

Transcript of the Testimony of
BAC Meeting TxDOT

Date:

January 22, 2018

Case:

TxDOT Bicycle Advisory Committee Meeting

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TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE (BAC) MEETING

125 E. 11th Street, Delegation Room
Austin, Texas 78701

JANUARY 22, 2018
10:00 A.M. - 12:00 P.M.

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A P P E A R A N C E S

BAC COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

Billy Hibbs	David Ham
Shawn D. Twing	Cristian Sandoval
DawnElla Rust	Jeff Pollack
Robert Gonzales	Karla Weaver
Joseph Pitchford (Via Telephone)	
Margaret O'Brien Nelson (Via Telephone)	

TXDOT PRESENT AND PARTICIPATING:

Bonnie Sherman	Donna Roberts
Teri Kaplan	Emily Clisby
Eric Gleason	Sarah Parker

ALSO PRESENT AND PARTICIPATING:

Carl Seifert (CH2M)	Robin Stallings (BikeTexas)
Genevieve Bales (FHWA)	Nishant Kukadia (CH2M)
Millie Hayes (FHWA)	
Brianne Glover (TTI) (Via Telephone)	

1 BILLY HIBBS: Let's go ahead and call the
2 meeting to order and get started. We've got an important
3 meeting today, and we have an impressive agenda. So I'd
4 like to try and make sure everyone keeps in mind that we
5 need to be completed around 12:00. We've got people with
6 flights to catch.

7 This is an important and truly historic I
8 think of the Bicycle Advisory Committee today. And so with
9 that, we'll call it to order and ask Bonnie to give us our
10 safety briefing today.

11 BONNIE SHERMAN: All right. Thank you all for
12 being here. If you have any medical emergencies, someone
13 call 911, and we have AED units at the guard desk, as well
14 as first aid kits on each floor.

15 In case of a fire, we have a fire extinguisher
16 over in that corner of the room. We will -- if we need to
17 evacuate, we will go out the front door and just go out this
18 hall and go towards the left and follow the corridor around
19 to the front. Alternate exit would be to the right. So
20 either way will get you out of the building, and we would
21 meet at the corner of the street across from Thundercloud
22 Subs.

23 In case of a tornado or other threatening
24 weather, we need to move away from the window. So the
25 safest spot is the central auditorium right around -- across

1 from the guard desk.

2 In case of an actual shooter or a bomb threat,
3 we follow the instructions on the PA system or on-site
4 security personnel. And with that, let's have a safe and
5 productive meeting.

6 Oh, and in case you need a drink of water or
7 the restrooms, they are out here and to the right.

8 BILLY HIBBS: Thank you, Bonnie. At this time
9 I'd like to ask if anyone now has any changes to the minutes
10 or corrections, deletions, modifications; and, if not, then
11 I'll entertain a motion to accept the minutes from the
12 October 27th meeting.

13 SHAWN TWING: So moved.

14 ROBERT GONZALES: Second.

15 BILLY HIBBS: So moved by Shawn, seconded by
16 Bobby Gonzales. All in favor say "aye."

17 (Aye.)

18 BILLY HIBBS: Motion carries.

19 So at this point in the program today, I want
20 to start out by saying that, again, this is a historic
21 meeting because primarily the work that Carl has done with
22 our bicycle tourism and this study that he undertook has
23 been very, very intensive. It's required a lot of
24 participation from members of the Bicycle Advisory
25 Committee. I want everybody to know how much I appreciate

1 the time that's spent on these hours and hours and hour long
2 meetings as we discuss a variety of different things. And
3 so what everyone is going to get a chance to see today is
4 largely the final work of a process that's been going on for
5 a couple years now, Carl; is that right?

6 CARL SIEFERT: Just a little over one.

7 BILLY HIBBS: Just a little -- well, seems
8 like five. So, anyway, thank you very much for all of this.

9 Now at the same time that all of this is going
10 on, there is some things that are happening -- and I just
11 had a chance to mention this briefly to Karla when she came
12 in -- in places like Dallas. And I don't know those of you
13 that have been following the news there, but the City of
14 Dallas allowed some bicycle ride share rental companies to
15 show up, and it started out with LimeBike, and then it --
16 Ofo came in and VBikes and Spin and Mobike, and then I think
17 there is even some others; and now the City of Dallas,
18 particularly the downtown area, is so congested with
19 bicycles that -- these are, you know, free bikes that have
20 been left there for people to ride for a dollar a ride that
21 the city council is now having to take action. We've got
22 communities like Highland Park that says that the
23 town targets bike ride, because people are just taking the
24 bikes and riding to Highland Park, dumping them, leaving
25 them, walking away. And it's a growing problem. And, you

1 know, I'm watching all of this unfold in realtime and
2 knowing behind the scenes we've worked so hard on something
3 like bicycle tourism that this could potentially be a really
4 negative I think situation at a time when, you know, we're
5 wanting to promote bicycles, and we want bicycles to be
6 considered an important form of transportation. I think
7 most of y'all in here that know me know I'm a big freedom
8 liberty guy. I don't like, you know, government telling you
9 what you can and can't do every single thing, but the
10 reality is I don't know that there is a lot of cities yet
11 that have dealt with the problem of a massive influx of free
12 bicycles that are just everywhere.

13 My daughter goes to school in downtown Dallas,
14 an artsmagna school. I'm in downtown Dallas. We've got an
15 apartment there. I'm going to tell you, you can hardly walk
16 to her school because of all of the bicycles that are just
17 crammed on the sidewalks everywhere. And I really want
18 to --

19 Karla, if you'd like to chime in on this at
20 this point about some of these issues, I'd love for you to.

21 KARLA WEAVER: Yeah, it's been a really
22 interesting time. So there is a couple of things at play
23 here. So I'm not sure of how many of y'all are familiar
24 with bike share systems. Maybe all of you. But there is
25 the docked bike share system, which we have in Fort Worth.

1 Fort Worth got over million dollars of Federal Transit
2 Administration money working through a partnership of the T,
3 and a non-profit developed out of the T to put in a dock
4 system, because everyone's first thing is, well, Dallas
5 should just do a dock system and that would solve the
6 problem. But that was government intervention. This is the
7 free market bringing bikes to see if they will work.

8 So then we have a new program that's coming
9 around called lease bike share for dock systems. There's a
10 company called Zagster, and for 60 grand a year they want to
11 lease you a year's worth of dock systems; and it's not the
12 full commitment of a million dollars, but it's sort of this
13 hybrid.

14 And now we have the dockless bikes that are
15 just kind of popping up. We find that they're coming to
16 cities that have transit specifically because it's that last
17 mile connection for transit that we've always envisioned,
18 and people are riding them onto the train, getting off at a
19 location and going off. And so we have the City of Plano
20 that's come to us. They're putting together ordinances.
21 Dallas is looking to develop ordinances.

22 We're having a giant workshop on the 21st.
23 We've invited all of the companies. We've invited the
24 cities. We've invited the people that support dock systems,
25 which we have at our University of Texas at Arlington. UTA

1 has a dock system that they've invested in, and then we have
2 two docks in Dallas near Fair Park, which has not been
3 successful. And then we have a lot of PIDs and TIFs are
4 wanting to do the lease system, and they're impounding bikes
5 that are popping up on their property, and then we have the
6 dockless system. So we're going to get them all together,
7 throw them in a room and have them talk about the pros and
8 cons, lock the doors and see what happens.

9 The other thing I'm going to mention -- and
10 the one thing we are doing is we've inventoried other cities
11 around the country that are doing this. Seattle has come up
12 with ordinances that require if you operate in their city
13 you're required to provide data about where people are
14 riding and what is increasing on trails and access to jobs
15 and transit. So we're working with the cities to make sure
16 they have that requirement in the ordinance that they post,
17 because we've actually had people open records request our
18 data counters recently because they want to know if trails
19 have had an uptick now that we have all of these bikes in
20 the system.

21 You know, if you had a downtown with 10,000
22 cars show up overnight, the cities wouldn't know what to do,
23 but we've been building car parking for years. So do we
24 need to build more bike parking? You know, what is the fix
25 so that the perception is different because people -- they

1 have bad bike parking behavior. It's an ADA concern. There
2 is a lot of -- people are worried about lawsuits from a
3 business perspective. Certainly all of those issues have to
4 be discussed.

5 BILLY HIBBS: Thank you. It's --

6 DAWNELLA RUST: Karla, I have a question.
7 This is DawnElla. Who is facilitating that meeting?

8 KARLA WEAVER: We are at the Council of
9 Governments. So I work for the regional planning agency,
10 the MPO, --

11 DAWNELLA RUST: So it's you.

12 KARLA WEAVER -- and we're bringing together
13 all of the cities and counties and these companies. Anyone
14 is welcome to attend if you want to come to Dallas on
15 February 21st.

16 BILLY HIBBS: This is -- this is the first
17 time it hit my radar screen because it was on the front page
18 of the Dallas Morning News --

19 KARLA WEAVER: Yeah.

20 BILLY HIBBS: -- five different times.

21 KARLA WEAVER: Oh, yeah.

22 BILLY HIBBS: And the -- I think that the bad
23 PR that accumulates from a constant drip, drip, drip of
24 problems associated with bicycles doesn't help anyone; and
25 if this spreads to other metropolitan areas, you know,

1 Houston, San Antonio and some of these other places and they
2 have similar kinds of problems, I think we need to be alert
3 to that and might even need to get organized to be able to,
4 you know, offer some suggestions to local governments, maybe
5 write a letter to the editor and do some things like that to
6 help mitigate some of that publicity from --

7 KARLA WEAVER: Well, I think people that
8 didn't even know if they liked bikes or not this is their
9 first impression to it; and they're, like, "No, I don't like
10 them. This is just annoying." And then they've started
11 these Instagram and Twitter pages of, like, "bad bikes of
12 Dallas." So people are purposely throwing bikes in lakes,
13 putting them in trees, putting them up poles and stacking
14 them like 12 bikes to create art so they can get the worst
15 picture of bikes in bad locations. So it's really turning
16 into a conflict point.

17 BILLY HIBBS: Consider yourself so advised.

18 JOSEPH PITCHFORD: Mr. Chairman --

19 BILLY HIBBS: There's some things -- yes.

20 JOSEPH PITCHFORD: It's not all bad.

21 BILLY HIBBS: Sorry?

22 JOSEPH PITCHFORD: It's not all bad. This is
23 Joseph. I'm so sorry I can't be there in person.

24 BILLY HIBBS: Thank you.

25 JOSEPH PITCHFORD: It's not all bad. I do

1 understand the point that you and Karla are making about the
2 negative impression of bikes, and it is a messy period.
3 It's a sorting out that happens in free market democracies.
4 But it's not all bad. And to the extent all of the winter
5 weather has put a hamper on it, if more people are riding
6 bikes and there is, therefore, more demand for bicycle
7 accommodations on road, on street and off street, that won't
8 be a bad thing long term. And I appreciate what the COG is
9 doing to facilitate this meeting; and while it is a messy
10 period, I don't think someone's developing a negative
11 perception of bicycles because of this as -- I think that's
12 offset by folks saying, "Hey, bikes, they're around.
13 They're available." I've got to push my municipal leaders
14 for bicycle accommodations on the street and off the street.
15 So while it's messy and inconvenient, I'm not sure this is
16 entirely a bad thing.

17 BILLY HIBBS: Well, it's -- I think it's one
18 of these things that we need to be aware of as a committee,
19 and particularly those people who are in other parts of the
20 state where this has not been an issue yet. And my primary
21 objective this morning was for information to help everyone
22 understand that there is a certain amount of controversy
23 going on with this right now and to be aware of it.

24 The last thing I wanted to mention in terms of
25 some things to be mindful is periodically I receive e-mail

1 from people across the state who have an interest in bicycle
2 related concerns or in a particular bicycle related
3 community. And what -- what I try to do is match these
4 people up with whoever the Bicycle Advisory Committee person
5 is in their region. For example, this e-mail I got from
6 Michelle LeBlanc, who is the education director for Bike
7 Austin -- well, clearly she needs to be connected with our
8 Austin Bicycle Advisory Committee member. So it makes total
9 sense that we need to hook these things up.

10 I know that several of you get responses by
11 e-mail on a variety of different matters, and my suggestion
12 to you is to transfer those to someone who is boots on the
13 ground who can potentially assist them with whatever matters
14 might come up.

15 And that concludes my part of the report. So
16 moving right along now, it is time to turn it over to Eric
17 to give a report regarding the status of transportation set
18 aside as statewide bicycle/pedestrian matters. Mr. Gleason.

19 ERIC GLEASON: Good morning, everyone. Eric
20 Gleason, division director for public transportation with
21 TxDOT. Let me touch on a number of topics this morning for
22 the committee.

23 I think first I wanted to give everyone a
24 status report of where we are with our construction efforts
25 on bicycle and pedestrian projects throughout the state.

1 You know, as everyone knows we -- the state has put out now
2 two calls for projects over the last several years, and
3 these are projects that are within areas of the state under
4 200,000 in population. And in September and December of
5 2015, the commission approved funding for 49 projects
6 throughout the state. Three of those projects subsequently
7 dropped. Of the 46 that are moving forward, all of them
8 will be under construction -- will be let for construction
9 by the end of this fiscal year. We have actually let -- I
10 want to say it's going to be 29 of them, and that we expect
11 the remaining 17 to be let this year. So we are moving out
12 on that construction. I think for folks who have been
13 around us for a while and think back to the enhancement
14 programs, I think we're trying to move out on these things
15 in a far more expeditious way than some of those projects
16 going forward. So I'm very encouraged by that.

17 Now, again, this fall, fall of '17 --
18 September of -- October of 2017 the commission approved
19 again 46 projects. Just a coincidence, not a magic number.
20 Forty-six projects for funding and these will -- these
21 projects will be -- 22 of those are in areas of the state
22 between 5,000 and 200,000 in population, and 24 are in areas
23 of the state below 5,000 in population. And so where we
24 expect to be with those projects this fiscal year will be to
25 work with our partners to ensure that all of those projects

1 are in the necessary TIP and STIP. Those would be the state
2 -- the local and the state improved -- transportation
3 improvement programs, and that we work each of them through
4 what we call an advanced funding agreement, which
5 essentially is an arrangement with TxDOT talking about how
6 the project will be going. And so that's an aggressive step
7 that we're, again, trying to move out quickly on this
8 project. So we're encouraged by that.

9 Shifting gears a bit. For those folks, we
10 have a fair number of new people on the committee, but I
11 think maybe half of the committee probably recalls our
12 strategic direction report put together a couple years ago
13 now. I want to remind folks that we are moving out on a
14 number of elements of that strategic direction report.
15 BikeStripe was an element of that, and we have funded a
16 project to move forward with that in the state.

17 You're hearing today about -- hopefully we're
18 going to wrap up with your endorsement I hope by the end of
19 the presentation of our tourism trails study. We have
20 research that is going on with respect to pedestrian and
21 bicycle count data. We're -- the effort to sort of
22 inventory what's out there from a bikeway and bike facility
23 standpoint today is on hold for the moment. We have a
24 larger issue within the department on whenever we are
25 collecting data like this, not just statewide data on

1 bike/ped but in other areas. There's an issue that our
2 information management division is sorting through about who
3 owns that data, and we're caught up in that process. Once
4 we get through, we expect to be able to give you an update
5 on that at your meeting in April, but hopefully it won't be
6 too much of a setback on that effort.

7 And then need the committee to begin thinking
8 about priorities for moving forward. Once we conclude the
9 work on the tourism trails study -- we are going to be
10 coming to you in April. What we plan to do in April,
11 assuming it fits with the committee's objectives and
12 desires, would be to -- for the new members and the old ones
13 to refresh you, just to talk about program funding, where it
14 comes from, how it gets used, who can use it to do what
15 where, and then to work through this strategic directory
16 report again with the objective of that review to be -- have
17 the committee pick one or two other next step items that
18 they want us to focus on.

19 That concludes my report, Mr. Chair. I'd be
20 happy to entertain any questions.

21 BILLY HIBBS: For those of you that are new on
22 the committee, let me just tell you that when -- my first
23 probably year on this committee I was just overwhelmed
24 because there was so much information coming at me and so
25 much, you know, jargon and vernacular, you know, and

1 alphabet soup of different funding resources and things;
2 and in the midst of all of that, we began work on the
3 strategic document, and that strategic document is
4 incredibly important long term in terms of figuring out what
5 our infrastructure is going to look like that we build out
6 going forward. So I think Eric is exactly right. I think
7 it is time to revisit that. I realize about half of you
8 here this will be old information, but it will be a nice
9 refresher course, and certainly understanding where the
10 moneys are coming from to help fund these projects and where
11 this fits in the big scheme of things is going to be very
12 important. So thank you very much, Eric, for doing that.
13 We'll look forward to that presentation in April.

14 At this time, Carl is going to be doing our
15 Texas Bicycle Tourism Trails Study. And to kind of refresh
16 the concept for the old members and to really kind of
17 introduce this to the new members, we essentially had a
18 presentation that was made by BikeTexas. I think maybe Mark
19 Stein did it for us a number of months ago. I'm going to
20 presume a year and a half ago, something like that. And it
21 showed a route map where you could ride across Canada. And
22 it was a certain province up there. I think Ontario maybe.
23 Is that right, Carl?

24 ROBIN STALLINGS: Quebec.

25 BILLY HIBBS: Sorry?

1 ROBIN STALLINGS: Quebec.

2 BILLY HIBBS: Quebec. That's right, Quebec.
3 And this trail, you know, in terms of mileage and just sheer
4 gumption to pull off something like this was really
5 incredible. And the story unfolded with, you know,
6 communities basically vying to be on a trail because they
7 could see this as a way of economic development and
8 reinvigoration for areas that were somewhat losing
9 population and tax base. And so the trail got built. It
10 was very successful. I thought Mark did a great job of
11 presenting it to us. And so we started asking the question,
12 well, why can't we do this, you know, in Texas; why can't we
13 ride a bicycle across Texas; and if we were going to do
14 that, you know, what would be the first step and how would
15 we go about it. At that point, Eric shows up and he says,
16 "Well, I think we can do this because there are some
17 moneys," I believe that that's correct, "that have been
18 allocated by the state legislature in the early 2000s to do
19 a certain study.

20 ERIC GLEASON: It was direction.

21 BILLY HIBBS: Direction.

22 ERIC GLEASON: There was an expectation that
23 this committee and the department would do this.

24 BILLY HIBBS: Okay.

25 ERIC GLEASON: So here we are.

1 BILLY HIBBS: I'm passing the baton to you.

2 ERIC GLEASON: All right. So long overdue but
3 here we are. As Billy said, we've been working on this for
4 the last year or so very hard. I want -- Carl and his team
5 at CH2M and Jacobs have been really, really great in terms
6 of bringing the needed expertise of this study. I think the
7 -- we had a working group of this committee that has met
8 numerous times to help advance the study. And I really
9 extend my appreciation to all of you who took the extra time
10 from your busy schedules to help us with that. I think it
11 was a good model to move this along expeditiously.

12 So where we are now today is Carl is going to
13 walk you through the key elements of this study, including
14 an example network, some design criteria for typical cross
15 sections of that. I think you're going to see information
16 on as best we can tell what the current -- current state
17 highway system or current street system looks like out there
18 statewide to accommodate something like this, and then we
19 want to talk with you about next steps.

20 And what Carl has done and when we're done
21 with the discussion, we would like to ask the committee, if
22 you are so inclined, to take an action to endorse this
23 study. I want to be clear there is -- we do not plan and
24 have never planned to take this study to the commission for
25 their adoption. One of our next steps, however, is going to

1 be as a part of the next update of the department's long
2 range plan, which is an effort that will probably take off
3 late this fiscal year but is to be concluded in the fiscal
4 year '19, we are going to look for opportunities to put
5 portions of this study into the department's adopted long
6 range planning, which is an action that the commission does
7 take. So in terms of institutionalizing this effort and
8 making sure that it -- it gets grounded and integrated into
9 the department's planning efforts, that is the direction
10 that we believe we need to take. And so, again, looking for
11 your endorsement of this study. And that's -- Carl.

12 CARL SIEFERT: Thank you guys so much. I
13 really appreciate it. Well, it's been a journey, and I
14 thank you all, as they have pointed out, for being with us
15 along the way. And since it's been a journey, we decided to
16 make this a rather abbreviated presentation as opposed to
17 inundating you with rehash of all the things we've
18 accomplished, because I think it's a lot. So I just want to
19 point out the presentation in your packet there will -- I'm
20 going to go through the first 16 slides, and then there's --
21 the rest are labeled as appendix slides. So those are
22 supporting information that -- that we don't necessarily
23 have to go through unless y'all feel like it's important.

24 So as Eric talked about, we're just going to
25 hit some of the key parts of this study. I want to talk

1 about the example network and certainly the types of bike
2 lanes that might comprise a statewide tourism trail.

3 And, lastly, I do want your input, and we are
4 going to have some time for that to talk about next steps.
5 Because what Eric said is a great way to institutionalize
6 it, but I want to continue to hear from y'all as this is a
7 study from the TxDOT BAC, and y'all are going to be around
8 for -- I don't think if y'all can see that. We're having
9 little technical difficulties.

10 All right. So not only has this study
11 established a methodology of how one would go about forming
12 a tourism trail network, it also provided an example
13 network. So I always want to reiterate the idea that this
14 is a study because we do not go around the state and study
15 in a real world engineering environmental sense or even go
16 out and have local and state engagement. We didn't have a
17 road show of meetings around the state to come up with this
18 study. This study is based on data and this is established
19 methodology to come up with this network. That means it can
20 change, and it will change. Right? When we start
21 investigating how to get from Corpus Christi to San Antonio,
22 we may find that the roads we chose are a little different.
23 But that methodology gives us basis to stand on.

