

Transcript of the Testimony of
TxDOT Bicycle Advisory Committee meeting

Date:

April 16, 2018

Case:

BICYCLE ADVISORY COMMITTEE QUARTERLY MEETING

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TRANSCRIPTION OF
TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE
QUARTERLY MEETING
MONDAY, APRIL 16, 2018
10:00 AM.
200 E. RIVERSIDE DRIVE, ROOM E (RA200E)
AUSTIN, TEXAS 78704

REPORTED BY: KELLY E. FISHER, TEXAS CSR NO. 2834

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A P P E A R A N C E S

BAC MEMBERS PRESENT AND PARTICIPATING:

- Billy Hibbs, Tyler, Chair
- Robert Gonzales, El Paso, Vice Chair
- Shawn Twing, Amarillo
- DawnElla Rust, Nacogdoches
- David Ham, Midland
- Cristian Sandoval, San Antonio
- Jeffrey Pollack, Corpus Christi (by phone)
- Margaret O'Brien-Nelson, Houston
- Joseph Pitchford, Dallas (by phone)
- Anne-Marie Williamson, Wichita Falls

TxDOT PRESENT AND PARTICIPATING:

- Eric Gleason
- Donna Roberts
- Teri Kaplan
- Bonnie Sherman

ALSO PRESENT AND PARTICIPATING:

- Carl Seifert, Jacobs Engineering
- Robin Stallings, BikeTexas
- Kevin Kokes, North Central Texas Council Of Governments
(NCTOG)

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MEETING AGENDA

ITEM

- 1 Call to Order.
- 2 Safety Briefing.
- 3 Approval of minutes from January 22, 2018, BAC meeting. (Action)
- 4 Report from BAC Chair.
- 5 Report from TxDOT's Public Transportation Division Director regarding statewide bicycle/pedestrian matters.
- 6 Discussion on the Strategic Direction Report for TxDOT's Bicycle Program. (Action)
- 7 Presentation on the North Central Texas Council of Governments' (NCTOG) 2017 Regional Bicycle Opinion Survey Results.
- 8 Update from committee members on local and statewide issues.
- 9 Public Comment - public comments will only be accepted in person.
- 10 Discussion of agenda items for future BAC meetings. (Action)
- 11 Adjourn. (Action)

1 MR. HIBBS: We'll call the meeting to
2 order. It's 10 o'clock. First thing on the agenda is
3 for Bonnie Sherman to give us our safety briefing.

4 MS. SHERMAN: All right. Well, if we have
5 any medical emergencies, please call 911. There's an
6 auto -- automatic external defibrillator, AED, in the
7 lobby at the guard station. And there are first-aid
8 kits marked and located on each floor of the building.

9 In case of fire, we will evacuate the
10 building at the nearest exit. If you go out this door,
11 that direction, there's an exit on the right.

12 And in case of a tornado or inclement
13 weather, we would move to the main auditorium, which is
14 across from the guard desk in the center of the
15 building, away from windows and exterior walls.

16 And in case of an active shooter or bomb
17 threat, follow the instructions from the PA system.

18 And with that, let's have a safe meeting.

19 MR. HIBBS: Thank you very much, Bonnie.

20 I'd just like to add that if we do have a
21 cardiovascular moment for any member of the Bicycle
22 Advisory Committee, expect it to make the news.

23 All right. We'll move right along now to
24 the minutes for adoption. We have minutes from our
25 January 22nd, 2018, meeting. Hopefully everyone's had a

1 chance to review those minutes. If so, I'll entertain a
2 motion to accept it.

3 MR. SANDOVAL: I'll make a motion.

4 MR. TWING: I'll second.

5 MR. HIBBS: Got a motion made by -- I
6 didn't see --

7 MR. SANDOVAL: Cristian.

8 MR. HIBBS: -- Cristian. Second by Shawn.
9 Any further discussion?

10 All in favor, say aye.

11 COMMITTEE MEMBERS: Aye.

12 MR. HIBBS: Any oppose?

13 Motion carries.

14 All right. The next item on the agenda is
15 the report from the Chair. I'll start with City of
16 Dallas. We have had, as you know, a tremendous bike-
17 share problem. I think Joseph maybe said, very wisely
18 it now seems, that this thing will sort itself out. It
19 looks like it has. I can tell you that in my very
20 frequent visits to downtown Dallas, I can tell you that
21 there are no longer bicycles stacked on top of bicycles
22 and you'd literally have to push them off the curbs in
23 order to walk across the street. It was a really
24 serious problem.

25 And I would suggest to all of the rest of

1 you who are in urban areas where your city council is
2 considering a bike-share program, that you get out ahead
3 of this and learn from the mistakes that we made in
4 Dallas. Because allowing foreign companies to come in
5 and literally just push tens of thousands of bicycles
6 into a small area without any regards to how they're
7 going to be left; how they're going to be, you know,
8 locked; how they're going to be docked; any of those
9 things, it turned into quite a mess in Dallas. But it
10 does look like at this point that through some
11 ordinances and regulations, they are going to be able to
12 have an effective bike-share program.

13 Next thing I wanted to mention is that on
14 May 3rd and 4th, there is the Texas Trails and Active
15 Transportation Conference here in Austin. Robin
16 Stallings has graciously asked Carl and me to make
17 presentations there. It will be my first appearance in
18 front of this group.

19 And what I plan to do is hit on some of the
20 high points of the work that the BAC has done over the
21 last several years to kind of give them a sense of what
22 the BAC is, what its role is in working with TxDOT and
23 how we try to continue to, from a strategic standpoint,
24 move the ball forward in terms of cycling in the state
25 of Texas.

1 I think given the large number of policy
2 related types of people that I understand from Robin who
3 attend this conference, I think that there will be
4 probably a lot of new interest in people who want to
5 serve on this committee because I think that they'll see
6 that this is where the rubber really meets the road in a
7 lot of areas, in particular, with TxDOT policy.

8 Also I want to let you know that this
9 afternoon I'm meeting with three policy advisors to
10 Governor Abbott. There is a high likelihood that the
11 Texas Tourism Trails Study is going to come up, although
12 that is not the primary reason for the meeting. And so
13 I'm very excited about that. And hopefully we can begin
14 the process of informing the TxDOT commissioners, some
15 of which are already aware of the work that we're doing,
16 the Governor's Office.

17 And then once Bike Texas conference is
18 finished at the end of the first week in May, there is
19 going to be a lot of information that will then be
20 disseminated about the Texas Tourism Trails Study. And
21 so that's really, you know, in my mind, when it first
22 goes live.

23 And as I was telling Eric a minute ago, I'm
24 trying to run around and make sure that everybody that
25 needs to know about this has been informed so that

1 they're not laying there in that recliner at night
2 watching the evening news and it comes up, and you're
3 like, what the heck is going on? Nobody told me about
4 this.

5 So we're going to try to do our part to
6 keep everybody well informed.

7 Finally, I would like to congratulate Robin
8 Stallings -- Are you back there? There you are -- for
9 winning the Advocate of the Year award at the 2018
10 National Bike Summit in Washington, D.C. So, applause.

11 (Applause.)

12 And with that, we'll move into Eric's
13 report on statewide bicycling and pedestrian matters.

14 MR. GLEASON: Good morning. I'm not sure
15 anyone has joined us on the phone yet.

16 Okay. If I could, a moment of information.
17 Folks, before you speak today, if you could please
18 identify yourself and -- as well as, I think, trying to
19 stay away from or be aware when you're using a lot of
20 acronyms. It makes it difficult for the person we have
21 here trying to record the meeting to follow. So if
22 folks would kind of stay away from those things, I'm
23 sure she'd appreciate it very much.

24 Real quickly, just a number of updates for
25 the group. So as a staff, one of the things I realized

1 in talking with some folks last week and thinking about
2 over the last several months, we are spending a lot of
3 time as staff really down in the trenches in terms of
4 getting bike-ped construction projects let for
5 construction, built, getting them all, you know, set up
6 and ready to go that way.

7 We have over 90 projects that are in some
8 status of development and construction across the state
9 that our TAP and TA set-aside programs have funded.
10 That's a pretty significant number. It's a significant
11 geographic scope, if you will. And, you know, it's
12 close to -- I want to say it's close to \$100 million,
13 the project. So a lot going on that way. But it takes
14 a lot of care and treating on our part just to keep
15 things moving.

16 The department, as you know, is under an
17 enormous amount of pressure to execute road building,
18 road construction projects with Prop 1 and Prop 7. So
19 same folks at the district. We need to get out and move
20 our projects along as well. So there's a lot going on.
21 We're having to balance those priorities in our
22 meetings. And I think we're being successful, but it's
23 a big effort on our part.

24 The other effort in the trenches really is
25 around improving our overall data collection and

1 analytical capacity of the program to know what's going
2 on out there. We've done a lot of work with crowd
3 source data, getting that under contract so we can
4 access that. We are working to develop a bicycle
5 counter program, bike-ped counter program. And these
6 things are really easy to talk about, but to get them
7 done, it's a tremendous amount of work getting
8 consultants on board, contracts, figuring it all out.

9 And I'm saying this to kind of tee up the
10 major conversation today on what's next for the
11 committee for the Strategic Direction Report. Because
12 as staff, I want you to know that we're advancing the
13 program in a lot of technical kind of areas that consume
14 an enormous amount of our time even as we need to move
15 forward on the policy front.

16 So I just wanted to let the committee know
17 there is a lot of effort going on there. It doesn't
18 necessarily translate to conversations here, but it
19 is -- if you were to think back five years ago on what
20 this program looked like and what it looks like today,
21 it's a very, very different picture.

22 Couple of things: So the committee
23 concluded its work on the Tourism Trails Study at your
24 last meeting.

25 Mr. Chair, you alluded to an upcoming

1 opportunity with the tourism Trails and Active
2 Transportation Conference. There's also a TxDOT
3 Transportation Planning Conference in June that we will
4 be speaking at on this. It's an opportunity to get the
5 word out to a lot of other TxDOT staff about what is
6 going on, as well as some planning-type folks from
7 around the state that attend the conference. So the
8 word will be getting out.

9 As always, we need to make sure we're
10 describing this effort, you know, for what it is. It's
11 a study. It's not something that's been adopted by the
12 commission. We hope it will inform specific efforts
13 moving forward. I just want to make sure that -- Billy
14 mentioned that we sort of stay true to what it was,
15 recognize it for its benefits, but don't get out ahead
16 of policymakers and overstating the significance of the
17 commitment that this represents. I think we'll get
18 there. It's going to take some time.

19 The Economic Impact of Bicycling Study is
20 due in the June to July time frame, so we will schedule
21 that for an upcoming meeting. I'm thinking the July
22 meeting.

23 Is that what --

24 Okay. So that will be an interesting topic
25 for the committee.

1 The department is also working on some
2 rules that stem from legislation asked during the last
3 session that associate a public hearing requirement when
4 bike lanes are being added. I think the context for
5 that is when adding the bike lanes would impact
6 capacity. But we are working with our environmental
7 folks to sort of fine-tune the language on it to make
8 sure it's not too broad and not too sweeping
9 inadvertently on their part, I think. So we're
10 fine-tuning it. And I think we're expecting those rules
11 to be proposed this summer. And so when they are
12 proposed, assuming that the timing works, we'll try and
13 get those in front of the committee, not really -- I
14 don't think policy opportunity as much as just for your
15 information on what that looks like.

16 MR. HIBBS: Eric, if I might -- this is
17 Billy. Would that apply only to TxDOT roads? Would it
18 apply blanket to all city, county roads in the state of
19 Texas?

20 MS. SHERMAN: All city, county roads and
21 state roads that are federally funded or overseen by
22 TxDOT. So it's the addition of bicycle lanes on roads
23 that don't already accommodate bicycles.

