- I think  
25 and I know we will do better there. But that was good

1 news.

2                   So over the past couple of years the  
3 commission has awarded -- actually we're looking at a  
4 total of 93 construction projects, bicycle/pedestrian  
5 construction projects, in areas of the state of under  
6 200,000. The first swath of those went out in the fall  
7 September and December time frame of 2015, and at the  
8 time there were -- I think at the time there were 50  
9 projects. We're moving ahead with 47 of them, I think,  
10 if I do the math --

11                   MS. KAPLAN: 46.

12                   MR. GLEASON: 46.

13                   And just to let you know that 29 of those  
14 46 projects have been let for construction, I think 3  
15 have been complete, and that the remaining 17 will be  
16 let for construction this fiscal year. So we're making  
17 great progress on getting actual projects constructed  
18 impacting bicycle and pedestrian infrastructure in the  
19 state.

20                   Just yesterday the commission approved  
21 another 46 projects, a total of \$44.1 million worth: 22  
22 of those were in areas of the state between 5,000 and  
23 200,000, and 24 were in areas of the state under 5,000;  
24 and in addition to those 46, as Commissioner Austin  
25 mentioned, 19 more projects in urban areas, the areas

1 between 5- and 200,000, 19 more projects -- largely  
2 sidewalk, ADA access, safety, pedestrian safety  
3 improvement projects -- will be constructed through a  
4 program in our design division, so -- and those -- those  
5 19 were just over -- almost \$14 million of additional  
6 investment in pedestrian infrastructure around the  
7 state, and those are along state highways. So I think  
8 we're making progress.

9           Again, it's such a big state sometimes the  
10 mileage doesn't add up, but we're very, very encouraged.  
11 And -- and, you know, yesterday's approval from the  
12 commission did include a Bike Stripe investment in  
13 Tyler, so we're going to see -- we're going to see how  
14 implementing what is a -- admittedly a grass roots  
15 effort within a community, we're going to see how  
16 implementing it plays out. Because Tyler needs to move  
17 ahead now and stripe 56 miles of arterials for bikes.

18           MR. HIBBS: I can assure you that --

19           MR. GLEASON: So we will all --

20           MR. HIBBS: -- Commissioner Austin and I  
21 will do that.

22           MR. GLEASON: -- be watching in Tyler to  
23 see where -- how that plays out.

24           So that's the status on the -- on the --  
25 on the bike/ped construction area. I want to remind

1 folks we are working with TTI to do an economic impact  
2 of bicycling in Texas study. I know they're planning to  
3 be done with that in May, so, Teri, I think perhaps  
4 we'll have something perhaps to report on in January to  
5 the committee. Make a note of that for them.

6 I also think, if the committee's  
7 interested, we can talk about the criteria that go into  
8 the League of American Bicyclists ranking. We could do  
9 that at your January meeting as well just so you can get  
10 a sense on where other progress can be made.

11 And finally, I would offer, Billy  
12 mentioned the Strategic Direction Report. I think you  
13 may have described it as an update. Actually it was the  
14 first one that the department has had --

15 MR. HIBBS: Oh, really? Okay.

16 MR. GLEASON: -- specifically related to  
17 bicycling. So it was a -- it was a seminal piece of  
18 work for this committee. I think, as well, it would be  
19 wise for us to bring it back for y'all to kind of --  
20 let's touch base with it, see how we're doing, see what  
21 elements of it we may want to elevate.

22 I know we're going to be wrapping up our  
23 work on the Tourism Trails Study in March, so it might  
24 be time to go into that direction report and take out  
25 another one or two items for this committee to focus on;

1 so I want to keep that alive, want to keep it on the  
2 table, we'll refresh it and keep using it and not let it  
3 collect dust.

4 COMMISSIONER AUSTIN: Eric, I want to --  
5 one thing: We passed, we updated some rules a couple of  
6 months ago as it related to advisory committees.

7 MR. GLEASON: Yes, sir.

8 COMMISSIONER AUSTIN: And one thing that's  
9 in there is that each of our advisory committees, as I  
10 talked about, will come and give a report, I believe,  
11 it's once every two years -- maybe once every year.

12 MR. GLEASON: It's once every year.

13 COMMISSIONER AUSTIN: Once every year  
14 to -- to the commission. Chairman Bugg is working on  
15 scheduling those right now, and, you know, while I was  
16 thinking early up -- earlier the better, if we could  
17 wait till we get this report back in that would be a  
18 great time to include --

19 MR. GLEASON: Sure.

20 COMMISSIONER AUSTIN: -- that in there.  
21 So maybe we'll look at scheduling that out a little bit  
22 longer, maybe April or --

23 MR. GLEASON: And I've actually scheduled  
24 a sit down with Mark Williams, who is the agency's  
25 deputy executive director, in the next couple of weeks,

1 I believe, and walk him through the work on the Tourism  
2 Trails Study. So you'll get a glimpse of it today and  
3 you'll be ahead of the curve with the rest of  
4 administration, and I'll -- I'll get Mark up to speed on  
5 it shortly so then we'll have -- we'll have a  
6 conversation.

7 COMMISSIONER AUSTIN: So I can't call and  
8 talk to him about it yet, though?

9 MR. GLEASON: Oh, you can. You can. But  
10 it's been a while since we've touched base with him on  
11 that.

12 So I think, Mr. Chair, that that is  
13 everything that I wanted to brief the committee on.

14 MR. HIBBS: Okay.

15 MR. GLEASON: So I'll conclude my  
16 report --

17 MR. HIBBS: Thank you.

18 MR. GLEASON: -- and turn it back over to  
19 you.

20 MS. KAPLAN: Well, actually, Eric, you  
21 were going to do the introduction for --

22 MR. GLEASON: Well, we're going to throw a  
23 curve -- Billy to introduce No. 6.

24 MS. KAPLAN: I'm sorry.

25 MR. HIBBS: Okay. So thank you very much,

1 Eric, for that report.

2 And Commissioner Austin mentioned the  
3 importance of data and analytics and knowing where we  
4 are, and I believe that's item No. 7 for Shawn Turner  
5 and Brian Riordan for a presentation on TxDOT's research  
6 project, yeah, Bicycle and Pedestrian Equipment  
7 Monitoring and Collection Database.

8 MR. GLEASON: And if I can -- Shawn,  
9 before you and Brian jump in, I just want to kind of set  
10 the table for this.

11 Shawn Turner is a senior research  
12 engine -- engineer with the Texas A&M Transportation  
13 Institute, and he was our principal investigator for  
14 this research project, and he's going to provide an  
15 update on the -- just a general overview of the status  
16 of that project.

17 As a part of this research, TxDOT has  
18 purchased two years of, what we call -- of what is  
19 called Strava data -- Strava data. I call it Strava  
20 data -- that's just my little version of it -- for the  
21 State of Texas, and we have Brian Riordan from Strava on  
22 the phone with us today to help talk about what the data  
23 does, what it can do.

24 And I will say at the outset for the  
25 committee, this is something that on the transit side of

1 the house is something I -- I have to watch very  
2 closely; because I'm continually reminded that, you  
3 know, Strava, Brian -- and we've talked to Brian --  
4 Brian is a vendor, private for-profit vendor. The  
5 purpose of his conversation with me today is not to  
6 promote his product, it is to describe what the product  
7 can do and -- and can do for us here in Texas.

8           So I just want to just put that out there  
9 for -- for all of the committee members. Sometimes  
10 committees can feel as though it's kind of a -- you  
11 know, they're a captive audience for these kinds of  
12 presentations. I know on the transit side, there's some  
13 sensitivity to that fact. But anyways, with that, I  
14 will turn it over to Shawn and let you guys walk  
15 through.

16           I'd ask you guys in the spirit of time to  
17 maybe do a -- a somewhat briefer version of what you may  
18 have imagined, so we have a lot to get through on the --  
19 on the agenda today, if that's all right with you,  
20 Mr. Chairman.

21           MR. HIBBS: Yes. Yes.

22           MR. GLEASON: Okay.

23           MR. HIBBS: Please take it away guys.

24           MR. TURNER: Okay. Well, thank you,  
25 and -- and howdy. This is Shawn Turner. I'm sorry I'm

1 not able to be there in person, I've got to attend my  
2 stepson's wedding here this weekend and so the  
3 festivities are starting this afternoon.

4 I -- I do want to give an update on this  
5 project. I think it was about a year ago and we were  
6 just getting started and now we're sort of at the tail  
7 end of it and I want to talk about some of the things  
8 we've been able to do.

9 So, Teri, are you projecting on the first  
10 slide?

11 MS. KAPLAN: Yes, I am.

12 MR. TURNER: Okay. So I'm just going to  
13 call, next slide, and every once in a while I'll just  
14 call out the slide number to make sure we're all synced  
15 up. Okay? So go ahead and click to the next slide.

16 So I -- I -- I don't think I could have  
17 said it any better than Commissioner Austin said it  
18 earlier. We -- we have very -- we have lots and lots of  
19 data on our motorized traffic -- on the cars and trucks  
20 and highway facilities -- but we've got very little data  
21 on pedestrians and cyclists. I know there's an effort  
22 under way within TxDOT to get better inventory  
23 information on where different bicycle and pedestrian  
24 facilities are.