24 Also, we identified bikeway designs that would
25 be acceptable for all ages and all abilities. The direction

1 we heard from the BAC was we want to have this network
2 available for people 8 to 80. And that's what you can see
3 in our bikeway types that we'll get to in a little while.
4 And we also came with some posters here for y'all to
5 investigate a little closer, if you want to stand up and
6 walk around later.

7 We went through and figured out -- at least we
8 started the development process of what construction and
9 maintenance costs would be for this network; because in
10 order to move this along, we need a better handle how much
11 it would cost. And I think some other really big takeaways
12 in the last two bullets here created excitement about long
13 term -- we had discussions with people at MPOs, TxDOT
14 districts and COGs around the state and maybe mentioned to
15 them for the first time long-range bicycle tourism, the idea
16 of connecting cities together. And I think those are really
17 important things and discussions that have been initiated
18 throughout this study.

19 And last there -- you know, this is a TxDOT
20 process, and it's an enormous agency. So the fact that we
21 started initiating dialogue within TxDOT, within other
22 divisions and districts is a huge outcome.

23 So throughout this process it has -- we've had
24 a lot of stakeholders involved. We made this chart just to
25 show y'all. We used this -- the right column here,

1 stakeholder outreach participation level. It just gets to
2 this idea of the depth of your engagement. So y'all are at
3 the top. Right? Y'all have gotten to the level of
4 collaborate, not only inform and consult and involve. And
5 you can see the number of meetings we've had with both the
6 BAC and the working group. Additionally, we've engaged
7 TxDOT divisions and TxDOT districts. And you can see both
8 the TxDOT districts and the MPOs and councils of governments
9 it actually got to engage through the WikiMap. And y'all
10 remember us talking about that in the previous meetings.
11 And I don't want to go through this in too much detail, but
12 I think this just highlights that in order to have an
13 excellent product you need to have good stakeholder
14 engagement so you can be confident that you're getting some
15 buy-in from surrounding people.

16 BILLY HIBBS: Before we leave that, we've also
17 reached out to some other agencies -- other Texas agencies
18 that we imagine being partners in the development of this,
19 and quite a bit of excitement there as well.

20 CARL SIEFERT: That's right. That's
21 absolutely right. Listed here are the parks and wildlife,
22 the historical commission and the economic development and
23 tourism office out of the governor's office. And not only
24 are they excited, they want to be engaged in longer term.
25 While it only says one meeting there, we've had discussions

1 and e-mails back and forth with them, so that will continue.

2 And so as a result of all of this, this is --
3 this is it. This is what we have as our example network
4 right now, 8300 beautiful miles all around the state
5 connecting state and national parks, creating major urban
6 areas with small towns. You can see on this map in
7 particular we have our routes by our categories, which y'all
8 have seen before, our blue cross-state spines, our brown
9 connecting spurs and those beige regional routes.

10 And I do want to point out -- one thing you'll
11 see on all of these maps here a little note on the bottom,
12 which you might not be able to read at that scale, but you
13 can see it better in your packet. I'm going to go ahead and
14 read it, because I do think it's important and it gets back
15 to the idea of this being a study. "Example network routes
16 represent an application of the qualitative and quantitative
17 criteria established as part of the study. A more thorough
18 analysis of local conditions and expensive stakeholder
19 engagement is needed for all routes."

20 I don't want anyone to get ahold of this map
21 later on and start routing everyone on it and say, "This is
22 the route that TxDOT has decided on." Well, it's started.
23 We're on that path. This is a 100,000 foot view of the
24 whole state and we're doing really well.

25 And just to remind y'all of the routing

1 categories, how we got to the blue, brown and beige -- the
2 idea behind these cross-state spines is they connect to
3 other states. They also have a basis in some of the
4 national efforts to create long distance bicycle networks.
5 Cycling routes are somewhat featured in our cross-state
6 spines. Certainly the United States Bicycle Route System is
7 also a model to follow, and those were inputs to our study.
8 And so those may be our candidates for USBRS designation as
9 we go down the line. It may be an outcome, a next product,
10 something that TxDOT or BAC wants to champion. And you can
11 see the connecting spurs providing links between the
12 cross-state spines in major urban areas, state parks and
13 other destinations. And our regional routes lastly they
14 connect to those national or scenic areas, but they
15 frequently connect midsize or smaller population centers.

16 So I have a few slides that just go into kind
17 of a little more detail of what this network looks like.
18 This top area is miles and percents by these big categories,
19 but I think the bottom is a really good takeaway here.

20 After analyzing all of these routes and
21 following the methodology that we did, we were able to route
22 on a network where 42 percent already meets our minimum
23 bikeway standards. I don't think when we started this that
24 we anticipated that we were going to be able to say that
25 because our bikeway types eight-foot wide shoulders, bike

1 lanes, buffered bike lanes and shared use paths this state
2 doesn't necessarily build it that way. Right? But because
3 we were able to creatively route around the system, we were
4 able to get to this point where 42 percent is there. That
5 means 58 percent still requires improvements, and most of
6 that is going to be in more rural areas. And most of that
7 is on -- we'll get to that.

8 So our -- and, again, these are our types. I
9 mentioned it before. We talked about it previously. There
10 is a poster over there. We just kind of put little
11 snapshots here so you guys could be reminded what we're
12 talking about.

13 But our shared use path/sidepath, we ordered
14 this in the way that we think is priority because we want an
15 all ages and all abilities network, so our shared use path
16 and sidepath is at the top. Our buffered bike lane is next
17 and then bike lane and then a wide outside shoulder.

18 And, also, I don't need to stand up here and
19 talk the whole time. If y'all have questions or you want to
20 interrupt or if there is anything that you think is fishy,
21 you let me know.

22 So this is what that 42 percent versus 58
23 percent looks like. The amount of the network that's
24 existing is in green, 3500 miles. And the amount that needs
25 to be built is in red. So you can see major parts of the

1 network we're able to use wide outside shoulders to connect
2 different areas. Right? A wide outside shoulder through
3 the middle of Dallas, probably not a great idea. Tons of
4 traffic, tons of movement, tons of cars. So in urbanized
5 areas we were able to use shared use paths, buffered bike
6 lanes and bike lanes that were part of MPO or local plans.
7 So where they existed that's where we routed. You know,
8 when we look at Corpus, we were able to get their bike map,
9 and they have plans on there. And when they propose a bike
10 facility adjacent to a highway that provides a higher
11 accommodation, we route it on that instead of the highway.
12 We're able to provide the connections through these areas
13 following the bikeways that are in local plans or that
14 already exist. And that's what those bikeway types look
15 like.

16 You'll notice on this slide that instead of
17 our four bikeway types, there was are five lines that
18 represented here. So the green is both -- or, excuse me,
19 for shared use paths, buffered bike lanes and bike lanes,
20 which is the green, the purple and the orange there, those
21 are -- what you see on the map is both existing and
22 recommended; however, for the wide shoulders we went ahead
23 and broke it out a little more because we thought it was a
24 little deceptive to show it together. So the yellow are
25 those parts of the network that meet that minimum bikeway

1 type, so an eight-foot wide shoulder. So the yellow is
2 essentially an eight-foot wide shoulder or greater; but for
3 the blue, we didn't want to show an entire network that was
4 just you need to widen these shoulders to make it
5 appropriate for our network. Instead what we have here and
6 you can see in the legend is we labeled it as future bikeway
7 improvements, because for an all ages and all abilities
8 network it may be more appropriate for these all to be
9 sidepaths next to the highway. We don't want to necessarily
10 assume that to fill in those gaps between these other
11 facilities that you're just going to widen the shoulder,
12 instead we want to make those local development decisions
13 happen as they may. If that's the best thing, we want a
14 shared use path. If there is not enough space or if there's
15 an environmental condition, a slope, a grade, or something
16 that's the problem, then you moved within a wide outside
17 shoulder. Does that make sense? Karla.

18 KARLA WEAVER: Are we going to send this to
19 the state coordinator for New Mexico -- the bike coordinator
20 since we in theory plan through their state? I'm sure they
21 won't mind but --

22 CARL SIEFERT: Yes. I mean I will not. I
23 think that's something that TxDOT certainly can do the
24 coordination with. And I will say this we did, you know,
25 consult their bikeways. They have bike paths online. We

1 did reach out to the other states. That portion of the
2 route also follows the proposed USBRS 84 in that, you know,
3 that was a 15-mile wide paintbrush swipe across the area,
4 so --

5 KARLA WEAVER: I wonder if -- once this is
6 complete, like just a letter could be sent to the four
7 states surrounding us just to let them know, to check
8 online. We've adopted this. We want to work with them in
9 the future if they have their own plans coming as far as
10 Texas, something along those lines.

11 CARL SIEFERT: And to also speak to that, the
12 panhandle route follows USBRS proposed 66, which both New
13 Mexico and Oklahoma are working to designate. And so our
14 route does already line up with that. The connections in
15 the El Paso area here -- actually Bobby just -- the
16 connections in the El Paso area here I believe, Bobby, you
17 were showing me matched up with some New Mexico
18 developments.

19 ROBERT GONZALES: They do. And, in fact,
20 Karla, now that you mention that, last week at that bicycle
21 planning workshop there was a representative from New Mexico
22 DOT that showed up. So I think they're already in tune with
23 what we're doing, but it wouldn't hurt to kind of -- once
24 they're done with this, to --

25 KARLA WEAVER: Yeah.

1 CARL SEIFERT: And I'll say for Louisiana and
2 Arkansas on the east side, this meets up with the entry
3 point of the southern tier, so Adventure Cycling's southern
4 tier. I actually worked on the Louisiana's bike map before
5 here, and so I happen to know that meets up just fine. I
6 have not communicated directly with them since we have not
7 been at a point of finality yet. And this also meets up
8 with the -- recently I think it was in September 2017 they
9 adopted Arkansas DOT's bike plan, which is not -- neither of
10 these states have defined routes per se as much as they have
11 people ride here and this is nice. So it's meeting up with
12 facilities that are used. Teri.

13 TERI KAPLAN: Just on that note, Karla, once
14 the study is completed, I'm going to go ahead and contact
15 the adjacent states; and once we have it posted on our
16 website and give them a link so that if there are changes
17 that occur they can keep up with it, contact those state
18 bicycle coordinators and make sure--

19 KARLA WEAVER: That would be awesome.

20 TERI KAPLAN: -- we communicate -- have good
21 communications.

22 CARL SEIFERT: Thanks, Teri. This is that--
23 this is the tabular form of that graphic. If you look at
24 what we have, this top row here, these are the areas that
25 are built already, that meet our recommendations. So you

1 can see -- you know, you try your best, but there is just
2 not that many bike lanes and buffered bike lanes when you
3 consider 8,000 miles of network. Additionally while we are
4 able to get a lot of shared use paths in our network,
5 there's only so many of those that are constructed. What
6 Texas does is they have a fair amount of wide shoulders. We
7 had a meeting with Adventure Cycling, and we spoke to
8 someone who is a national advocate for long distance
9 bicycling. And she said, "I love biking through Texas.
10 Y'all have so many wide shoulders." And I said,
11 "Interesting," that that was something we were known for in
12 the bike tourism community.

13 So similarly here these are the areas we were
14 able to route on because they were on local plans. So that
15 adds another eight percent of the network that's on local
16 plans, but there is a huge chunk of our network here where
17 we are filling in the gap between stuff that is either
18 already wide enough or already good enough or is planned,
19 and that's 50 percent of the network that needs
20 improvements. And we're not going to say that it's wide
21 outside shoulder, but it could be a shared use path. Okay?

22 KARLA WEAVER: Carl, real quick. Do your
23 totals at the bottom come from the first two columns? So
24 even if it needed improvements, it's still got some things
25 there today. So that including the total mileage?

1 CARL SEIFERT: Correct. I didn't have the
2 mileage because when you start getting into the thousands,
3 you know, I'm not sure many people would care. I just made
4 sure they all added up.

5 KARLA WEAVER: Sure.

6 CARL SEIFERT: All right. And so -- and this
7 actually -- this slide is an outgrowth -- it's a suggestion
8 of Billy's. One of the ideas behind this network is to
9 connect areas where people want to go. So the question of
10 how well does our network do that, how well does it connect
11 to tourist related characteristics or economic development
12 characteristics.

13 And so here we just have a number of different
14 characteristics. National and state parks, we connect to
15 nearly 70 percent of those that are present in Texas within
16 10 miles of the network. Historical markers -- I didn't
17 even know there was that many historical markers in Texas,
18 but we connect 60 percent of those. Main street
19 communities, which is a special designation of people -- of
20 communities that are trying to get some economic development
21 for their downtowns going, 75 percent of those. And then we
22 broke up the state into just small, medium and large urban
23 areas, and we connect to a whole lot of those. But the
24 question that was asked: How many small towns do we
25 actually go through? 254 small towns, under 5,000 or less.

1 The idea that an infrastructure of bicycle tourism could
2 come through their towns could dramatically change the
3 economic development possibilities for those towns. If you
4 have 100 extra people coming through your town to stay at a
5 bed and breakfast, that bed and breakfast can now stay open,
6 or you can open another one, or, you know, a restaurant that
7 stays in business. For those 254 small towns, this network
8 could be a huge boom to their livelihoods. So I think
9 that's really an important takeaway, and I appreciate Billy
10 for suggesting that we do that analysis.

11 DAWNELLA RUST: Carl --

12 CARL SEIFERT: Yes.

13 DAWNELLA RUST: This is DawnElla. Do we have
14 a list of those town names so if we want to go back to our
15 small town and say, hey --

16 CARL SEIFERT: Sure.

17 DAWNELLA RUST: Can you make that available?

18 CARL SEIFERT: Absolutely.

19 ERIC GLEASON: If I can -- this is Eric. I
20 just want to caution the committee two things -- or I say
21 this again. It's not -- this is not going to be a formally
22 adopted network, and I want folks to understand it's an
23 example of that. I think the notion here, though, is it's
24 small town oriented and really does represent -- I wouldn't
25 want a small town leader to go away with the idea that

1 they're on an adopted TxDOT network that is funded. It's
2 hard not to create that perception when you tell them about
3 this.

4 CARL SEIFERT: And I thank you for stepping
5 back like that, Eric, and mentioning that. So I mean with
6 that as far as products, those are kind of our big products,
7 and I wanted to highlight those and kind of go into detail
8 and make sure y'all understood what we have here.

9 But then the next question is where do we go
10 forward. Earlier -- I think it was April of last year I
11 showed y'all a slide and we talked about how other states
12 approached tourism, and there was big question marks of what
13 Texas' approach was. So this slide represents, well, do we
14 have answers to that yet. And the answer is no, and this
15 points to this being a study. So we figured out, you know,
16 what our focus is. We want an all ages and abilities
17 network that both is oriented towards local users. So every
18 town -- if there is a facility going through there, 80
19 percent of the users are probably going to be the local
20 inhabitants, local residents, instead of people who live one
21 state over. I mean they're going to come every once and so
22 often. But the local users and tourists are our approach.
23 But we still have a lot to be determined. We don't know who
24 the lead agency is going to be. Certainly TxDOT has put a
25 lot of effort out, and we've made sure that we connected

1 with these other agencies -- state agencies so that we may
2 figure out what they're willing to contribute, what TxDOT is
3 willing to contribute.

4 Product promotion and interagency
5 coordination, those are very similar as well. We still
6 don't know that yet. And it's important to mention that
7 because those are things we can't yet determine. Those are
8 for future efforts.

9 So another thing that we're still not ready to
10 proclaim here or to at least put on the slide is these costs
11 and summaries. CH and Jacobs put together a series of
12 costs, and they represented more material costs; and with
13 meetings with other TxDOT divisions, we kind of came to a
14 conclusion that we need all of the TxDOT divisions to be
15 fully on board and figure out a way to represent these
16 costs, such that they can hang their hat on, so that they
17 can -- if they're going to put it on a slide, it's going to
18 be released to everybody that they want to be comfortable
19 with it. So those meetings are still ongoing. We know how
20 we're going to break it down. We know we want a range of
21 costs. We're going to have a range of construction costs,
22 and we've tried to start developing a range of operation and
23 maintenance costs. And we certainly know that we're going
24 to break it into constructive shared use path, and then
25 sometimes it's just restriping a roadway for our buffered

1 bike lane and a bike lane, and sometimes it's widening a
2 roadway for a buffered bike lane. And then in those
3 scenarios where we're filling in the gap and we need to
4 widen a roadway for wide outside shoulders, that may be the
5 option too.

6 So I just put this here because that's a to do
7 item for us. We have a few months left in this study. We
8 see you all here today in January, and in the next few
9 months I will be -- well, CH and Jacobs will be working with
10 TxDOT - PTN to make sure all the documentation for this is
11 in order. You know, that documentation will be a few tech
12 memos, as full report, and certainly a series of maps, hard
13 copy, digital, et cetera. So those are some things that we
14 have on our to do list.

15 But I wanted to have a discussion here today
16 with you guys to get some additional ideas as you all sit
17 there, as you have your own areas of expertise, you know
18 what your communities need. What would be some next steps
19 from your perspective? We have some other things lined up
20 on this slide that I can put out there, but I'd love to hear
21 from y'all and have a little bit of discussion on that.

22 DAWNELLA RUST: Carl, after our working group
23 meeting on Friday, you gave us this charge what to do.
24 Could TxDOT identify maybe a couple of pilot programs, urban
25 and rural, best practices and look at before and after to

1 see -- to show communities what the potential is, something
2 like that?

3 CARL SEIFERT: I think that's a great idea.

4 KARLA WEAVER: I think it would also be
5 positive if you have a menu of different type of treatments.
6 Maybe the pilots are a sampling of different types. You
7 might think urban, suburban and rural. Just kind of
8 different implementation in different networks and different
9 locations will all look a little different. We've got lots
10 of miles to practice on.

11 CARL SEIFERT: Absolutely. Lots of room for
12 improvement.

13 CRISTIAN SANDOVAL: I remember when I started
14 this committee I shared that I was in marketing. So I'm
15 always going to be thinking about marketing and advertising.
16 I truly believe in this, and I think it's beautiful; but as
17 I have gathered from working in San Antonio, there is always
18 the planners, the organizers that are experts in everything,
19 but the community is oblivious to what we're doing. I think
20 that getting little groups or -- I call them like fans of
21 the project in the communities to become advocates for the
22 project could become something very good.

23 So I worked not long ago with Google Fiber in
24 a partnership, and they have what's call the fiber starters.
25 And what they do is they create these fans around the

1 community; and every time that they have like a charity
2 event, they invite all of the fiber starters to come in and
3 help the community. So I'm thinking in San Antonio if I
4 take this back to the -- to the BMAC or the Alamo Area MPO
5 Committee, they're all going to be gung-ho about it, but no
6 one else is going to find out. And it's -- could we set up
7 something like that? Could we start creating like a website
8 where we can start creating fans and supporters and engage
9 the community organizations to be part of it and be the ones
10 that are -- you know, maybe we create our own fiber
11 starters? So every time that there is going to be an
12 activity where you're going to start part of construction or
13 whether it's going to be a meeting, these, you know, rider
14 starters can come in and become advocates and share.
15 Because there is so much I can do, but even my voice is
16 limited to the -- you have listened to me, but we need the
17 community to really get engaged.

18 CARL SEIFERT: I think that's a great idea,
19 especially when we get to that point. And maybe that
20 becomes paired with this idea about pilot programs. Maybe
21 that gets institutionalized as part of the pilot project
22 almost. As you as a local community helps to sponsor that
23 effort, maybe they could have their local contribution.
24 That's one thing that when bikeways are built across Texas,
25 especially through TxDOT or MPO, like FHWA money, you have

1 this federal money that helps cover the vast majority of the
2 cost, but the locals -- local government always is required
3 to make contribution as well. So as this -- as this maybe
4 goes out to -- if you do a pilot project or something like
5 that, maybe that becomes a requirement as well, that you
6 have a plan, an effort already for your marketing to help
7 generate buzz in that community. Because I think that's
8 what I'm hearing is you get this idea, well, let's build it
9 but then we need to make sure it goes to fruition, that
10 people are using it, all of that happens as well.

11 CRISTIAN SANDOVAL: The one thing that I would
12 add to the comment -- I think you hit it on the nail -- is
13 that when we come up with those solutions, sometimes it's
14 too late. People don't feel engaged. What I'm trying to
15 say is maybe if we start now kind of sharing it, then these
16 people become those voices that the city council needs to
17 approve something, if any government organization needs to
18 be involved, they already know that there is a group of
19 people that will be supporting those actions. I think
20 whenever we go there, people resent that certain actions
21 aren't taken and they were never asked. Maybe they would
22 have voted yes; but because they were never asked, then
23 they're going to say no or they're not in agreement. That's
24 just a comment. But thank you for summarizing.

25 CARL SEIFERT: Yeah. No, and I get it. As

1 long as we can effectively communicate the message that this
2 is an example and that it's not -- because if we want to get
3 a lot of people behind this, we don't want them all to think
4 that that's where everything is getting built because we
5 can't promise that, because we have -- we know that real
6 world, on the ground, local engagement is required to get
7 anything -- any of that stuff built. Local analysis of the
8 existing conditions. Right?

9 So I just want to make sure that if we're
10 going to -- that's why we keep saying that message because
11 if we want to build the route from San Antonio to Austin,
12 which is a great idea, and I think there is supporters in
13 both MPOs, we need to get them involved and then we need to
14 probably hire an engineering firm or get somebody to start
15 figuring out how we build that. And if there is a crucial
16 problem, we just don't want people to get too far down the
17 road in favor of a particular route before we know that it
18 actually can be built. Does that make sense?