24 MS. O'BRIEN-NELSON: I'm sorry. I'm not
25 real clear here. You're talking about there will be

1 more language put in regarding specifically how the
2 hearings have to be conducted or --

3 MR. GLEASON: So what this is, Margaret, is
4 the department is passing more specific communication.
5 We call them administrative rules. So there's been
6 legislation passed that has to be translated into how
7 the department intends to implement the intent of that
8 legislation. And so the rule will be a more specific
9 description of how the department will meet the intent
10 of that legislation.

11 MS. O'BRIEN-NELSON: Okay.

12 MR. HIBBS: So carrying this one step
13 further -- this is Billy again. It seems to me that
14 this is almost a backdoor way to shut down bike lanes.
15 If a small group of people get together and they want to
16 protest and raise a bunch of controversy related to bike
17 lanes somewhere, then who is it that's going to make the
18 decision? Is it going to be a judicial, you know,
19 appeals type of approach or is it going to be an
20 administrator or who is ultimately going to decide?
21 Let's say there are 20 people that are against bike
22 lanes because they think that it's going to create a
23 problem. Does it shut the entire project down?

24 MR. GLEASON: The requirement is to hold a
25 hearing. So it's a public process requirement. It is

1 not anything, to my knowledge, that does anything from a
2 who-makes-the-decision standpoint and who otherwise
3 would be making the decision. So if it's a city council
4 decision, it remains their decision and their process.

5 MR. HIBBS: Okay.

6 MR. GLEASON: This is just to make sure
7 that everyone does have a voice in this, has a chance to
8 express their views.

9 MS. O'BRIEN-NELSON: I just want to -- this
10 is Margaret again, from Houston. I just want to take
11 another step over. Because I know with Metro, we have
12 constant meetings with the public that are regulated,
13 depending on where the -- what the governance is on
14 that.

15 So are you saying these are actually
16 hearings, or are they meetings?

17 MR. GLEASON: They are hearings.

18 MS. O'BRIEN-NELSON: They are hearings.

19 MR. GLEASON: They are formal public
20 hearings. The significance of that is a hearing is an
21 opportunity for the public to speak and express their
22 views. It is not a meeting, which are less formal, that
23 implies some sort of back and forth and dialogue. So
24 from a legal standpoint, the legal requirement, which is
25 what is being implemented here, is for a hearing. Okay.

1 MS. O'BRIEN-NELSON: Thank you.

2 MR. GLEASON: And that concludes my report.

3 MR. HIBBS: Thank you, Director Gleason.

4 At this point, we very much look forward to
5 the presentation by Teri Kaplan and Donna Roberts on the
6 discussion of the Strategic Direction Report from
7 TxDOT's bicycle program.

8 MR. GLEASON: Let me set the stage for
9 this, if I can. This is Eric again.

10 So a number of years ago, several years
11 ago -- three, I think at this point -- this committee --
12 or the committee at the time put together a Strategic
13 Direction Report. It was a presentation on -- the
14 report was given to the commission. And we have used
15 this report to help guide and inform the efforts, not
16 only at this committee but also for us as staff on how
17 to move the program forward.

18 The Tourism Trails Study was an example of
19 an effort identified in this report as something
20 important to get done.

21 And now that that is done, it's time, I
22 think, for the committee to come back. We want to give
23 you kind of a status of where we are with all things in
24 the report, and then we want to have a conversation with
25 you about the one or two areas that you, as a committee,

1 would like to focus on next.

2 Now, the way we have this set up today for
3 you is that Teri is going to quickly run through the
4 information that you all received in your packet. And
5 then we're going to pause.

6 And at that point, Mr. Chair, we can go one
7 of two ways. And the -- because the next conversation
8 is about what next, we actually have some information.
9 We've done some work where we've got some ideas of what
10 we think the committee could look at in terms of doing
11 that.

12 We can also just stop after Teri and let
13 the committee dive in. It's really up to you. I think
14 at some point we'd like to share our ideas; but we are
15 not intending to say, you know, "And this is what we
16 think the committee needs to do next." This is your
17 decision, and so it's going to be up to you.

18 So Teri will do hers; we'll pause; y'all
19 can decide on what you want to do next, either launch
20 into a conversation on your own or hear from Donna.

21 At the end of all this, we'd like to emerge
22 with some sense of the one or two things that we can
23 focus on next. We'll probably have an opportunity, I
24 think at the end, to do the traditional place-some-dots
25 to help us -- everyone will get up and place dots

1 against what they think is important and we'll see what
2 we have there.

3 MR. HIBBS: This is Billy. Thank you,
4 Mr. Director.

5 For the benefit of the committee members,
6 this may be the single most important thing that the
7 committee's worked on, at least since I've been here.
8 This is the document that helps guide TxDOT into future
9 bicycle considerations, for future construction, what
10 those lanes look like, what kinds of asphalt materials
11 are used, all these different kind of things that will
12 impact cycling in the state of Texas for decades.

13 And it doesn't happen overnight. This
14 particular report that you're going to see today was a
15 result of probably, if I remember correctly, 9 to
16 12 months of input and feedback from the committee
17 members. And I mean down to the granular -- they would
18 bring in bottles of surface, and we'd get to look at
19 them and play with them and figure out what was best for
20 cyclists.

21 So it was a very informative, very much a
22 learning experience, I think, for those of us on the
23 committee that don't do a lot of this in our day job.
24 And I just want to let y'all know that this is a really,
25 really important component of what I feel like your

1 responsibilities are and my responsibilities are on this
2 committee. And that is to make sure that TxDOT has got
3 a strategic direction from us in terms of what cycling
4 will look like in the next 5 to 50 years here in the
5 state of Texas.

6 Take it away, Teri.

7 MS. KAPLAN: Thank you, Billy.

8 Good morning. My name is Teri Kaplan. I'm
9 our statewide bicycle and pedestrian coordinator. I
10 want to say good morning to all the BAC members, our
11 colleagues and visitors.

12 Today I'm here to provide an update on the
13 progress that TxDOT PTN and its members of the Bicycle
14 Advisory Committee have made to advance the initiatives
15 outlined in the Strategic Direction Report for TxDOT's
16 Bicycle Program.

17 I provided all of the members a fresh copy
18 in case you may have misplaced your copy with you today.
19 You all should have it electronically. Anyone who does
20 not have it, they can access it through TxDOT's website.

21 So the SDR was the first -- as Billy and
22 Eric have both mentioned, the first major accomplishment
23 of our joint efforts and it has given TxDOT's Bicycle
24 Program direction.

25 The initiatives outlined in the SDR have

1 overlapping benefits. For example, if you add bike
2 lanes and sidewalks within the roadway right-of-way,
3 you're not only providing transportation alternatives,
4 you're also making transportation safer for all users.
5 Additionally, we're improving access to other
6 transportation roads such as transit and bike share.

7 Included in your packet today is an SDR
8 implementation monitoring document. This document
9 groups like activities into an outline to identify the
10 progress and accomplishments we've made based on the
11 recommendations of the 2015 SDR.

12 In addition to the creation of the SDR
13 2015, PTN staff worked with TxDOT districts to inventory
14 the bikeways on state-maintained roadways. PTA
15 conducted its first call for projects under the
16 Transportation Alternatives Program. That was -- that
17 had just been transferred to PTN in 2014.

18 And then in 2016, together TxDOT's PTN
19 division staff, its consultants, and TxDOT's Bicycle
20 Advisory Committee kicked off its Texas Bicycle Tourism
21 Study.

22 The BAC committee members have been engaged
23 ever since. It's been a very successful study. And
24 that study will be completed in May. And a copy of the
25 study results will be provided to the members at the

1 July 2018 BAC meeting.

2 Also in 2016, TxDOT PTN kicked off our
3 research project to inventory bicycle and pedestrian
4 count activities and establish a central database to
5 collect and share bicycle and pedestrian use inventory
6 data.

7 In 2017, PTN conducted its second call for
8 projects under the new Transportation Alternatives
9 Set-Aside Program.

10 To date, as Eric mentioned, we have over 90
11 projects. We have approximately 16 projects under the
12 TAP that still need to be let for contract. And we hope
13 to have all of the 45, 46 projects that were selected
14 under the TASA under agreement before the calendar year
15 is through.

16 As you can see, TxDOT's bike program still
17 has a lot of work to do. You'll see these areas that
18 we've identified that say "not started." We're still
19 thinking about them. We've got -- and that's what we're
20 here to talk with you about today.

21 In addition to the Strategic Direction
22 Report, the TAP and TASA program calls and the Texas
23 bicycle trails study, our research project we generated
24 that -- we've also -- in our research project, we've
25 also generated a safety guide and a hanger, a door

1 hanger, bicycle hanger.

2 But again, we still have a lot to do.

3 So I'm not going to take time today to go
4 over all the accomplishments. I would prefer to come
5 back at the July meeting, which will be my last meeting
6 as the statewide bicycle-pedestrian coordinator and give
7 you a recap of all of the activities where I can share
8 some photographs and such to enhance what we have
9 accomplished together.

10 So slide 9. Again, more work that we have
11 yet to do.

12 Looks like I'm missing my last slide here.
13 It didn't show up. There was a slide that had my name
14 and such on it. We'll just skip over that. It's
15 really --

16 MR. GLEASON: Teri?

17 MS. KAPLAN: Yes.

18 MR. GLEASON: Can you go back and just
19 highlight for the committee the major topic areas in the
20 SDR? Okay, so now go forward. Go one more.

21 So in blue on each of these slides --

22 MS. KAPLAN: Across the top?

23 MR. GLEASON: -- is the major organizing
24 area for work. The first one being expand the bikeway
25 network. And, you know, that has been a combination of

1 both inventory and what's out there so we know what we
2 have to begin with, the TAP and TA Set-Aside projects
3 and then the tours and trails study.

4 And if we go to the next slide, the big
5 area is, you know, safety and better accommodations,
6 with the key element here being design guidelines, big
7 area of work, important area of work. Some of that is
8 waiting on some AASHTO updates, this being the most
9 likely time frame to look at this.

10 Next slide. This is something actually
11 that came, I think, more from the committee, perhaps,
12 than us initially. And that is the need to provide
13 training on bike-ped design requirements and issues.
14 Because it may not be something that is the entire --
15 you know, has the same level of understanding and focus
16 in our design session or with our engineers. So
17 recognizing the uniqueness of bike-ped requirements.

18 Next slide. And similarly, while the first
19 was focused on TxDOT staff and professionals, there was
20 a similar need to educate the public. You can see we've
21 made some progress there. And the bottom two tasks have
22 not started yet. That would be sort of a real focus on
23 an education outreach program as well as -- again, this
24 came from the committee -- working with law enforcement
25 organizations. So there's two more areas that we could

1 consider.

2 Next slide. And then finally, a lot of
3 ideas and not a lot of focus yet on activities to
4 encourage walking and bicycling.

5 And then this is one we're starting to do
6 some work on, as I mentioned earlier. This one is a
7 statewide management system. This is a very intensive
8 area of effort. There's some long-term payout about a
9 lot of short-term grind.

10 Next one, Teri. Funding, partnerships,
11 pilot programs, how to get the word out, how to get
12 examples out there that people can point to if they want
13 more.

14 Next one, Teri.

15 MS. KAPLAN: That's it, Eric.

16 MR. GLEASON: That's the last slide?

17 So I think our intent with this was just to
18 kind of touch on the major areas, give you a sense for
19 where work has been done, where it's not, and to use
20 that to tee up a conversation of what to do next.

21 MS. KAPLAN: I'd also like to point out
22 that the activities that we have already started are
23 going to be ongoing activities that are going to require
24 our resources to continue collecting information, to
25 continue updating the bikeways that are on state-

1 maintained roadways. We're working with TTI on the
2 research project to establish a temporary database.
3 We're working with agencies across the state to start
4 collecting bicycle use counts and installing count
5 equipment. These are -- these programs that we're
6 starting are just at their foundation. There's much
7 more work to do with everything that we start.

8 MR. GLEASON: So we have -- for the next
9 step, Mr. Chair, we have this single-page, back-and-
10 front summary to give you an idea on areas we could
11 focus on next. We're able to describe for you what each
12 of these may mean in more detail if you have questions.