25 Our project is focusing on the use of

1 those facilities, in other -- in other words, how many  
2 people are actually out there biking and walking on --  
3 in different locations, and -- and, quite honestly, we  
4 need that for the same reason that we need that  
5 information and that data for cars and trucks. We need  
6 it to do planning, design, operations, safety,  
7 performance measurement, and a number of other things.  
8 Next slide.

9 MS. KAPLAN: We're there.

10 MR. TURNER: So this should be slide 3,  
11 Project Objectives. So we -- we're doing a number of  
12 things in -- in this project. We're creating a  
13 statewide database and we're trying to get started a  
14 monitoring process. It -- it -- it's a big task, but  
15 we're trying to make those first steps at it. So what  
16 we've done -- and I'm going to show you a few pictures  
17 of the things that we've done here in a little bit, but  
18 I just want to mention it. We've looked at lots of  
19 different equipment types and we've picked out the best  
20 equipment type to -- that we can find for monitoring  
21 bike and pedestrian traffic and we've used that in a  
22 couple of different locations where we've installed the  
23 equipment.

24 We've also worked at -- at gathering and  
25 compiling existing counts from other agencies. There's

1 some -- some folks -- actually some folks in the room  
2 there that are doing bicycling/pedestrian counts in  
3 their own regions and their own MPOs, and we've tried to  
4 work with them and bring that into a central database.  
5 We're also compiling the -- the data that we're getting  
6 from the sensors that we've installed as part of this  
7 project.

8           The last part is we're exploring this  
9 notion or this idea of crowd source data and how can  
10 we -- we obviously can't afford to put sensors  
11 everywhere and -- but people are walking around with  
12 sensors in their pockets or their purses or their  
13 backpacks, and so we're looking at how we can get this  
14 information about bike and pedestrian usage from cell  
15 phones and -- and apps.

16           Next slide.

17           This should be slide 4. So this is our  
18 Research Advisory Committee. I guess the main point of  
19 this is that we've got lots of folks involved and I -- I  
20 think we really need that. I mean, this is all about a  
21 partnership. I had mentioned earlier there's a number  
22 of MPOs and cities that are gathering this type of  
23 information on their roads and their trails and  
24 facilities, and really we need to -- to work together to  
25 help make some progress in this particular area.

1                   Next slide.

2                   The -- the point of this is just to kind  
3 of give you a sense of our overall schedule.

4                   I think the last time I talked with the  
5 statewide bicycle advisory group, we were just getting  
6 started; I believe, that was last fall. We're at the  
7 point where we're -- we're -- pretty much we're  
8 finishing up. So if -- if you look up top at the -- the  
9 timeline, we're in late October, so we're finishing up  
10 task 5 which is developing this consolidated database.

11                   We're going to be delivering that to -- to  
12 TxDOT here at the end of November, and then we've got a  
13 couple of months to kind of wrap up final things and  
14 write a final report and address any comments and -- and  
15 revisions, and then our project completion date is in  
16 February of 2018.

17                   Next slide.

18                   So I -- I had mentioned earlier that one  
19 of the things we did was we evaluated different types of  
20 sensors and equipment that can be used to count and to  
21 monitor bikes and pedestrians and -- and to do that in  
22 an automated way. And so what we did as part of this  
23 project was we worked with the folks in the Austin and  
24 Houston district and we worked at selecting the -- the  
25 best equipment for their particular application. We

1 procured it, and then we worked at installing, and these  
2 just show two pictures of the installation that we did  
3 there in Austin.

4           In this particular case, what we're  
5 showing is basically what's called an inductive loop  
6 detector. You make -- it's something that's been used  
7 for cars and trucks for 50 or more years. You can  
8 refine it and tweak it a little bit and use the same  
9 thing for bikes, and so we're making saw cuts in a  
10 concrete trail and then we're putting some wires in the  
11 pavement and running those wires to a -- a smart little  
12 computer that we put along the side of the trail that --  
13 that counts bikes.

14           Next slide.

15           This is actually at the exact same site,  
16 and this is a -- this is a pretty -- actually a pretty  
17 common type of installation, common type of equipment  
18 and sensors that are used on multiuse trails where you  
19 have people both biking and walking, and so if you look  
20 at the left-hand part of the -- the slide there's a red  
21 circle or a red oval there and so that shows a  
22 diamond-shaped cut in the pavement so that's what we're  
23 using to count the -- the cyclists.

24           If you look over on the right-hand side of  
25 the picture, you'll see another red oval and it's kind

1 of -- there's a sensor that's more or less tucked in  
2 along the -- the bridge railing there, and so that  
3 sensor is -- is an infrared sensor sort of like the  
4 infrared sensor that opens the doors at Wal-Mart or  
5 Target or H-E-B or wherever you shop.

6           So that infrared sensor is counting  
7 everybody that's going by, regardless of whether they're  
8 a pedestrian or cyclist, and then the computer is smart  
9 enough to subtract the bikes that they've counted  
10 through that inductive loop and so what this type of  
11 system allows you to do is it allows you to count,  
12 again, pedestrians and cyclists, but it also allows you  
13 to count them by direction.

14           And then this -- this equipment also has a  
15 cellular modem and so that's uploading the data on a  
16 regular basis so you don't have to track your way out to  
17 all of these different locations and -- and -- and  
18 gather up the data.

19           Next slide.

20           So what -- what -- what I just showed in  
21 the past two slides is a permanent installation. Those  
22 are -- those are quite a bit more expensive and so part  
23 of the monitoring -- monitoring process that we -- we  
24 have developed and that we have adapted here is that you  
25 combine these permanent installations with these

1 portable counters that can then be moved around, right,  
2 and so that allows you to get a lot more locations. But  
3 you can't necessarily leave these portable counters out  
4 there for long periods of time, and so what we did in --  
5 in Austin and -- and what's been done in Houston, as  
6 well as a number of other locations, is, you put these  
7 portable counters out there for -- and we -- typically,  
8 it's at least a week, because what you want to do is you  
9 want to get weekdays as well as weekends. And so  
10 there's -- there's many different types of equipment;  
11 again, it really depends on what you want to count,  
12 whether you want to count pedestrians or cyclists or  
13 both.

14           On the left-hand side, again, this is --  
15 what we're showing is a pneumatic tube counter, so,  
16 again, this is technology that has been used for cars  
17 and trucks for -- for decades. We've adapted it for  
18 bicyclists here, and so that's what you're seeing is  
19 where we've got tubes across the shoulder or across the  
20 travel lane.

21           And then on the right-hand side that gives  
22 you a little bit closer view of a portable infrared  
23 counter. So you can see there in that what -- what we  
24 put in a little metal lockable utility box is this  
25 infrared counter, and then it's got a little

1 microcomputer that -- that keeps track of what the  
2 infrared sensor is seeing, and then you simply attach  
3 and lock this box to a utility pole or any -- anything  
4 like that, that you can find by where you want to count,  
5 whether it's a sidewalk or a trail or whatnot.

6           Now, again, some of these technologies are  
7 somewhat limited. So, for example, this infrared sensor  
8 that I'm showing here on the right-hand side, it -- it  
9 cannot differentiate between bicyclists and pedestrians,  
10 but you do get a count of the total number of users that  
11 are going by on any particular facility.

12           Next slide. Should see Develop Statewide  
13 Database.

14           So this is one of our final tasks and this  
15 is a task that we're -- we're knee deep in. We've been  
16 working a lot with Teri and Bonnie to make sure we're  
17 getting the features in there that they'd like to see,  
18 but we've also really been spending a lot of time  
19 gathering up data that -- that already exists from all  
20 of the MPOs and cities. What -- what we're trying to  
21 do, and -- and we're going to accomplish that, is, we  
22 want to gather up this data and we want to put it in a  
23 database such that it's consistent with what federal  
24 highway calls their Traffic Monitoring Guides Format.

25           In other words, federal highway wants to

1 do exactly what TTI and TxDOT are doing right now. They  
2 want -- within each state they would like for the states  
3 or the MPOs to be able to submit their count data to a  
4 national database, and so they -- they've prescribed  
5 this format that enables things to -- that enables this  
6 data to be consistent and -- and to be combined with  
7 other states and other locations. And so what we've  
8 done is we've gathered up as much data as we can and --  
9 and put together some simple summary and visualization  
10 tools, and I'll show you some of these here in the next  
11 couple of slides.

12 Next slide.

13 MR. HIBBS: Yeah. And this is -- Excuse  
14 me just a minute. This is Billy.

15 MR. TURNER: Sure.

16 MR. HIBBS: And in the -- the essence of  
17 time we're going to need to move fairly quickly through  
18 the presentation.

19 MR. TURNER: Yep.

20 MR. HIBBS: So I would like to see if  
21 maybe -- maybe you can get us on through this in the  
22 next 5 to 8 minutes. Okay?

23 MR. TURNER: I'll -- I will -- I'll be  
24 there in 3.

25 So slide 10 is going to show you the -- so

1 this -- what we're trying to provide is, again, a number  
2 of different views of the data. So slide 10 shows you  
3 very high level views, and so what we're -- what we're  
4 showing here is just average annual numbers, the number  
5 of counts that you might expect on any particular day.

6 Next slide.

7 What -- what you see here is, if you want  
8 to get into a little bit more detail. Are -- are you  
9 only seeing one chart or two?