19 CRISTIAN SANDOVAL: Yes. But let's say it's
20 the chicken or the egg. Right? Because if -- what if there
21 is no interest, would we still build it?

22 CARL SEIFERT: If there is no interest?

23 CRISTIAN SANDOVAL: Yeah, no one cares. So
24 are we still going to do it?

25 CARL SEIFERT: I think that you ask the

1 question of who are we asking and where does that interest
2 come from, because this is a statewide scale. Right? And
3 so it may not be of interest to Austin and San Antonio, just
4 as an example. I know there is lots of interest, so that's
5 a bad example. But that still connection might be really
6 important for long distance cyclists to go north and south
7 because that's part of the cross-state spine. Right? So
8 that's -- I mean I get your question, chicken or the egg.
9 So if there is no interest, would we build it; but if you
10 build it and then there is no interest -- I mean I think
11 that's why the engagement is a key thing.

12 I'm going to start with Teri and then go
13 around the table.

14 TERI KAPLAN: So I'm going to suggest that the
15 idea of a pilot project I think is a terrific idea; and if
16 we were to choose some locations that are on state
17 maintained right-of-way, we, as a state agency, can choose
18 what we want to do on our right-of-way; whereas, we wouldn't
19 be imposing our wishes on someone else who -- another
20 roadway that was maintained by a county or a city.

21 So as an example if we were to go out and say
22 widen some shoulders to show how we have segments that are
23 not connected, how connecting those segments make more use
24 of a bike -- an existing bike route, we internally at TxDOT
25 working with the Bicycle Advisory Committee can come up with

1 some examples of shoulders where shoulder widening would be
2 appropriate. It's at key locations that would make a larger
3 route available for bicyclists if we did that on shoulders,
4 and then we also chose a shared use path, which is our
5 priority type of bikeway improvement, and we built some
6 12-foot wide shared use path segment with six-inch
7 reinforced concrete in a base similar to how we build
8 roadways, which is what we would want to do if we're
9 building a network of tourism trails and we're making a
10 significant investment and would be looking for federal
11 dollars to support a lot of the bikeway improvements, but
12 requiring 80 percent federal, 20 percent local match. We
13 probably want to build an example shared use path to show
14 them the type of improvement we would expect for this
15 particular project. If it's a local project that we're in a
16 community and a neighborhood, it would be different than if
17 we're on a significant statewide tourism route. A 12-foot
18 reinforced concrete in a neighborhood -- you might only need
19 an eight-foot wide asphalt path if we're going around in the
20 neighborhood. But this is of a larger scale, so we might
21 want to example the two major improvements that we are
22 recommending.

23 CARL SEIFERT: I think what you're saying is
24 that the pilot projects become the egg and that grows, and
25 that is what creates the buzz and the energy around it.

1 When you have something built, then you can say, "Look how
2 great it is" and then build from there. Is that a good
3 interpretation?

4 TERI KAPLAN: Yes, I think that's great.

5 DAWNELLA RUST: And I've been on the working
6 committee, and so I'm still confused with the language that
7 -- you know, I look at this and I'm thinking this is it.
8 This is what it's going to look like. It's going to go
9 through Nacogdoches, Texas. It's not going to go through
10 Center or Lufkin. It's going to go through Nac. But we
11 don't know that. And so I think that's the part that's
12 confusing a little bit. And I've been working on this from
13 the beginning.

14 TERI KAPLAN: And the other thing,
15 Christopher, because you're not part of the working group
16 what we discussed with the working group was that this is a
17 good starting point.

18 Carl, you probably want to pop up those other
19 bullets there for folks to see? Because we're actually the
20 fourth bullet. It would be to -- that these have to happen
21 at a local level. There are cities. There are counties.
22 There are metropolitan planning organizations. They all
23 have bikeway plans. And we're looking for another -- we're
24 looking at a study to propose a Texas tourism trail that
25 would incorporate all plans by other folks, but they have to

1 be done at a local level. And so, you know -- and there are
2 many cities and many MPOs -- right, Karla -- that have well
3 developed plans that need to take a look at what we've
4 proposed here, a look at their plan and come up with what
5 their local plan would be. And this is we're working among
6 the agencies, the different cities, the MPOs, the county
7 agencies and working with the state.

8 And then, Carl, if you'll go back two slides,
9 you'll see that Carl says that we have many things to be
10 determined. So we're not certain how this is going to move
11 forward, but it's a good study as a starting point.

12 CRISTIAN SANDOVAL: Thank you.

13 MARGARET O'BRIEN-NELSON: Excuse me. This is
14 Margaret. Can I just ask a question quickly?

15 CARL SEIFERT: Absolutely.

16 MARGARET O'BRIEN-NELSON: Thank you. What are
17 you looking at? Because I know in Houston we finally got
18 our bike plan through, but it was -- everybody knows the
19 issues that you get into in presenting this to a community
20 or getting by it. But I do see here geographically you have
21 so many different cities or entities who are going to have
22 an interest in this. So you really are going to have to
23 have a very strategic focus in how you present this as a
24 whole because, otherwise, I can see that this whole thing
25 could just get shredded. It would never go any place.

1 CARL SEIFERT: That is an excellent point. I
2 definitely think it has to be strategic. I think there's
3 two things that we're talking about now that would help with
4 that. I think as Eric mentioned in the bullet on the slide
5 we were on here, to institutionalize this at least from
6 TxDOT's perspective is to put it in this 2045 plan. And on
7 the other hand, I think DawnElla's idea of the pilot
8 approach really can help build excitement for it so if it
9 gets to a point where after we build a few of these that we
10 want to move towards institutionalizing as a statewide plan,
11 then that's when those really strategic engagements with
12 local communities and MPOs become essential. But at this--
13 I mean at this point I think we start kind of leaking it out
14 there that this is kind of where TxDOT is going and this is
15 kind of TxDOT's leadership, and we kind of see how those
16 engagements can happen organically.

17 MARGARET O'BRIEN NELSON: Okay. And, I'm
18 sorry, I missed it. Was there some thought about when you
19 would like to start doing that?

20 CARL SEIFERT: Which part, the plan or the
21 pilot projects?

22 MARGARET O'BRIEN NELSON: The pilot.

23 ERIC GLEASON: Margaret, this is Eric. Now,
24 we have not given that any thought yet.

25 MARGARET O'BRIEN NELSON: Okay. Good. I just

1 wanted to make sure I'm on the same page. Thank you.

2 SHAWN TWING: It seems like we're -- these
3 discussions are really good, but that's really kind of the
4 next step. Okay? This is an endorsement of a template,
5 almost like a suggestion. It's like -- it's a little bit
6 more than we want to have a party. Okay? But it's we want
7 to have a party. Here is some locations. This is what
8 we're thinking. This is what we like. We just want to know
9 are you on board of endorsing heading this direction. Think
10 of a big ship, you know. Got to figure out which ocean and
11 which direction you want to go. Okay? You endorse it -- if
12 we endorse it today, then the next steps will be, okay, how
13 do we strategically start to implement it. And part of that
14 -- you know, we've had all the -- this -- I was on a
15 committee. I thought it was fun. It was exciting. You
16 spend all of your time seeing all of the potential and all
17 -- you know, I don't even drive to Lubbock anymore to see it
18 the same way because there is just so much it could be. Now
19 we have to sort of step back. Okay. What happens if county
20 X and county commissioners say, "Well, you can build it if
21 you want, but we're not paying a dime of it"? Okay. Well,
22 we have to think about what do we do if we have those kind
23 of gaps. Okay? What do we do if there is strong pushback
24 in this community but it's right -- I'm not going to pick on
25 any cities, but think of two pretty good-sized cities right

1 next to each other. One city says, "This is absolutely the
2 greatest thing I've ever seen." The other is like, "This is
3 the dumbest thing I've ever heard in my life." Okay?
4 That's next steps. So even though all of that is great, I
5 think for today, you know, Carl and everybody here -- I have
6 to say I've earned such a healthy respect from TxDOT. I
7 wasn't even griping about Austin traffic yesterday. You
8 start seeing -- it's like this army. You kind of get an
9 idea what has to go into it.

10 But this is good work. This is really good
11 work. It's very motivating work. But as it's been said
12 many times, this is just a template. We're going to have a
13 party and this is what it's going to look like; what do you
14 think. And then we're going to start doing budgets and
15 details.

16 I've got to sell this in the panhandle of
17 Texas. I hope I'm on record. I mean seriously you go to
18 these small -- some will -- they'll love the idea of more
19 people coming through a little town, but bicycles really;
20 somebody is going to get on a bike and ride from Dalhart to
21 Amarillo, you know. Yeah. And they're not going to be
22 opposed to it. It's just they're not going to understand.
23 They're going to say, "Is anybody really going to do that?"
24 That's going to be one of the biggest things. But that's
25 your next step, and that's what I see is the discussion

1 going forward.

2 As today, you know, for -- I'm probably
3 speaking out of turn, Mr. Chairman. I wholly endorse this
4 plan, and I hope everyone on the BAC will endorse it as well
5 to move forward. There it is.

6 CARL SEIFERT: Thanks. That was a real good
7 analogy. Jeff had --

8 JEFFREY POLLACK: I'm going to retract. I
9 mean I'm -- I think there is a chance for this action to
10 provide a carrot to local communities, which is, hey, there
11 is a train coming and it's got economic development as one
12 of the engines; and if you want to be part of it, then you
13 need to be leveraging, you know, local planning work so that
14 we tie into a state level. So for me I'm constantly
15 thinking, okay, well, the lion's share of mobility network
16 gets done locally; how does this action wag that,
17 incentivize that, or local decision makers to choose to
18 invest in planning infrastructure in metro areas and, you
19 know, surrounding communities.

20 So I know that's next steps. I'd like to see
21 that sort of strategic thinking, you know, and I think that
22 needs to be coupled with a marketing piece that says to you,
23 local community, did you know X number of dollars are spent
24 nationally by long distance bike tourists or however we want
25 to bill it, you know. And that's the market we're trying to

1 tap into. So, yeah, when you've walked on the chain, there
2 is the center for you at the local level to be
3 taken seriously. So for me I'd like to -- you know, again
4 coming from -- as with all of you, from a particular
5 locality that needs that sort of push as many of us do so.
6 I mean I -- while I know that's next. First is, you know,
7 clear, actual support. I think that we have to think
8 strategically about how this -- that sort of investment.
9 That's where I was going.

10 CARL SEIFERT: To what extent do you feel like
11 the efforts we've done so far would kick in the pants local
12 decision makers in your area?

13 JEFFREY POLLACK: I think there is a messaging
14 gap honestly. I think -- I think that it's all great work,
15 but I think that there needs to be an unambiguous technology
16 development message attached to that. And I know at the
17 present time there's --

18 KARLA WEAVER: One more statement. I think
19 that -- maybe they hit some of these points. I think the
20 four key routes need catchy names that would lead themselves
21 to branding or a logo or marketing. And that even when you
22 do the pilot, it's part of the X route, so it gets the
23 credit of what system it falls into. And my region I would
24 never want to talk about the panhandle route. No one will
25 care. But I can focus on my two that go through Dallas and

1 be like let's get ours built first or whatever we need to do
2 to even have some friendly rivalry in the state to get
3 people excited about that and see the benefit. That would
4 be my one comment on that.

5 SHAWN TWING: I think Twing Trail across the
6 community would be good.

7 BILLY HIBBS: All right. So, Carl, are you
8 largely finished here or have you got --

9 CARL SEIFERT: I think this is the last slide
10 that I was going to present. This is only -- I'm hearing
11 feedback from y'all. So we came to a lull in the feedback.

12 BILLY HIBBS: All right. So just a quick
13 comment on the strategic part of this. I made this comment
14 in our last meeting. I'm a chain of command guy, and I
15 think that one of the first things that needs to happen is
16 that the TxDOT commissioners probably through working groups
17 need to have exposure. So what I'd like to do if Eric and I
18 and Carl could get together and have some kind of
19 presentation that we can do, a working group level, maybe
20 not at the official TxDOT meeting but -- maybe that too.
21 But at least get them seeing what we're doing here so they
22 don't get Carl far with -- once this idea emanates, they're
23 getting phone calls from people and they're like, "Well,
24 what's going on with that?" Because I really do think the
25 commissioners need to be on board with the work that's being

1 done here. And it's good work and they ought to be proud of
2 it. So I think that needs a presentation on that.

3 Beyond that, I've always felt like that from a
4 strategic side we have a governor in a wheelchair who this
5 would be a legacy product and a real -- something that he
6 could look back on, you know, 50 years after he's gone, you
7 know, this be the signature event of his administration,
8 much like the interstate highway system was for Dwight
9 Eisenhower. And I would like to have the opportunity to
10 have the conversation with him about that and show him what
11 -- what it would take to get there. And I think that -- if
12 we had the governor behind us, then I think we've got the
13 cheerleader that all of us are looking for because Texas is
14 so big and none of us have time to go out and just quit our
15 day jobs and promote this all around the state. But if you
16 had an elected official who could take this on as a part of,
17 you know, their agenda or their administration and put the
18 resources behind it, I think you'd see it happen a lot
19 faster that way.

20 So with that, I would like to again thank Carl
21 and everyone that's worked on this study. I'm really
22 pleased with the results of all of these meetings and all of
23 the input that's gone into that. And I think the input has
24 been extremely helpful. I think that the study
25 is accomplished, kind of these original objectives that we

1 set out to try and ascertain by the BAC members. And so I
2 think there is -- the time is here when we need to endorse
3 this.

4 And so there is really -- there is really
5 three components to this. First of all, I think the
6 committee needs to have a strong endorsement of the study.
7 Second, I think we need to endorse the processes that are
8 used to establish this example network. And then, third,
9 the products and recommendations resulting from the study.
10 So it's kind of a three part thing. It's not just, "Hey, we
11 endorse this plan or this idea," that it's a little more
12 specific than that.

13 And I know I threw a lot at you right there,
14 and I don't necessarily expect anyone to give it back to me
15 verbatim; but if -- if there is any discussion along those
16 lines, I'd like to open us up to that; and, if not, well,
17 then I would like for someone to put forth a motion that
18 recommends that this committee provides a strong endorsement
19 of the study, the processes used to establish the example
20 network, and the products recommendation resulting from the
21 study.

22 SHAWN TWING: Mr. Chairman, I'll move for a
23 strong endorsement for the committee for the adoption of
24 this plan, the methodology used to produce the plan, and the
25 product recommended in the report presided today by the head

1 of the study, Mr. Carl Seifert.

2 CRISTIAN SANDOVAL: I second it.

3 BILLY HIBBS: We have a motion. Do we have a
4 second?

5 DAWNELLA RUST: He seconded.

6 BILLY HIBBS: We have a second?

7 CRISTIAN SANDOVAL: Yes, sir.

8 BILLY HIBBS: Okay. All right. So we've got
9 a motion to second. Any further discussion? If not, then
10 we'll entertain the vote. All in favor say "aye."

11 (Aye.)

12 BILLY HIBBS: Any opposed? Motion carried.
13 It is unanimous.

14 Moving right along now, we have Brett Huntsman
15 up who is going to talk to us about the economic impact of
16 bicycles in Texas.

17 CARL SEIFERT: Brett, are you on the phone?

18 BONNIE SHERMAN: Or Brianne.

19 BRIANNE GLOVER: Hi, this is Brianne Glover.
20 I'm going to run through the project for you.

21 BILLY HIBBS: Thank you, Brianne. You're on.

22 ERIC GLEASON: Brianne, before you start --
23 this is Eric. I'm not sure how much time you all were given
24 for this. I'm thinking if we can do this in ten minutes,
25 that would be great.

1 BRIANNE GLOVER: Yeah, that will work.

2 TERI KAPLAN: Brianne, if it's okay, we're
3 going to -- we've got the presentation up here on our -- you
4 know, on our WebEx. If you'll just tell us when to advance
5 forward, we will.

6 BRIANNE GLOVER: Okay. Sounds good. So TTI
7 is performing a study on the economic impact of bicycling in
8 Texas for TxDOT through an interagency agreement. Like she
9 said, I'm Brianne Glover. I'm the program manager for the
10 infrastructure investment analysis group at TTI, and I'm
11 just going to run through and give you a brief overview of
12 the project, its timeline and where we are now. Go to the
13 next slide.

14 So the project is broken into three subtasks.
15 The first one is identification of potential economic impact
16 to be quantified, and this includes data sources,
17 limitations and assumptions made. The second task is
18 estimating the direct, the indirect and the induced economic
19 impact at the statewide and region level. And the final
20 task is the application of the findings to case studies by
21 community type, such as your rural, small urban and
22 metropolitan. Next slide.

23 So this is a look at our timeline. We've just
24 completed subtask one. It ran from September to December,
25 and we are beginning subtask two, which is the gathering of

1 the data and conducting the impact analysis. We will start
2 subtask three in February, and then the final report will be
3 submitted in May. Okay. Next.

4 So a few takeaways that we've compiled as
5 we've completed the first subtask. Some of the commonly
6 quantified economic impacts that we found by looking at
7 other existing studies are recreation and tourism,
8 production and manufacturing, retail sales and employment,
9 property values, capital investments or infrastructure
10 spending, health and mobility. And one of the things we've
11 noticed is that progress is being made in the area of
12 bicycling impacts, but the current information is limited.
13 Most of the reports we reviewed used surveys to gather their
14 data, and that's not available for this current project. So
15 while a lot of effort is being made to start capturing
16 better data, it's just not quite there yet in some of these
17 instances. Next slide.

18 So these are some of the data sources we found
19 looking at existing studies. A lot of national databases
20 are available. The Bureau of Economic Analysis, the BEA,
21 the Bureau of Labor Statistics, federal and state bicycle
22 infrastructure funding program and some urban trail counts.
23 Some of the resources that are not available are some of the
24 survey data, the statewide, the regional, the site-specific
25 information that they've gathered through surveys. Those

1 are spending, sales and retail sales and total number of
2 users. Retail shops or manufacturers, again, that's sales
3 and/or employment. And then some of the rural trail counts
4 and event attendance. We've compiled a list of the events
5 around the state. We just have not found data yet on the
6 attendance or spending related to those. Okay. Next slide.

7 So these are some of the areas of focus. Like
8 we said, recreation and tourism. This identifies the
9 economic impact from bicycle tourism and regional and local
10 bicycling events. This looks at visitor spending, what they
11 spent on lodging, meals, entertainment, et cetera.

12 Production and manufacturing is the estimation of employment
13 or business output from the production of bicycle parts and
14 equipment within the state. Retail sales, that's, again,
15 the estimation of employment and business output from the
16 sales of bicycle parts and equipment from Texas specific
17 retailers. Health looks at reduced health costs from active
18 living. And then mobility looks at congestion reduction
19 benefits associated with the mode shifts, if someone is
20 shifting from a car or a transit to bicycling. Okay. There
21 we go.

22 Since we do not have survey data, some of the
23 data gleaned from other surveys is lacking. This is such as
24 rural trail counts and expenditures for bicycle tourism
25 activity, retail shops and production. We haven't found a

1 data source that really carves out the data specific to
2 bicycling. Infrastructure spending, bike projects in Texas
3 tend to get reported as part of other roadway projects, and
4 the dollars are not reported as separate specific device
5 projects. And then looking at bicycle event attendance and
6 spending, again, we a list of all of the events -- major
7 events around the state, but we're still working on finding
8 some attendance in spending data to go with that. Okay.

9 And so that's just a brief overview. We've
10 gathered a better understanding of the data limitations, and
11 we're working our way through them. We look forward to
12 sharing those results when we get further along in the
13 project and sharing them with you. If anybody has any
14 questions.

15 BILLY HIBBS: Brianne, this is Billy. I just
16 -- I wonder what is the objective here? What -- what's kind
17 of the end game of doing this work?

18 BRIANNE GLOVER: Well, we'd like to get a
19 number for the state that says this is economic impact of
20 bicycling activity, that, you know, you have this amount of
21 direct impact. You have this amount of indirect impact, and
22 then this amount of induced impact. The geography may be a
23 little different for each of those different focus areas.
24 We may not be able to get a statewide number. It may be
25 more of regional number. We're working through that now to

1 figure out sort of the geography for each of those focus
2 areas. But the ultimate objective is to just say here is
3 the economic impact of bicycling.

4 ERIC GLEASON: I think as well, Mr. Chair, the
5 intent was to help inform us on these issues so that when in
6 the context of the tourism trails study, for example, is
7 specific investment we could link benefits.

8 BILLY HIBBS: Yes.

9 ERIC GLEASON: And using this as a kickoff for
10 that ability to do so.

11 BILLY HIBBS: Yeah, I would think that this
12 would be very population dependent, so -- and as far as
13 sparsely populated areas of the state of Texas, it would be
14 very difficult to say, well, you know, the Austin metrics
15 also work in, you know, the panhandle, for example. So I
16 think it is going to need to be regional, but I can see this
17 data driving a lot of future discussions for funding for
18 BAC-related projects.

19 And so can you tell us, Brianne, what is the
20 timing on getting this information complete?

21 BRIANNE GLOVER: So if you can back up a few
22 slides to our project timeline. There we go. We're working
23 on getting all the data and the actual impact analysis
24 conducted through the end of March and then some case
25 studies, which will take us through April.

1 ERIC GLEASON: Mr. Chair, we could contemplate
2 a July presentation from TTI on the complete study,
3 including the case studies. I would say April -- I think
4 April might be too soon.