13 And now's the point where y'all can launch
14 in and start talking about what's next or you can hear
15 from Donna on some of our thinking with respect to what
16 might be next.

17 MR. HIBBS: This is Billy. I would like to
18 ask this question to either Teri or Eric. It seems to
19 me that before we can, B, build safer and better bicycle
20 and pedestrian accommodations, we need to, C, provide
21 training for the engineers, planners and construction
22 staff. I don't know how you build all this stuff if you
23 don't have the TxDOT engineers and planners completely
24 on board.

25 So from the standpoint of the next step, it

1 seems like the education within TxDOT -- and I know
2 we've talked about this many times. But at all the
3 levels out in the district and all the guys who are
4 sitting there and actually drawing the plans and all.
5 It seems like to me that would be an equivocally
6 important part of this. And if so, how do we go about
7 making that a priority?

8 MR. GLEASON: I think the first step would
9 be at the end of the day for that to emerge as your Type
10 1 or 2 next areas. With that, I think we've written
11 that down. And so what we're trying to do at this point
12 is capture this conversation. Carl will try and do that
13 in a way so at the end we can come back and figure out
14 which of the ten things that are listed, what one or two
15 items are most important to work on next.

16 MS. O'BRIEN-NELSON: Billy, can I just
17 follow up and ask, I noticed in here that there's an
18 inventory of facilities. I'm just wondering, if you
19 don't have that, how you can start on the second part
20 even if you do have the engineers and the expertise
21 available to build places. But if you don't know where
22 you're going to put them --

23 MR. GLEASON: So advance the inventory?

24 MS. O'BRIEN-NELSON: To me it seems like I
25 would want that first. I want to know what you're

1 dealing with or where these things are available. That
2 would -- I'd like to see how it's spread out.

3 MS. KAPLAN: Can I speak to that subject,
4 Eric?

5 We do have an issue, when it comes to
6 inventorying the bikeways, of inconsistency.

7 MS. O'BRIEN-NELSON: Right.

8 MS. KAPLAN: And so we have a lot of work
9 to go there. That is a project we would like to do. I
10 mentioned that we inventoried the bikeways that are on
11 state-maintained roadways and we've identified bikeway
12 types that we would like to have universal for all of
13 the agencies that we're going to be working with. So
14 it's going to be one step at a time, bringing people on
15 board and sharing information.

16 MS. O'BRIEN-NELSON: I think that's a
17 critical point.

18 MS. KAPLAN: Donna has prepared a
19 presentation.

20 MR. GLEASON: We're waiting to hear from
21 the committee.

22 MR. HIBBS: Anyone else with any comments?

23 MS. RUST: I would like to hear your
24 presentation. This is DawnElla.

25 MS. KAPLAN: Well, I'm going to introduce

1 Donna. Donna is my immediate supervisor. I'm going to
2 take this opportunity to thank the Bicycle Advisory
3 Committee members for all their support over the years,
4 and also to Carl and CH2M and Jacobs and to Eric and
5 Donna and Bonnie for their support here.

6 MS. ROBERTS: Why don't you stay there, and
7 you can flip it for me.

8 MR. GLEASON: Before we just jump in,
9 Mr. Chair, is that how you want to proceed?

10 MR. HIBBS: Yeah.

11 MR. GLEASON: Okay.

12 MS. ROBERTS: So Teri mentioned earlier, as
13 she was going through her slide, about some overlapping
14 benefits. And you can see from the one-pager, the front
15 and back that has all of the focus areas listed and the
16 individual steps that are involved with completing the
17 focus areas. And what we have done is looked at where
18 we could achieve maybe the best programs with some of
19 the overlapping areas.

20 And we've developed a slide that will talk
21 about three different scope areas and work within those
22 three scope areas, actually kind of feed off of each
23 other. And you'll see that demonstrated here.

24 So what we're going to go over, the three
25 potential scope areas for next effort. And we'll talk

1 about how the individual tasks kind of cross over into
2 those areas and then what role BAC input might play in
3 that.

4 So the first one is bicycle safety. And
5 the scope of work would include, just as it's listed
6 here, Bicycle Crash Analysis: Identification of trends,
7 hotspots, potential bicycle safety strategies/
8 countermeasures, policy recommendations and development
9 of safety briefing materials.

10 So one of the reasons why bicycle safety
11 may be an important area for the committee to focus on
12 is that the -- the TxDOT safety plan, we have a
13 five-year plan, program that is in place, doesn't really
14 have an emphasis on bicycle safety simply because
15 serious injuries and fatalities for bicycle accidents
16 have been somewhat level. So when compared against
17 everything else that the department has to focus on
18 safety, it hasn't risen to the level of being an
19 emphasis in the overall program.

20 So that may be an area of concern for the
21 committee that you might want to provide input on.

22 So some of the steps --

23 MS. KAPLAN: Next one? Sorry. Excuse me.
24 We had a little bit of a distraction. I just want
25 everyone to know that Jeff Pollack and Joseph are the on

1 phone with us. We can't hear them, but they can hear us
2 and they can hear one another.

3 So welcome. And we don't know what the
4 technical issue is on our end, but Bonnie's going to be
5 responding via text messages.

6 MS. ROBERTS: Thank you, Teri.

7 Welcome, folks on the phone. If you are
8 just joining us --

9 They do have this slide?

10 MS. SHERMAN: They do. And they can follow
11 along.

12 MS. ROBERTS: Okay. So we're on slide 4.

13 MS. SHERMAN: They're watching the WebEx.

14 MS. ROBERTS: Oh, okay, wonderful.

15 So some of the individual task areas that
16 feed into the scope areas, you can see they cross-
17 pollinate with what's on your sheet, focus area B, D and
18 F. Identifying bicycle safety hotspots, materials,
19 needs, disseminate to educate the public, obtain and
20 analyze safety data, produce safety briefing materials.

21 Next slide. So where we think the
22 committee could put some input, your role would be
23 providing input into what you see here.

24 Identifying focus areas for further
25 analysis, prioritize safety strategies, evaluate bicycle

1 safety countermeasures, identify products and guide
2 development of safety materials.

3 Any questions on this? Okay.

4 Next focus area. This is really more work
5 associated with design for bicycle accommodations. So a
6 guide for community bikeway development.

7 Scope of work includes what you see here,
8 review and clarify bikeway types. We've already done a
9 lot of work trying to get common language and common
10 understanding of the various types of bicycle
11 accommodations. So setting that in stone, developing
12 bikeway type selection matrix based on traffic volume,
13 speed limit, roadway functional class/setting.

14 Billy, you mentioned about educating our
15 engineers. Well, it may be important to really develop
16 some of this material that they can use as a
17 decision-making guide.

18 Now, the other part of this is that AASHTO
19 is coming out with some new design guidelines. We keep
20 hearing that it's going to be soon. We don't really
21 have a date of when that's going to be. This would sort
22 of be an interim measure before the AASHTO guidelines
23 come out, if we can get this done before then. But it's
24 really looking at some design criteria that our
25 engineers can use, developing a matrix. If you have all

1 these types of accommodations, here -- or these roadway
2 characteristics, here is the best accommodation to use.

3 So next slide. This shows the
4 cross-pollination. You saw some in A before and B
5 before. This just demonstrates that, the individual
6 tasks that would be associated with the work in that
7 scope area.

8 MR. GLEASON: So Donna, if I can interrupt.
9 This is Eric.

10 What we're doing here is we've picked
11 topical areas not necessarily straight out of a
12 specific, you know, A.2.1 focus area. We've kind of
13 picked topic areas that bring several, if not more,
14 focus areas in under the same umbrella. So we're trying
15 to capture, as Donna says, this cross-pollination in how
16 we're describing this to you. So we're not picking
17 something right off that back and front page,
18 necessarily, that you have in front of you; but we're
19 grouping these strategies together under a topic.

20 MS. ROBERTS: There are individual tasks in
21 each of the focus areas on the one-pager that can inform
22 multiple scope areas.

23 Thank you, Eric.

24 So the BAC input for the community bikeway
25 development guide, sharing bicycling experiences on

1 various types of bikeways, evaluating best practices,
2 advising the project team on just different roadway
3 characteristics, and prioritizing the bikeway types.

4 MS. KAPLAN: Do I recognize that character?
5 Oh, certainly. That's Billy, isn't it?

6 MR. HIBBS: That guy asleep right there?
7 Yeah.

8 MS. ROBERTS: And this is the last focus
9 area we've identified. Bikeway inventory, which we have
10 done some work on this. It's -- hasn't made as much
11 progress as we would like. It's a very technical area
12 and involves coordination with other folks within the
13 department. But it is an important scope area.

14 Inventory of existing and proposed
15 bikeways, create GIS layer to be incorporated into
16 TxDOT's statewide planning map, create standard bikeway
17 GIS data format to encourage statewide data sharing.
18 Very technical area also.

19 And it would inform -- go ahead, next
20 slide.

21 Much of A and F -- and I think you'll see
22 progress on A and F as common amongst the three scope
23 areas that we've identified. We've already made a lot
24 of progress in both A and F areas on your one-pager. So
25 in some regards, it makes sense to keep focusing on

1 those tasks that inform both A and F.

2 The BAC -- that's fine. Next slide.

3 BAC input and role: Identify and
4 prioritize geographical data, needs for future planning,
5 identify example maps, provide input on line
6 characteristics, provide input on data attributes, test
7 the map usability and encourage the local entities to
8 submit requested data/attributes to TxDOT.

9 So it's a lot of information to absorb.
10 And I know we did the cross-pollination there. But
11 overall, I think you can see some of the method behind
12 the madness. And I did find the three scope areas and
13 looking at where we can maximize some effort to try to
14 make progress with the resources that we have and gain
15 some momentum with some of the efforts that we already
16 have in place.

17 Again, we want to hear from the committee.
18 We don't have to choose one of our areas. What's
19 important to you all is what we want to hear. Carl is
20 going to talk about that. But this is where we saw some
21 of the groundwork already being laid and where we think
22 the committee might focus next with some progress.

23 Any questions?

24 MS. RUST: This is DawnElla. After looking
25 at your slides, I notice that E, encourage people to

1 walk and bike, was not included in any of the pullouts.
2 To me, when I was looking at that list, that was to me
3 one of the most important parts in this community is to
4 encourage people to use bikes. But it wasn't addressed
5 in these.

6 MS. ROBERTS: Correct. These are just --
7 these were just our ideas on some scope area, again,
8 where we thought we could maximize some benefit. But
9 it's really what we want to hear from you all and where
10 you all think the important areas for us to focus on.

11 MR. SANDOVAL: This is Cristian. Before I
12 go there, how are -- how are we considering at this time
13 the priorities for the situation for a big city? I'm
14 looking at San Antonio, and I see the priorities of our
15 city, the way it's moving, and where is it that we need
16 some support right now. How is this plan overlaying the
17 efforts done by the cities? Has there been some
18 communication, or how did you all try to maximize or
19 cover the whole state?

20 MR. GLEASON: So this plan, Cristian, was
21 developed largely working with this committee and
22 drawing on some consultant expertise. We did not shop
23 it around in an objective statewide format. It was not
24 adopted by the commission. So it doesn't have that kind
25 of stature.

1 I would say if you see additional areas to
2 be incorporated into it, that that is -- those ought to
3 be talked about as well.

4 We hadn't really introduced the notion of
5 updating the direction report. And it may be that some
6 of the things you're thinking about would actually have
7 us doing that. That's fine as well.

8 I would say today's session is a
9 brainstorm. Anything goes. And that what we would do
10 as staff for the committee is we would take away from
11 this meeting the areas of interest and develop similar
12 levels of information with, perhaps, some more detail,
13 as you've seen in the three areas that we've identified.

14 So I would say anything goes. And you're
15 new. You weren't here when we put this together. We
16 ought to take advantage of different perspectives and --
17 fair game.

18 MR. SANDOVAL: Thank you for explaining.
19 Thank you.

20 MS. SHERMAN: Joseph had a question whether
21 the TxDOT report was public. And, yes, it is available
22 on our website, TxDOT.gov, on the Bicycle Advisory
23 Committee web page.