10 MS. KAPLAN: I -- I popped them both up.  
11 You want me to --

12 MR. TURNER: Okay. Good.

13 MS. KAPLAN: -- back it up?

14 MR. TURNER: No. No. Just show both.

15 And so basically what this is, we've  
16 got -- we've developed a number of different interactive  
17 charts so that one can go in there and click different  
18 locations. You might be able to see, for example,  
19 counts on any particular day on -- that's on the  
20 left-hand side.

21 On the right side you -- you can look at  
22 what the -- what the traffic, what the bike and  
23 pedestrian traffic is by time of day, say, for an  
24 average day, and so that's -- what you're seeing there  
25 on the right-hand side this essentially just shows that,

1 in -- in some cases, bike and pedestrian traffic peaks  
2 in the morning and peaks in the evening sort of like car  
3 and truck traffic.

4 Next slide.

5 So this is my last slide. The Crowd  
6 Source Data. So we've talked -- we've mentioned this a  
7 little bit. Crowd source data is this notion of we  
8 can't afford to put these sensors everywhere that we  
9 want them and so what's -- what's another possible way  
10 to do that.

11 Well, another possible way to do that is  
12 to mine the data that's being collected by people that  
13 are using apps. And so what we did as part of this  
14 research project is we looked at crowd source data from  
15 two possible apps. One is Strava and the other one is  
16 an app called Ride Report that essentially captures  
17 bicycle trips.

18 The -- the important thing to know is that  
19 when you're using any kind of crowd source data what  
20 you're getting is a sample of the total number of  
21 bicycles or pedestrians. With the sensors that I've  
22 talked about before, you're -- you're counting everybody  
23 plus or minus a little bit of sensor error. With crowd  
24 source data you're collecting on a sample. The  
25 question, though, the really -- really the research

1 question is, is that sample consistent so that you can  
2 apply a consistent multiplier and across all different  
3 types of facilities and different locations.

4           What we found through our research project  
5 is that that sample percentage is not consistent, and it  
6 can vary anywhere from 3 to maybe 19 to 20 percent,  
7 which means that if you wanted to estimate the total  
8 number of bicyclists or pedestrians you -- you might --  
9 on some facilities you might only use a multiplication  
10 factor of 5-X (5 times) the number of Strava users. In  
11 other places it might be as high as 30 or 35 times the  
12 number of Strava users. So the bottom line is that,  
13 again, you need to know how to scale up this -- these  
14 sample rates.

15           And with that, I'll stop and see if  
16 there's any questions.

17           But the one thing I did want to note, I --  
18 I was chatting with Brian earlier from Strava, Brian had  
19 to drop off. He had another meeting that he had to get  
20 to, and so he's sending his apologies but he will not be  
21 able to -- to give his presentation.

22           MR. HIBBS: All right. So any questions  
23 for the -- for Shawn in terms of the data collection?

24           Commissioner Austin would like to ask you  
25 one.

1                   COMMISSIONER AUSTIN: Shawn, this is Jeff  
2 Austin. Just a curious question. How much are those  
3 sensors that y'all are using?

4                   MR. TURNER: How much do the sensors cost?

5                   COMMISSIONER AUSTIN: Yeah.

6                   MR. TURNER: So the -- the portable  
7 sensors that are not -- not extremely sophisticated  
8 could be as low as maybe \$500. The more sophisticated  
9 ones that have the ability to differentiate between  
10 bicyclists, pedestrians and direction and cell modems  
11 and whatnot, those can be as much as \$8- to \$9,000 per  
12 location.

13                   COMMISSIONER AUSTIN: All right. Where  
14 I'm leading, we have a representative here from FHWA,  
15 and I need to -- sorry to put you on the spot.

16                   If this data is being used by FHWA are  
17 there any possible grants that, say, TxDOT could work  
18 with y'all to acquire that equipment to be used around?  
19 And then I wanted to ask -- you know, I don't know if  
20 this is Eric or -- and you're, for the record?

21                   MS. BALES: My name is Genevieve Bales.

22                   COMMISSIONER AUSTIN: Genevieve. Okay.  
23 Is there a way that if we give a -- you know, I talked  
24 earlier about those bicycle grants, you know, the ones  
25 that we gave out to the communities.

1 MS. BALES: Uh-huh.

2 COMMISSIONER AUSTIN: Can we ask, suggest  
3 or require those recipients to allow us to track that  
4 after it's completed for, say, up to 2 or 3 years or  
5 maybe -- maybe do it once a year?

6 MS. BALES: Well, there is a --

7 COMMISSIONER AUSTIN: Does that make  
8 sense?

9 MS. BALES: There is a maintenance  
10 agreement that all of your recipients agree to keep  
11 their project open for about 10 years and maintain it.

12 As far as requiring them to track it, I  
13 mean, I know you guys have the say in how you will do  
14 that in Texas or -- as far as the data collection and  
15 working with federal highways, I'd have to look into  
16 that some more.

17 I know that we are going towards crowd  
18 sourcing data and looking at different sources, and  
19 we're looking at that for the HPMS data collection too,  
20 and that's something that I believe that we're going to  
21 be sharing with states.

22 COMMISSIONER AUSTIN: And I just wondered.  
23 Because if -- if we could acquire that equipment  
24 somehow, we could loan it out, say, to the MPOs, get it  
25 back or something like that.

1 MR. POLLACK: If -- if I could chime in.  
2 I mean, I -- I think that's a fantastic idea.

3 COMMISSIONER AUSTIN: Sure.

4 MR. POLLACK: So we're -- we're one of the  
5 MPOs that Shawn was referencing. We -- we've collected  
6 some preconstruction counts on facilities that -- for  
7 which there -- there will be new bicycle infrastructure  
8 installed and we did that by cobbling together  
9 equipment.

10 We purchased some of our own, but because  
11 it's prohibitively expensive, loaning -- borrowing it  
12 from local municipalities, and if there was a -- a pool  
13 of equipment at the state level that could be loaned out  
14 on a project-specific basis -- because in -- in the case  
15 of the temporary counters, the two counters, those  
16 deployments are short, and with -- you know, with a  
17 strategic -- strategic deployment schedule, you know,  
18 you could really accommodate a lot of -- of municipal  
19 areas or metro areas with -- with one solid set of  
20 counters.

21 COMMISSIONER AUSTIN: And maybe that's an  
22 industry government sharing of some sort to acquire two  
23 or three pieces of equipment or -- by Texas or something  
24 like that to -- to get good relevant data if it's going  
25 to be used.

1 MR. POLLACK: Sure.

2 MS. O'BRIEN NELSON: Like in Houston  
3 Metro, I can just tell you right now that we went  
4 through this whole thing and it -- it would be  
5 phenomenal if we had that ability to be able to track  
6 more. Because we do it manually right now with our  
7 buses and everything as far as tracking around the city,  
8 but even -- our -- our trains, we can't even track how  
9 many cyclists were getting on there and that's a  
10 detriment to our system. That's -- that's stuff -- we  
11 could be doing that as an organization as Metro if we  
12 had some of that equipment on there.

13 MR. POLLACK: And I think this study that  
14 captures best practices, you know, for which -- to which  
15 we -- those entities who have been doing these counts  
16 have contributed, I think that -- that will really short  
17 circuit the learning curve in -- in other areas. So, I  
18 mean, I think it dovetails really well with the idea of  
19 a collective pool of equipment that --

20 COMMISSIONER AUSTIN: Shawn, let me ask  
21 one last question.

22 MR. TURNER: Yes, sir.

23 COMMISSIONER AUSTIN: You may be aware --  
24 can you hear me?

25 MR. TURNER: Yeah. There's -- I'm getting

1 some feedback, but go ahead.

2 COMMISSIONER AUSTIN: Okay. Somebody on  
3 the line has -- probably been put on mute.

4 You may be aware -- I think because it --  
5 TTI may have helped us. We were using some different  
6 crowd sourcing (a Bluetooth technology) to do a pilot  
7 program to measure traffic at Port Aransas and the  
8 Galveston Ferry. For those of y'all that may see the --  
9 travel those areas and have seen the billboards that  
10 said wait time was X, we used to track that. You know,  
11 if one of y'all came up there, how long did you wait.  
12 Oh, and they may be mad. I waited an hour and 15  
13 minutes, or I waited 45 minutes, and actually only maybe  
14 15 or 20. There are longer wait times.

15 MS. O'BRIEN NELSON: A lot of times.

16 COMMISSIONER AUSTIN: What they're doing  
17 with the -- with the cell phone, we invested \$40-,  
18 \$50,000 and that was it, put up some radars and -- on  
19 the -- on telephone poles a couple of places, even if  
20 your phone is off it still emits a signal. Doesn't know  
21 who you are or where you are or your phone number or  
22 anything else. It emits a signal and each signal is  
23 unique that you can pick it up to -- to track actual  
24 wait times that's correlated back up to our billboards  
25 that's -- that's working on that.