5 MARGARET O'BRIEN-NELSON: This is Margaret. I
6 just wanted to ask a quick question. What if other states
7 said -- obviously we need to look at other data or how
8 they've been able to compile it, but have you been able to
9 look at that? If there is no tracking these numbers, I
10 can't imagine what we're going to be able to show.

11 BRIANNE GLOVER: Sure. So that's what sort of
12 our first half was. We listed what other states are doing.
13 And while a lot of them are using surveys to get data, there
14 are other options we can -- we can find some of those
15 national databases to give us numbers, and we can
16 extrapolate down and use some possible waiting to get to
17 some state numbers. But those -- those might -- those five
18 or six focus areas are generally what they're calculating.
19 The tourism -- that seems to be the number one. The tourism
20 and recreation followed by manufacturing. That seems to be
21 the next big one, manufacturing being within the state. And
22 then some of the other -- some of the other projects -- or
23 existing studies looked at the construction spending,
24 health, mobility, and some property values.

25 MARGARET O'BRIEN NELSON: Okay. Thank you.

1 BILLY HIBBS: Brianne, this is Billy again.
2 Is there a chance that for our April meeting you'll have
3 enough information available to give us a brief update on
4 where you are at that time?

5 BRIANNE GLOVER: It's possible. We're still
6 going through and gathering data right now, but we can -- we
7 can hopefully let you know where we are at that point.

8 KARLA WEAVER: Brianne, this is Karla, and I
9 am with the Dallas/Fort Worth MPO. I have several
10 questions. Have you defined your regions yet that you're
11 going to be looking at for a closer dive?

12 BRIANNE GLOVER: Well, we were -- we started
13 with the idea that we'd like to do it by district -- by
14 TxDOT district, but we're still gathering data. So the data
15 is really going to drive what those regions look like.

16 KARLA WEAVER: Okay. So y'all are still
17 defining that. I'm interested in your literature review
18 over to your areas of focus, that propertyvalues.net, and
19 I'm wondering the thought behind that, because we've had
20 some very successful studies done on areas in Dallas, like
21 the Katy Trail. And, you know, it used to be golf courses
22 were the number one thing pushing home values in prices and
23 now it's actually trails. And we have a lot of historic
24 appraisal district information where you can track those
25 improvements adjacent to trails within our region, and I'm

1 sure other parts of the state are similar.

2 BRIANNE GLOVER: Yeah, on that one we weren't
3 sure exactly -- we couldn't cover the whole state for that,
4 but I think that's more of a -- kind of a case study example
5 or a qualitative discussion on that as well. But that's
6 something we'll definitely look at is some of the property
7 value data and see what we have enough to talk about.

8 KARLA WEAVER: Okay. And then the last thing
9 I just wanted to mention. As far as the data needs, we have
10 a lot of this at our MPO. We had a research and information
11 data group. We purchased a lot of this data. A lot of it
12 we can for research purposes. So if you want to reach out
13 for some of this and have a conversation that we might or
14 might not have, feel free to do that.

15 BRIANNE GLOVER: Okay.

16 KARLA WEAVER: And then the only other thing
17 that I wanted to mention is as part of your 5.1 is there
18 like a summary memo or something that can be shared for
19 those that are interested in kind of learning where you've
20 been with this and sort of what resources you looked at?

21 BRIANNE GLOVER: Yes, there is. We've turned
22 that in to Teri and Bonnie. I'm sure they can share it with
23 the group.

24 KARLA WEAVER: Fantastic. Thank you so much.

25 BILLY HIBBS: All right. Any other further

1 questions?

2 CRISTIAN SANDOVAL: Brianne, thank you. I
3 mean this is fantastic, and your areas of focus are
4 extremely interesting. I'm as well dying to see the
5 results, and I'm also thinking a lot of it is recreational
6 focus, and I see the mobility aspect of it with congestion
7 reduction where I think it's fantastic, but also the added
8 income of cycling as a mode for commuting, how much the
9 added income for the household and the reduction of that.
10 Is that -- do you think we're going to see something
11 there? Maybe that would help us also sell the idea of how
12 it impacts the family economy cycling to work and things
13 like?

14 BRIANNE GLOVER: Yeah, thank you. No, that's
15 interesting. I'm sure we can pull something together for
16 like the average household spending on transportation and
17 include that as well.

18 CRISTIAN SANDOVAL: Thank you.

19 BILLY HIBBS: All right. Any further
20 questions for Brianne? Yes, Teri.

21 TERI KAPLAN: I just want to say on slide
22 number seven where it says rural trail counts, I think that
23 that's not going to be limited to rural. There are a lot of
24 shared use paths in urbanized areas where counts are being
25 taken. I think that was just a typo in the presentation.

1 BONNIE SHERMAN: And one of the things about
2 this particular slide is because a couple of you are
3 involved in MPOs or in other, you know, transportation --
4 various transportation, bicycling aspects, I thought maybe
5 you guys would have some data that we may or may not be --
6 or we may not be aware of. So thank you, Karla, for
7 offering. If anybody else has any local data sources or are
8 aware of any other data sources, even if they're national
9 sources, feel free to pass that along to us, and we'll share
10 all of that with TTI and put them in touch with you.

11 DAWNELLA RUST: Brianne, this is DawnElla
12 Rust. I teach at Stephen F. Austin State University in
13 Nacogdoches. I'm very interested in the health data that
14 you're going to be collecting. Could I talk to you? Can I
15 reach out to you and see how you're collecting that data?

16 BRIANNE GLOVER: Sure. Yeah, absolutely. I
17 think at this point it looks like a lot of people use the
18 heat model, and we'll be exploring that a little further.

19 DAWNELLA RUST: Okay. Thank you.

20 BILLY HIBBS: Brianne, this is Billy again.
21 And one of the things that I think initiated some of these
22 original conversations about the value of the economic
23 development had to do with sales tax revenues. And I
24 believe someone who may even be in this room remarked one
25 time that cycling generates more sales tax revenue than

1 hunting in the state of Texas or fees or something -- some
2 kind of a comparison. I think that once you add this data
3 together, I think for, you know, non-cyclists and non, you
4 know, junkies who work in this world to put it in
5 perspective these economic benefits so that a person that's
6 looking at a report and they immediately go to the executive
7 summary, they are able to make a decision about the relative
8 importance of the economic benefits compared to what,
9 because if it was -- if you give us a number and say, you
10 know, it's a billion dollars a year, but that's relative to
11 what in a state of this size. So if you can provide some
12 comparisons to that, I think it would be enormously helpful
13 as we try and persuade people that cycling does have a great
14 deal of importance in the state of Texas.

15 BRIANNE GLOVER: Okay. Yes, we can do that.

16 BILLY HIBBS: So I take it that's a yes, that
17 you'll come back and see us again in April; right?

18 BRIANNE GLOVER: We can, yes.

19 BILLY HIBBS: Our next meeting is April;
20 right?

21 DONNA ROBERTS: Yes.

22 BILLY HIBBS: For our April meeting. Okay.
23 Great. Well, thank you very much. We appreciate the
24 presentation. Good job.

25 BRIANNE GLOVER: Thank you.

1 BILLY HIBBS: And we'll turn it over now to
2 Bonnie, who is going to present our bike and pedestrian web
3 page, which has been a really, really important focus for
4 this group going back a couple of years. We got involved in
5 several other projects, so we haven't necessarily had much
6 presentation on the web page, but it is important. It is
7 really the component that I think will enable tourists who
8 come to Texas to find out things about BikeStripe and where
9 our trails and where are best places to ride are. And I
10 think it's a great opportunity to get this kick started.

11 So, Bonnie, why don't you take it away for
12 us.

13 BONNIE SHERMAN: All right. So this is an
14 overview of the home page of the new TxDOT bicycle site. I
15 will take you there shortly. We -- the link is right here;
16 however, if you go to txdot.gov, our main web page, and
17 stroll down to the bottom and see this bicycle mode symbol
18 -- just click on that and it takes you right there. So it's
19 easy to get to.

20 BILLY HIBBS: How would you know to do that,
21 Bonnie? I'm going to turn 60 in a few days, and that was a
22 lot of -- I have to go all the way down there to the bottom
23 and look down there and see that little bicycle at the
24 bottom. Is there any way to make it a little more prominent
25 on the web?

1 BONNIE SHERMAN: That's the easy way to get
2 there. There are probably other ways inside TxDOT.

3 BILLY HIBBS: Maybe it's just me.

4 BONNIE SHERMAN: Yeah, I don't -- that to me
5 is the most direct way to get there. So that's actually the
6 way I've been getting there. I imagine if you type
7 "bicycle" in the search box, it would probably take you
8 there as well.

9 So there are four primary components, the
10 planning and designing information, know before you go,
11 which has maps and safety information, funding
12 opportunities, and then coordination. There are some quick
13 links here on the right. We have a quick link to the bike
14 lane maps, a quick link to the Bicycle Advisory Committee,
15 quick link to safety, and contact us.

16 So I'm going to go directly to the Bicycle
17 Advisory Committee. Here is the updated list of the
18 participants in the committee. And we have a direct link
19 here to the strategic direction report that Eric mentioned
20 to you all this morning. This was produced by CH2M in
21 coordination with the Bicycle Advisory Committee a little
22 over a year ago, right, December 2015?

23 TERI KAPLAN: It was two years ago. It was
24 completed in 2016.

25 BONNIE SHERMAN: Okay. So this would be a

1 link to download the PDF of the report. I would like to
2 request that you guys take a look at it in your spare time
3 between now and April, since it will be part of the focus of
4 our next meeting. And you can see the things that we've
5 been able to accomplish and get ideas for what we might do
6 next time.

7 Things that were kind of spun out of that
8 originally are the bicycle trail study, which at this point
9 is more of just kind of a placeholder slide -- not slide but
10 page. It has just kind of basic background information on
11 it. But there will be more -- we'll put the report there
12 once it's completed.

13 And we have a bicycle safety guide that also
14 was a product of this that would be -- you could download
15 this or provide a link on your MPO website, for example.
16 Let me see here. We can also provide you a print version of
17 that if you would like to have copies printed. And then we
18 also created a handlebar hanger that provides some safety
19 information.

20 KARLA WEAVER: We give those out at public
21 events. We love those.

22 Bonnie, do you know that really cool sheet
23 that y'all put together that had like the six or nine grids
24 of activities TxDOT is doing related to bike/ped? It was
25 like color --

1 BONNIE SHERMAN: Yes.

2 KARLA WEAVER: -- really bold. Was that on
3 the website? That was a great resource.

4 BONNIE SHERMAN: I do not believe that's on
5 the website; but if you want to make a note, we will add it.

6 KARLA WEAVER: Cool thing to add I think.

7 BONNIE SHERMAN: Okay. Here is a link to
8 BikeStripe, which is also something that originated out of
9 Bicycle Advisory Committee. This -- we have a pilot project
10 that was done and approved through our transportation
11 alternative set aside program in Tyler. So this is another
12 thing that you might want to explore. Another one too is
13 for tours and trails study.

14 CRISTIAN SANDOVAL: In your opinion, what's
15 the purpose of the website? Why -- why do we have that?
16 What would you like to accomplish with it?

17 BONNIE SHERMAN: Well, the refresh of our
18 website -- originally we had -- I believe kind of a single
19 page with information about our funding program. And when
20 the strategic direction report was developed, this body
21 requested more information that would assist people who are
22 interested in cycling in Texas, who are working on cycling
23 in Texas and want to know what information TxDOT is relying
24 on. This is kind of a starter at this point. There is a
25 lot more data that we hope to develop like an interactive

1 bikeway map for the entire state. That product is currently
2 on hold, but that's something that we would like to add in
3 the future. We want to provide information to those who use
4 bikes, who ride and want to ride in Texas, as well as those
5 who develop bikeways, so --

6 TERI KAPLAN: And I would add that we might
7 have some design standards or requirements that we would
8 link from this page to ultimately -- there is some work
9 that's been done in our environmental divisions, some
10 requirements as part of environmental documentation. So we
11 would want to link you to the document that's prepared by
12 our environment division. This is the first time that we're
13 formally having a website that gathers. We want to link to
14 other divisions that have information on bike and ped. It
15 hadn't been monitored and developed up to this point, and
16 that's what we were working on doing. So this is our first
17 time to put it out there. So look at the website, tell us
18 what's missing. You're our first audience to view this
19 website. We're not promoting it. It's word of mouth kind
20 of thing. People will stumble upon it; but because it's
21 new, we'd like for you all to take a look at it first.

22 CRISTIAN SANDOVAL: And I 100 percent agree.
23 I just wanted to make sure that I was providing the input
24 that you were looking for.

25 BONNIE SHERMAN: Sure.

1 CRISTIAN SANDOVAL: Because I can see it from
2 one perspective and someone else is going to see it from a
3 different perspective. So --

4 TERI KAPLAN: That's what we want to hear
5 about.

6 CRISTIAN SANDOVAL: -- one is exactly that
7 it's meant to do. That way we can provide feedback if it's
8 accomplishing that objective.

9 CRISTIAN SANDOVAL:

10 TERI KAPLAN: Right. And we want to link to
11 other maps that are out there like the MPO maps, the city
12 maps, the county maps, but we don't have all of those links
13 at this time. So as we learn about them, we'll add them to
14 our website.

15 ERIC GLEASON: I think in a nutshell it's
16 information. It is a clearinghouse. Clearly it's not
17 retail; but it's a critical point, what is the goal of this
18 and it is primarily information.

19 CRISTIAN SANDOVAL: Thank you.

20 BILLY HIBBS: Well, let me -- let me go one
21 step further here and just say that some new initiatives
22 that we're trying, like this BikeStripe, a pilot project
23 that's going on right now. It's for cities smaller than
24 200,000. Well, those cities don't have sophisticated bike
25 plans and planners and MPO folks and all this other kind of

1 stuff. And so they need some resources. They need to know
2 how do you go about getting my small town striped. And so
3 what we try to do is provide a logical way of showing them
4 how to go about pulling it off.

5 And then secondly as we get more down striped
6 and we get our tourism map infrastructure built out, we've
7 got to be able to tell people where to go. And so, for
8 example, if I was to fly into San Antonio and I wanted to go
9 ride all of your great trails out there or your striped
10 bicycle lanes or whatever, I wouldn't know where to go, you
11 know. You need to start somewhere. And so ultimately the
12 goal is that people will go to this TxDOT website whenever
13 they're getting around, and they just click on it and they
14 can see where the cycling resources and infrastructure are
15 there and be able to get around more effectively. And it is
16 a big project because I know that there is so much of these
17 communities where TxDOT doesn't have any the information yet
18 on what has been considered as a bike path and what's been
19 striped or what even has a wide shoulder. And so it's a
20 major, major project. But I'd ask for an update on this
21 previously because it's a work in process. And as things
22 come together -- and this tourism trail is a good example.
23 As we make progress on the marketing side of it, in other
24 words, getting the word out, that little brief description
25 that you saw there on that page could turn into a very large

1 explanation page, maybe even some of these slides from this
2 presentation as we attempt to communicate that.

3 CRISTIAN SANDOVAL: Thank you.

4 MARGARET O'BRIEN NELSON: This is Margaret. I
5 just wanted to compliment you on this. This is online now;
6 is that correct?

7 BONNIE SHERMAN: Yes, it is.

8 MARGARET O'BRIEN NELSON: Okay. This is
9 wonderful. I had no idea y'all had this all put together,
10 and I think this is going to be just a huge resource,
11 especially when it comes to profiling, putting some of these
12 initiatives up. You really need something like this. I'm
13 so glad to see it.

14 BONNIE SHERMAN: Thank you.

15 KARLA WEAVER: Bonnie, I want to mention I
16 showed this at our Bicycle Advisory Committee meeting in
17 Dallas/Fort Worth. People really liked it. We sent them
18 the link, asked if they had any comments or questions for
19 us. One or two cities just sent us some suggestions. I
20 thought I had forwarded those and realized I had not. So
21 I'll get those to you today. I think they were just minor
22 like, hey, what about this kind of thing.

23 BONNIE SHERMAN: And we would like to ask all
24 of you go, you know, move around with it -- or move your way
25 around it and see, you know, does it make sense to you, are

1 there gaps, do you know of other information that should be
2 provided. For example, the bikeway maps here, we don't --
3 we have maybe 15 cities mentioned here. If there are other
4 city bike maps that you're aware of that we could link to,
5 we would be happy to. So please take a look at it and
6 provide us your feedback. Send comments to Teri and I
7 please. And with that, I will turn it back to you.

8 BILLY HIBBS: Thank you very much, Bonnie.
9 It's at this time that we go around the table and talk about
10 things that are going on in our particular areas and
11 regions.

12 Margaret, if you're still on the phone, I'd
13 like to start with you.

14 MARGARET O'BRIEN NELSON: Okay. Thank you.
15 Yes. I can't tell if my audio is on right now. I'm sorry.
16 My computer is restarting. No, that's your computer.
17 Right? It confuses me. I just saw it come up on the screen
18 there. I'm sorry.

19 I really -- I do not have a lot to report here
20 from Houston. I know our bike share programs are going
21 really well here and very well received, and it seems like
22 the mood from there for different counties and everything
23 around us there is a lot more that's taking place and a lot
24 more interaction between the city and the county to work
25 together for bike improvement. I will just be glad to see

1 in the spring when we have all the rides come together and
2 everything to be able to go forward and ask that Bike
3 Houston and some of the other folks around to start getting
4 some of this information that we need in these studies.
5 Maybe they have ideas. But, in general, I'd just say we've
6 had between Harvey and the freezes and everything not been
7 great bike weather.

8 BILLY HIBBS: All right. Well, thank you very
9 much, Margaret. David, down there at the far end of the
10 table, do you want to go next?

11 DAVID HAM: Not a whole -- again, kind of like
12 her. During the winter, we don't have a lot going on.
13 We've had a few more streets striped in Midland and Odessa
14 also. They've got a few new stripes -- striped streets. I
15 think last meeting that we announced that we got a downtown
16 bicycle/pedestrian -- bicycling and pedestrian grant for
17 TxDOT. So that's I know in the works. Our local Bicycle
18 Advisory Committee through our MPO is meeting to get here in
19 a couple weeks, and we're working on kind of a regional
20 bicycle plan. So got a few things going but nothing
21 concrete right now.

22 BILLY HIBBS: Terrific. All right. I can't
23 see in -- Cristian.

24 CRISTIAN SANDOVAL: Thank you. Well, our open
25 street projects are expanding. We have Siclovia, which

1 drives most of the traffic in October and April. But now
2 we're looking at doing micro Siclovias all around the city,
3 trying to expand them to other areas that might need them.
4 And there is a couple organizations that are starting to
5 build the capability to do that. So we're excited that
6 they're not only our -- is the idea coming out through the
7 cities around it, but that there are services starting to
8 come up to support these local governments to actually
9 implement. That's one side.

10 And on the other side, the bike share program
11 -- it's also looking at the west side and exploring models
12 on how to make that happen. That's a big win for us, how do
13 we get the west side, south side of San Antonio cycling.
14 That's our biggest challenge. And we have Texas A & M now
15 taking one of the bike share programs as well. Those are
16 our big projects.

17 BILLY HIBBS: Very good.

18 DAWNELLA RUST: In Nacogdoches I will be
19 submitting a Texas Parks & Wildlife grant February 1st for
20 some more improvements in the current trail system that we
21 have. And so we are pursuing funding sources, and we've
22 just completed a bike trails and -- parks and trails master
23 plan that I think will be beneficial in the future.

24 TERI KAPLAN: Excuse me. If I can interrupt
25 for just a moment. For those who are on the line, for some

1 reason my computer has to do an update, and it is going to
2 kick me off, and it's going to kick me off the WebEx. So I
3 would like for Billy to talk with anyone who is on the phone
4 and anyone who is on the phone that wants to convey a
5 message to us to do that now before you get kicked off.

6 BILLY HIBBS: Joseph, are you still there?

7 JOSEPH PITCHFORD: I'm still here.

8 BILLY HIBBS: Okay. Good. Why don't you go
9 next in case -- in case we lose you.

10 JOSEPH PITCHFORD: Okay. I'm on a separate
11 line. I won't get kicked off, but I'm happy to go next.
12 Couple of things.

13 As we started this call, we talked about the
14 cacophony of our current bike share situation, which, you
15 know, will sort itself out. And long, long term some of us
16 anyway think it's not a bad thing that Dallas was picked to
17 be a testing ground for six bike share companies. And we'll
18 figure it out and be the better for it in the long, long
19 run. But appreciate very much what Karla and the North
20 Central Texas Council of Governments are doing to kind of
21 bring people together on bike share because it really isn't
22 sustainable the way it's set up now, but it will shake
23 itself out.

24 We had in November the inaugural Dallas bike
25 ride, which was a 20-mile closed route, closed traffic, paid

1 admission bike program, which was -- I don't have the
2 attendance paper in front of me, but I don't think it was
3 very successful, and it's going to be something that we
4 think will continue on in the future.

5 And then lastly we have a good success of the
6 -- of the loop, which I presented previously to this
7 committee the 50 mile loop around Dallas has now identified
8 or raised -- or secured \$43 million worth of funding,
9 including \$20 million from the city bond election and
10 including a million dollars from the North Central Texas
11 Council of Governments and \$5 million from Dallas County to
12 connect the dots and build a 50-mile loop around Dallas. So
13 that project is underway. The board is underway. There is
14 a lot of wood to chop to really make connections happen.
15 The board has hired a full-time project manager and
16 director, so it's moving that direction. We hope it will be
17 a great demonstrator project for anybody else with a similar
18 goal.