24 MS. KAPLAN: Was Joseph referring to the
25 Strategic Direction Report?

1 MS. SHERMAN: I believe so.

2 MR. GLEASON: Yeah.

3 MR. HIBBS: So this is Billy. And because
4 this is an enormously complex issue with far-reaching
5 ramifications, I would like to get the opinion of
6 someone who used to be the chair and who's here today.
7 And that's Robin Stallings. I know this is a break in
8 protocol, but am I allowed to call on someone who is not
9 a sitting member of the committee to give us an opinion?

10 MR. GLEASON: Sure.

11 MR. HIBBS: Mr. Stallings, would you care
12 to comment, please?

13 MR. STALLINGS: Do you mind framing the
14 question again?

15 MR. HIBBS: The question is put to you in
16 terms of, what do you recommend? TxDOT is saying we've
17 got a lot of different things going on in regards to
18 this. How do we prioritize it and how do we decide what
19 kind of recommendations to give them? And it's such a
20 big, far-reaching project that, you know, you could
21 probably successfully argue that any of them needs to
22 be -- all be done all simultaneously. But real life is
23 we're going to have to divide and conquer and use a
24 smaller piece of the elephant instead of the whole
25 elephant all at once.

1 So to begin, when we first started hearing
2 from Teri, I mentioned, for example, that educating this
3 TxDOT staff, I felt like it was always one of the
4 paramount parts of this project. Because I know that
5 it's a little like turning a battleship. You know,
6 you've got a lot of guys all across Texas, either
7 engineers doing one thing one way for a very long period
8 of time, and they're real good at it. Now all the
9 sudden, the world's changed. And there's a lot of
10 bicycles, and now they're going to have to start
11 incorporating them into their plans and making
12 accommodations. And they haven't done that in the past.

13 But in order to get them to do that,
14 someone has to actually come up with the data, derive
15 the kinds of accommodations there need to be. And so
16 there's got to be a logical starting place somewhere.
17 And I'm not an engineer. So from someone that's studied
18 a lot of this over the years, where would you recommend
19 that we start?

20 MR. STALLINGS: You know, this could really
21 take some time for all of us to really sleep on this and
22 maybe even come back at the next meeting with more
23 thorough suggestions.

24 There's some things that seem to be
25 recurring themes that could be really helpful. For

1 example, there's a complete-streets policy that's a
2 little bit soft at TxDOT that I don't think has really
3 sunk in at the area engineer level, that they're not
4 necessarily doing that or trying to accommodate bikes.

5 But TxDOT does have complete-streets
6 guidance. And so I think, you know, looking at that
7 guidance and seeing how that could be strengthened could
8 be very constructive. Because this is so cost-effective
9 if it can be done in the ordinary course of business.

10 I think that the thing that you talked
11 about with the training, we've always thought that was
12 important. That's one reason why we do this conference.
13 We've got to deep drill on things like the protected
14 bike lanes that really haven't hit TxDOT's system yet.
15 So that's the main thing that's going on in the world
16 that actually isn't on any of the TxDOT systems at all,
17 protected bike lanes. Nobody wants to ride in front of
18 the cars. And so I think that there's some room for
19 improvement there, that kind of training.

20 And there's another thing where -- for
21 example, there's a guidance on something as simple as
22 the -- what type of sealcoat to use. But we hear this
23 kind of complaint all the time from bicyclists out
24 there: We have roads, but they're not actually safe for
25 cars or for bicyclists because of the large stone that's

1 used. Yet that's still chosen at the area engineer
2 level. They frequently let their contractors decide
3 what size chip. TxDOT's own studies have shown that
4 smaller chip works better. And it might be a marginal
5 extra cost.

6 But I think that that guidance of -- from
7 TxDOT to say, "We encourage you to use smaller sealcoat"
8 is kind of like the guidance on complete-streets policy.
9 We encourage you to do it. But those can be
10 strengthened. And I think that if that was looked at by
11 the bike advisory committee and there were some
12 recommendations, maybe that would help those. And
13 that's something within the power of this group.

14 We just got a concern from a big event
15 that's a statewide event that moves to different areas,
16 and it's a real treasure for small towns to get this
17 event, called the Southwest Tandem Rally.

18 And in the district that is the Bryan
19 district, the area engineer said, well, it would be
20 really inconvenient for you-all to do that, so we don't
21 want you to have it here, basically. And if you do it,
22 can't you do it on a day where there's already other
23 bike events?

24 So you can't put safety signage in the
25 right-of-way, not even if you put it down, pick it up.

1 There's a real disconnect about the economic impact of
2 these kinds of things. And so they're basically kind of
3 having to go rogue. They've got hundreds of people
4 flying in from all over the country for this rally, and
5 they've got an area engineer that's just dug in his
6 heels over it. Who do you even talk to about that?

7 So, for example, I think that some of these
8 things of just getting the idea that this is an
9 encouraged thing. But those two little things, plus
10 what y'all are doing, frankly is off-the-charts
11 fantastic. So I want to emphasize that you're already
12 going in the right direction with the tourism trails
13 plan and getting the data of -- you know, learning how
14 to measure and count. Because if they can't see it,
15 they won't build to it, I think are pretty significant.

16 MR. HIBBS: Thank you very much. I
17 appreciate that. This is -- an occupational hazard of
18 being on this committee is that a lot of times you get
19 some of these very complex things thrown at you. You
20 know, it's very hard to reach a consensus, I think, in
21 terms of what we should do next.

22 Bobby, do you and some of the others have
23 some comments on this?

24 MR. GONZALES: Well, I have a comment.
25 Obviously all of these are important. Like you said, I

1 wish we could do them all at once, but that's not
2 possible.

3 In El Paso -- I don't know if this occurs
4 statewide. And I'm not even sure what this would fall
5 under. But City of El Paso's moving forward with their
6 CIP program and implementing facilities, bicycle
7 facilities, in their master plan that were identified in
8 the master plan. But when they get to test a roadway
9 within TxDOT's jurisdiction, they have to stop because
10 there is no -- they have a hard time implementing or
11 putting a bicycle application through an intersection,
12 for example.

13 I don't know if that's the right word or
14 did I say that correctly. But what's happening is, they
15 kill it before they get through the TxDOT's
16 right-of-way, and then they start it on the other side.
17 So there's really no safe, like, continuity through an
18 intersection that's within TxDOT's jurisdiction.

19 So from our standpoint in El Paso, it would
20 be to build safer facilities. Or would that fall
21 under -- maybe Carl can answer this, or Eric.

22 MS. KAPLAN: I can speak to it a little
23 bit. Part of it is that a lot of the roadways that are
24 in place are existing, and sometimes the City will come
25 and retrofit onto one of their streets, but there may

1 not be sufficient roadway right-of-ways in order to --
2 because there are so many movements at an intersection,
3 right and left turns, to have a bikeway that goes
4 through until that intersection is reconstructed.

5 But it needs to get on the agenda for
6 reconstruction.

7 MR. SIEFERT: As far as consolidating
8 ideas, earlier we heard: Find ways for NPOs in cities.
9 So I just went ahead and added "Coordinate with NPOs in
10 cities" as well. There's partners at a local level that
11 are building. We're in Austin at the division level.
12 It sounds like this is a district sort of local
13 interaction.

14 But still, there may be policy items that
15 can be explored or greater communication channels or
16 something that we can do further. But if it's an
17 interest, we need to write it down.

18 MS. O'BRIEN-NELSON: We hear the same thing
19 in Houston over and over.

20 MR. GLEASON: I'm actually making a link
21 between your description of the kind of a current
22 day-to-day issue within the department to -- you know,
23 size of chips to use.

24 There's really sort of down-to-earth sort
25 of grinding stuff that are like department business

1 practices, for lack of a better word, that we could try
2 and assemble an effort around that is sort of more of an
3 in-the-moment -- you know, I'm not sure I'm making much
4 sense here. You have a real-time issue in El Paso.

5 MR. GONZALES: Also because of timing and
6 funding.

7 MR. GLEASON: Clearly it's that. I'm
8 looking for, you know, sort of real-time issues to maybe
9 drive larger policy decisions. But we may be able to
10 solve a real-time issue as well. You know what I mean?
11 It's kind of -- that's what I'm reacting to here. There
12 might be some very -- you know, really practical,
13 detailed conversation around why we may or may not use
14 this size chips.

15 MS. ROBERTS: I think they've had it.

16 MR. GLEASON: It may be something we can
17 push over the top with a little bit of effort, or we may
18 hit a wall. I don't really know. And then there's this
19 very -- you know, it may be that sometimes the answer is
20 that. It may be that, you know, same reason that the
21 Bryan area here said, go somewhere else. It may not --
22 it may be a communication and receptivity issue on our
23 part. I don't know.

24 MR. GONZALES: But it also could be on the
25 other end with the municipalities that are working with

1 TxDOT. I get it. Obviously it's all about funding,
2 timing and all the above. You know, maybe City of
3 El Paso jumped the gun on this without doing --

4 MR. GLEASON: Really?

5 MR. GONZALES: What I'm saying is, but that
6 happens all over the place.

7 MR. GLEASON: It does.

8 MR. GONZALES: There's dead ends. And then
9 you lead a cyclist into an intersection that's not
10 designed to accommodate cycling.

11 MR. GLEASON: Correct. But what's missing
12 from your description of the problem is the answer.

13 MR. GONZALES: Right.

14 MR. GLEASON: Right now what's happening is
15 they're just skipping it. You ought to at least have an
16 answer to the question of when and if it would be able
17 to accommodate it through. I'm not hearing you have
18 that either in this conversation.

19 MR. SANDOVAL: I'm sorry. Joseph is trying
20 to speak.

21 MS. SHERMAN: Yes.

22 MS. KAPLAN: I'd like to -- oh, I'm sorry.

23 MS. SHERMAN: Joseph has asked: How is
24 TxDOT sharing this Strategic Direction Report within
25 TxDOT? Also: When, where is the next TxDOT bike/PWS

1 transportation conference? And I asked him what PWS
2 means because I don't know. And he said, I heard June
3 but no details. Can we address this aloud on the call?

4 MS. ROBERTS: Talking about the TxDOT
5 planning conference?

6 MS. SHERMAN: Maybe so.

7 MR. GLEASON: It's in June, yes.

8 MS. ROBERTS: Yes, that's in here. And
9 where is that?

10 MS. SHERMAN: In Dallas.

11 MR. GLEASON: Let's get back on track here.
12 Let's return to the committee. The idea is for the
13 committee to get lists of things up on that flip chart
14 that they want to have considered for their next effort
15 of work.

16 If I could just -- one more moment here.
17 Did any of the three areas that Donna described, did any
18 of those resonate for the committee to have them up on
19 that list of possible focus areas? That would be one
20 question.

21 MR. TWING: Shawn Twing. One of the things
22 I've learned from this committee is y'all are excellent
23 at the "how," you know. I can't wait to get a report
24 about how TxDOT is improving Amarillo.

25 But when you look at your own numbers, you

1 know, study numbers, commuters at best are 2 percent in
2 any community.

3 In West Texas, it's actually probably .03.

4 MR. GLEASON: This is bicycle commuters?

5 MR. TWING: Bicycle or walking. Walking,
6 running, bicycling. Human leg transportation. Let's
7 call it that.

8 One thing -- I'm not 100 percent sure how
9 to do this. But I just went through the state
10 transportation improvement plan for Amarillo, 2015
11 through 2018, noticed the code for pedestrian walkways
12 had the pedestrian lanes, cycling lanes and all that.

13 But then when I started going through the
14 actual budgets and looked at the construction that's
15 being done, I can only identify one area where there's
16 actually a new sidewalk. And it's good, by the way. It
17 crosses I-40. For those of you familiar with Amarillo,
18 it's a grid. One of the problems we have is -- we have
19 two major highways -- there's no way to get across. So
20 everything is pretty insulate. To the extent we are
21 promoting cycling, focus on the "why."