1           So if you see those real-time thing --  
2 coming at -- that's really helped traffic. You kind of  
3 mentioned that as using these different types of items  
4 to look at counts, et cetera, et cetera, but you've got  
5 to be able to distinguish if it's a bicycle. I think of  
6 a Fitbit, and a lot of these others, you can record  
7 rides, how can you go back to these manufacturers to say  
8 that it's a bike rider where it'll emit back up and, you  
9 know, we'll use that data as well? So --

10           MS. WEAVER: If I could mention --

11           COMMISSIONER AUSTIN: Sure.

12           MS. WEAVER: -- our MPO in Dallas/Ft.

13 Worth did a peer exchange with the Federal Highway  
14 Administration and we -- one of the stakeholders that  
15 came in and was flown in was the Colorado DOT.

16           So Colorado has a great statewide loan  
17 program of counters that the DOT has purchased and they  
18 loan them to municipalities. They've kind of deployed  
19 them to key districts across the state; and then it's a  
20 case by case when you need to them get on the list and  
21 they've really upped their count program over the past  
22 few years because of that.

23           COMMISSIONER AUSTIN: Can't promise  
24 anything. But if this is something --

25           MS. WEAVER: It's a good --

1 COMMISSIONER AUSTIN: -- that y'all have  
2 recommended --

3 MS. WEAVER: -- peer study.

4 COMMISSIONER AUSTIN: -- and put together  
5 and brought to the house who, what, where, when, and how  
6 it's going to be used --

7 MS. WEAVER: That would be good to do.

8 COMMISSIONER AUSTIN: -- in a partnership,  
9 then, you know, run that through Eric and -- and maybe  
10 that's something y'all come up with a recommendation to  
11 submit up --

12 MS. WEAVER: Yeah.

13 COMMISSIONER AUSTIN: -- and copy their --

14 MS. BALES: I'd also talk to Bill  
15 Knowles's group over at the traffic section at TTP,  
16 because they do a lot of -- it's -- it's a counting, if  
17 they need counts somewhere they'll put them on the list  
18 and they'll get their areas counted.

19 COMMISSIONER AUSTIN: That's a great idea.

20 MR. GLEASON: All right. And we can talk  
21 to Colorado DOT between now and the next meeting for  
22 sure.

23 MR. HIBBS: Sounds great. Great.

24 Yeah. And maybe give us an update. So,  
25 Teri, if you could put that as an agenda item in the

1 meantime, we'll -- we'll certainly do that one.

2                   Shawn, thank you very much. We

3 appreciate --

4                   MR. TURNER: Thank you.

5                   MR. HIBBS: -- the information there.

6 It -- it, like I said, dovetailed nicely with the -- the  
7 Commissioner's concern about data and gave us all a good  
8 heightened awareness of what's -- what's available out  
9 there.

10                   So at this time we'll move to item No. 8.  
11 Carl has a very important presentation; and, Carl, I'd  
12 like for you to be able to make it in about ten minutes.  
13 Okay?

14                   MR. SEIFERT: Sounds fantastic.

15                   COMMISSIONER AUSTIN: I'm probably guilty  
16 of the lack of time.

17                   MR. SEIFERT: I like that ambition.

18                   MS. KAPLAN: I just want to say, well,  
19 while we -- that the Strava, we -- we did have training,  
20 and you do have a copy of the presentation in your  
21 packet today, and we're just going to skip over and go  
22 straight --

23                   MS. WILLIAMSON: Glad you mentioned that.

24                   MS. KAPLAN: I just want to make sure that  
25 everyone knows that we -- we've done -- done some

1 training on the Strava that we purchased at TxDOT.

2 MR. HAM: I was one of the programs -- and  
3 thanks to TxDOT for purchasing that, because it's very  
4 good information.

5 MR. HIBBS: All right. Carl, take it  
6 away.

7 MR. SEIFERT: All right. In a second  
8 you'll see the slides up, but I'm not even going to wait  
9 for them. Let's go ahead, and the first few slides --  
10 and the good thing is, is, y'all have these so you can  
11 look through them later.

12 As you know, because you've been here, we  
13 had a lot going on today so I -- we apologize for so  
14 many slides that I have go to. But this is such a big  
15 study, and we wanted to make sure we reported back to  
16 y'all, so that you can look at this more, we can have an  
17 offline discussion, you guys can chat with us with more  
18 questions later because, Billy's right, I need to go  
19 through this quickly and that's going to be a little  
20 difficult for y'all to listen to at the speed that we  
21 need to go.

22 So the first --

23 MR. HIBBS: And also, Carl, let me  
24 mention --

25 MR. SEIFERT: Yes, sir.

1 MR. HIBBS: -- that our next meeting  
2 starts at one o'clock for your --

3 MR. SEIFERT: Yes. And if --

4 MR. HIBBS: Isn't it today?

5 MR. SEIFERT: And if I could interrupt, I  
6 should say, we had WebExs with all of the new members,  
7 and so they all have background information on the  
8 Tourism Trails Study.

9 MR. HIBBS: Good.

10 MR. SEIFERT: So we don't need to feel as  
11 bad that we're running through information that they're  
12 not familiar with.

13 MR. HIBBS: Good. Well, I was going to  
14 suggest that for those of you that have an interest in  
15 what you're about to hear, if -- if you would like,  
16 it -- is it going to still be in the Greer Building here  
17 or are we going back over?

18 MR. SEIFERT: I believe we're in this  
19 room.

20 MR. HIBBS: In this room?

21 MR. SEIFERT: Yes, sir.

22 MR. HIBBS: Okay. So you might grab a  
23 quick bite of lunch and then be back here at one  
24 o'clock, and you can get a lot more of the -- the meat  
25 and potatoes behind what -- what you're about to hear.

1           MR. SEIFERT: Absolutely. All right. So  
2 today main -- our main task is to tell you what the  
3 working group has been working on over -- since July  
4 when we last saw the BAC. If we could go to the agenda,  
5 I think, it was item 2.

6           So the first few slides are going to be a  
7 progress overview. Those are some flowcharts that just  
8 say you are -- you are here for each of our elements as  
9 part of the study. We went over the different goals  
10 with everyone, the new members last time, and so I'm  
11 going to go ahead and skip ahead, Teri, if that's okay,  
12 to the slides after the progress overview. Because you  
13 guys will be able to see I think it's fairly clear of  
14 where we are for all of those four goals.

15           So we'll go to slide 9, that's the Route  
16 Development. We could actually just go to the slide  
17 after that.

18           So since you last saw us we just had some  
19 preliminary routes. We worked with the working group  
20 and developed both quantitative and qualitative routing  
21 criteria to move these -- to move this element along.  
22 So this kind of just gives an overview of what you've  
23 seen since last time. We had preliminary routes. We  
24 had a mapping exercise in April, we worked with the  
25 working groups to get some qualitative criteria, but

1 since then we -- we have applied the quantitative  
2 routing criteria.

3 Teri, if you could hit the button one more  
4 time.

5 So this box just identifies what we've  
6 worked on since last time.

7 We applied that --

8 Oh, I'm sorry. Go back.

9 -- the quantitative criteria and then we  
10 went out to the state. One of the biggest things we  
11 want to know is, we want the -- the truth test to sniff  
12 this stuff out, so we had a set of routes that the  
13 working group members had drawn on a route. Then PTN  
14 and -- and -- and CH2M have come back and filled in that  
15 route based on this qualitative criteria. Then we took  
16 the quantitative criteria --

17 Now, we'll go ahead and go to the next  
18 slide.

19 -- and we -- we applied this to the  
20 segments around the state where we had data. The most  
21 important things that we heard from the working group  
22 and that we heard when we looked around through other  
23 studies was the four biggest elements we need to look at  
24 are lower speed roadways, low volume roads, avoiding  
25 trucks and roads with wide shoulders. These data

1 elements TxDOT has for a multitude of roads around the  
2 state, and we're able to use GIS software to group and  
3 analyze and weight this.

4 So click once, Teri.

5 And so each of these this -- for a sample  
6 roadway that might have 60-mile-an-hour roads, 2,000  
7 vehicles per lane, 80 trucks per lane and 10-foot  
8 shoulders --

9 If you could click ahead, please.

10 -- each of those gets grouped in a  
11 category.

12 Click once more.

13 And then they get weighted.

14 Click once more.

15 And so for this example segment, you'd get  
16 a score of 70.

17 And click next slide.

18 So if you do that for all of the roads we  
19 have data then you'd view this across the state and  
20 you'd have a group, a score, an idea -- it's not precise  
21 anymore than that grouping, and those four categories  
22 is, but you have a much better sense of the -- the  
23 suitability for that roadway as it exists today for  
24 what -- for a cyclist. And so what this does is it  
25 allows us to take that qualitative -- excuse me -- those

1 routes that were drawn by the working group and  
2 developed by PTN and attempt to find roadways that may  
3 be even more suitable.

4 So if we have --

5 If we click to the next slide.

6 -- an area like -- so this is what it  
7 would look like in Austin, a whole lot of red. But we  
8 also know that there's local facilities that we can get  
9 on. There's off road shared use paths, there's specific  
10 bike ways in these areas that can help us get through.  
11 So we take these routes and we apply this quantitative  
12 analysis and we get -- we get a different network.