19 BILLY HIBBS: Very good. Does that complete
20 your report?

21 JOSEPH PITCHFORD: It does. Thank you.

22 BILLY HIBBS: Thank you, Joseph. Karla.

23 KARLA WEAVER: Two things to report from D/FW.
24 We just finished about an eight-month long research project
25 where we did survey data. We called over 2,000 people in

1 D/FW for a statistically valid what do they think about
2 biking. So no way no how or they're confident/enthused or
3 they're interested but concerned. And we asked people
4 things like do you think we have enough bike infrastructure,
5 what kind of infrastructure do you like, do you wear your
6 helmet, are you male or female, what's your income. So all
7 kinds of things to look at sort of demographics within our
8 region. That's going to go live on our website next month.

9 We also have finalized our funding to develop
10 a regional pedestrian safety plan. So we have two of the
11 pedestrian focus cities for fatalities, and so we have --
12 we'll be hiring consultant services for that and doing some
13 data analysis in-house. It will take us about a year.
14 We're going to meet with lots of community members and
15 cities and communities to really get input and put together
16 a strategic how do you fix one of our biggest issues, and
17 what are our biggest issues. So we're looking at that.

18 And then just really quick, I had brought this
19 to the previous meeting, and Teri had asked me to give you
20 guys just a quick update on this program I came across that
21 was really cool.

22 So I was presenting on a panel back in
23 September, and one of my panel members was from the
24 Connecticut DOT, which is kind of awkward, because in my
25 presentations I always tell people that our region is larger

1 than the state of Connecticut. And then my guy on the panel
2 is from Connecticut, and he's, like, "Well, this is awkward.
3 You're bigger than my state." But they have this really
4 cool program that I was very impressed that they're
5 implementing. So what they do is they're called roadway
6 safety audits. And they're doing them throughout the state
7 of Connecticut. It's to improve safety, reduce crashes
8 between vehicles and bicycle and peds in urban, suburban and
9 rural areas. Local governments submit one project to the
10 DOT that they think would be good to identify a safety issue
11 or concern, and they're looking for countermeasures or
12 recommendations.

13 The DOT hired a consultant to do all of the
14 audits, go out in the field and work with stakeholders and
15 district engineers and staff to evaluate the situation and
16 document the findings. And within those little tiny reports
17 they got back, they had short meetings and long-term
18 projects, low cost implementation versus longer term. A lot
19 of the low cost they found that cities were going out to
20 implement themselves, such as signage or paint or
21 maintenance on vegetation. They did 80 of these within 18
22 months. They participated with 500 cities, 117 miles
23 observed, 583 interactions, 67 state roads, 13 local roads,
24 downtown areas, town centers. Just a wide breadth of
25 infrastructure. They have this running out of their

1 planning and intermodal department. They do sort of a
2 coordination through the MPOs for input and with the cities,
3 and they issued an actual call for projects. It wasn't a
4 huge amount of money. They did all of this at \$750,000 to
5 develop these RSAs, and then they were able to have reports
6 for this huge amount of area. And then they took those
7 reports of improvements that were needed and then sort of
8 launched that into longer term funding programs. So each of
9 these reports cost around \$10,000 each, and it was a lot of
10 buy-in from community stakeholders.

11 They then have a larger infrastructure program
12 that you're better geared for if you had one of these
13 reports that had community buy-in of the needs. And then
14 each city gets to submit one application for those, and it
15 matches up with the RSA that was done. Again, you didn't
16 have to have this report or this money to apply for their
17 funds, but it looked on very favorably.

18 So I just thought this was a cool process. I
19 wanted to show you guys what folks are doing in other parts
20 of the state that maybe down the road we can have
21 conversations with TxDOT about if people liked this idea.
22 There you go.

23 BILLY HIBBS: Very good. Karla, I'm intrigued
24 with this survey.

25 KARLA WEAVER: Yes.

1 BILLY HIBBS: And I think that there is a lot
2 of relevance to what you're doing that cross-pollinates a
3 lot of what's going on statewide. So could I -- since you
4 said the results will be ready in 30 days, can I ask you to
5 make a report on that to the committee --

6 KARLA WEAVER: I sure will.

7 BILLY HIBBS: -- at our next meeting?

8 KARLA WEAVER: Okay.

9 BILLY HIBBS: Because we may want some of the
10 other major metropolitan areas to adopt this survey format
11 and conduct similar kinds of inquiries, because that can
12 potentially be very advantageous to us --

13 KARLA WEAVER: Sure.

14 BILLY HIBBS: -- in a number of different
15 areas that we look for.

16 KARLA WEAVER: Happy to present on that.

17 BILLY HIBBS: Thank you for that. All right.
18 Jeffrey.

19 JEFFREY POLLACK: So Corpus Christi we're
20 continuing in partnership with the City of Corpus Christi to
21 implement the Bicycle Mobility Plan, the MPO led 2016. So
22 combination of city bond funded, roadway reconstruction and
23 MPO funded transportation alternatives. We have 30 miles
24 bicycle boulevards in the works, about seven miles of
25 protective cycling traffic reconstruction and another five

1 miles or so that will come in bond '18, and then a handful
2 of miles of off road multi-use trail.

3 We also at the MPO just submitted for a TxDOT
4 traffic safety grant to fund a -- what we're calling an
5 Active Mobility Safety Outreach Campaign. So that would be
6 -- we'd fund a full-time coordinator and at least one
7 part-time intern, house with us the MPO to lead education
8 outreach targeting -- and technical assistance targeting
9 schools, institutions for like mobility, general public,
10 including the driving public, and then also partnering with
11 a non-profit out of Austin actually to do some targeted
12 bicycle skills involved with elementary school audiences.
13 So we won't find out about that until late spring or summer.
14 It would be a nice way for us to augment what we're doing
15 from the infrastructure side and in education encouragement
16 investment.

17 BILLY HIBBS: Thank you, Jeffrey. Bobby.

18 ROBERT GONZALES: Well, El Paso continues --
19 El Paso and the University of Texas at El Paso continue to
20 implement plans -- our projects that are on the -- their
21 bikeways master plan and the campus master plan. Right now
22 we have bike projects on the streets -- street
23 reconstruction projects that have bicycle components in
24 them. So we're making great progress in implementing the
25 plan.

1 We also have our first ever two-way cycle
2 track grand opening within the next two weeks, and that's a
3 good thing. So it's a buffered bicycle facility from the
4 lanes of traffic. So within two weeks we'll have -- I might
5 have to share pictures with you. So we're excited about
6 that. That's all I've got on El Paso.

7 BILLY HIBBS: Did you say track?

8 ROBERT GONZALES: No, it's not track-track.
9 It's just a separate two-way track.

10 BILLY HIBBS: Okay. All right.

11 ROBERT GONZALES: It's a two-way bicycle
12 facility.

13 BILLY HIBBS: A velodrome.

14 ROBERT GONZALES: There you go. It's not a
15 velodrome at all.

16 BILLY HIBBS: Well, listen, thanks -- thanks
17 to all of y'all for those reports. I learn a lot and
18 everybody else does. I appreciate everybody for doing that.

19 It's time for our public comment portion. Has
20 anyone signed up for public comment? Teri.

21 TERI KAPLAN: I have not received any filled
22 out comment forms.

23 BILLY HIBBS: Oh, we did have one.

24 ROBIN STALLINGS: So sorry.

25 BILLY HIBBS: Let me -- please call on

1 Mr. Stallings. And why don't you take it away, Robin.

2 ROBIN STALLINGS: I'm Robin Stallings. I'm
3 the executive director of BikeTexas. And for those of you
4 that are new, I've had many years of involvement with this
5 committee. I think we had some involvement in the creation
6 of this committee as BikeTexas, but also I chaired this
7 committee for many years even before I was executive
8 director of BikeTexas. I've never gotten so much done under
9 my tenure or anybody else's as it has under the -- in the
10 last two years, and y'all are just doing a remarkable job.
11 And so thank you so much for what y'all are doing.

12 Today is a culmination of years of work of
13 you all and a lot of stuff that we worked on even years
14 before that, and it's really great to see it in such good
15 hands.

16 I just wanted to really give a shout out for
17 the bicycle tourism trails plan, how inspiring it is; and if
18 there wasn't a BikeTexas and a statewide citizens advocacy
19 group, now would be the time to create it because it's a
20 necessary outside partner to get that chicken and egg thing
21 that you all were talking about. We all have our roles.
22 There is so many things that we can do and activating the
23 public and that will provide encouragement and demand to
24 keep this going in a way that an agency can't do. So we
25 look forward to continuing the work with you all and to help

1 get this going at the local level. Public involvement is a
2 messy business but so necessary and so valuable, as Cristian
3 was saying, and we look forward to a long-term commitment to
4 this.

5 We were active in the passing of the
6 legislation in 2005. We watched carefully since about 1993
7 when Quebec started their program and when they finally
8 connected all of their cities, and we sent people up there
9 to look at it, and Mark Stein gave that great presentation
10 here, and y'all are exceeding our wildest expectations. So
11 thank you so much. Carl, especially good work to you all
12 and Teri and Bonnie.

13 Also, the economic impact of bicycling in
14 Texas -- I'll reach out to the members of that team directly
15 to provide some resources that may be there, including some
16 of the sales tax information that might help them get a
17 sense of the scale of bicycle sales and that there might be
18 some resources for that.

19 And then finally I wanted to mention that
20 these and hopefully even the tourism trails planning will be
21 finished enough to present, at least an interim
22 presentation, at the Texas bicycle -- sorry, Texas Trails
23 and Active Transportation Conference May 2nd through 4th.
24 You all will find it very interesting. If any of y'all or
25 citizens, might want to encourage engineers, planners and

1 elected officials and advocates from your towns to go. We
2 found that that has had a big impact on particular cities
3 when they've been able to get people there but -- from those
4 different sectors, your public works, your transportation
5 department, your parks department, your city manager, or any
6 of your elected officials, council or mayors, that they find
7 their counterparts to talk to that become allies ongoing.
8 So they don't have to hear about it from advocates, or the
9 engineers don't have to hear it from a planner. They get to
10 hear it from other engineers, and it's really had a big
11 impact.

12 Brownsville started with -- I don't know if --
13 I guess we didn't have Ramiro today, but he could probably
14 attest that somebody from Brownsville went to this
15 conference and now Brownsville and their area had 24 people
16 after one person went to the first conference in about 2010
17 or '12, and Brownsville has become kind of a national story
18 for what they're doing, and that can happen in your cities
19 if it hasn't already begun.

20 And then I think that's it. If there is any
21 other thoughts that somebody has about that. But May 2nd to
22 the 4th. there is also going to be the National Electric
23 Bike Expo, 130 different electric bikes, cutting edge
24 technology from lots of manufacturers. They're going to be
25 coming to Texas one time this year. It will be there in

1 conjunction with our conference. So if you attend the
2 conference, you'll also be able to see that technology and
3 see how -- once you experience that, you'll get an idea of
4 how all this infrastructure we're thinking about will have a
5 lot of relevance in the future. There is already many, many
6 more electric bikes sold than are even projected for
7 autonomous vehicles or electric vehicles combined in the
8 future, that electric bikes are going to have a very large
9 impact. So it's not just bicycles that this is planning is
10 for, but it's also going to be electric bikes, and you'll
11 get a taste of that also at this conference.

12 Thanks a lot. If anybody has any questions,
13 we're happy to be a resource, and thanks for just all of the
14 work y'all are doing.

15 KARLA WEAVER: Robin, did you say where it was
16 this year?

17 ROBIN STALLINGS: Yeah, it's going to be in
18 Austin. And the website address is
19 texastrailsandactivetransportation.org. It's a three-day
20 conference. Big impact.

21 KARLA WEAVER: I want to thank BikeTexas for
22 that time that you were able to get the electric bikes for
23 our committee to ride and do the trails, like, it made me a
24 believer. Like, I think they're the coolest thing ever
25 now.

1 ROBIN STALLINGS: With the new committee
2 members, perhaps we need to schedule another one of those
3 electric bike things.

4 KARLA WEAVER: We do.

5 BILLY HIBBS: When it warms up.

6 ROBIN STALLINGS: Well, I'm a fair weather
7 cyclist. I drove today.

8 BILLY HIBBS: Thank you, Robin, with the kind
9 remarks for the committee. We have -- a part of our agenda
10 here -- it says discussion of agenda items for future
11 meetings. I think we've got a pretty good idea of some of
12 the things we're going to follow up on. And is there any
13 other agenda item to cover?

14 TERI KAPLAN: I just want to say that we have
15 a couple of members who have issues that they're not able to
16 travel and be with us on Fridays. We have another member
17 who has issues that can't travel and be here with us on
18 Mondays due to their commitments outside of the committee.
19 And so we rotate and we have two meetings per year on Monday
20 and two meetings per year on Friday. This is obviously our
21 first Monday meeting for 2018. I have identified the
22 available conference rooms and dates for Mondays and Fridays
23 for April, July and October, and I will be sending an e-mail
24 to all of y'all to solicit when you're available for those
25 months on those Mondays and Fridays. Please tell me all of

1 the times you're available when you complete your when is
2 good. You will get those e-mails this afternoon. In the
3 subject, I will have April BAC meeting, July BAC meeting and
4 October BAC meeting. I'd like for y'all to respond as
5 quickly as possible and no -- and have a set deadline of ten
6 days because we need to get these conference rooms booked.
7 Okay? So I'll put that in my e-mails to you, but there will
8 be a separate e-mail for each meeting.

9 KARLA WEAVER: And you're aiming for Friday
10 for April?

11 TERI KAPLAN: Yes, I'm aiming for Friday in
12 April, but, you know, I'm going to look to the people who --
13 sometimes they have a free Monday or Friday, so I'm going to
14 -- show me everything that you're available. I can't always
15 please everyone.

16 BILLY HIBBS: Well, thank you. But you try
17 real hard to please everyone.

18 TERI KAPLAN: I do.

19 BILLY HIBBS: Do note that. So thanks for
20 everyone today for coming. Thanks for all of the time away
21 from your families, the travel expenses and all. I know the
22 pay is great here, but you love this job anyway.

23 Let me leave you with one thing that division
24 director Gleason whispered in my ear as he was leaving, and
25 that is that the Texas Bicycle Tourism Trails is a study and

1 not a plan. A plan has all kinds of interesting
2 ramifications that we're not ready to have to deal with yet.
3 So as you're discussing this, please refer to it as a study.
4 And with that, we are adjourned. Thank you all.

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1 THE STATE OF TEXAS

2 COUNTY OF BEXAR

3 I, BARBARA GRIFFIN, a Certified
4 Reporter in and for the State of Texas, do hereby certify
5 that the above and foregoing contain a true and correct
6 transcription of all proceedings, all of which occurred and
7 were reported by me.

8 WITNESS MY HAND, this the 2nd day
9 February, A.D. 2018.



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Expiration Date: 12/31/18
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<hr/> \$ <hr/>	2016 65:24 80:21	<hr/> 7 <hr/>
\$10,000 79:9	2017 13:18 29:8	70 31:15
\$20 76:9	2018 87:21	75 31:21
\$43 76:8	2045 44:6	<hr/> 8 <hr/>
\$5 76:11	21st 7:22 9:15	8 21:2
\$750,000 79:4	22 13:21	8,000 30:3
<hr/> 1 <hr/>	24 13:22 85:15	80 21:2 33:18 41:12 78:21
10 31:16	254 31:25 32:7	8300 23:4
10,000 8:21	29 13:10	84 28:2
100 32:4 68:22	2nd 84:23 85:21	<hr/> A <hr/>
100,000 23:23	<hr/> 3 <hr/>	abbreviated 19:16
117 78:22	30 80:4,23	abilities 20:25 25:15 27:7 33:16
12 10:14 85:17	3500 25:24	ability 57:10
12-foot 41:6,17	<hr/> 4 <hr/>	absolutely 22:21 32:18 36:11 43:15 46:1 62:16
13 78:23	42 24:22 25:4,22	acceptable 20:25
130 85:23	46 13:7,19	access 8:14
15 72:3	49 13:5	accommodate 18:18
15-mile 28:3	4th 84:23 85:22	accommodation 26:11
16 19:20	<hr/> 5 <hr/>	accommodations 11:7,14
17 13:11,17	5,000 13:22,23 31:25	accomplish 66:5 67:16
18 78:21 81:1	5.1 60:17	accomplished 19:18 50:25
19 19:4	50 30:19 50:6 76:7	accomplishing 69:8
1993 84:6	50-mile 76:12	accumulates 9:23
1st 74:19	500 78:22	action 5:21 18:22 19:6 47:9,16
<hr/> 2 <hr/>	58 25:5,22	actions 38:19,20
2,000 76:25	583 78:23	activating 83:22
20 41:12	<hr/> 6 <hr/>	active 55:17 81:5 84:5,23
20-mile 75:25	60 7:10 31:18 64:21	activities 66:24
200,000 13:4,22 69:24	66 28:12	activity 37:12 55:25 56:20
2000s 17:18	67 78:23	actual 48:7 57:23 79:3
2005 84:6		ADA 9:1
2010 85:16		add 38:12 63:2 67:5,6 68:2,6 69:13
2015 13:5 65:22		

added 31:4 61:7,9	allocated 17:18	Arkansas 29:2,9
additional 35:16	allowed 5:14	Arlington 7:25
Additionally 22:6 30:3	alphabet 16:1	army 46:8
address 86:18	alternative 67:11	arrangement 14:5
adds 30:15	alternatives 80:23	art 10:14
adjacent 26:10 29:15 59:25	Amarillo 46:21	arts 6:14
administration 7:2 50:7,17	amount 11:22 25:23,24 30:6 56:20,21,22 79:4,6	ascertain 51:1
admission 76:1	analogy 47:7	aspect 61:6
adopt 80:10	analysis 23:18 32:10 39:7 53:10 54:1,20 57:23 77:13	aspects 62:4
adopted 19:5 28:8 29:9 32:22 33:1	analyzing 24:20	asphalt 41:19
adoption 18:25 51:23	and/or 55:3	assist 12:13 67:21
advance 18:8 53:4	announced 73:15	assistance 81:8
advanced 14:4	annoying 10:10	assume 27:10
advantageous 80:12	answers 33:14	assuming 15:11
Adventure 29:3 30:7	anticipated 24:24	assumptions 53:17
advertising 36:15	Antonio 10:1 20:21 36:17 37:3 39:11 40:3 70:8 74:13	attached 48:16
advised 10:17	anymore 45:17	attempt 71:2
Advisory 12:4,8 40:25 65:14,17, 21 67:9 71:16 73:18	apartment 6:15	attend 9:14 86:1
advocacy 83:18	appendix 19:21	attendance 55:4,6 56:5,8 76:2
advocate 30:8	application 23:16 53:20 79:14	attest 85:14
advocates 36:21 37:14 85:1,8	apply 79:16	audience 68:18
afternoon 88:2	appraisal 59:24	audiences 81:12
agencies 22:17 34:1 43:6,7	appreciation 18:9	audio 72:15
agency 9:9 21:20 33:24 40:17 83:24	approach 33:13,22 44:8	audits 78:6,14
agenda 50:17 87:9,10,13	approached 33:12	augment 81:14
ages 20:25 25:15 27:7 33:16	approve 38:17	autonomous 86:7
aggressive 14:6	approved 13:5,18 67:10	average 61:16
agree 68:22	April 15:5,10 16:13 33:10 57:25 58:3,4 59:2 63:17,19,22 66:3 74:1 87:23 88:3,10,12	aware 11:18,23 62:6,8 72:4
agreement 14:4 38:23 53:8	area 5:18 24:18 28:3,15,16 37:4 48:12 54:11 79:6 85:15	awesome 29:19
ahead 23:13 26:22 29:14	areas 9:25 13:3,21,22 15:1 17:8 23:6 24:12,14 25:6 26:2,5,12 29:24 30:13 31:9,23 35:17 47:18 55:7 56:23 57:2,13 58:18 59:18,20 61:3, 24 72:10 74:3 78:9,24 80:10,15	awkward 77:24 78:2
ahold 23:20		aye 52:10,11
aiming 88:9,11		
Alamo 37:4		<hr/> B <hr/>
alert 10:2		BAC 20:7 21:1 22:6 24:10 47:4 51:1 88:3,4
allies 85:7		