22 You have millions of dollars, and you go to
23 county commissioners and say, we really think you should
24 have bike lanes, et cetera. The tourism study, you've
25 got a "why." You know, this could help bring money.

1 This is why the investment will pay itself off.

2 But in a city that is not overcrowded, does
3 not have, you know, I-35 at 8 a.m., it becomes very
4 difficult to explain the reasons for it. They gloss
5 over it. If you want that, move to Austin, that kind of
6 thing.

7 So any sort of help on a statewide basis is
8 why this is good for every community in the state. And
9 it should be a mainstay. It would be a message almost
10 like, if you move to Texas, it doesn't matter if you're
11 north, south, east, west, this is what you can expect.
12 Texas has the best highways in the country. There's no
13 doubt about it. And you know that. And you know that
14 anywhere in the state you go, you're going to find the
15 best highways.

16 If we had that same reputation, you know,
17 that if you enjoy cycling or you'd rather walk to work,
18 you've got all of that access built in. It's just part
19 of those priorities.

20 Again, I can't put the words in your mouth,
21 but I think sometimes it's just a hard sell. Again, if
22 you're in Houston traffic, Austin on I-35, people get
23 it. But in a lot of cities -- and there are a lot more,
24 obviously, communities Amarillo's size.

25 Wichita Falls, for example. I mean,

1 they're bike crazy. But when I go to Wichita Falls, I
2 don't see a lot of people riding their bikes to work. I
3 could be wrong about that. I don't live in the
4 community.

5 But any thoughts along those lines I think
6 should be a part of all this. You got all the "how,"
7 but the "why," the justification, this is why we need to
8 have it and why it's good use of taxpayer dollars.

9 MR. GLEASON: Anne-Marie, do you have a
10 comment?

11 MS. WILLIAMSON: I do. I'm going to kind
12 of follow along with what you said there. A cultural
13 change. I mean, when we look at any sort of --
14 education doesn't change people's minds. Education
15 doesn't change behaviors. And that's evident with all
16 the education that's done in healthcare and health
17 promotion across the country. It's the cultural change.
18 And how do we change the culture? We make it easier to
19 do the things that we're wanting folks to do, right?

20 I wonder if -- you know, part of me, even
21 as kind of a researcher, data collection is very
22 important. If you don't have the data, did it really
23 occur, and do you really need it? But at a grassroots
24 level, that's really where the cultural changes begin.

25 And I wonder if both for the public but

1 also for members of TxDOT that are in our communities,
2 if we were somewhat more focused -- and I'm not saying
3 entirely focused, but somewhat more focused on a
4 statewide effort of not just a one day of "ride your
5 bike to work," but several days or a month or whatever
6 so that -- you know, misery loves company. And that in
7 some of the districts where they aren't like-minded with
8 Austin or like-minded with the policymakers, when
9 there's that push from both the top down, as well as the
10 public up, that that might be an opportunity to get
11 people on the same page, moving in the same direction.
12 As well as, you know, that would be a time to do some
13 data collection, some real-time data collection in terms
14 of -- you know, we think we know how people are going to
15 ride -- like in Wichita Falls, if I were riding to work,
16 what route I would take. But I know different things
17 about cycling than other people do.

18 And so maybe in our efforts we're not
19 asking the right questions of the right people.

20 MR. GLEASON: Is that under the "encourage
21 people to walk and bicycle" general topic? I'm hearing
22 you saying that?

23 MS. WILLIAMSON: Are you talking to me or
24 DawnElla?

25 MR. GLEASON: I'm sorry. Anne, I'm sorry.

1 MS. WILLIAMSON: We talk the same language,
2 so --

3 MR. GLEASON: It was actually her idea to
4 elevate that one.

5 MS. WILLIAMSON: Right. I just wanted to
6 be a little bit more specific about that.

7 MR. GLEASON: I'm focused on trying to get
8 things up on that flip chart.

9 MR. TWING: I would encapsulate it this
10 way: Build it, and they'll come. That's the kind of
11 investment. I remember -- does anybody -- and this is
12 rhetorical -- remember when Bricktown was first built?
13 They said, oh, Oklahoma City is putting in this canal
14 like San Antonio. I had to go look at it, okay? It was
15 50 feet, okay, and a bunch of old warehouses. I mean,
16 it was just this little dinky thing. And you're like,
17 but they just kept building it. And as they built it,
18 it became an attractor.

19 It's not like just pushing up demand. We
20 don't know if those -- that 2 percent is anywhere near
21 the high part because most communities are not bike
22 friendly. We have no idea how many people would do it
23 if it was available.

24 But even if you took the high end to
25 3 percent and got a community like Amarillo at

1 1 percent, you know, you would be able to collect data
2 on health, quality of life and all sorts of -- a matrix
3 of all sorts of categories that would be a positive
4 feedback.

5 I can't -- this is a little bit of a
6 digression, but my wife and I are going to Denmark. She
7 used to live there. Go to Copenhagen -- I remember the
8 first time I went, we got up the first workday -- this
9 is no kidding. I thought there was a bike race. I
10 said, are they having a bike race? She just started
11 laughing. No, everybody rides.

12 And this was in December. That's the
13 culture. That's what Anne-Marie was saying. That's the
14 culture. It feeds off each other. And over time --
15 much like recycling. I mean, who ever thought you'd be
16 separating your garbage? Seriously. I go back, really,
17 I'm going to have my paper here; I'm going to have --
18 but yet over time, you push ideas that on the surface in
19 the community may seem a little absurd, but then all the
20 sudden the wisdom of it starts to pick up.

21 And then, you know, folks tend to follow
22 the crowd. So all the sudden, walking your dog or
23 getting your kids out on a tricycle or whatever, out
24 away from the front yard, it just starts to become a
25 theme.

1 MS. RUST: I guess what Eric's asking is,
2 what bullet do you put on that?

3 MR. TWING: Marketing.

4 MR. GLEASON: Is it like a pilot? Piloting
5 ideas?

6 MR. TWING: That's a great word.

7 MR. SIEFERT: How do we finish that
8 sentence? Piloting a marketing program for city area?

9 MR. TWING: Piloting to justify the cost
10 and effort.

11 MR. SIEFERT: Originally we have,
12 "encourage people to walk and bike," and I added
13 "cultural change" up here. I will scratch that out and
14 make it more specific. Is that okay with everyone? No?
15 Two separate things. This is a pilot.

16 MR. TWING: Piloting is more of a
17 leadership role. Encouraging, that comes from all
18 levels.

19 MR. SIEFERT: Give me the language one more
20 time.

21 MR. TWING: Pilot being the justification
22 of the cost and effort.

23 MS. O'BRIEN-NELSON: This is Margaret, in
24 Houston right now. I just have a thought. It seems to
25 me here that we have so many pieces that are

1 interconnected at some level. But what you have is the
2 state of Texas, that we are blessed right now to be in a
3 situation right now where we're all taking and
4 representing different areas. You're talking about what
5 the situation is in your area. I'm talking about
6 Houston.

7 I was shocked the other day when I go --
8 I'm talking with the director of Bike Houston, and I was
9 talking about the study we're doing and blah, blah.
10 They have no interest in that at all. Because
11 recreational biking is completely -- I mean, it's there,
12 but the focus now has become facilitating transit. It's
13 just different, getting people to work on bicycles or
14 allowing them to get to where they need to be using
15 bicycles, okay?

16 That's a difference in mind shift, you
17 know, for a -- or an area like Houston. And every one
18 of us comes from an area with a different way of looking
19 at things and, you know, what bikes mean in that
20 community.

21 But I think we all do have that one goal of
22 allowing those communities, like facilitating as much as
23 possible for each one of these communities, to get to a
24 point where people can safely do that and that there is
25 a benefit to the community that they can realize as much

1 benefit as possible from the infrastructure that the
2 State is able to put in place for those areas, okay?

3 So it's working together with those
4 municipalities or, you know, community groups, whatever
5 it is.

6 I think what you really need is a basic --
7 like a better understanding of where you want to be at
8 ultimately. I don't see that it is the state of
9 Texas -- like I understand Ladybird getting out there
10 encouraging people to -- you know, wildflowers. We have
11 them everywhere now. I remember when it was a crazy
12 thing, you know?

13 So there's a way of doing that. But I
14 don't think it's up to us as an organization, or say as
15 a bike advisory committee, to say this is what's good
16 for these different groups. I think our purpose would
17 probably be if we could define or figure out like some
18 rudimentary things like what you're talking about, like
19 the connectivity.

20 Those are the places where we really get
21 screwed up in all of our communities, like not being
22 able to figure out how to get from the interstate, like
23 over to the other side of the road, or get people on
24 a -- like at 12th Street and 290 right now, they get
25 blocked off because you've got construction. You know,

1 and people don't know who to talk to or who's got -- you
2 know, who's on first. I think it's a matter of kind of
3 trying to consolidate that idea.

4 MR. HIBBS: Final comments. Cristian?

5 MR. SANDOVAL: Yes, I would like to add
6 there, empower the local communities. I believe in sell
7 it and then you build it. So it's a little bit contrary
8 to this. And I don't believe everyone needs to be
9 biking. Whoever wants to bike, bike. But the need
10 needs to come from the ground up and they need to ask.

11 And what I know from local communities,
12 that they're not empowered, they don't have the
13 resources and they don't have anyone's back. But if we
14 were to design a system to empower them, and they come
15 up and express that need, then we'll be able to know
16 where to go.

17 But I think this blanket approach to just
18 lay it out there and hoping that they will go there,
19 we're going to spend a lot of money building roads where
20 no one's going to want to go. So if we empower the
21 local communities and give them a voice and give them
22 the resources to share that information of that need
23 with us, I think our effort is going to be targeted to
24 those that really want it, they need it, and they're
25 ready for us to go there.

1 MR. TWING: If I can follow up. I don't
2 think we're saying anything different. No, no, there is
3 something. The piloting leadership I'm talking about is
4 just heading you in that direction.

5 Like recycling generally. You can
6 certainly come forward and say, here's the justification
7 for incorporating alternative transportation: Cycling,
8 biking and so forth. Here are the health impacts, here
9 are the economic impacts, and making it a better quality
10 for the entire state, generally. That's where we're
11 pushing.

12 But then we go to the community and say,
13 okay, tell us what you need. Because communities are
14 different. And you're going to have some communities
15 like Houston, probably San Antonio, where it is more
16 getting to work, getting to school. Whereas in a city
17 where you can get anywhere in 20 minutes in a car, it's
18 more health, recreation and quality of life.

19 Yeah, I think those two things go together.

20 MR. HIBBS: Well said.

21 Okay, so two quick comments. Number one, I
22 think we need to be very careful about letting the data
23 drive all of this. Because as Shawn pointed out, you
24 know, if we go out and we find out that .00001 of the
25 cyclists who are going to be using all this, it's

1 D.O.A., no one at TxDOT's going to want to deal with it.
2 There's just not going to be enough, I think,
3 information right now for us to be able to say, okay,
4 we're going to build a strategic plan around all these
5 cyclists when you got a lot of people that wouldn't dare
6 get on the road right now because it's so unsafe.
7 That's the first point I want to make it.

8 And the final point I want to make kind of
9 gets back to this culture thing that Anne-Marie was
10 talking about. And that is that I've heard, over the
11 years -- and I don't know who it is in here that said it
12 to me. But the basic genesis is that TxDOT engineers
13 don't sit down with a map and think of: Okay, cycling
14 first. How do I draw up this new set of bridges and
15 roads to accommodate cycling? It's always: After they
16 get all the bridges and roads drawn up, then they come
17 back and they're forced to, either through federal law
18 or some governing body to have to say, oh, okay, well,
19 now I got to make accommodation.

20 Well, guess what? There's no room for them
21 at that point. It's not a top-of-the-mind thing. It's
22 a "let's try and do as little as we can to go on and
23 pass requirements here."