13 So if you'd go to the next slide.

14 So this is what you all saw in July.

15 Click again.

16 And again, this is all in the slide, so I  
17 don't want to go too slow on this, but so -- and this is  
18 what the results was. If you look at each section  
19 carefully, and I'll -- we can send out actually a link  
20 where this is available for you guys to zoom around and  
21 zoom into your own areas and see how the routes look and  
22 things like that later. But this is a statewide view  
23 and a very static slide, so -- but you'll see that the  
24 routes are a little less direct. They take more rural  
25 areas, they interact with more -- more small towns, and

1 that's a -- that's good news because the -- the result  
2 of this, if it gets built out or when it gets built out,  
3 is strong economic development opportunities.

4 MR. GLEASON: So, Carl, real quickly. The  
5 previous map was before application of the quantitative  
6 information?

7 MR. SEIFERT: Yes, sir.

8 MR. GLEASON: This map is that map  
9 modified based on the application of the quantity?

10 MR. SEIFERT: Yes, sir.

11 MR. GLEASON: Okay.

12 MR. SEIFERT: And if y'all have other  
13 questions, I know I'm going slow [sic]. There's bound  
14 to be very good clarifications like that, that I need to  
15 add, so if it doesn't make sense, please speak up and  
16 also --

17 MR. GLEASON: So a side by side would kind  
18 of show the impact of it?

19 MR. SEIFERT: And I have another slide  
20 that shows it -- the preliminary routes in gray, the old  
21 routes, and then these. I did not add it to this  
22 presentation.

23 COMMISSIONER AUSTIN: Quick question.

24 So this is taking the roads and routes as  
25 they are today?

1 MR. GLEASON: Yes.

2 MR. SEIFERT: Including any shared use  
3 paths that we know about, meaning that's a separated  
4 facility --

5 COMMISSIONER AUSTIN: The shoulders or --

6 MR. SEIFERT: -- that we want to make sure  
7 that we route people on. One of the primary goals of  
8 this is to eventually have a network that's for all ages  
9 and all abilities, and so those are the low-hanging  
10 fruit of, yes, we want to use that.

11 And then -- and the idea would be that  
12 this -- this plan would take decades to build out and an  
13 enormous amount of money. So where is the low-hanging  
14 fruit, how do we connect places on road until we get to  
15 a shared use facility opportunity.

16 Anything else?

17 Okay. Next slide, please.

18 Okay. So that's just an overview of where  
19 we are for the routing criteria, and then in the -- in a  
20 few more slides I'll show you how we -- we sent that out  
21 around the state and got more feedback and got more  
22 local plans, local GIS files to help support this effort  
23 and help move it along even more.

24 Next slide.

25 So the other main task of his effort is to

1 recommend what types of facilities, what kind of  
2 bikeways might make up a -- a statewide Tourism Trails  
3 network. So you'll see here there's four types of  
4 facilities and the following slides are going to show  
5 graphically what these might mean.

6 MR. HIBBS: Five minutes.

7 MR. SEIFERT: Excuse me. Yes. Five.  
8 You -- and -- and I say four because the shared use path  
9 and the side path are very similar in nature, however,  
10 one is -- well, we'll get to that.

11 The main thing I want to take away from  
12 this slide is the -- what's in bold at the bottom. We  
13 have met with other divisions in TxDOT, and TxDOT owns a  
14 lot of the roads in the state, and so it's always  
15 important for us to realize that all on-road bicycle  
16 accommodations that are on state-maintained right-of-way  
17 must meet the requirements in TxDOT's Roadway Design  
18 Manual.

19 That's something we may, you know, talk  
20 more about later. Because when we're talking about  
21 developing and implementing, we need to know, you know,  
22 who owns the road and how do we -- how do we meet in the  
23 middle with them. There may be some -- some -- you  
24 know, if this is a district led project we go back to  
25 them. Some -- some agreement, some consultation, some

1 development in the future. So I want to mention that  
2 now because it's important.

3 Next slide.

4 So one -- one example path or bikeway --  
5 excuse me -- would be 8-foot or wider outside shoulders.  
6 You can see here we have -- we have rumble strips. This  
7 type of facility is going to be probably the most common  
8 throughout the state. We have an enormous state with  
9 huge geographies to cover in the interim, routing people  
10 8-foot or wider shoulders, while that may not be great  
11 for an 8 year old right now, maybe this provides  
12 connectivity between places, because -- because, Billy  
13 has said it before, when a -- when a -- when a roadway  
14 is signed for 55 miles an hour that means they're going  
15 65, right? It's going to be tricky because TxDOT's goal  
16 is safety. You know, we want to make sure the widest  
17 shoulder as possible, because the wider the better,  
18 it's -- the further you get separated from traffic,  
19 that's where you want to go.

20 So next slide.

21 Shared use path. You'll notice here that  
22 there is no roadway, so it should -- this -- this  
23 facility would be independent of a highway right-of-way.  
24 You can see here a 10-foot minimum, but 12 to 14 feet  
25 would be recommended and we'd have 2-foot shoulders on

1 either side.

2 Next slide.

3 And the -- the very similar facility to  
4 that would be the -- the shared -- the -- excuse me --  
5 the side path. So you can see here that this would be  
6 within the highway right-of-way for -- for parallel to  
7 those travel lanes with a -- a width between which, in  
8 this slide, shows 12 feet. If it's 5 feet or less we're  
9 going to say a vertical barrier is required. Again,  
10 safety is the issue here, and if it's a fast-moving  
11 roadway we want to make sure that there is something  
12 there.

13 You'll also see as part of this that there  
14 are other -- other modes, right, a shared use path and a  
15 side path accommodates pedestrians, they accommodate a  
16 host of other users that might be using it instead of a  
17 cyclist.

18 MR. POLLACK: Carl, does the curb -- the  
19 grade separation of a curb constitute that vertical  
20 barrier or you all are -- are envisioning something more  
21 robust than that?

22 MR. SEIFERT: It's --

23 MS. KAPLAN: More robust.

24 MR. SEIFERT: I would say that it's about  
25 the -- the horizontal width between the travel lanes, so

1 if it is --

2 MR. POLLACK: But if it's less than 5  
3 feet --

4 MR. SEIFERT: -- if it's less than 5 --

5 MR. POLLACK: -- is the curb enough?

6 MR. SEIFERT: No.

7 MS. KAPLAN: No.

8 MR. POLLACK: Okay.

9 MR. SEIFERT: Sorry. That should have  
10 been easy. No is the right answer. I didn't get it.

11 Okay. Bicycle lanes. Y'all are familiar  
12 with this. We're recommending that the 5-foot  
13 minimum -- or a 5-foot bicycle lane would be what we  
14 want, and when there is a parking lane present a 2-foot  
15 buffer. Door lanes are an issue and we want to make  
16 sure that we -- we limit that.

17 Next slide we'll see a buffered bike lane.

18 And so here a 5-foot lane with a 1 1/2 to  
19 3-foot buffer. You also would be encouraged to have  
20 something in the buffered bike lane, a delineator of  
21 some kind. In some areas where it's highly urban you  
22 might have another barrier. You could even have  
23 planters or bollards or things like that. Both the bike  
24 lane and the buffered bike lane we suspect will be more  
25 prevalent during urbanized -- in urbanized areas, right.

1 It would be, you know, a shared use path and the wide  
2 outside shoulders and most likely facilities in more  
3 rural and lower density areas, lower development  
4 densities.

5 All right. How am I doing on time?

6 MR. HIBBS: You're over.

7 MR. SEIFERT: Oh, gosh. I'm sorry.

8 MS. SHERMAN: It's 11:44.

9 MR. GLEASON: Let's --

10 MR. SEIFERT: Yes, sir.

11 MR. GLEASON: If I could suggest, let's  
12 wrap on this design discussion.

13 MR. SEIFERT: Yes.

14 MR. GLEASON: The rest of the slide packet  
15 folks can look at through their leisure. It's about  
16 benefit calculations and public involvement and stuff.

17 MR. SEIFERT: Yes.

18 MR. GLEASON: But this is important,  
19 because this is the time that big pieces coming out of  
20 the study will be what it might look like where in this  
21 area.

22 MR. SEIFERT: Yeah.

23 MR. GLEASON: So let's wrap on this, and  
24 then --

25 MR. HIBBS: Yeah. And again, for those of

1 you that have a lot of detailed questions you can come  
2 back at one o'clock and we'll spend another probably  
3 hour or two going over the specifics of this.

4 MR. SEIFERT: And if you can't be here we  
5 also have a WebEx.

6 COMMISSIONER AUSTIN: And the time frame  
7 to complete this study?

8 MR. GLEASON: March.

9 MR. SEIFERT: Yes.

10 MR. HIBBS: March.

11 MR. GLEASON: I think the -- the main  
12 thing for the committee to realize today -- and then  
13 we'll move on with that -- you know, there are two  
14 things: One we're beginning to bring into focus what I  
15 would describe as a sample network of what a statewide  
16 Tourism Trail of networks might look like based on what  
17 we know, and then applying some quantitative data that  
18 TxDOT has to -- it to refine it. It's a sample map.  
19 Then we're beginning to bring together pictures of what  
20 portions of that map might look like depending on where  
21 you are and the level of investment needed.

22 So, again, this is all about a focusing  
23 exercise. It's a study. No one's going to adopt this  
24 thing, but it's a study. It's not just for TxDOT to  
25 build and it's probably a 50-year development plan that

1 a lot of people are going to have to put money into, but  
2 we can begin moving there.