BAC-RELATED 57:18 45:10 50:14 58:21 70:16 74:12,16
85:2,10 86:20

back 13:13 23:1,14 32:14 33:5
37:4 43:8 45:19 50:6 51:14 57:21
63:17 64:4 72:7 77:22 78:17

background 66:10

bad 9:1,22 10:11,15,20,22,25 11:4,
8,16 40:5 75:16

base 17:9 41:7

based 20:18

basic 66:10

basically 17:6

basis 20:23 24:3

baton 18:1

BEA 54:20

beautiful 23:4 36:16

bed 32:5

began 16:2

begin 15:7

beginning 42:13 53:25

begun 85:19

behavior 9:1

beige 23:9 24:1

believer 86:24

beneficial 74:23

benefit 49:3

benefits 55:19 57:7 63:5,8

bicycle 5:14 6:3 11:6,14 12:1,2,4,
8,25 14:21 16:15 17:13 21:15 24:4,
6 28:20 29:18 32:1 40:25 54:21
55:9,13,16,24 56:5 64:14,17,23
65:7,14,16,21 66:8,13 67:9 70:10
71:16 73:17,20 78:8 80:21,24
81:12,23 82:3,11 83:17 84:17,22
88:25

bicycle/pedestrian 12:18 73:16

bicycles 5:19 6:5,12,16 9:24 11:11
46:19 52:16 86:9

bicycling 30:9 53:7 54:12 55:10,
20 56:2,20 57:3 62:4 73:16 84:13

bicyclists 41:3

big 6:7 16:11 21:11 24:18 33:6,12

bigger 78:3

biggest 46:24 74:14 77:16,17

bike 5:23 6:24,25 7:9 8:24 9:1 12:6
14:22 20:1 24:25 25:1,16,17 26:5,
6,8,9,19 27:19,25 29:4,9 30:2,12
35:1,2 40:24 43:18 46:20 47:24
56:2 64:2 65:13 68:14 69:24 70:18
72:4,20,25 73:2,7 74:10,15,22
75:14,17,21,24 76:1 77:4 81:22
85:23 87:3

bike/ped 15:1 66:24

bikes 5:19,24 7:7,14 8:4,19 10:8,
11,12,14,15 11:2,6,12 68:4 85:23
86:6,8,10,22

Bikestripe 14:15 64:8 67:8 69:22

Biketexas 16:18 83:3,6,8,18 86:21

bikeway 14:22 20:24 21:3 24:23,
25 26:14,17,25 27:6 41:5,11 42:23
68:1 72:2

bikeways 26:13 27:25 37:24 68:5
81:21

biking 30:9 77:2

bill 47:25

billion 63:10

Billy 5:7 9:5,16,20,22 10:17,19,21,
24 11:17 15:21 16:25 17:2,21,24
18:1,3 22:16 32:9 49:7,12 52:3,6,8,
12,21 56:15 57:8,11 59:1 60:25
61:19 62:20 63:16,19,22 64:1,20
65:3 69:20 72:8 73:8,22 74:17
75:3,6,8 76:19,22 79:23 80:1,7,9,
14,17 81:17 82:7,10,13,16,23,25
87:5,8 88:16,19

Billy's 31:8

bit 14:9 22:19 35:21 42:12 45:5

blue 23:8 24:1 27:3

BMAC 37:4

board 34:15 45:9 49:25 76:13,15

Bobby 28:15,16 81:17

body 67:20

bold 67:2

bond 76:9 80:22 81:1

Bonnie 52:18 60:22 62:1 64:2,11,
13,21 65:1,4,25 66:22 67:1,4,7,17
68:25 71:7,14,15,23 72:8 84:12

booked 88:6

boom 32:8

boots 12:12

bottom 23:11 24:19 30:23 64:17,
22,24

boulevards 80:24

box 65:7

branding 48:21

breadth 78:24

break 34:20,24

breakfast 32:5

Brett 52:14,17

Brianne 52:18,19,21,22 53:1,2,6,9
56:15,18 57:19,21 58:11 59:1,5,8,
12 60:2,15,21 61:2,14,20 62:11,16,
20 63:15,18,25

briefly 5:11

bring 75:21

bringing 7:7 9:12 18:6

broke 26:23 31:22

broken 53:14

brought 77:18

brown 23:8 24:1

Brownsville 85:12,14,15,17

budgets 46:14

buffered 25:1,16 26:5,19 30:2
34:25 35:2 82:3

build 8:24 16:5 25:2 38:8 39:11,15,
21 40:9,10 41:7,13 42:2 44:8,9
45:20 74:5 76:12

building 8:23 41:9

built 17:9 25:25 29:25 37:24 39:4,
7,18 41:5 42:1 49:1 70:6

bullet 42:20 44:4

bullets 21:12 42:19

Bureau 54:20,21

business 9:3 32:7 55:13,15 84:2

busy 18:10	center 42:10 48:2	click 64:18 70:13
buy-in 22:15 79:10,13	centers 24:15 78:24	closed 75:25
buzz 38:7 41:25	Central 75:20 76:10	closer 21:5 59:11
<hr/>	cetera 35:13 55:11	COG 11:8
C	CH 34:11 35:9	COGS 21:14
<hr/>	CH2M 18:5 65:20	coincidence 13:19
cacophony 75:14	chain 48:1 49:14	collaborate 22:4
calculating 58:18	Chair 15:19 57:4 58:1	collecting 14:25 62:14,15
call 14:4 36:20,24 75:13 79:3 82:25	chaired 83:6	color 66:25
called 7:9,10 76:25 78:5	Chairman 10:18 47:3 51:22	column 21:25
calling 81:4	challenge 74:14	columns 30:23
calls 13:2 49:23	champion 24:10	combination 80:22
Campaign 81:5	chance 5:3,11 47:9 59:2	combined 86:7
campus 81:21	change 20:20 32:2	comfortable 34:18
Canada 16:21	characteristics 31:11,12,14	command 49:14
candidates 24:8	charge 35:23	comment 38:12,24 49:4,13 82:19, 20,22
capability 74:5	charity 37:1	comments 71:18 72:6
capital 54:9	chart 21:24	commission 13:5,18 18:24 19:6 22:22
capturing 54:15	check 28:7	commissioners 45:20 49:16,25
car 8:23 55:20	cheerleader 50:13	commitment 7:12 84:3
care 31:3 48:25	chicken 39:20 40:8 83:20	commitments 87:18
carefully 84:6	chime 6:19	committee 11:18 12:4,8,22 14:10, 11 15:7,17,22,23 17:23 18:7,21 32:20 36:14 37:5 40:25 42:6 45:15 51:6,18,23 65:14,17,18,21 67:9 71:16 73:18 76:7 80:5 83:5,6,7 86:23 87:1,9,18
cares 39:23	choose 40:16,17 47:17	committee's 15:11
Carl 5:5,6 16:14,23 18:4,12,20 19:11,12 22:20 27:22 28:11 29:1, 22 30:22 31:1,6 32:11,12,16,18 33:4 35:22 36:3,11 37:18 38:25 39:22,25 41:23 42:18 43:8,9,15 44:1,20 46:5 47:6 48:10 49:7,9,18, 22 50:20 52:1,17 84:11	chop 76:14	commonly 54:5
carried 52:12	chose 20:22 41:4	communicate 29:20 39:1 71:2
carrot 47:10	Christi 20:21 80:19,20	communicated 29:6
cars 8:22 26:4	Christopher 42:15	communications 29:21
carves 56:1	chunk 30:16	communities 5:22 17:6 31:19,20 35:18 36:1,21 44:12 47:10,19 70:17 77:15
case 53:20 57:24 58:3 60:4 75:9	cities 6:10 7:16,24 8:10,15,22 9:13 21:16 42:21 43:2,6,21 45:25 69:23, 24 71:19 72:3 74:7 77:11,15 78:19, 22 79:2 84:8 85:2,18	community 12:3 30:12 36:19 37:1,3,9,17,22 38:7 41:16 43:19 45:24 47:23 49:6 53:21 77:14 79:10,13
catchy 48:20	citizens 83:18 84:25	
categories 23:7 24:1,18	city 5:13,17,21 7:19 8:12 38:16 40:20 46:1 69:11 72:4,24 74:2 76:9 79:14 80:20,22 85:5	
caught 15:3	clear 18:23 48:7	
caution 32:20	clearinghouse 69:16	

commuting 61:8	confusing 42:12	coordinator 27:19 81:6
companies 5:14 7:23 9:13 75:17	congested 5:18	coordinators 29:18
company 7:10	congestion 55:18 61:6	copies 66:17
compared 63:8	conjunction 86:1	copy 35:13
comparison 63:2	connect 24:2,14,15 26:1 31:9,10, 14,18,23 76:12	Corpus 20:21 26:8 80:19,20
comparisons 63:12	connected 12:7 33:25 40:23 84:8	correct 17:17 31:1 71:6
compile 58:8	Connecticut 77:24 78:1,2,7	cost 21:11 38:2 78:18,19 79:9
compiled 54:4 55:4	connecting 21:16 23:5,9 24:11 40:23	costs 21:9 34:10,12,16,21,23 55:17
complete 28:6 57:20 58:2 76:19 88:1	connection 7:17 40:5	council 5:21 9:8 38:16 75:20 76:11 85:6
completed 29:14 53:24 54:5 65:24 66:12 74:22	connections 26:12 28:14,16 76:14	councils 22:8
compliment 71:5	cons 8:8	count 14:21
component 64:7	considered 6:6 70:18	countermeasures 78:11
components 51:5 65:9 81:23	constant 9:23	counterparts 85:7
comprise 20:2	constantly 47:14	counters 8:18
computer 72:16 75:1	constructed 30:5	counties 9:13 42:21 72:22
concept 16:16	construction 12:24 13:8,12 21:8 34:21 37:12 58:23	country 8:11
concern 9:1 78:11	constructive 34:24	counts 54:22 55:3,24 61:22,24
concerned 77:3	consult 22:4 27:25	county 40:20 43:6 45:19,20 69:12 72:24 76:11
concerns 12:2	consultant 77:12 78:13	couple 5:5 6:22 14:12 35:24 62:2 64:4 73:19 74:4 75:12 87:15
conclude 15:8	contact 29:14,17 65:15	coupled 47:22
concluded 19:3	contemplate 58:1	courses 59:21
concludes 12:15 15:19	context 57:6	cover 38:1 60:3 87:13
conclusion 34:14	continue 20:6 23:1 76:4 81:19	crammed 6:17
concrete 41:7,18 73:21	continues 81:18	crashes 78:7
condition 27:15	continuing 80:20 83:25	create 10:14 24:4 33:2 36:25 37:10 83:19
conditions 23:18 39:8	contribute 34:2,3	created 21:12 66:18
conduct 80:11	contribution 37:23 38:3	creates 41:25
conducted 57:24	controversy 11:22	creating 23:5 37:7,8
conducting 54:1	conversation 50:10 60:13	creation 83:5
conference 84:23 85:15,16 86:1, 2,11,20 87:22 88:6	conversations 62:22 79:21	creatively 25:3
confident 22:14	convey 75:4	credit 48:23
confident/enthused 77:2	cool 66:22 67:6 77:21 78:4 79:18	Cristian 36:13 38:11 39:19,23 43:12 52:2,7 61:2,18 67:14 68:22 69:1,6,9,19 71:3 73:23,24 84:2
conflict 10:16	coolest 86:24	
confused 42:6	coordination 27:24 34:5 65:12,21 79:2	
confuses 72:17		

criteria 18:14 23:17	deal 63:14	dialogue 21:21
critical 69:17	dealt 6:11	difficult 57:14
cross 18:14	December 13:4 53:24 65:22	difficulties 20:9
cross-pollinates 80:2	deceptive 26:24	digital 35:13
cross-state 23:8 24:2,5,12 40:7	decided 19:15 23:22	dime 45:21
crucial 39:15	decision 47:17 48:12 63:7	direct 53:18 56:21 65:5,18
culmination 83:12	decisions 27:12	direction 14:12,14 17:20,21 19:9 20:25 45:9,11 65:19 67:20 76:16
current 18:16,17 54:12,14 74:20 75:14	defined 29:10 59:10	directly 29:6 65:16 84:14
cutting 85:23	defining 59:17	director 12:6,20 76:16 83:3,8 88:24
cycle 82:1	demand 11:6 83:23	directory 15:15
cycling 24:5 30:7 61:8,12 62:25 63:13 67:22 70:14 74:13 80:25	democracies 11:3	discuss 5:2
Cycling's 29:3	demographics 77:7	discussed 9:4 42:16
cyclist 87:7	demonstrator 76:17	discussion 18:21 35:15,21 46:25 51:15 52:9 60:5 87:10
cyclists 40:6	department 14:24 17:23 79:1 85:5	discussions 21:13,17 22:25 45:3 57:17
	department's 19:1,5,9	
	dependent 57:12	
<hr/> D <hr/>	depth 22:2	
	description 70:24	distance 24:4 30:8 40:6 47:24
D/fw 76:23 77:1	design 18:14 68:7	district 59:13,14,24 78:15
Dalhart 46:20	designate 28:13	districts 21:14,22 22:7,8
Dallas 5:12,14,17 6:13,14 7:4,21 8:2 9:14,18 10:12 26:3 48:25 59:20 75:16,24 76:7,11,12	designation 24:8 31:19	dive 59:11
Dallas/fort 59:9 71:17	designing 65:10	division 12:20 15:2 68:12 88:23
data 8:13,18 14:21,25 15:3 20:18 53:16 54:1,14,16,18,24 55:5,22,23 56:1,8,10 57:17,23 58:7,13 59:6,14 60:7,9,11 62:5,7,8,13,15 63:2 67:25 76:25 77:13	designs 20:24	divisions 21:22 22:7 34:13,14 68:9,14
databases 54:19 58:15	desires 15:12	dock 7:3,5,9,11,24 8:1
dates 87:22	destinations 24:13	docked 6:25
daughter 6:13	detail 22:11 24:17 33:7	dockless 7:14 8:6
David 73:9,11	details 46:15	docks 8:2
Dawnella 9:6,7,11 32:11,13,17 35:22 42:5 52:5 62:11,19 74:18	determine 34:7	document 16:3 68:11 78:16
Dawnella's 44:7	determined 33:23 43:10	documentation 35:10,11 68:10
day 50:15	develop 7:21 67:25 68:5 77:9 79:5	dollar 5:20
days 64:21 80:4 88:6	developed 7:3 43:3 67:20 68:15	dollars 7:1,12 41:11 47:23 56:4 63:10 76:10
deadline 88:5	developing 11:10 34:22	DONNA 63:21
	development 17:7 21:8 22:18,22 27:12 31:11,20 32:3 47:11 48:16 62:23	doors 8:8
	developments 28:18	DOT 28:22 77:24 78:10,13
	device 56:4	DOT's 29:9
		dots 76:12

download 66:1,14	egg 39:20 40:8 41:24 83:20	entertain 15:20 52:10
downtown 5:18 6:13,14 8:21 73:15 78:24	eight-foot 24:25 27:1,2 41:19	entertainment 55:11
downtowns 31:21	eight-month 76:24	entire 27:3 68:1
dramatically 32:2	Eisenhower 50:9	entities 43:21
drip 9:23	EI 28:15,16 81:18,19 82:6	entry 29:2
drive 45:17 59:15	elected 50:16 85:1,6	environment 68:12
drives 74:1	election 76:9	environmental 20:15 27:15 68:9, 10
driving 57:17 81:10	electric 85:22,23 86:6,7,8,10,22 87:3	envisioned 7:17
dropped 13:7	element 14:15	equipment 55:14,16
drove 87:7	elementary 81:12	Eric 12:16,19 16:6,12 17:15,20,22, 25 18:2 19:24 20:5 32:19 33:5 44:4,23 49:17 52:22,23 57:4,9 58:1 65:19 69:15
due 87:18	elements 14:14 18:13	essential 44:12
dumbest 46:3	else's 83:9	essentially 14:5 16:17 27:2
dumping 5:24	emanates 49:22	establish 51:8,19
Dwight 50:8	employment 54:8 55:3,12,15	established 20:11,18 23:17
dying 61:4	enable 64:7	estimating 53:18
	encourage 84:25	estimation 55:12,15
	encouraged 13:16 14:8	evaluate 78:15
<hr/> E <hr/>	encouragement 81:15 83:23	event 37:2 50:7 55:4 56:5
e-mail 11:25 12:5,11 87:23 88:8	end 13:9 14:18 56:17 57:24 73:9	events 55:4,10 56:6,7 66:21
e-mails 23:1 88:2,7	endorse 18:22 45:11,12 47:3,4 51:2,7,11	everyone's 7:4
ear 88:24	endorsement 14:18 19:11 45:4 51:6,18,23	examples 41:1
Earlier 33:10	endorsing 45:9	exceeding 84:10
early 17:18	energy 41:25	excellent 22:13 44:1
earned 46:6	engage 22:9 37:8	excited 22:24 49:3 74:5 82:5
east 29:2	engaged 22:6,24 37:17 38:14	excitement 21:12 22:19 44:8
easy 64:19 65:1	engagement 20:16 22:2,14 23:19 39:6 40:11	exciting 45:15
economic 17:7 22:22 31:11,20 32:3 47:11 52:15 53:7,15,18 54:6, 20 55:9 56:19 57:3 62:22 63:5,8 84:13	engagements 44:11,16	excuse 26:18 43:13 74:24
economy 61:12	engineering 20:15 39:14	executive 63:6 83:3,7
edge 85:23	engineers 78:15 84:25 85:9,10	exist 26:14
editor 10:5	engines 47:12	existed 26:7
education 12:6 81:7,15	enhancement 13:13	existing 25:24 26:21 39:8 40:24 54:7,19 58:23
effectively 39:1 70:15	enormous 21:20	expand 74:3
effort 14:21 15:6 19:2,7 33:25 37:23 38:6 54:15	enormously 63:12	expanding 73:25
efforts 12:24 19:9 24:4 34:8 48:11	ensure 13:25	

expect 13:10,24 15:4 41:14 51:14	faster 50:19	focus 15:18 33:16 43:23 48:25 55:7 56:23 57:1 58:18 59:18 61:3,6 64:3 66:3 77:11
expectation 17:22	fatalities 77:11	folks 11:12 13:12 14:9,13 32:22 42:19,25 69:25 73:3 79:19
expectations 84:10	favor 39:17 52:10	follow 24:7 87:12
expeditious 13:15	favorably 79:17	foot 23:23
expeditiously 18:11	featured 24:5	form 6:6 29:23
expenditures 55:24	February 9:15 54:2 74:19	formally 32:21 68:13
expenses 88:21	federal 7:1 38:1 41:10,12 54:21	format 80:10
expensive 23:18	feedback 49:11 69:7 72:6	forming 20:11
experience 86:3	feel 19:23 38:14 48:10 60:14 62:9	forms 82:22
expertise 18:6 35:17	fees 63:1	Fort 6:25 7:1
experts 36:18	felt 50:3	Forty-six 13:20
explanation 71:1	female 77:6	forward 13:7,16 14:16 15:8 16:6, 13 33:10 43:11 47:1,5 53:5 56:11 73:2 83:25 84:3
explore 67:12	FHWA 37:25	forwarded 71:20
exploring 62:18 74:11	fiber 36:23,24 37:2,10	found 54:6,18 55:5,25 78:19 85:2
Expo 85:23	field 78:14	fourth 42:20
exposure 49:17	figure 34:2,15 45:10 57:1 75:18	free 5:19 6:11 7:7 11:3 60:14 62:9 88:13
extend 18:9	figured 21:7 33:15	freedom 6:7
extent 11:4 48:10	figuring 16:4 39:15	freezes 73:6
extra 18:9 32:4	fill 27:10	frequently 24:15
extrapolate 58:16	filled 82:21	Friday 35:23 87:20 88:9,11,13
extremely 50:24 61:4	filling 30:17 35:3	Fridays 87:16,22,25
<hr/> F <hr/>		
facilitate 11:9	final 5:4 53:19 54:2	friendly 49:2
facilitating 9:7	finality 29:7	front 9:17 76:2
facilities 27:11 29:12	finalized 77:9	fruition 38:9
facility 14:22 26:10 33:18 82:3,12	finally 43:17 84:7,19	full 7:12 35:12
fact 21:20 28:19	find 7:15 20:22 37:6 58:14 64:8 81:13 84:24 85:6	full-time 76:15 81:6
fair 8:2 14:10 30:6 87:6	finding 56:7	fully 34:15
fall 13:17	findings 53:20 78:16	fun 45:15
falls 48:23	fine 29:5	fund 16:10 81:4,6
familiar 6:23	finished 49:8 76:24 84:21	funded 14:15 33:1 80:22,23
families 88:21	firm 39:14	funding 13:5,20 14:4 15:13 16:1 54:22 57:17 65:11 67:19 74:21 76:8 77:9 79:8
family 61:12	fiscal 13:9,24 19:3	
fans 36:20,25 37:8	fishy 25:20	
fantastic 60:24 61:3,7	fits 15:11 16:11	
	fix 8:24 77:16	
	fly 70:8	