24 And I think that's that cultural piece that
25 may be an education of the TxDOT staff that helps get us

1 to the point where they're thinking about chip seal
2 first and what's the best thing for all rather than it
3 being an afterthought and then us having to deal with it
4 in post-engineering construction and someone goes, oh,
5 shoot, we forgot the bicycles.

6 What I'd like to do at this point is table
7 this. I think everyone's had a chance to see the
8 complexity of this issue. And what we may wind up doing
9 in terms of this particular item on the agenda, which is
10 so critically important, is we may make another
11 subcommittee, just like we did with Carl and his tourism
12 trails things.

13 I believe that this is a complex enough
14 issue that's beyond the scope of, you know, 30 minutes
15 in a meeting like this where it has such long-term
16 ramifications. What I would like is for a lot more time
17 and thought and debate to go into this before we have a
18 finished document.

19 So if we can put this off until the next
20 meeting, that would be my recommendation, if that's okay
21 with TxDOT staff.

22 Is that all right with the committee?

23 All right. We'll table it until the next
24 session. And I would encourage everyone to get very
25 engaged in this particular process.

1 MR. GLEASON: Thank you, sir.

2 MR. HIBBS: Thank you.

3 All right. Next on the agenda is Kevin
4 Kokes. Kevin is going to step in for Karla Weaver, who
5 isn't with us today. And this is going to be a special
6 presentation on the North Central Texas Council of
7 Governments regional bicycle opinion survey results.

8 As y'all know, Karla is very engaged up in
9 the Dallas/Fort Worth area and has a lot of very high-
10 level, not only statistical information, but bicycle
11 planning and things that they do in her role as the --

12 She's on the NPO. Is that right?

13 MR. KOKES: Yes.

14 MR. HIBBS: And so I'm not exactly sure
15 what your role is there, Kevin. It looks like NCTCOG
16 Sustainable Development Program. Take it away.

17 MR. KOKES: Yes. Thank you, Mr. Chair.

18 I think my presentation is going to be very
19 timely, given the great discussion you just had. I'm
20 really excited to hear all your comments and feedback
21 about -- and dialogue that you're having, planning for
22 bicycles, hopefully, across the state. And I appreciate
23 the invite to come present to you this morning.

24 Just to give you some background, Karla and
25 myself, we both work for our metropolitan planning

1 organization. We are a governmental entity as well. We
2 coordinate quite extensively with three TxDOT districts
3 within our region. Many projects, bicycle projects,
4 that are funded with federal funds, we are coordinating
5 those projects directly with local jurisdictions, as
6 well as TxDOT.

7 You may be familiar with our region. Our
8 metropolitan planning area that we work with as a part
9 of our metropolitan planning organization is a 12-county
10 area.

11 We have very urban -- focused in color here
12 is our largely urbanized area, which includes Dallas and
13 Fort Worth and several cities larger than 100,000 in
14 population.

15 But we also have very rural areas in our
16 region as well, small communities, particularly around
17 the outer ring of the urbanized area. And that's
18 important because when I present the survey results
19 today, those results are a compilation of all of the
20 areas within our 12-county area, both urban and rural.

21 And we are planning for an additional
22 four million people in our region over the next two
23 decades. We recognize we simply cannot build our way
24 out of congestion. We need to plan for other modes of
25 transportation in addition to the automobile.

1 I want to give you some context of what
2 we're planning for at the regional level. Karla may
3 have presented this in the past. It's our regional
4 Veloweb network, which is our prioritized trail work
5 within the region. It's intended to be the system that
6 connects our cities together across multiple
7 jurisdictions, to connect our counties together, to
8 connect to major employment areas and other key
9 destinations which people are trying to get to. That's
10 close to 1900 miles of trails, prioritized trails within
11 our region.

12 That's supported by an extensive amount
13 around the outer -- for any of our urbanized area or
14 more suburban communities where they are doing extensive
15 planning for community paths, which are more
16 neighborhood focused. So it gets people from the
17 regional network, if you think of that like the highway
18 system. It gets people from the bicycle highway system
19 down to the local level, into the neighborhoods,
20 schools, other local destinations.

21 MR. HIBBS: Kevin, excuse me. This is
22 Billy. As a point of clarification, when you say
23 "trails," are these mostly concrete trails, gravel
24 trails or a mixture?

25 MR. KOKES: Good question. What we are

1 planning for is concrete, or a hard surface. We are
2 planning for trails or shared-use paths as a form of
3 transportation that would be consistent with AASHTO
4 guidance, a hard-surface facility.

5 So what you do not see in our network are
6 nature trails or other types of areas that would not
7 meet -- be consistent with AASHTO.

8 To supplement the trail network, we're
9 seeing, particularly in the urban core part of the
10 cities, such as Dallas over here and Fort Worth over
11 here, where these are areas that are already built out,
12 we're seeing extensive planning at the local level for
13 on-street accommodations. And so we have kind of that
14 three levels of bicycle accommodations: The regional
15 network, the community-focused paths and then the
16 off-street accommodations.

17 This map represents everything. You see a
18 lot of lines on this map. The gold color that you see
19 represents the planned network. We do not have funding
20 for these today. But the green is also -- is existing
21 or funded facilities, which is about 20 percent of our
22 long-range network. And this is included in our draft
23 Mobility 2045 plan, which is going for adoption later
24 this summer. So we're planning for the next couple
25 decades of what -- the trail and bike facility needs

1 over the next two decades.

2 So with our survey -- now to the survey
3 itself. We surveyed residents across a 12-county area,
4 but we were able to and received results based on
5 whether you live within an urbanized area or within a
6 rural area. And as you were discussing earlier, context
7 is very important. The design of a facility in a rural
8 area may be different from the design of a facility in
9 an urban area or a suburban area.

10 So these five counties, Dallas, Tarrant,
11 Denton, Collin and Rockwall were grouped together for
12 the purpose of reporting the urbanized-area results.
13 And the surrounding counties represent the rural part of
14 the survey results.

15 This was a statistically valid study. It
16 was more than all of us saying, well, we think there's
17 bicyclists out there, or, we think we understand what
18 their concerns are. This is our way of finding out for
19 sure, what are the true opinions of bicyclists and
20 nonbicyclists within our communities. It has a 95
21 percent confidence interval, conducted in both English
22 and Spanish. And as I mentioned, the entire 12-county
23 area.

24 We had about 1900 participants in the
25 survey that completed the entire survey. And a little

1 over a third reported that they bicycle. So keep that
2 in mind too as I show you these slides coming up, that a
3 third said they bicycled. About two-thirds did not
4 bicycle.

5 The types of questions in the survey, we
6 addressed: Did you bicycle, and if so, the frequency
7 that you bicycle; what is your opinion about access to
8 bicycle facilities; perceived barriers to bicycling
9 within your community; your level of comfort on
10 bicycling on various types of bicycle facilities.
11 Exactly what you were talking about earlier. And then
12 helmet use by people that said that they bicycle.

13 Now, I'm not going to present all of this
14 in great detail today. But the survey results were
15 broken down by smaller geographic areas such as county.
16 It was also cross-tabulated based on gender of the
17 respondent's age, ethnicity, income. And then we also
18 were able to do an analysis based on if people said they
19 bicycle, what is their response depending on how close
20 they actually live to a bicycle facility. I'll just
21 give you a spoiler alert. There definitely is a direct
22 relationship on if people live close to a bicycle
23 facility or did not live close to a bicycle facility.

24 I will not spend a lot of time on this
25 slide. I just wanted to show you again there is a

1 really good cross section of people that participated in
2 the survey. Again, this is random sample survey. Males
3 and females were almost exactly even in terms of the
4 respondents. And even in the age cohorts, very good
5 spread of people, both young -- younger, middle aged and
6 older adults.

7 MR. SANDOVAL: Excuse me. You asked the
8 survey in Spanish and English, but you didn't break up
9 for Hispanic, and your "Other" category is 31 percent.
10 Is there a reason why you didn't break it up in
11 ethnicity?

12 MR. KOKES: The actual number of people
13 that spoke Spanish only that took the survey was a very
14 small percentage of the overall survey. So the company
15 that did the survey for us said that it would not be
16 statistically valid, so that's why we did not separate
17 that out.

18 MR. SANDOVAL: So if there were not enough
19 Hispanics in the survey?

20 MR. KOKES: That spoke Spanish only.

21 MR. SANDOVAL: Okay. So the question of
22 Hispanic wasn't asked?

23 MR. KOKES: I'm sorry, I misunderstood your
24 question. Yes, there were responses based on Hispanic,
25 and that was separated out in the survey results. Now,

1 those that spoke Spanish only, that was a small number
2 of people that took the survey.

3 MR. SANDOVAL: Forgive me. I mixed the
4 question. So I was just wondering, so you do have that
5 data for Hispanic?

6 MR. KOKES: Yes, sir.

7 MR. SANDOVAL: Perfect. Thank you.

8 MR. KOKES: So you may have seen this slide
9 before. But we, working with a governmental agency,
10 working at TxDOT, we're planning for everybody in our
11 community, whether it's older adults or younger
12 children, no matter what their reason for using their
13 bicycle system, whether it's to commute to work, whether
14 it's to run errands throughout the day, or maybe even
15 use the system for recreational purposes. But we're
16 really planning bicycle facilities as a transportation
17 network and for all ages and all abilities that want to
18 use our transportation network.

19 Are you familiar with the four types of
20 cyclists? Have you seen or heard this before? Okay,
21 well, this was planning by the Portland Department of
22 Transportation. And this same survey was recently --
23 couple years ago I believe -- conducted with the city of
24 Austin. We had the same survey questions as the city of
25 Austin. And basically what occurred is the respondents,

1 based on their level of comfort and their frequency of
2 bicycling, we were able to categorize those cyclists
3 based upon how strong and fearless they are versus if
4 they're more interested and concerned in cycling.

5 So the top category represents about
6 2 percent of the population. And you'll see in our
7 region, our 12-county region, very similar with the city
8 of Austin. About 2 percent of our citizens consider
9 themselves strong and fearless. And those are the types
10 of people that you essentially see in Spandex. They'll
11 go out and ride in any types of traffic, no what the
12 road conditions are. That's a very small segment of our
13 population.

14 Next group is called enthused and
15 confident. And they feel somewhat comfortable riding in
16 traffic, but they still really want to have some type of
17 segregation between traffic and when they're bicycling
18 on the street. And that's still a relatively small part
19 of the population.

20 The really big segment of the population,
21 that if we can accommodate them, that's where we can
22 have the best impact in terms of what we're doing as a
23 regional transportation planning agency and local
24 community officials. And that's the interested but
25 concerned. They tell us they'd like to ride a bicycle,

1 but they're really not going to do it unless they have
2 comfortable, safe facilities in order to do so. So if
3 they do not have access to the facilities, they're
4 generally not going to ride a bicycle in the community.

5 And then we have the "No Way No How"
6 category. And that's the people that they're simply
7 just not interested in riding a bicycle or they may not
8 have ridden a bicycle in recent months or recent years.

9 I'll go over this slide real quickly.
10 Again, I wanted to show that our demographic for our
11 survey results, we have not only the 12-county region,
12 but then we were able to look at the variations, urban
13 and rural, versus the results in various counties.
14 Because, again, it's very context sensitive. In rural
15 areas, it's different than in the urban core part of our
16 communities.

17 And what's interesting, we see Dallas
18 County for example, Dallas County is a very large
19 county. But that's where we see a really big percentage
20 as a region, much higher than the region as a whole, of
21 that "Interested But Concerned" category.

22 So frequency of bicycling, I mentioned a
23 little over a third of the respondents said that they
24 bicycled in the past year. What they've told us is when
25 they do bicycle, it's pretty consistent throughout the

1 year. It kills off a little bit in the winter months
2 when it gets colder.

3 What's interesting -- this is a question of
4 all respondents. We said, would you like to travel more
5 than you do today? 55 percent said, yes, I would like
6 to do so. And, again, this is everybody, whether they
7 rode a bicycle or not. This includes motor vehicle
8 drivers saying that they would like to drive more.

9 Again, this just shows a variation of the
10 ways that the survey results come in and how we can look
11 at the various demographics in our region.