3 COMMISSIONER AUSTIN: Let me ask you  
4 this -- and, Charlie, this is for his benefit -- your  
5 benefit I ask -- Charlie also works other agencies and  
6 some of his colleagues do as well. How does Parks &  
7 Wildlife fit into this in the --

8 MR. GLEASON: They are engaged. We've  
9 been talking with them, talking to the tourism folks. I  
10 think you'll probably see that there's a slide in the  
11 packet here that talks about those conversations.  
12 They're excited. They know. They -- they've been  
13 reminded we're not only -- that TxDOT not only is not  
14 the only one building this thing. But they see a lot of  
15 opportunity here. Other states leverage those folks  
16 tremendously in this particular area of the bike trail.

17 MR. HIBBS: You know, that was actually  
18 one of the criteria in laying out those routes that you  
19 saw was what was their proximity to the state parks.  
20 Because people who are riding across Texas on their bike  
21 and maybe carrying their camping gear having access to a  
22 state park periodically was -- was important. So that's  
23 the reason why some of those things wound up in the  
24 areas that they're in.

25 MR. GLEASON: Yeah. And actually this

1 whole effort is not only a good idea, it's also required  
2 by law. The legislation requires us to work with Texas  
3 Parks & Wildlife tourism to bring this together.

4 MR. HIBBS: And the governor's involved in  
5 tourism.

6 MR. GLEASON: So it's -- it's -- it's all  
7 coming together.

8 MR. HIBBS: Okay. All right. Well, Carl,  
9 thank you very much, and we'll see you here at one  
10 o'clock. We appreciate all of the efforts.

11 All right. I have asked Bonnie, who is  
12 next on the agenda for No. 9, to see if we can postpone  
13 her presentation on the website until the next meeting.  
14 I want to give her plenty of time to be able to go over  
15 this with everyone. We've had a lot of ground to cover  
16 today, and some of you may need flights here soon, so I  
17 want to go ahead and reserve that for the next -- the  
18 next meeting.

19 MS. SHERMAN: If you wouldn't mind, I  
20 would like to ask folks -- they have the link in their  
21 slides to the web page, and, if you would, go ahead and  
22 take a look at it and offer us any feedback we'd  
23 appreciate that.

24 MR. HIBBS: And who should they refer to  
25 for the feedback.

1 MS. SHERMAN: E-mail it to the two of us.

2 MR. HIBBS: Okay. Fine.

3 MS. SHERMAN: Thank you.

4 COMMISSIONER AUSTIN: Tim has something  
5 for you. I gave him a couple of ideas. Just to make  
6 sure there's better cross references on the link. It  
7 took me a little while to find the bikeway path and  
8 everything. Just --

9 MS. SHERMAN: Okay.

10 MR. HIBBS: All right. So at this point  
11 in time agenda item No. 10 we go around the table and  
12 get input from the members. Again, trying to respect  
13 time, try to keep your -- your comments relatively  
14 brief.

15 Anne-Marie, we'll start with you. I think  
16 we've had a hotter than hell since the last time we met,  
17 right?

18 MS. WILLIAMSON: We have. And it was  
19 great, nobody died, which is important when you're  
20 married to the medical director. We got great feedback  
21 from everyone who participated, so we're happy to hear  
22 that. I don't know -- can't remember off the top of my  
23 head what the final numbers were because I'm so  
24 overwhelmed that Wichita Falls got three projects  
25 funded, and so thank you, thank you, thank you.

1                   And I also want to say that we recently  
2 opened another part of our shared use path as part of  
3 this, what we call, the Circle of Trail in Wichita Falls  
4 and it's -- so I'm really happy about that. It's a more  
5 scenic part with areas to picnic and whatnot. So thank  
6 you for that.

7                   MR. HIBBS: Okay. Thank you. DawnElla.

8                   MS. RUST: In Nacogdoches we're -- we were  
9 awarded two grants from Parks & Wildlife to extend some  
10 sidewalk in our town, and that's kind of where we are  
11 now. We're just kind of maintaining that. We've had  
12 a -- our planning and -- the planning director took  
13 another job with Nedco, so there's been this transition  
14 person; because she was our go-to person for any grant  
15 stuff, so we'll see who -- the interim person will step  
16 up and see what happens with that.

17                   MR. HIBBS: Very good. Okay. Shawn.

18                   MR. TWING: A lot of good things. The  
19 best thing I can report is, you know, when I joined the  
20 committee we were having bicycle deaths unfortunately,  
21 and we may get through this year without a single one.  
22 And tragically we had one last year. So we're seeing  
23 safety improve. We think it's awareness. We really  
24 appreciate TxDOT's awareness campaign on not just  
25 texting but distracted driving we -- we do attribute, at

1 least, in our part of the state.

2 Palo Duro Canyon is working really close  
3 with Canyon on the bike, you know, tourism including the  
4 24 hours in the canyon, which is -- went off really  
5 well. We had, I think, 600 participants. We had a  
6 weather issue, but, you know, the -- the ones that  
7 gutted it out, you know, ran away from the hail and then  
8 came back. And, of course, in West Texas it rains, it's  
9 dry in 10 minutes and they went back at it, so we're  
10 very pleased.

11 And I'm also -- I may be jumping the gun a  
12 little bit, but as I reported a couple of meetings ago,  
13 obesity and inactivity in part of Randall County is  
14 absolutely astronomical. The -- the numbers are  
15 stunning. If -- Inactivity is defined by less than one  
16 hour of activity in a week. And Potter County is  
17 sitting at six -- 36.1 percent, Randall County is close  
18 to 26 percent. With children, the obesity in just our  
19 counties is -- is going to top 16 percent.

20 So activity and everything that involves  
21 that, biking and pedestrian and certainly part of that  
22 with safety, that's the link in with what we do here.  
23 The more they feel safe, mom and dad will let their kids  
24 go out. Striping will be real important.

25 So we are going to start kicking off. I'm

1 talking to Cal Farley's Boys Ranch, they have this huge  
2 ranch, we were -- where we're trying to put a triathlon  
3 together, one, for awareness, and it'll be to get kids  
4 involved. So we're going to get the boys and girls at a  
5 boys ranch, get them on mountain bikes, get them  
6 swimming, get them moving, and we're hoping that with  
7 Cal Farley's long history that that will be a big push  
8 in that area.

9 MR. HIBBS: Thank you very much.

10 MR. SANDOVAL: Yeah. That's very  
11 interesting.

12 MR. TWING: That's what's going on in my  
13 part.

14 MR. HIBBS: Cristian, would you like to --

15 MR. SANDOVAL: Yeah. I'd love to. I  
16 mean, we're very happy. Our Siclovia this -- this last  
17 weekend, we went down 10,000 people from 70,000 to  
18 60,000, but continues to be an amazing event for  
19 promoting cycling.

20 We started the bicycle share, the master  
21 plan initiative, we're trying to start looking at where  
22 is it that we want to expand with that program. We're  
23 considering the Medical Center has several universities  
24 there, hope we can start supporting there.

25 We're very aware of safety, so we're --

1 and we don't want to go into regulation with helmet use,  
2 so we started, in coordination with the city and several  
3 of the entities, a big helmet awareness, helmet use  
4 campaign trying to promote that. I think that's what's  
5 going to be very helpful. And we're suddenly starting  
6 to see a lot of growth from local organizations  
7 promoting cycling, but also see a need to provide them  
8 tools to empower them and help them in the right  
9 direction.

10                   Some of them might be steering in their  
11 own paths in the process of learning, so being here will  
12 really help us move to provide them the right  
13 information so they can move where we want them to go.

14                   MR. HIBBS: Good. Thank you. David.

15                   MR. HAM: In West Texas we have been  
16 working with the local MPO on farm and committee in the  
17 center of this to try and get a little voice for  
18 cyclists and pedestrians both in future planning.

19 Midland has been working on -- as they're doing new  
20 streets, working on, at least, doing the striping so  
21 we've got quite a few new bike lanes, at least. Make  
22 baby steps for get -- going in the right direction.

23                   So that's pretty well what we've got going  
24 on out there.

25                   MR. HIBBS: Okay. Thank you. Margaret.

1 MS. O'BRIEN NELSON: The Houston area I  
2 guess you'd say, obviously, we've had huge impacts with  
3 Harvey so it trails there.

4 Everything that's been set up is so  
5 appreciated just this past year, you know, that we had  
6 just watched it decimated, so right now you can't --  
7 it -- it's going to have a lot of impact on the numbers  
8 that you're seeing, like, when you go by any of those  
9 places, but it's south as well. You go to the Dickinson  
10 area, like I said, I just did Bike Around the Bay, we  
11 had 1,500 participants, which is really good, but you  
12 see the damage all around there. So it becomes even  
13 more important that we have infrastructure and you're  
14 able to get back to those things and that there is the  
15 awareness going on; and that's one of the things that I  
16 see as key going forward -- because you have limited  
17 moneys -- transit in our particular region is critical  
18 now.

19 I mean, I think more and more people are  
20 considering bicycles, who would never have thought about  
21 it before, simply because there's no other way to get  
22 around. You do that last mile, you know, like, if it's  
23 that between transit between your trains, your buses and  
24 everything there can be more coordination on those kinds  
25 of things. I see that as a really a big piece.