<p>funds 79:17 future 27:6 28:9 34:8 57:17 68:3 74:23 76:4 86:5,8 87:10</p>	<p>19 78:10 79:23 82:3 83:14 84:11 87:11 88:2</p>	<hr/> <p style="text-align: center;">H</p> <hr/>
<hr/> <p style="text-align: center;">G</p> <hr/>	<p>good-sized 45:25</p>	<p>half 14:11 16:7,20 58:12</p>
<p>game 56:17</p>	<p>Google 36:23</p>	<p>HAM 73:11</p>
<p>gap 30:17 35:3 48:14</p>	<p>government 6:8 7:6 38:2,17</p>	<p>hamper 11:5</p>
<p>gaps 27:10 45:23 72:1</p>	<p>governments 9:9 10:4 22:8 74:8 75:20 76:11 78:9</p>	<p>hand 44:7</p>
<p>gather 54:13</p>	<p>governor 50:4,12</p>	<p>handful 81:1</p>
<p>gathered 36:17 54:25 56:10</p>	<p>governor's 22:23</p>	<p>handle 21:10</p>
<p>gathering 53:25 59:6,14</p>	<p>grade 27:15</p>	<p>handlebar 66:18</p>
<p>gathers 68:13</p>	<p>grand 7:10 82:2</p>	<p>hands 83:15</p>
<p>gave 35:23 84:9</p>	<p>grant 73:16 74:19 81:4</p>	<p>hang 34:16</p>
<p>geared 79:12</p>	<p>graphic 29:23</p>	<p>hanger 66:18</p>
<p>gears 14:9</p>	<p>great 17:10 18:5 20:5 26:3 36:3 37:18 39:12 42:2,4 46:4 48:14 52:25 63:13,23 64:10 67:3 70:9 73:7 76:17 81:24 83:14 84:9 88:22</p>	<p>happen 27:13 29:5 42:20 44:16 49:15 50:18 74:12 76:14 85:18</p>
<p>general 73:5 81:9</p>	<p>greater 27:2</p>	<p>happening 5:10</p>
<p>generally 58:18</p>	<p>greatest 46:2</p>	<p>happy 15:20 72:5 75:11 80:16 86:13</p>
<p>generate 38:7</p>	<p>green 25:24 26:18,20</p>	<p>hard 6:2 18:4 33:2 35:12 88:17</p>
<p>generates 62:25</p>	<p>grids 66:23</p>	<p>Harvey 73:6</p>
<p>geographically 43:20</p>	<p>griping 46:7</p>	<p>hat 34:16</p>
<p>geography 56:22 57:1</p>	<p>ground 12:13 39:6 75:17</p>	<p>head 51:25</p>
<p>giant 7:22</p>	<p>grounded 19:8</p>	<p>heading 45:9</p>
<p>give 12:17,23 15:4 29:16 51:14 53:11 58:15 59:3 63:9 66:20 77:19 83:16</p>	<p>group 18:7 22:6 35:22 38:18 42:15,16 49:19 53:10 60:11,23 64:4 83:19</p>	<p>health 54:10 55:17 58:24 62:13</p>
<p>glad 71:13 72:25</p>	<p>groups 36:20 49:16</p>	<p>healthy 46:6</p>
<p>gleaned 55:23</p>	<p>growing 5:25</p>	<p>hear 20:6 35:20 69:4 85:8,9,10</p>
<p>Gleason 12:18,19,20 17:20,22,25 18:2 32:19 44:23 52:22 57:4,9 58:1 69:15 88:24</p>	<p>grows 41:24</p>	<p>heard 21:1 46:3</p>
<p>Glover 52:19 53:1,6,9 56:18 57:21 58:11 59:5,12 60:2,15,21 61:14 62:16 63:15,18,25</p>	<p>guess 85:13</p>	<p>hearing 14:17 38:8 49:10</p>
<p>goal 69:17 70:12 76:18</p>	<p>guide 66:13</p>	<p>heat 62:18</p>
<p>golf 59:21</p>	<p>gumption 17:4</p>	<p>helmet 77:6</p>
<p>GONZALES 28:19 81:18 82:8,11, 14</p>	<p>gung-ho 37:5</p>	<p>helpful 50:24 63:12</p>
<p>good 12:19 18:11 22:13 24:19 29:20 30:18 36:22 42:2,17 43:11 44:25 45:3 46:10 47:6 49:6 50:1 53:6 63:24 70:22 74:17 75:8 76:5,</p>	<p>guy 6:8 49:14 78:1</p>	<p>helps 37:22 38:1</p>
	<p>guys 19:12 25:11 35:16 62:5 66:2 77:20 79:19</p>	<p>hey 11:12 32:15 47:10 51:10 71:22</p>
		<p>HIBBS 5:7 9:5,16,20,22 10:17,19, 21,24 11:17 15:21 16:25 17:2,21, 24 18:1 22:16 49:7,12 52:3,6,8,12, 21 56:15 57:8,11 59:1 60:25 61:19 62:20 63:16,19,22 64:1,20 65:3 69:20 72:8 73:8,22 74:17 75:6,8 76:19,22 79:23 80:1,7,9,14,17 81:17 82:7,10,13,16,23,25 87:5,8</p>

intermodal 79:1	Jeffrey 47:8 48:13 80:18,19 81:17	lanes 20:2 25:1 26:6,19 30:2 70:10 82:4
intern 81:7	job 17:10 63:24 83:10 88:22	language 42:6
internally 40:24	jobs 8:14 50:15	large 31:22 70:25 86:8
interpretation 42:3	Joseph 10:18,20,22,23,25 75:6,7, 10 76:21,22	largely 5:4 49:8
interrupt 25:20 74:24	journey 19:13,15	larger 14:24 41:2,20 77:25 79:11
interstate 50:8	July 58:2 87:23 88:3	lastly 20:3 24:13 76:5
intervention 7:6	junkies 63:4	late 19:3 38:14 81:13
intrigued 79:23		launched 79:8
introduce 16:17	<hr/> K <hr/>	lawsuits 9:2
inundating 19:17	KAPLAN 29:13,20 40:14 42:4,14 53:2 61:21 65:23 68:6 69:4,10 74:24 82:21 87:14 88:11,18	lead 33:24 48:20 81:7
inventoried 8:10	Karla 5:11 6:19,21 9:6,8,12,19,21 10:7 11:1 27:17,18 28:5,20,25 29:13,19 30:22 31:5 36:4 43:2 48:18 59:8,16 60:8,16,24 62:6 66:20 67:2,6 71:15 75:19 76:22,23 79:23,25 80:6,8,13,16 86:15,21 87:4 88:9	leader 32:25
inventory 14:22		leaders 11:13
invest 47:18		leadership 44:15
invested 8:1		leaking 44:13
investigate 21:5		learn 69:13 82:17
investigating 20:21		learning 60:19
investment 41:10 48:8 53:10 57:7 81:16	Katy 59:21	lease 7:9,11 8:4
investments 54:9	key 18:13 19:25 40:11 41:2 48:20	leave 22:16 88:23
invite 37:2	kick 48:11 64:10 75:2	leaving 5:24 88:24
invited 7:23,24	kicked 75:5,11	Leblanc 12:6
involve 22:4	kickoff 57:9	led 80:21
involved 21:24 38:18 39:13 62:3 64:4 81:12	kind 7:15 16:15,16 24:16 25:10 28:23 33:6,7 34:13 36:7 38:15 44:13,14,15 45:3,22 46:8 49:18 50:25 51:10 56:16 60:4,19 63:2 66:7,9,10 67:18,24 68:19 69:25 71:22 73:11,19 75:20 77:5,24 85:17 87:8	left 5:20 35:7
involvement 83:4,5 84:1		legacy 50:5
issue 11:20 14:24 15:1 78:10	kinds 10:2 77:7 80:11	legend 27:6
issued 79:3	knowing 6:2	legislation 84:6
issues 6:20 9:3 43:19 57:5 77:16, 17 87:15,17		legislature 17:18
item 35:7 87:13	<hr/> L <hr/>	letter 10:5 28:6
items 15:17 87:10	labeled 19:21 27:6	level 22:1,3 42:21 43:1 47:14 48:2 49:19 53:19 84:1
<hr/> J <hr/>	Labor 54:21	leveraging 47:13
Jacobs 18:5 34:11 35:9	lacking 55:23	liberty 6:8
January 35:8	lakes 10:12	life 46:3
jargon 15:25	lane 25:16,17 35:1,2 65:14	Limebike 5:15
Jeff 47:7		limitations 53:17 56:10
		limited 37:16 54:12 61:23
		lined 35:19

lines 26:17 28:10 51:16	lot 6:10 8:3 9:2 19:18 21:24 30:4 31:23 33:23,25 39:3 41:11 50:18 51:13 54:15,19 57:17 58:13 59:23 60:10,11 61:5,23 62:17 64:22 67:25 72:19,23 73:12 76:14 78:18 79:9 80:1,3 82:17 83:13 86:5,12	map 16:21 23:6,20 26:8,21 29:4 68:1 70:6
link 29:16 57:7 64:15 65:13,14,15, 18 66:1,15 67:7 68:8,11,13 69:10 71:18 72:4	lots 36:9,11 40:4 77:14 85:24	maps 23:11 35:12 65:11,14 69:11, 12 72:2,4
links 24:11 65:13 69:12	Louisiana 29:1	March 57:24
lion's 47:15	Louisiana's 29:4	Margaret 43:13,14,16 44:17,22,23, 25 58:5,25 71:4,8 72:12,14 73:9
list 32:14 35:14 55:4 56:6 65:17	love 6:20 30:9 35:20 46:18 66:21 88:22	Mark 16:18 17:10 84:9
listed 22:21 58:12	low 78:18,19	markers 31:16,17
listen 82:16	Lubbock 45:17	market 7:7 11:3 47:25
listened 37:16	Lufkin 42:10	marketing 36:14,15 38:6 47:22 48:21 70:23
literature 59:17	lull 49:11	marks 33:12
live 33:20 77:8		massive 6:11
livelihoods 32:8		master 74:22 81:21
living 55:18		match 12:3 41:12
local 10:4 14:2 20:16 23:18 26:6, 13 27:12 30:14,15 33:17,19,20,22 37:22,23 38:2 39:6,7 41:12,15 42:21 43:1,5 44:12 47:10,13,17,23 48:2,11 55:9 62:7 73:17 74:8 78:9, 23 84:1	<hr/> M <hr/>	matched 28:17
locality 48:5	made 16:18 21:24 31:3 33:25 49:13 53:17 54:11,15 86:23	matches 79:15
locally 47:16	magic 13:19	material 34:12
locals 38:2	magna 6:14	matters 12:11,13,18
location 7:19	main 31:18 64:16	mayors 85:6
locations 10:15 36:9 40:16 41:2 45:7	maintained 40:17,20	meals 55:11
lock 8:8	maintenance 21:9 34:23 78:21	means 20:19 25:5
lodging 55:11	major 23:5 24:12 25:25 41:21 56:6 70:20 80:10	meant 69:7
logical 70:3	majority 38:1	medium 31:22
logo 48:21	make 8:15 19:16 27:4,12,17 29:18 32:17 33:8 35:10 38:3,9 39:9,18 40:23 41:2 45:1 63:7 64:24 67:5 68:23 70:23 71:25 74:12 76:14 80:5	meet 26:25 29:25 77:14
long 5:1 11:8 16:4 18:2 19:1,5 21:12 24:4 30:8 36:23 39:1 40:6 47:24 75:15,18 76:24	makers 47:17 48:12	meeting 9:7 11:9 15:5 22:25 29:11 30:7 35:23 37:13 49:14,20 59:2 63:19,22 66:4 71:16 73:15,18 77:19 80:7 87:21 88:3,4,8
long-range 21:15	makes 12:8	meetings 5:2 20:17 22:5,10 34:13, 19 50:22 78:17 87:11,19,20
long-term 78:17 84:3	making 11:1 19:8 41:9 81:24	meets 24:22 29:2,5,7
longer 22:24 78:18 79:8	male 77:6	member 12:8 87:16
looked 58:23 60:20 79:17	management 15:2	members 15:12 16:16,17 51:1 77:14,23 84:14 87:2,15
loop 76:6,7,12	manager 53:9 76:15 85:5	memo 60:18
lose 75:9	manufacturers 55:2 85:24	memos 35:12
losing 17:8	manufacturing 54:8 55:12 58:20, 21	mention 5:11 8:9 11:24 28:20 34:6 60:9,17 71:15 84:19

mentioned 21:14 25:9 44:4 65:19 72:3	model 18:11 24:7 62:18	64:5
mentioning 33:5	models 74:11	needed 18:6 23:19 30:24 79:7
menu 36:5	moment 14:23 74:25	negative 6:4 11:2,10
message 39:1,10 48:16 75:5	Monday 87:19,21 88:13	neighborhood 41:16,18,20
messaging 48:13	Mondays 87:18,22,25	NELSON 44:17,22,25 58:25 71:4,8 72:14
messy 11:2,9,15 84:2	money 7:2 37:25 38:1 79:4,16	network 18:14 20:1,12,13,19 21:1, 9 23:3,15 24:17,22 25:15,23 26:1, 25 27:3,5,8 30:3,4,15,16,19 31:8, 10,16 32:7,22 33:1,17 41:9 47:15 51:8,20
met 18:7	moneys 16:10 17:17	networks 24:4 36:8
methodology 20:11,19,23 24:21 51:24	monitored 68:15	news 5:13 9:18
metrics 57:14	month 77:8	nice 16:8 29:11 81:14
metro 47:18	months 16:19 35:7,9 78:22 87:25	non-cyclists 63:3
metropolitan 9:25 42:22 53:22 80:10	mood 72:22	non-profit 7:3 81:11
Mexico 27:19 28:13,17,21	morning 9:18 11:21 12:19,21 65:20	north 40:6 75:19 76:10
Michelle 12:6	motion 51:17 52:3,9,12	note 23:11 29:13 67:5 88:19
micro 74:2	motivating 46:11	notice 26:16
middle 26:3	mouth 68:19	noticed 54:11
Midland 73:13	move 13:14 14:7,16 18:11 21:10 43:10 44:10 47:5 51:22 71:24	notion 32:23
midsize 24:15	moved 27:16	November 75:24
midst 16:2	movement 26:4	number 12:21 13:19 14:10,14 16:19 22:5 31:13 47:23 55:1 56:19, 24,25 58:19 59:22 61:22 63:9 80:14
mile 7:17 76:7	moving 12:16 13:7,11 14:13 15:8 52:14 76:16	numbers 58:9,15,17
mileage 17:3 30:25 31:2	MPO 9:10 26:6 37:4,25 59:9 60:10 66:15 69:11,25 73:18 80:21,23 81:3,7	numerous 18:8
miles 23:4 24:18 25:24 30:3 31:16 36:10 78:22 80:23,24 81:1,2	MPOS 21:13 22:8 39:13 43:2,6 44:12 62:3 79:2	nutshell 69:15
million 7:1,12 76:8,9,10,11	multi-use 81:2	
mind 27:21	municipal 11:13	
mindful 11:25		
minimum 24:22 26:25		
minor 71:21		
minutes 52:24		
missed 44:18		
missing 68:18		
mitigate 10:6		
Mobike 5:16		
mobility 47:15 54:10 55:18 58:24 61:6 80:21 81:5,9		
mode 55:19 61:8 64:17		
	<hr/> N <hr/>	<hr/> O <hr/>
	Nac 42:10	O'BRIEN 44:17,22,25 58:25 71:4,8 72:14
	Nacogdoches 42:9 62:13 74:18	O'BRIEN-NELSON 43:13,16 58:5
	nail 38:12	objective 11:21 15:16 56:16 57:2 69:8
	names 32:14 48:20	objectives 15:11 50:25
	national 23:5 24:4,14 30:8 31:14 54:19 58:15 62:8 85:17,22	oblivious 36:19
	nationally 47:24	observed 78:23
	necessarily 19:22 25:2 27:9 51:14	occur 29:17

ocean 45:10	originated 67:8	partnership 7:2 36:24 80:20
October 13:18 74:1 87:23 88:4	outcome 21:22 24:9	parts 11:19 19:25 25:25 26:25 55:13,16 60:1 79:19
Odessa 73:13	outgrowth 31:7	party 45:6,7 46:13
offer 10:4	output 55:13,15	Paso 28:15,16 81:18,19 82:6
offering 62:7	outreach 22:1 81:5,8	pass 62:9
office 22:23	overdue 18:2	passing 18:1 84:5
official 49:20 50:16	overnight 8:22	path 23:23 25:15 27:14 30:21 34:24 41:4,6,13,19 70:18
officials 85:1,6	overview 53:11 56:9 64:14	path/sidepath 25:13
offset 11:12	overwhelmed 15:23	paths 25:1 26:5,19 27:25 30:4 61:24
Ofo 5:16	owns 15:3	pay 88:22
Oklahoma 28:13		paying 45:21
ongoing 34:19 85:7	<hr/> P <hr/>	PDF 66:1
online 27:25 28:8 71:5	packet 19:19 23:13	ped 68:14
Ontario 16:22	pages 10:11	pedestrian 12:25 14:20 64:2 73:16 77:10,11
open 8:17 32:5,6 51:16 73:24	paid 75:25	peds 78:8
opening 82:2	paint 78:20	people 5:20,23 7:18,24 8:13,17,25 9:2 10:7,12 11:5,19 12:1,4 14:10 21:2,13 22:15 29:11 31:3,9,19 32:4 33:20 38:10,14,16,19,20 39:3,16 46:19 49:3,23 62:17 63:13 67:21 68:20 70:7,12 71:17 75:21 76:25 77:3,25 79:21 84:8 85:3,15 88:12
operate 8:12	paintbrush 28:3	percent 24:22 25:4,5,22,23 30:15, 19 31:15,18,21 33:19 41:12 68:22
operation 34:22	paired 37:20	percents 24:18
opinion 67:14	panel 77:22,23 78:1	perception 8:25 11:11 33:2
opportunities 19:4 65:12	panhandle 28:12 46:16 48:24 57:15	performing 53:7
opportunity 50:9 64:10	pants 48:11	period 11:2,10
opposed 19:16 46:22 52:12	paper 76:2	periodically 11:25
option 35:5	Park 5:22,24 8:2	person 10:23 12:4 63:5 85:16
options 58:14	parking 8:23,24 9:1	perspective 9:3 35:19 44:6 63:5 69:2,3
orange 26:20	parks 22:21 23:5 24:12 31:14 74:19,22 85:5	persuade 63:13
order 21:10 22:12 35:11	part 12:15 19:1 23:17 26:6 37:9,12, 21 40:7 42:11,15 44:20 45:13 47:12 48:22 49:13 50:16 51:10 56:3 60:17 66:3 68:10 87:9	phone 49:23 52:17 72:12 75:3,4
ordered 25:13	part-time 81:7	pick 15:17 45:24
ordinance 8:16	participants 65:18	picked 75:16
ordinances 7:20,21 8:12	participated 78:22	picture 10:15
organically 44:16	participation 22:1	
organization 38:17	partner 83:20	
organizations 37:9 42:22 74:4	partnering 81:10	
organized 10:3	partners 13:25 22:18	
organizers 36:18		
oriented 32:24 33:17		
original 50:25 62:22		
originally 66:8 67:18		

pictures 82:5	positive 36:5	produce 51:24
PIDS 8:3	possibilities 32:3	produced 65:20
piece 47:22	post 8:16	product 22:13 24:9 34:4 50:5 51:25 66:14 68:1
pilot 35:24 37:20,21 38:4 40:15 41:24 44:7,21,22 48:22 67:9 69:22	posted 29:15	production 54:8 55:12,13,25
pilots 36:6	poster 25:10	products 33:6 51:9,20
PITCHFORD 10:18,20,22,25 75:7, 10 76:21	posters 21:4	profiling 71:11
place 43:25 72:23	potential 36:1 45:16 53:15	program 7:8 15:13 53:9 54:22 67:11,19 74:10 76:1 77:20 78:4 79:11 84:7
placeholder 66:9	potentially 6:3 12:13 80:12	programs 13:14 14:3 35:24 37:20 72:20 74:15 79:8
places 5:12 10:1 64:9	PR 9:23	progress 54:11 70:23 81:24
plan 15:10 18:23 19:2 27:20 29:9 38:6 43:4,5,18 44:6,10,20 47:4 51:11,24 73:20 74:23 77:10 80:21 81:21,25 83:17	practice 36:10	project 14:6,8,16 36:21,22 37:21 38:4 40:15 41:15 52:20 53:12,14 54:14 56:13 57:22 67:9 69:22 70:16,20 76:13,15,17,24 78:9
planned 18:24 30:18	practices 35:25	projected 86:6
planner 85:9	prepared 68:11	projects 12:25 13:2,3,5,6,15,19, 20,21,24,25 16:10 41:24 44:21 56:2,3,5 57:18 58:22 64:5 73:25 74:16 78:18 79:3 81:20,22,23
planners 36:18 69:25 84:25	present 31:15 43:23 48:17 49:10 64:2 80:16 84:21	prominent 64:24
planning 9:9 19:6,9 28:21 42:22 47:13,18 65:10 79:1 84:20 86:9	presentation 14:19 16:13,18 19:16,19 49:19 50:2 53:3 58:2 61:25 63:24 64:6 71:2 84:9,22	promise 39:5
Plano 7:19	presentations 77:25	promote 6:5 50:15
plans 26:6,9,13 28:9 30:14,16 42:23,25 43:3 69:25 81:20	presented 76:6	promoting 68:19
play 6:22	presenting 17:11 43:19 77:22	promotion 34:4
pleased 50:22	presided 51:25	property 8:5 54:9 58:24 60:6
point 6:20 10:16 11:1 17:15 19:19 23:10 25:4 29:3,7 37:19 42:17 43:11 44:1,9,13 59:7 62:17 66:8 67:24 68:15 69:17	presume 16:20	propertyvalues.net 59:18
pointed 19:14	pretty 45:25 87:11	propose 26:9 42:24
points 33:15 48:19	previous 22:10 77:19	proposed 28:2,12 43:4
poles 10:13	previously 25:9 70:21 76:6	pros 8:7
POLLACK 47:8 48:13 80:19	prices 59:22	protective 80:25
pop 42:18	primarily 69:18	proud 50:1
popping 7:15 8:5	primary 11:20 65:9	provide 8:13 26:12 47:10 63:11 66:15,16 68:3 69:7 70:3 72:6 83:23 84:15
populated 57:13	print 66:16	provided 20:12 72:2
population 13:4,22,23 17:9 24:15 57:12	printed 66:17	providing 24:11 68:23
portion 28:1 82:19	priorities 15:8	province 16:22
portions 19:5	priority 25:14 41:5	PTN 35:10
	problem 5:25 6:11 7:6 27:16 39:16	
	problems 9:24 10:2	
	process 5:4 15:3 21:8,20,23 70:21 79:18	
	processes 51:7,19	
	proclaim 34:10	

public 12:20 66:20 81:9,10 82:19,
20 83:23 84:1 85:4

publicity 10:6

pull 17:4 61:15

pulling 70:4

purchased 60:11

purple 26:20

purpose 67:15

purposely 10:12

purposes 60:12

pursuing 74:21

push 11:13 48:5

pushback 45:23

pushing 59:22

put 7:3 11:5 13:1 14:12 19:4 25:10
33:24 34:10,11,17 35:6,20 44:6
50:17 51:17 62:10 63:4 66:11,23
68:17 71:9 77:15 88:7