12 So obstacles to bicycling. When asked
13 what, if anything, prevents you from bicycling more than
14 you currently do today, no surprise, hot weather was at
15 the top. That's an obstacle for many people.

16 But the next four top reasons why people
17 said they did not bicycle is related to infrastructure.
18 It's the lack of bicycle parking at the end of your
19 trip. It's the lack of showers at the end of your trip.
20 If you are wanting to commute to work and you do not
21 have a shower to change your clothes, that's a real big
22 obstacle for a lot of people.

23 And then the lack of the actual
24 accommodations themselves, the bike lanes, the trails,
25 or the fact that they do not connect is a major obstacle

1 for people.

2 So I mentioned proximity. We looked at
3 where do people live and then how did they respond, did
4 they bicycle. For those that live more than a half mile
5 away -- this is all respondents that took the survey --
6 34 percent said they had bicycled in the last year. But
7 if they lived within a half mile of an existing bicycle
8 facility, whether it was an on-street facility or a
9 trail, that jumped up to 45 percent. So it truly is a
10 "If you build it, they will come." If you live near
11 something, we saw much higher numbers of people saying
12 they had bicycled in the last year.

13 So when people were asked, do you think
14 there are too many, about right, or too few of various
15 types of bicycle accommodations, this result shows you
16 the respondents were "too few." It was very, very
17 strong. The people said there's too few or not enough
18 bicycle parking, dedicated on-street bike lanes. These
19 are really large numbers that we're seeing here.
20 Bicycle-friendly streets and off-street bicycle paths, a
21 very large number of people are saying they do not have
22 enough of these. Again, this was all respondents in our
23 region, urban and rural.

24 Skip that slide.

25 This one, again, when asked how important

1 is it to invest in certain types of accommodations, if
2 at all, do you feel it is important, this is the results
3 of "essential" or "very important" that you're seeing on
4 the screen. You're getting very high numbers.

5 So this top row is addressing safety issues
6 of signalization or treatments for where bicycle
7 facilities cross major roadways, how it's important to
8 separate bicycle lanes from traffic. 70 percent said
9 they feel it's essential or very important to separate
10 bicycle facilities from traffic.

11 Same with providing off-street trails and
12 lowering traffic speeds. Again, majority of people said
13 that these are important.

14 I think I got a slide out of order. Again,
15 this slide, I think, is very interesting as well. When
16 people are asked how comfortable do you feel on various
17 types of bicycle facilities, somewhat or very
18 comfortable, 85 percent said yes on a shared-use path.
19 Probably no surprise.

20 But when asked how comfortable do you feel
21 on a major street with two or three traffic lanes in
22 each direction -- so this is a four-lane or six-lane
23 roadway. This is roads where the question was
24 forwarded, 35 to 45 miles per hour -- 9 percent said
25 they would feel comfortable in that environment. I'm

1 real surprised it was that high.

2 But when asked if the same street with a
3 striped bike lane was added, simple stripe, 60 percent.
4 It jumped up to 60 percent.

5 And then when asked if that same street had
6 a wide bicycle lane and was separated by traffic with a
7 raised curb, it jumped up to 78 percent. So almost in
8 the same range as a shared-use path.

9 So we're hearing very directly from our
10 residents. Again, this is all respondents, whether they
11 said they rode a bicycle or not, saying they want to see
12 separation of a bicyclist on the road from motor vehicle
13 traffic, not to share the road with vehicle traffic.

14 And then helmet use, it looks like we had a
15 bust in the data. But essentially more than -- a little
16 more than half said that they wore a bicycle helmet at
17 least part of the time throughout the year. This was a
18 question of bicyclists only.

19 So in the interest of time, I will not go
20 over the key findings, since it's in your packet.

21 MS. RUST: I do want to ask a question. In
22 the past month, 13 percent of all respondents bicycled
23 for transportation and 26 percent bicycled for
24 recreation. What do the other people do?

25 MR. KOKES: We had the question -- one

1 question was did you bicycle in the past year? So that
2 was a little over a third that said that they did.

3 And this question was, in the past month,
4 did you bicycle -- this was actually two questions. Did
5 you bicycle for transportation, 13 percent said yes. So
6 transportation could be commuting, it could be running
7 an errand, it could be going to some location, but for
8 transportation purposes.

9 The second question was did you bicycle for
10 recreation in the past month, and 26 percent said yes,
11 in the past month they did so.

12 Does that make sense?

13 MS. RUST: Yes. Thank you.

14 MR. KOKES: Again, our survey results are
15 posted on our website at this address, NCTCOG.org/bike
16 survey. You can find the full report up there. The
17 objective summary, which is a little bit easier to
18 understand. If you did want to dive into the full
19 results, you can see all the detailed numbers out there
20 as well, as well as our presentation slide and graphics.

21 So we offered the people in our region the
22 opportunity to come speak to local governments and/or
23 provide this information so that they can provide it to
24 their local state holders and elected officials as well.

25 With that, Karla Weaver would normally have

1 been here today, but again, this is the members of our
2 active transportation team at Council of Governments.
3 And of course we're always available to answer any
4 questions that you may have.

5 I did want to note before I conclude today
6 that Teri and Karla asked me to give you a very brief
7 update about bike share. We -- actually, I attended the
8 NACTO workshop that was here in Austin a couple weeks
9 ago. NACTO's the National Association of City
10 Transportation Officials. They held a bike-share forum.
11 Quite a bit of discussion particularly focused on
12 dockless bike share, those that are not docked into a
13 permanent station.

14 We're in an evolving world right now with
15 bike share. We don't all know where it's going to go,
16 but there was a lot of consensus on we're still going to
17 try to work together to figure this out.

18 I think as you mentioned, Mr. Chair, Dallas
19 has seen a lot of improvement just in the last few weeks
20 in terms of starting to sort itself out.

21 Data sharing is one of the biggest
22 opportunities that can come out of that process, is
23 coordinating with these companies and obtaining the data
24 so that we can really see where people are riding their
25 bikes, getting a better understanding of what their

1 origins are and their destinations and the general path
2 that they're taking. That, we see as a really great
3 opportunity for us in the future.

4 On the planning side, we have a better
5 understanding of where people want to go, how are they
6 getting there. And then that can help us target where
7 improvements are necessary.

8 MR. HIBBS: Excellent presentation, Kevin.
9 Thank you very much. Two quick questions. Number one,
10 how much did the survey cost? And number two, who paid
11 for it?

12 MR. KOKES: So the survey was about
13 \$70,000. We felt, compared to the cost of surveys that
14 our agency does for other types of transportation, this
15 was a big bargain for us, compared to the amount of
16 money that we spent on other transportation surveys and
17 reaching out to people for motor vehicle and transit
18 types of surveys. What was the second question?

19 MR. HIBBS: Who paid for it?

20 MR. KOKES: Council of Governments. We
21 paid for most of it. We also had a partnership with
22 four cities in our region who contributed. And they
23 received results at their city level as well. So they
24 are a funding partner with local dollars that
25 contributed to the survey.

1 MR. HIBBS: I don't recall seeing in here
2 how many people were actually contacted. Did you have a
3 survey size, a sample size?

4 MR. KOKES: We had a little over 1900 that
5 participated and completed all survey questions.

6 MS. RUST: You said it was conducted by
7 phone. Was that a landline phone?

8 MR. KOKES: Primarily, yes. The company
9 that we worked with, I know -- they, I believe, also
10 obtained cell phone data. But one of the first things
11 that they had to do was determine, when they call
12 people -- because often you move and you take your
13 number with you, and you may be in Florida even though
14 you have a Texas area code -- is they determine very
15 early in the survey questions, are you a resident of
16 North Texas in one of our 12 counties. It was primarily
17 landline numbers, but they also were able to reach
18 people on mobile phones.

19 MS. RUST: How many of us have landline
20 phones anymore?

21 MS. KAPLAN: Is that a raise-of-hands
22 question? I didn't see any hands raised.

23 MS. O'BRIEN-NELSON: She said how many do
24 or don't?

25 MS. RUST: Do.

1 MS. O'BRIEN-NELSON: Do?

2 MS. KAPLAN: Who has a landline?

3 MR. HAM: Who has a landline?

4 MS. RUST: Who has a landline?

5 MS. O'BRIEN-NELSON: You're talking about
6 the randomization of the survey and how random it was.
7 Did they use a table, a random table, or . . .

8 MR. KOKES: I'll tell you, we had a lot of
9 discussions with the survey company about what's the
10 best approach, given the budget that we had. There's
11 pros and cons to every survey tool and method that you
12 have. We feel pretty confident that this same survey
13 was conducted in the city of Austin, same method, with
14 telephone. But we feel pretty confident in the survey
15 results.

16 MS. O'BRIEN-NELSON: Quick question. How
17 was this prioritized for your cog? How did it come to
18 be funded? I'm just wondering.

19 MR. KOKES: It really was generated -- what
20 we -- let me step back. It first started with staff of
21 our agency saying, we need to have a reliable,
22 statistically valid way of capturing people's opinions,
23 more than just going to meetings and hearing from the
24 people that come to meetings. We want to have an
25 accurate survey of people across our region in all

1 different contexts.

2 So we then raised that question to our
3 director, and he took it to our regional transportation
4 council, which is our agency that approves our requests
5 for funding expenditures. And they approved our request
6 to go out and have the survey conducted, and they
7 approved the funding for the survey.

8 MR. SANDOVAL: This is Cristian. The
9 information, is it -- for me, the Hispanic component is
10 important. Right? I say it because I live in
11 San Antonio and I know that 19 percent of our people are
12 in poverty. And that area is using a lot of Cricket
13 phones and they're changing phones like crazy and so on.
14 So I do consider the randomization important in
15 identifying that segment. But that information is in
16 there so I can go look for that information? You have
17 identified or at least put out -- the Hispanic segment
18 out and that information is available?

19 MR. KOKES: It is. It's not broken out
20 necessarily just by Hispanic respondents. But each
21 question will show you --

22 MR. SANDOVAL: Perfect.

23 MR. KOKES: There was the one slide that
24 shows you all the various ways you can look at the
25 survey. You can go to the same type of slide where

1 information is provided.

2 MS. KAPLAN: I'll make sure and provide
3 Kevin's contact information. So if you have detailed
4 questions for Kevin, you'll be able to contact him
5 directly.

6 I'd like to, if all questions have been
7 answered, turn us back to Billy to get reports from our
8 committee members.

9 MR. HIBBS: Excellent job. Thank you.

10 MR. KOKES: Thank you for the invite today.

11 (Applause.)

12 MR. HIBBS: All right. So it's time in our
13 meeting when we hear from the various committee members.
14 We go around the table.

15 And Shawn, why don't we start with you over
16 there and tell us what all is going on in Amarillo.

17 MR. TWING: Well, if we can ever get our
18 weather straightened out, it will be a lot better. One
19 Saturday it was 6 degrees on the wind chill, and it was
20 90 on Thursday.

21 The good news is, the statewide
22 improvement -- transportation improvement plan, Amarillo
23 is part of that. It's moving right along, which is
24 really good. It's looking good. As I mentioned
25 earlier, there are some access -- you know, access over

1 highways. So I-40, in particular, very important. And
2 we're glad to see that going in.

3 Community is growing. Our unemployment is
4 hardly -- you know, maybe 1 percent. We have a lot of
5 folks coming in. But because of all -- the good news is
6 the construction is going on. The bad news is it's
7 really changing the traffic flow for now. So that's
8 kind of disrupting bike use. We know that once that
9 settles down, we'll be back in business.

10 We do have a lot of discussion going on
11 with the rails to trails. We put in about 8 miles, or
12 the City did. The idea is to keep extending that even
13 if it's not on a railroad. But it's still in the
14 discussion phase.

15 All in all, things are good. There's a
16 program for a new baseball stadium. Amarillo will have
17 professional baseball downtown. So I encourage
18 everybody to come up and take a look. That's what's
19 going on.