1 MR. HIBBS: Okay.

2 MS. O'BRIEN NELSON: So right now we're  
3 just kind of strapped down there looking at those  
4 things, but I know the numbers and -- and seeing the  
5 need for more multimodal transportation -- and the bike  
6 fits in really, really well there, it's just a matter of  
7 adapting.

8 MR. HIBBS: Yeah.

9 MS. O'BRIEN NELSON: And it's -- it's a  
10 difficult transition, I know, but we're trying to figure  
11 it out.

12 MR. HIBBS: Thank you. All right. So  
13 Jeff.

14 MR. POLLACK: Sure. We're not skipping  
15 anyone down there?

16 We just opened our call -- a 2-year call  
17 for projects in the Transportation Alternatives Set  
18 Aside Program which we're very excited about. We're in  
19 the midst of varying stage-ment and rotation of -- of 3  
20 or 4 years worth of funding, including a couple of miles  
21 off road trails, about 30 miles of bicycle boulevard  
22 designations in the City of Corpus Christi and the City  
23 of Portland.

24 We -- we've also been able to fund and  
25 have seen on the ground in the last couple of months

1 trip support hardware in the form of racks and public  
2 tool kiosks and public pumps. You know, it was a  
3 transportation alternatives funded program through  
4 our -- our regional transit authority, so, you know,  
5 what -- what you're saying with respect to -- to  
6 bicycle -- enhanced mobility accommodating really  
7 extending the affected region for transit really  
8 resonates with me and something we -- we've tried to  
9 cultivate locally. So all of that is really in support  
10 of the implementation of that bicycle mobility plan I  
11 mentioned earlier.

12           The other part of that I'll mention is  
13 that through bond funded roadway reconstruction at the  
14 City of Corpus Christi we've been able to get 7 miles of  
15 protected cycle track designed and now under  
16 construction with the hope of having another round of --  
17 of 5 miles or so when the city next undertakes a bond  
18 funded roadway construction program.

19           So, in our case, our -- our largest -- the  
20 largest sense in the MPO of the city is -- is planning,  
21 whereas, now on a cycle of -- of bond programs every 2  
22 years or so, and we're --

23           MR. HIBBS: Uh-huh.

24           MR. POLLACK: -- we're doing our best  
25 to -- to make sure that we capitalize on those

1 opportunities to -- to build some of this  
2 infrastructure. There's some political challenges  
3 there, but we think that's the -- the old close-hanging  
4 fruit with respect to -- as opposed to doing it on a  
5 retrofit basis, and we really are working in earnest to  
6 continue that trend.

7 MR. HIBBS: Uh-huh.

8 MR. POLLACK: We have some safety  
9 concerns. Unfortunately, we've had a number of bicycle  
10 fatalities here at the -- getting cyclists out of the  
11 roadway onto protective facilities and getting more  
12 people on bikes so they become more apathetic drivers  
13 are really our -- our two biggest hopes with respect to  
14 bringing those numbers down.

15 MR. HIBBS: Okay. Thank you very much.

16 MR. POLLACK: Thank you.

17 MR. HIBBS: Karla.

18 MS. WEAVER: Well, with the weather being  
19 so nice, we've been working with Bike D/FW to do bike  
20 rodeos with our municipal police departments. So we've  
21 had dozens of kids come out and learn about wearing  
22 their helmets and safety and hand signals, so that's  
23 been really fun.

24 We've been completing a series of safe  
25 routes to school plans that we do -- TxDOT, municipal

1 and ISD staff -- trying to foster that partnership of  
2 how we're designing schools around roadways for walking  
3 and biking.

4                   We've just completed what we are calling a  
5 statistically valid survey on people's ideas of biking  
6 in the Dallas/Ft. Worth region. So they called several  
7 thousand folks within our region, we divided it up by  
8 county, and we want to be able to say -- instead of  
9 using Portland's numbers and Austin's numbers -- what  
10 people in D/FW think about No way No how I'll never  
11 bike, or I'm interested but I'm concerned, or I'm  
12 enthused and confident, so that report's going to come  
13 out in the next month.

14                   Federal highway has been in our region  
15 doing some complete street safety design courses for us.  
16 Unfortunately, we have two of the five focus cities for  
17 pedestrian fatalities -- Ft. Worth and Dallas -- so  
18 we've brought in our city engineers, TxDOT staff, a lot  
19 of stakeholders to go through those trainings.

20                   And then the other thing I'll mention is,  
21 we're piloting with the City of Ft. Worth an active  
22 transportation plan.

23                   So they're going to take their  
24 thoroughfare plan, their walk plan, their on street  
25 plan, their trail plan, their transit plan, we're going

1 to list them all and overlap capital improvement  
2 projects, so if they build something does it check all  
3 of the boxes of improvement of all of those community  
4 plans. So we've hired a consultant to do that, and then  
5 we want to try to replicate that to other communities.

6 And then maybe one more thing: In our  
7 region we're having lots of debates about dock-less  
8 bikes.

9 So bike share vendors are coming in and  
10 they want this no set system, but people can check them  
11 out and drop them wherever they want, and there are lots  
12 of cities who like this and lots of cities who are  
13 trying to create codes against this. So we're bringing  
14 in all of the vendors and all of the cities for a big  
15 meeting to talk about liability issues, to talk about  
16 this is the capital market instead of government  
17 subsidizing it, how this is going to work with one city  
18 that already has a docked bike system, they've invested  
19 heavily in with FDA money, do these things compete or  
20 work together. Transit is doing separate agreements --  
21 our free transit agencies to allow them on platforms.  
22 It's a -- it's kind of a hot mess. So we're trying to  
23 get everybody together to figure that out in our region  
24 and see what happens.

25 MR. HIBBS: That sounds very interesting.

1 MS. WEAVER: Sure.

2 MR. HIBBS: Thank you. Bobby, are you  
3 still on the phone?

4 MR. GONZALES: I am. How are you?

5 MR. HIBBS: Good. What's going on in  
6 El Paso?

7 MR. GONZALES: Well, El Paso continues --  
8 continues to implement the projects identified in the  
9 Bicycle Master Plan and Bikeway Study through capital  
10 improvement projects, and although we've had some push  
11 back from residents and businesses we still continue to  
12 move forward. But in speaking with local bike shops and  
13 retail stores that sell bikes they are seeing a  
14 significant increase in bike -- bike sales and bicycle  
15 usage as bicycle facilities are constructed, so that's a  
16 good thing.

17 So it's as the state's population  
18 increases, as Commissioner Austin stated earlier, so  
19 will our bicycle usage. So it's important to continue  
20 to do what we're doing on this committee so that we can  
21 be able to accommodate the increase in -- in bicycle  
22 usage and keep them safe. So I'm glad I'm a part of it  
23 and I'm -- and I'm excited about the opportunities for  
24 the next few years.

25 MR. HIBBS: Thank you, Bobby.

1 Do we have anybody else on the phone?

2 Teri, is anyone else on the phone?

3 MS. KAPLAN: No.

4 MR. HIBBS: Okay.

5 All right. So we will move right along to  
6 the -- and, first of all, thanks everybody for the  
7 updates. This is always tremendously helpful to know  
8 what's going on across the State of Texas.

9 It's time for our public comment part,  
10 No. 11, and Robin has asked to speak on TTAT Electric  
11 Bike Expo 2018.

12 MR. STALLINGS: Thank you, everybody. And  
13 I wanted to thank all of you all for your work,  
14 Commissioner Austin, for being here and your leadership  
15 to help get all of this going. I know you've been  
16 keeping a close eye on this and Billy's been kind of  
17 keeping me a little bit abreast of it and I'm just so  
18 grateful to all of you all.

19 COMMISSIONER AUSTIN: I wish you had some  
20 passion about it.

21 MR. STALLINGS: Yeah. Next time why don't  
22 you just find in somebody who actually is interested in  
23 the topic. Yeah. That might be good.

24 But we feel like it's in really good  
25 hands, and there's some just great project -- progress,

1 and the bike friendly state of -- move up in ranking is  
2 well deserved. And I'd just mention that you can make a  
3 lot of progress and lose ground if those first 25 are  
4 moving faster than you are. So, remember, it's not  
5 [sic] a moving target, so -- so to -- to gallop ahead,  
6 you know, look -- you know, be ambitious, of course, we  
7 encourage.

8           And I want to say, one of the things that  
9 can move the dial the most is the Texas Trails and  
10 Active Transportation Conference. It's a national level  
11 conference for engineers, planners, elected officials,  
12 and some advocates to come to share best practices. We  
13 bring people in from way cutting-edge places, typically  
14 from Europe, other places in the United States,  
15 certainly, the -- a lot of the great things that are  
16 happening around Texas, and we've found that if people  
17 from any of your towns, if you can get, you know,  
18 somebody from a public works and transportation, and  
19 then parks, the -- and elected officials, you know,  
20 somebody from these different departments, depending on  
21 how your city is organized to come to the conference  
22 then they have collaborative -- collaborators built in  
23 when they get back to their city that that moves the  
24 dial.

25           They're going to come hear about stuff

1 like -- hopefully, there will be a great presentation  
2 from CH2M and from Carl on bicycle tourism trails. They  
3 can start getting ideas of how their city can go because  
4 that will help spur more work that has nothing to do  
5 with your funding. People will say, well, wait a  
6 minute, if they're going to be having people come to our  
7 city we want to complete our network so they stay here.