putting 7:20 10:13 71:11

Q

qualitative 23:16 60:5

quantified 53:16 54:6

quantitative 23:16

Quebec 16:24 17:1,2 84:7

question 9:6 17:11 31:9,24 33:9,
12 40:1,8 43:14 58:6

questions 15:20 25:19 56:14
59:10 61:1,20 71:18 86:12

quick 30:22 49:12 58:6 65:12,13,
14,15 77:18,20

quickly 14:7 43:14 88:5

quit 50:14

R

radar 9:17

raised 76:8

Ramiro 85:13

ran 53:24

range 19:2,6 34:20,21,22

reach 28:1 60:12 62:15 84:14

reached 22:17

read 23:12,14

ready 34:9 80:4

real 20:15 30:22 39:5 47:6 50:5
88:17

reality 6:10

realize 16:7

realized 71:20

realtime 6:1

reason 75:1

recalls 14:11

receive 11:25

received 72:21 82:21

recently 8:18 29:8

recommendation 51:20

recommendations 29:25 51:9
78:12

recommended 26:22 51:25

recommending 41:22

recommends 51:18

reconstruction 80:22,25 81:23

record 46:17

records 8:17

recreation 54:7 55:8 58:20

recreational 61:5

red 25:25

reduce 78:7

reduced 55:17

reduction 55:18 61:7,9

refresh 15:13 16:15 67:17

refresher 16:9

region 12:5 48:23 53:19 59:25
77:8,25

regional 9:9 23:9 24:13 54:24 55:9
56:25 57:16 73:19 77:10

regions 59:10,15 72:11

rehash 19:17

reinforced 41:7,18

reinvigoration 17:8

reiterate 20:13

related 12:2 31:11 55:6 66:24

relative 63:7,10

released 34:18

relevance 80:2 86:5

relying 67:23

remaining 13:11

remarkable 83:10

remarked 62:24

remarks 87:9

remember 22:10 36:13

remind 14:13 23:25

reminded 25:11

rental 5:14

report 12:15,17,24 14:12,14 15:16,
19 35:12 51:25 54:2 63:6 65:19
66:1,11 67:20 72:19 76:20,23
79:16 80:5

reported 56:3,4

reports 54:13 78:16 79:5,7,9,13
82:17

represent 23:16 32:24 34:15

representative 28:21

represented 26:18 34:12

represents 33:13

request 8:17 66:2

requested 67:21

require 8:12

required 8:13 38:2 39:6

requirement 8:16 38:5

requirements 68:7,10

requires 25:5

requiring 41:12

research 14:20 60:10,12 76:24

resent 38:20

residents 33:20	roles 83:21	schools 81:9
resource 67:3 71:10 86:13	room 8:7 36:11 62:24	screen 9:17 72:17
resources 16:1 50:18 54:23 60:20 70:1,14 84:15,18	rooms 87:22 88:6	search 65:7
respect 14:20 46:6	rotate 87:19	Seattle 8:11
respond 88:4	route 16:21 23:22 24:6,21 25:3 26:11 28:2,12,14 30:14 39:11,17 40:24 41:3,17 48:22,24 75:25	seconded 52:5
responses 12:10	routed 26:7	sections 18:15
rest 19:21	routes 23:7,9,15,19 24:5,13,20 29:10 48:20	sectors 85:4
restarting 72:16	routing 23:21,25	secured 76:8
restaurant 32:6	row 29:24	segment 41:6
restriping 34:25	RSA 79:15	segments 40:22,23
result 23:2	RSAS 79:5	Seifert 29:1,22 31:1,6 32:12,16,18 33:4 36:3,11 37:18 38:25 39:22,25 41:23 43:15 44:1,20 47:6 48:10 49:9 52:1,17
resulting 51:9,20	run 52:20 53:11 75:19	sell 46:16 61:11
results 50:22 56:12 61:5 80:4	running 78:25	send 27:18 72:6
retail 54:8 55:1,2,14,25 69:17	rural 25:6 35:25 36:7 53:21 55:3, 24 61:22,23 78:9	sending 87:23
retailers 55:17	Rust 9:6,11 32:11,13,17 35:22 42:5 52:5 62:11,12,19 74:18	sense 12:9 20:15 27:17 39:18 71:25 84:17
retract 47:8		separate 56:4 75:10 82:9 88:8
revenue 62:25	<hr/> S <hr/>	September 13:4,18 29:8 53:24 77:23
revenues 62:23	safety 65:11,15 66:13,18 77:10 78:6,7,10 81:4,5	series 34:11 35:12
review 15:16 59:17	sales 54:8 55:1,2,14,16 62:23,25 84:16,17	services 74:7 77:12
reviewed 54:13	sampling 36:6	set 12:17 37:6 51:1 67:11 75:22 88:5
revisit 16:7	San 10:1 20:21 36:17 37:3 39:11 40:3 70:8 74:13	setback 15:6
ride 5:14,20,23 16:21 17:13 29:11 46:20 64:9 68:4 70:9 75:25 86:23	SANDOVAL 36:13 38:11 39:19,23 43:12 52:2,7 61:2,18 67:14 68:22 69:1,6,9,19 71:3 73:24	shake 75:22
rider 37:13	scale 23:12 40:2 41:20 84:17	share 5:14 6:24,25 7:9 37:14 47:15 60:22 62:9 72:20 74:10,15 75:14, 17,21 82:5
rides 73:1	scenarios 35:3	shared 25:1,13,15 26:5,19 27:14 30:4,21 34:24 36:14 41:4,6,13 60:18 61:24
riding 5:24 7:18 8:14 11:5	scenes 6:2	sharing 38:15 56:12,13
right-of-way 40:17,18	scenic 24:14	SHAWN 45:2 49:5 51:22
rivalry 49:2	schedule 87:2	sheer 17:3
road 11:7 20:17 39:17 79:20 81:2	schedules 18:10	sheet 66:22
roads 20:22 78:23	scheme 16:11	SHERMAN 52:18 62:1 64:13 65:1, 4,25 67:1,4,7,17 68:25 71:7,14,23
roadway 34:25 35:2,4 40:20 56:3 78:5 80:22	school 6:13,14,16 81:12	
roadways 41:8		
ROBERT 28:19 81:18 82:8,11,14		
ROBERTS 63:21		
Robin 16:24 17:1 82:24 83:1,2 86:15,17 87:1,6,8		

shifting 14:9 55:20	situation 6:4 75:14 78:15	spending 54:10 55:1,6,10 56:2,6,8 58:23 61:16
shifts 55:19	six-inch 41:6	spent 5:1 47:23 55:11
ship 45:10	size 63:11	Spin 5:16
shops 55:2,25	skills 81:12	spine 40:7
short 78:17	slide 26:16 31:7 33:11,13 34:10,17 35:20 44:4 49:9 53:13,22 54:17 55:6 61:21 62:2 66:9	spines 23:8 24:2,6,12
shortly 64:15	slides 19:20,21 24:16 43:8 57:22 71:1	spoke 30:7
shoulder 25:17 26:2 27:1,2,11,17 30:21 41:1 70:19	slope 27:15	sponsor 37:22
shoulders 24:25 26:1,22 27:4 30:6,10 35:4 40:22 41:1,3	small 23:6 31:22,24,25 32:7,15,24, 25 46:18 53:21 70:2	spreads 9:25
shout 83:16	smaller 24:15 69:23	spring 73:1 81:13
show 5:15 8:22 20:17 21:25 26:24 27:3 36:1 40:22 41:13 50:10 58:10 79:19 88:14	snapshots 25:11	spun 66:7
showed 16:21 28:22 33:11 71:16	sold 86:6	spurs 23:9 24:11
showing 28:17 70:3	solicit 87:24	stacking 10:13
shows 17:15	solutions 38:13	staff 78:15
shredded 43:25	solve 7:5	stakeholder 22:1,13 23:18
Siclovias 73:25	someone's 11:10	stakeholders 21:24 78:14 79:10
Siclovias 74:2	sophisticated 69:24	Stallings 16:24 17:1 82:24 83:1,2 86:17 87:1,6
side 29:2 50:4 70:23 74:9,10,11,13 81:15	sort 7:12 14:21 45:19 47:21 48:5,8 57:1 58:11 60:20 75:15 77:7 79:1,7	stand 20:23 21:5 25:18
sidepath 25:16	sorting 11:3 15:2	standards 24:23 68:7
sidepaths 27:9	Sounds 53:6	standpoint 14:23
sidewalks 6:17	soup 16:1	start 20:20 23:21 31:2 34:22 37:7, 8,12 38:15 39:14 40:12 44:13,19 45:13 46:8,14 52:22 54:1,15 70:11 72:13 73:3
SIEFERT 5:6 19:12 22:20 27:22 28:11	source 56:1	started 5:15 10:10 17:11 21:8,21 23:22 24:23 36:13 59:12 64:10 75:13 84:7 85:12
signage 78:20	sources 53:16 54:18 62:7,8,9 74:21	starter 67:24
signature 50:7	south 40:6 74:13	starters 36:24 37:2,11,14
signed 82:20	southern 29:3	starting 42:17 43:11 74:4,7
significant 41:10,17	space 27:14	state 11:20 12:1,25 13:1,3,6,21,23 14:1,2,16 17:18 18:16 20:14,16,17 21:14 23:4,5,24 24:12 25:1 27:19, 20 29:17 31:14,22 33:21 34:1 40:16,17 43:7 47:14 49:2 50:15 54:21 55:5,14 56:7,19 57:13 58:17, 21 60:1,3 62:12 63:1,11,14 68:1 78:1,3,6,23 79:20
similar 10:2 34:5 41:7 60:1 76:17 80:11	spare 66:2	statement 48:18
similarly 30:13	sparsely 57:13	states 24:3,6 28:1,7 29:10,15 33:11 58:6,12
single 6:9 67:18	speak 28:11	
sir 52:7	speaking 47:3	
sit 35:16	special 31:19	
site 64:14	specific 51:12 55:16 56:1,4 57:7	
site-specific 54:24	specifically 7:16	
	spend 45:16	

statewide 12:18 14:25 18:18 20:2 40:2 41:17 44:10 53:19 54:24 56:24 80:3 83:18	submitting 74:19	75:3 85:7
statistically 77:1	subsequently 13:6	talked 19:24 25:9 33:11 75:13
Statistics 54:21	subtask 53:24,25 54:2,5	talking 14:5 22:10 25:12 44:3 83:21
status 12:17,24	subtasks 53:14	tap 48:1
stay 32:4,5	suburban 36:7 78:8	targeted 81:11
stays 32:7	success 76:5	targeting 81:8
Stein 16:19 84:9	successful 8:3 17:10 59:20 76:3	targets 5:23
step 14:6 15:17 17:14 45:4,19 46:25 69:21	suggest 40:14	task 53:17,20
Stephen 62:12	suggesting 32:10	taste 86:11
stepping 33:4	suggestion 12:11 31:7 45:5	tax 17:9 62:23,25 84:16
steps 18:19,25 20:4 35:18 45:12 46:4 47:20	suggestions 10:4 71:19	teach 62:12
STIP 14:1	summaries 34:11	team 18:4 84:14
story 17:5 85:17	summarizing 38:24	tech 35:11
strategic 14:12,14 15:15 16:3 43:23 44:2,11 47:21 49:13 50:4 65:19 67:20 77:16	summary 60:18 63:7	technical 20:9 81:8
strategically 45:13 48:8	summer 81:13	technology 48:15 85:24 86:2
street 11:7,14 18:17 31:18 73:25 81:22	support 7:24 41:11 48:7 74:8	telling 6:8
streets 73:13,14 81:22	supporters 37:8 39:12	template 45:4 46:12
striped 70:2,5,9,19 73:13,14	supporting 19:22 38:19	ten 52:24 88:5
stripes 73:14	surrounding 22:15 28:7 47:19	tend 56:3
stroll 64:17	survey 54:24 55:22 76:25 79:24 80:10	tenure 83:9
strong 45:23 51:6,18,23	surveys 54:13,25 55:23 58:13	Teri 29:12,13,20,22 40:12,14 42:4, 14 53:2 60:22 61:20,21 65:23 68:6 69:4,10 72:6 74:24 77:19 82:20,21 84:12 87:14 88:11,18
studies 53:20 54:7,19 57:25 58:3, 23 59:20 73:4	sustainable 75:22	term 11:8 16:4 21:13 22:24 75:15 78:18 79:8
study 14:19 15:9 16:15 17:19 18:6, 8,13,23,24 19:5,11,25 20:7,10,14, 18 21:18 23:15,17 24:7 29:14 33:15 35:7 42:24 43:11 50:21,24 51:6,9,19,21 52:1 53:7 57:6 58:2 60:4 66:8 67:13 88:25	swipe 28:3	terms 11:24 16:4 17:3 18:5 19:7
stuff 30:17 39:7 70:1 83:13	symbol 64:17	terrific 40:15 73:22
stumble 68:20	system 6:25 7:4,5 8:1,4,6,20 18:17 24:6 25:3 48:23 50:8 74:20	testing 75:17
subject 88:3	systems 6:24 7:9,11,24	Texas 7:25 16:15 17:12,13 22:17 28:10 30:6,9 31:15,17 37:24 42:9, 24 46:17 50:13 52:16 53:8 55:16 56:2 57:13 63:1,14 64:8 67:22,23 68:4 74:14,19 75:20 76:10 81:19 84:14,22 85:25 88:25
submit 78:9 79:14	<hr/>	Texas' 33:13
submitted 54:3 81:3	table 40:13 72:9 73:10	texasrailsandactivetransporta tion.org. 86:19
	tabular 29:23	theory 27:20
	takeaway 24:19 32:9	
	takeaways 21:11 54:4	
	takes 64:18	
	taking 5:23 72:23 74:15	
	talk 8:7 15:13 18:19 19:25 20:4 25:19 48:24 52:15 60:7 62:14 72:9	

thing 6:9 7:4 8:9,10 11:8,16,24 23:10 27:13 34:9 37:24 38:11 40:11 42:14 43:24 46:2,3 51:10 59:22 60:8,16 67:6,12 68:20 71:22 75:16 82:3 83:20 86:24 88:23	touch 12:21 62:10	34:2,13,14 35:10,24 37:25 40:24 44:14 46:6 49:16,20 53:8 59:14 64:14 65:2 66:24 67:23 70:12,17 73:17 79:21 81:3
things 5:2,10 6:22 10:5,19 11:18, 25 12:9 13:14 16:1,11 19:17 21:17 30:24 32:20 34:7 35:13,19 43:9 44:3 46:24 49:15 54:10 61:12 62:1, 21 64:8 66:4,7 70:21 72:10 73:20 75:12 76:23 77:4,7 83:22 87:3,12	tourism 6:3 14:19 15:9 16:15 20:2, 12 21:15 22:23 30:12 32:1 33:12 41:9,17 42:24 54:7 55:8,9,24 57:6 58:19 70:6,22 83:17 84:20 88:25	Txdot's 44:6,15
thinking 15:7 36:15 37:3 42:7 45:8 47:15,21 52:24 61:5 86:4	tourist 31:11	txdot.gov 64:16
thought 17:10 26:23 44:18,24 45:15 59:19 62:4 71:20 79:18	tourists 33:22 47:24 64:7	Tyler 67:11
thoughts 85:21	tours 67:13	type 27:1 36:5 41:5,14 53:21 65:6
thousands 31:2	town 5:23 32:4,14,15,24,25 33:18 46:19 70:2 78:24	types 20:1 21:3 24:25 25:8 26:14, 17 36:6
three-day 86:19	towns 23:6 31:24,25 32:2,3,7 85:1	typical 18:14
threw 51:13	track 59:24 82:2,7,9	typo 61:25
throw 8:7	track-track 82:8	
throwing 10:12	tracking 58:9	<hr/> U <hr/>
tie 47:14	traffic 26:4 46:7 74:1 75:25 80:25 81:4 82:4	ultimate 57:2
tier 29:3,4	trail 17:3,6,9 20:2,12 42:24 49:5 54:22 55:3,24 59:21 61:22 66:8 70:22 74:20 81:2	ultimately 68:8 70:11
TIFS 8:3	trails 8:14,18 14:19 15:9 16:15 41:9 57:6 59:23,25 64:9 67:13 70:9 74:22 83:17 84:20,22 86:23 88:25	unambiguous 48:15
time 5:1,9 6:4,22 9:17 12:16 16:7, 14 18:9 20:4 21:15 25:19 37:1,11 45:16 48:17 50:14 51:2 52:23 59:4 62:25 66:2,6 68:12,17 69:13 72:9 82:19 83:19 85:25 86:22 88:20	train 7:18 47:11	unanimous 52:13
timeline 53:12,23 57:22	transfer 12:12	understand 11:1,22 32:22 46:22
times 9:20 18:8 46:12 88:1	transit 7:1,16,17 8:15 55:20	understanding 16:9 56:10
timing 57:20	transportation 6:6 12:17,20 14:2 61:16 62:3,4 67:10 80:23 84:23 85:4	understood 33:8
tiny 78:16	travel 87:16,17 88:21	underway 76:13
TIP 14:1	treatments 36:5	unfold 6:1
today 5:3 14:17,23 18:12 30:25 35:8,15 45:12 46:5 47:2 51:25 71:21 83:12 85:13 87:7 88:20	trees 10:13	unfolded 17:5
tons 26:3,4	TTI 53:6,10 58:2 62:10	United 24:6
top 22:3 24:18 25:16 29:24	tune 28:22	University 7:25 62:12 81:19
topics 12:21	turn 12:16 47:3 64:1,21 70:25 72:7	update 15:4 19:1 59:3 70:20 75:1 77:20
total 12:8 30:25 55:1	turned 60:21	updated 65:17
totals 30:23	turning 10:15	uptick 8:19
	Twing 45:2 49:5 51:22	urban 23:5 24:12 31:22 35:24 36:7 53:21 54:22 78:8
	Twitter 10:11	urbanized 26:4 61:24
	two-way 82:1,9,11	USBRS 24:8 28:2,12
	Txdot 12:21 14:5 20:7 21:13,19,21 22:7,8 23:22 24:10 27:23 33:1,24	users 33:17,19,22 55:2
		UTA 7:25
		<hr/> V <hr/>
		valid 77:1

valuable 84:2	36:4 48:18 59:8,16 60:8,16,24	works 73:17 80:24 85:4
values 54:9 58:24 59:22	66:20 67:2,6 71:15 76:23 79:25	workshop 7:22 28:21
variety 5:2 12:11	80:6,8,13,16 86:15,21 87:4 88:9	world 20:15 39:6 63:4
vast 38:1	web 64:2,6,16,25	worried 9:2
VBIKES 5:16	Webex 53:4 75:2	worst 10:14
vegetation 78:21	website 29:16 37:7 66:15 67:3,5,	worth 6:25 7:1,11 59:9 71:17 76:8
vehicles 78:8 86:7	15,18 68:13,17,19 69:14 70:12	wrap 14:18
velodrome 82:13,15	77:8 86:18	write 10:5
verbatim 51:15	week 28:20	
vernacular 15:25	weeks 73:19 82:2,4	<hr/> Y <hr/>
version 66:16	west 74:11,13	y'all 6:7,23 19:23 20:6,7,8 21:4,25
versus 25:22 78:18	wheelchair 50:4	22:2,3,9 23:7,25 25:19 30:10 33:8,
view 23:23 68:18	whispered 88:24	11 35:21 49:11 59:16 66:23 71:9
visitor 55:10	wholly 47:3	82:17 83:10,11 84:10,24 86:14
voice 37:15	wide 24:25 25:17 26:1,2,22 27:1,2,	87:24 88:4
voices 38:16	16 28:3 30:6,10,18,20 35:4 41:6,19	year 7:10 13:9,11,24 15:23 16:20
vote 52:10	70:19 78:24	18:4 19:3,4 33:10 63:10 65:22
voted 38:22	widen 27:4,11 35:4 40:22	77:13 85:25 86:16 87:19,20
vying 17:6	widening 35:1 41:1	year's 7:11
<hr/> W <hr/>	Wikimap 22:9	years 5:5 8:23 13:2 14:12 50:6
wag 47:16	wildest 84:10	64:4 65:23 83:4,7,10,12,13
waiting 58:16	wildlife 22:21 74:19	yellow 26:24 27:1
walk 6:15 18:13 21:6	win 74:12	yesterday 46:7
walked 48:1	winter 11:4 73:12	<hr/> Z <hr/>
walking 5:25	wishes 40:19	Zagster 7:10
wanted 11:24 12:23 33:7 35:15	wonderful 71:9	
45:1 58:6 60:9,17 68:23 70:8 71:5	wondering 59:19	
79:19 83:16 84:19	wood 76:14	
wanting 6:5 8:4	word 68:19 70:24	
warms 87:5	words 70:24	
watched 84:6	work 5:4 7:7 9:9 13:25 14:3 15:9,	
watching 6:1	15 16:2 28:8 46:10,11 47:13 48:14	
ways 65:2	49:25 50:1 53:1 56:17 57:15 61:12	
wear 77:5	63:4 68:8 70:21 72:24 78:14 83:12,	
weather 11:5 73:7 87:6	25 84:11 86:14	
WEAVER 6:21 9:8,12,19,21 10:7	worked 6:2 29:4 36:23 50:21	
27:18 28:5,25 29:19 30:22 31:5	83:13	
	working 7:2 8:15 18:3,7 22:6	
	28:13 35:9,22 36:17 40:25 42:5,12,	
	15,16 43:5,7 49:16,19 56:7,11,25	
	57:22 67:22 68:16 73:19	