20 MR. HIBBS: Thank you.

21 Cristian?

22 MR. SANDOVAL: Sure. For us, seven days
23 ago, Mayor Nirenberg came to the State of the City.
24 What he unveiled that day was SA Connect. And it is the
25 creation of this nonprofit organization that will be

1 the -- dedicated to increasing awareness and advocacy
2 for the multimotor system. That is going to be pushing
3 a lot of our efforts to bring light rail, increase mass
4 transit, and also the bike-pedestrian.

5 And the interesting thing about it is that
6 in it is Judge Wolff, with the County, and of course the
7 City. So when you see everything coming together, I
8 think it's a great opportunity for us to jump on that
9 and try to leverage the energy that's going behind it
10 and the efforts in that.

11 MR. HIBBS: Maybe once you've got some more
12 information on that, you could come and make a
13 presentation to the committee here so we can see what's
14 going on in San Antonio. I think all of those things,
15 particularly as it applies to other mass transit that's
16 being considered right now, could be very helpful.

17 I know when I travel over in Europe, when
18 you get off a tube, they now have locker rooms all set
19 up where you just go in there and you park your bike,
20 stack them. There's just all kinds of opportunities
21 that make it easy for people to travel by bike and also
22 then use the public transportation as well. So
23 hopefully they'll consider that as well.

24 MR. SANDOVAL: I'll make sure we have
25 something for next month.

1 MR. HIBBS: David?

2 MR. HAM: We have started working on our
3 TxDOT in Midland, 5,000 plus. Midland matched part of
4 that. Very good response in downtown pedestrian-bicycle
5 facilities they're starting to work on.

6 We're also -- our local NPO has a bicycle
7 advisory committee. And we are -- got close to \$60,000,
8 50-something, to conduct a survey on -- or a study on
9 how to get between Midland and Odessa. Traffic has
10 gotten so bad on some of the highways, pretty dangerous
11 to get there. So we're going to start working on how we
12 might be able to get off the shoulder of the road and
13 onto some kind of a separated bike path.

14 MR. HIBBS: Does Midland have a bicycle
15 plan?

16 MR. HAM: Yes. Midland and Odessa both
17 have one. I gave a copy of it to Robin. Do you need
18 one too?

19 MR. HIBBS: No, I was just curious. If you
20 didn't have one, I was going to say that's a great way
21 to kick start things. Once you get that plan together,
22 a lot of things happen afterwards.

23 MR. HAM: The NPO has a regional bike plan
24 too. Working that way.

25 MR. HIBBS: Robert?

1 MR. GONZALES: Well, in El Paso, we're
2 continuing with our capital improvement program, which
3 includes -- some of which includes bicycle elements.
4 And we're implementing those that were identified in the
5 master plan that was -- that we created last August or
6 so.

7 Then University of Texas of El Paso is also
8 incorporating and expanding their bicycle and pedestrian
9 corridors through the campus that will eventually
10 connect with the -- with the City of El Paso's network,
11 improving the entire network system not only for the
12 university but also for the City of El Paso. That's the
13 good news.

14 The bad news is that with all of these
15 facilities going in right now, not only motorists, but
16 cyclists are having a hard time figuring out how to use
17 certain facilities, and so there just has to be an
18 education program also included. Because we've
19 incorporated some green bike boxes as pilot projects.
20 And I'm not sure anybody knows what the heck those bike
21 boxes mean.

22 MR. HIBBS: What do they mean? What is a
23 green bike box?

24 MR. GONZALES: It's like a safe haven for
25 cyclists coming up to -- you typically see them through

1 major intersections. And it allows the cyclist to turn
2 left or go straight safely. And so the green, it really
3 sticks out. In fact, I think there's a picture of one
4 in here.

5 MS. RUST: Yeah.

6 MR. GONZALES: And we've incorporated a
7 few. But I'm not sure motorists, nor cyclists -- I
8 think cyclists a little bit more than the motorists.
9 But as we put more and more facilities on the ground, I
10 think the more and more we need to educate the public,
11 not only the motorists, but also cyclists, law
12 enforcement, bunch of other people. There's a learning
13 curve. But all is well.

14 MR. HIBBS: Thank you.

15 DawnElla?

16 MS. RUST: City of Nacogdoches is currently
17 working on our city master plan addressing all bike and
18 pedestrian policies. Saturday in Nacogdoches, a town of
19 30,000, there was a major bike race sponsored by the
20 Rotarians, a mud run sponsored by the Jaycees, and a
21 major university event. Unfortunately the pool was --
22 there wasn't enough -- there's too many people for it.
23 It was just too busy. Too many options for people. I
24 think there needs to be better coordination for these
25 different events so they're not all the same weekend.

1 There were a lot of volunteers spread pretty thin.

2 That's a good thing, but . . .

3 MR. HIBBS: Anne-Marie?

4 MS. WILLIAMSON: Well, Hotter'N Hell, we're
5 doing that, you know, 364 days of the year. Take one
6 day off after Hotter'N Hell.

7 But we're continuing to move forward with
8 the construction for our circle trail within the city.
9 We got our money from TxDOT for that. We're really
10 pleased about that. And we're looking at revitalizing
11 downtown. We're moving forward with that. And to that,
12 what sort of bicycle stands, lock-ups, are we going
13 to -- actually, what shape are we going to have so that
14 they don't impede pedestrian traffic on the sidewalks
15 and -- but yet we have enough areas where people can
16 lock up their bikes and feel safe so that they will ride
17 downtown.

18 MR. HIBBS: Margaret?

19 MS. O'BRIEN-NELSON: Yeah, in the Houston
20 area -- I'm headed back to Houston as soon as we get
21 through here -- they're hosting a bike summit for the
22 city. The mayor will be there, Rodney Ellis will be
23 there. It's a big deal because they'll actually be
24 reviewing the bike plan, which is a year old right now,
25 coming back with some data from that, see how on target

1 they are. I also understand that they're going to be
2 issuing a challenge to the City, County, Metro and
3 TxDOT, and Houston city parks board. They want to build
4 50 miles of high-comfort bikeways, off-street trails and
5 on-street protected in the next 12 months. So I don't
6 know where that's at, but I can't go. I thought that
7 was a great idea to have.

8 Also one of the things that's come up to
9 me, just to report, Houston's very jealous of some of
10 the meetings that are coming up, like, say, in
11 San Antonio. Right now TxDOT is going to have hearings,
12 you know, based on plans up there.

13 And Houston's very interested in having an
14 opportunity, like for a meeting or something, to maybe
15 talk about what's going on there in terms of
16 construction and stuff. I'm just telling you that's
17 what I'm hearing from folks.

18 Our trails are finally getting back in
19 place. Because we had so much trouble, you know, after
20 Harvey and then we had big freezes and stuff. Now those
21 are finally coming back into alignment. So that's great
22 for the summer.

23 Metro, I know -- Metro is putting in a
24 number of safety enhancements along the rail there,
25 which was real worrisome for quite some time. So things

1 are going on.

2 I was interested, like I said, to hear
3 about the direction with Bike Houston that -- just
4 there's more of that -- I too -- enhancing safety and
5 just providing more opportunities for people to use bike
6 as a transit option.

7 So that's what I have to say.

8 MR. HIBBS: Thank you, everybody, for your
9 comments. We appreciate that very much.

10 It's now time to turn to the public
11 comments section. We have Robin Stallings from Bike
12 Texas who would like to comment on No. 6 and No. 9.

13 Robin, take it away.

14 MR. STALLINGS: Thank you very much. I
15 really so much appreciate the work that y'all are doing.
16 I think I can speak on behalf of Texas cyclists. If
17 they had any idea how much progress is being made, I
18 think people would really get a lift out of that.

19 I just wanted to mention in the strategic
20 plan and kind of a repeat that there's a real desire for
21 more training of engineers. That really prompted the
22 development of the Texas Trails and Active
23 Transportation Conference. We have some pretty deep
24 dives into training in that, including a two-and-a-half
25 hour protected-bike-lane workshop by national experts

1 that are doing the work for AASHTO, the American
2 Association of State Highway Transportation Officials.

3 They also wrote the section for the NACTO
4 guide, the National Association of City Transportation
5 Officials. They're going to be doing kind of a deep
6 dive. Not too much for the rest of us, but I think
7 engineers will get a lot out of it, amongst many other
8 sessions.

9 So if you could, go to
10 TexasTrailsAndActiveTransportation.org and check it out.

11 And to benefit your local community, if you
12 can, you know, call, see, engineers, planners, get them
13 to go. Because, you know, we've got the water. Now we
14 just need to get the horse to it. So anything y'all can
15 help on that is greatly appreciated. It's really pretty
16 fantastic sessions.

17 Over ten TxDOT people from many districts
18 around the state have registered, so we're really
19 encouraged and excited by that. Not to mention the
20 presentations. Carl's going to be there. Billy will be
21 speaking, as he mentioned. There's also going to be the
22 data presented with Teri. So I think that there's going
23 to be some really interesting stuff from this room but
24 also from around the state.

25 Then we're also going to be looking --

1 several maps have been mentioned here, and plans. I
2 sometimes use the words interchangeably. I know we got
3 a little bit of a lesson. Don't call a study a plan.
4 Well, I've been calling maps plans, which is maybe more
5 like a booklet.

6 But the maps, we're going to be
7 displaying -- we're going to have 24 sides of
8 4-feet-by-8-feet-wide panels that we can put maps on.
9 Every trail map, bike map that we can get in the state
10 that went to use for decorating, but at the same time
11 people can look at that as a way for your community to
12 show up at the conference and for other people to see
13 what work you've done. I hope that we can get some hub-
14 and-spoke plans in there.

15 So if you could send a digital version of
16 that plan to support@BikeTexas.org, it can be as much as
17 4 feet wide, but we'll get those printed, all that we
18 can. I have to do a little bit of curating of them, but
19 we'll try to get them all up.

20 And then if we can find a sponsor that will
21 help us do some printing, like a leading state
22 transportation agency, then we get some help with
23 printing. I'm just floating that idea right now. So
24 y'all sleep on that.

25 We'll figure out a way to get them printed.

1 I know it's hard to ship hard copies here. That would
2 be greatly appreciated. And look at the agenda.
3 Consider showing up yourself if you can.

4 Thank you.

5 MR. HIBBS: Thank you, Robin.

6 I'll tell you what, I believe we've come
7 about as close to 12 o'clock as I ever remember. But I
8 would be remiss if I wasn't going to take a couple
9 moments and thank Teri Kaplan for pulling all this stuff
10 together for all these months and making all the trains
11 run on time and getting all these presentations ready to
12 go and calling all of us and hunting us down when we
13 can't be here and getting us on the phone and
14 everything. Teri has one more meeting with us
15 officially, which will be in June. And we're forever in
16 your debt. And we thank you from the bottom of our
17 hearts for all that you've done.

18 (Applause.)

19 MS. KAPLAN: Hold your applause for next
20 time.

21 Thank you, Billy.

22 MR. HIBBS: In terms of discussion of
23 agenda items for next time, I think certainly the
24 discussion about continuing on the strategic plan and
25 how to go from there, in particular, if we need to form

1 a subcommittee.

2 And if so, please, you know, think
3 seriously about, you know, your time and your commitment
4 and your dedication to really wanting to work on that.
5 Because when we form subcommittees, it doesn't help if
6 there's only one or two of us on the subcommittee. We
7 need good, active participation. We typically try to
8 make those subcommittees after these committees so you
9 don't have to make a separate trip to Austin.

10 And I know at least in Carl's case, he was
11 very accommodating on the phone, so we could do phone
12 conferences as well on something like that.

13 Beyond that, I have nothing further.

14 Has anyone got anything else that needs to
15 come before the meeting today?

16 Thank you again to the TxDOT staff, and
17 everyone.

18 Thank you, Robin. Congratulations on your
19 award.

20 We stand adjourned.

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C E R T I F I C A T E

STATE OF TEXAS)
COUNTY OF TRAVIS)

I, Kelly E. Fisher, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above-mentioned matter occurred as hereinbefore set out.

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