8           Now, we don't want them to go on to the  
9 next city. We want them to get stuck here and spend  
10 their money in our town, and I think that that's the  
11 kind of healthy competition that we want to see, but  
12 also the -- there is a lot of opportunity to share what  
13 y'all are doing, but it's probably the most effective  
14 thing that Bike Texas does for local communities instead  
15 to set up this environment, so that engineers are  
16 hearing from other engineers, you know, about what  
17 worked; and elected officials can say, you know, I said  
18 bicycle, and somehow I got reelected. And that matters  
19 more to another elected official than anything we as  
20 advocates can say when they can hear from their own  
21 colleagues to see that this works. And right now  
22 there's been a lot of talk, and it even came up today,  
23 about Amazon and their HQ2 and that Texas and Austin,  
24 you know, are contenders.

25           Well, interesting, Bike Texas has been

1 working on one of the top-tier projects for a few  
2 months, now, that might even be the top-tier project for  
3 Austin, but one of the things that makes it attractive,  
4 besides the fact that they were up front about they want  
5 a city with bicycle connections, that the toll road at  
6 183 is built in with a -- a side path/multiuse trail  
7 right next to it. This project is next to that. It's  
8 also next to a project that got some funding from local  
9 bonds. I think it may have gotten some enhancement  
10 funds and got congressional earmarks, the southern  
11 Waller Creek Trail, and it's going to tie into the 71  
12 trail, eventually to the airport that the Central Texas  
13 Regional Mobility Authority has done, but that has made  
14 that an extremely attractive project. The feedback that  
15 we've already gotten from Amazon is that that's part of  
16 what's making this happen.

17           And I think it's important that we all  
18 remember that it -- as Billy started this out, this is  
19 an economic development play, you know, it's a physical  
20 fitness play, and it's a way to, you know, keep our kids  
21 and get them back to our towns after they're finished  
22 with college, and so the work that y'all are doing  
23 benefits way beyond the bicyclist.

24           The spandex-wearing bicyclists that most  
25 of us think of aren't who we're serving in this. It's

1 all of the people who are interested, but concerned, and  
2 they don't think they can even get out on a bicycle, but  
3 all -- of all of the transportation technology that's  
4 out there -- we're all talking about autonomous  
5 vehicles, few of us have mentioned electric vehicles  
6 and -- and, well, electric bikes rather.

7           And the electric bikes are a game  
8 changer -- just like when we went from mechanical  
9 typewriters to electric typewriters -- for  
10 transportation trips. Already in the Netherlands  
11 electric bikes are outselling regular bicycles, so that  
12 electric bikes are going to catch on. So many of y'all  
13 have already been on some and -- and test rode them.

14           But next May the Texas Trails and Active  
15 Transportation Conference is the 2nd, 3rd and 4th, and  
16 then we're also going to be co-hosting the National  
17 Electric Bike Expo, so there will be 150 different  
18 cutting-edge models, you know, 30 different  
19 manufacturers from all over the nation that will be  
20 right here in Austin, so -- and -- and anybody that  
21 attends that conference for three days will have a  
22 chance to experiment with and test those bikes.

23           So we encourage the -- the governor to  
24 come out, we'll arrange for some hand cycles, but also a  
25 way that -- if any of the commissioners want to come out

1 and experience any of this stuff, it's a great  
2 opportunity. And thanks so much for y'all's help.

3 MR. HIBBS: Thank you, Robin.

4 MR. STALLINGS: We appreciate it.

5 COMMISSIONER AUSTIN: Are any of those  
6 made in Texas?

7 MR. STALLINGS: Well, there is a new cargo  
8 bike company that is now Texas based, so he's doing the  
9 assembly based in Denton, Texas, but right now there's  
10 not.

11 And some states like Wisconsin are really  
12 strong in manufacturing; California is really strong in  
13 warehousing and distribution, some manufacturing; and  
14 hopefully one of the future studies that TTI would take  
15 on -- and, by the way, we're so grateful for this data  
16 count; it is unbelievably important and so we're really  
17 appreciative of this.

18 But the -- an economic impact study on  
19 bicycling from bicycle tourism, bicycle sales, bicycle  
20 manufacturing that -- a little known fact is that of the  
21 sporting goods tax that funds our parks department that  
22 20 percent of that comes from bicycle sales and  
23 accessories and that it actually slightly exceeds  
24 hunting. So bicycling is bigger than hunting, from a  
25 sporting good sales tax point of view, so it's a -- it

1 has a huge impact on our state.

2           And it's also got great potential in the  
3 future, as we're moving to autonomous cars, which are  
4 going to be safer than ever. There is 400 pedestrians  
5 killed every year, about 50 bicyclists, and those are  
6 going to go way down, because technology like David  
7 mentioned where, you know, the bicycle can send out a  
8 signal that it's bigger and visible, that's going to be  
9 inexpensive. But also what they're already doing with  
10 just the self-driving vehicles or -- or autonomous  
11 vehicles, it's going to be able to detect, and so I  
12 think we're in for a bright future.

13           Hopefully, instead of building more new  
14 facilities, if -- if car use goes down like some  
15 projections are, then we'll be able to then put more of  
16 that same money into all of the maintenance, and all of  
17 the bridges, and all of these other underfunded things  
18 that we need. So maybe our need will end up catching up  
19 with the money, you know, in the future. I don't know.  
20 It's going to be interesting. Thank you.

21           MR. HIBBS: Thank you very much, Robin.  
22 We appreciate that.

23           All right. So discussion of agenda items  
24 for future Bicycle Advisory Committee meetings. One  
25 thing, Teri, that I would like to put on there is a

1 discussion about our mission statement. I think it  
2 became very -- I became very aware with these new  
3 members that came on that I had a hard time really  
4 describing what our mission was, and we need to have  
5 that. And there probably already is some type of  
6 mission statement for TxDOT, but I'd like to be able to  
7 concisely be able to say that.

8 So if -- if you have some thoughts about  
9 that, please e-mail those to Teri and we'll have a -- a  
10 short discussion on that.

11 MR. GLEASON: Just to clarify. TxDOT --  
12 Yes. TxDOT has a mission statement to paraphrase our  
13 division, are you thinking of one for this committee?

14 MR. HIBBS: For this committee.

15 MR. GLEASON: Okay.

16 MR. HIBBS: Yes. Yes. For this  
17 committee.

18 MR. GLEASON: Got it.

19 MR. HIBBS: And again, apologies to  
20 Bonnie. We'll get -- we'll get the web presentation  
21 made next time.

22 Yes, Karla.

23 MS. WEAVER: I attended recently a  
24 conference and was presenting with somebody from the  
25 Connecticut DOT, and Teri had asked me to present that

1 to this group today. It's the initiative of their  
2 governor for roadway safety audits with the DOT  
3 partnering with municipalities to look at state  
4 facilities for bicycle and pedestrian safety. If I  
5 could have like five, eight minutes, I would love to  
6 present that. I made memos --

7 MR. HIBBS: Could you --

8 MS. WEAVER: -- but we were --

9 MR. HIBBS: Could you do that --

10 MS. WEAVER: -- short on time.

11 MR. HIBBS: -- at the next meeting?

12 MS. WEAVER: Yeah. The next meeting is  
13 when I would like to present that.

14 MR. HIBBS: That would be great.

15 MS. WEAVER: Okay.

16 MR. HIBBS: Yeah. When we're not just  
17 jammed up against a tight time here.

18 So many thanks to Commissioner Austin.

19 COMMISSIONER AUSTIN: Well, I want to say  
20 thank y'all for your -- just for all of your input and  
21 your comments. Just like every other meeting, I've  
22 always learned something new and I'm excited to see the  
23 studies.

24 Billy, you're doing a great job. And one  
25 thing, you know, people attend a lot of meetings but

1 they're there and they don't get to participate, and I  
2 really appreciate what you're doing. Until they give  
3 everybody a chance to participate and share what's  
4 happening, I -- that's where I learn a lot, y'all and --  
5 especially Eric, your whole team. Teri.

6           There's a lot of people that do a lot that  
7 aren't in here, in coordination between the other  
8 departments, within our agency, but also other agencies  
9 around the state and FHWA, because y'all are a big  
10 partner with us and we appreciate it.

11           MR. HIBBS: Well, and we appreciate  
12 Charlie coming from the governor's office.

13           COMMISSIONER AUSTIN: Absolutely.

14           MR. HIBBS: It was a real treat for us  
15 today, so please give our highest regards to  
16 Governor Abbott.

17           With that, we will stand adjourned. Thank  
18 you all very much.

19                           (Meeting adjourned at 12:13 p.m.)

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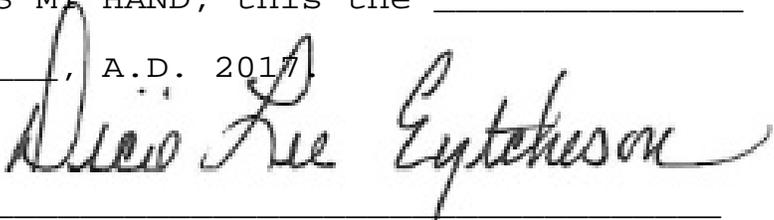
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