

Transcript of the Testimony of
TEXAS DEPARTMENT OF TRANSPORTATION

Date:

July 30, 2018

Case:

BICYCLE ADVISORY COMMITTEE MEETING

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TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE MEETING

July 30th, 2018
10:00 a.m. - 11:55 a.m.

Court Reporter: Noelle Rose Nevius

TxDOT Riverside Campus
200 E. Riverside Drive,
Bldg. 200, Classroom D
Austin, Texas 78704

- 1 Billy Hibbs
- 2 Eric Gleason
- 3 Teri Kaplan
- 4 Bonnie Sherman
- 5 Anne-Marie Williamson
- 6 Joseph Pitchford (participated via telephone)
- 7 DawnElla Rust (participated via telephone)
- 8 Emily Clisby (participated via telephone)
- 9 Margaret O'Brien-Nelson
- 10 Robert Gonzales
- 11 David Ham
- 12 Karla Weaver
- 13 Cristian Sandoval
- 14 Robin Stallings
- 15 Carl Seifert
- 16 Genevieve Bales
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1 MEETING AGENDA

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14 statewide bicycle/pedestrian matters.15
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17 potential area of effort for TxDOT's Bicycle
18 Program. (Action)19
20 Jeffrey Pollack 7. Presentation on the Corpus
21 Christi Metropolitan Planning Organization's
22 Strategic Plan for Active Mobility, "Bicycle
23 Mobility by Design in Corpus Christi: Installing
24 the Right Infrastructure in the Right Places".

25

1 Billy Hibbs 8. Update from committee members on
2 Local and statewide issues.

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4 TBD 9. Public Comment - public comments will
5 only be accepted in person.

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7 Teri Kaplan 10. Discussion of agenda items for
8 future BAC meetings. (Action)

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10 Billy Hibbs 11. Adjourn. (Action)

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1 changes or revisions, I'll accept the motion to adopt the
2 minutes.

3 ROBERT GONZALES: So moved.

4 BILLY HIBBS: Oh. At that moment, could the
5 people on the phone please identify yourself.

6 DAWNELLA RUST: This is DawnElla.

7 EMILY CLISBY: This is Emily Clisby with
8 Commission Support Office.

9 BILLY HIBBS: Thank you. Anyone else? Okay.
10 Fine. Thank you. All right.

11 So we have a motion to accept the
12 minutes.

13 ANNE-MARIE WILLIAMSON: I second it. Anne-Marie
14 Williamson.

15 BILLY HIBBS: Seconded by Anne-Marie. All in
16 favor, say aye.

17 (All said aye.)

18 BILLY HIBBS: The motion carries. The minutes
19 have been adopted. All right.

20 So it's time for me to give you a
21 report on a number of different things that have been
22 going on. And I want to start with -- we have three of
23 the BAC members' terms that are going to expire in August.

24 The commissioners are going to be
25 taking action at their September meeting. The three are

1 Shawn Twing, Shawn has been recommended to serve another
2 term. So we wish Shawn good luck on that.

3 I also want to recognize to retiring
4 members, one is Joseph Pitchford. Joseph had -- bringing
5 land use and real estate perspective to our board. He was
6 an active member of numerous bicycling and trail advocacy
7 boards. He's an advocate for the Northeast Texas Trail
8 and Circle Trail and DFW, and I believe the first
9 successful through bike of the 130 mile NETT. And Joseph,
10 as y'all know, made some great presentations to us over
11 the years that all of the work that they're doing up
12 there. So we'll miss him and wish him well and his
13 retirement from the board.

14 Also, Anne-Marie Williamson, who's been
15 a Bicycle Advisory Committee member for 11 years. Medical
16 support Steering Committee Member for the Hotter'N Hell
17 Hundred and several other charitable rides. Obviously,
18 she is very involved in healthcare, and research, and that
19 has brought a lot of health-related promotional and
20 injury-prevention issues in her work for the Bicycle
21 Advisory Committee.

22 So Anne-Marie, you'll be missed.

23 ANNE-MARIE WILLIAMSON: Thank you.

24 BILLY HIBBS: We thank you very much for all of
25 your years of service on the committee.

1 TERI KAPLAN: And if I may add to that.

2 BILLY HIBBS: Oh, my goodness gracious.

3 TERI KAPLAN: Since you've been an over 10-year
4 member with the Committee, we have a special mug.
5 Unfortunately, you won't be able to get that mug. It's
6 only for our 10-year members.

7 ANNE-MARIE WILLIAMSON: Oh, awesome.

8 TERI KAPLAN: And some flashy lights for her new
9 bicycle.

10 ANNE-MARIE WILLIAMSON: Thank you so much.

11 BILLY HIBBS: All right. So the next thing I
12 want to mention is -- as we get ready to get our new
13 members in, and move forward, I want to really encourage
14 everyone to really focus on, you know, participation on
15 this committee. I think it's important that --
16 particularly after you hear about some of the new things
17 that we are working on today, there's going to need to be
18 some more intense committee work. And it's going to
19 require a lot of hours. And, I mean, I can't, you know,
20 sugarcoat this.

21 The work that we do on the committee is
22 extraordinarily important. It is something that requires
23 a lot of time. Unless you served on some of these
24 committees so far, you know, some of them can be an hour,
25 or two, or three a months. There's a lot that goes on.

1 So what we need are very, very
2 dedicated people that want to get things done. It's
3 really important that when these new initiatives, several
4 of which that we are going to talk about today, that you
5 want to be involved in those things, you want to be active
6 in those things. And that's the most helpful thing so
7 that it doesn't fall on, you know, the shoulders of one,
8 or two, or three people that have to manage these things.

9 Also, as difficult as it is -- and let
10 me tell you, TxDOT probably does a better job of this than
11 anybody I know of trying to find all of the time in our
12 schedules, and then find that one magical day when we can
13 all get together, and have a meeting. And it's pretty
14 difficult when, you know, we have some drop off in those
15 meetings. So please do everything you can, you know, to
16 try and make the meetings even if it's just by phone.

17 We've had a lot of committee work done
18 over the last year. I think very successful by phone.
19 But just know that -- you know, there's kind of a work
20 responsibility part of being on this committee that I want
21 to encourage everybody to take very seriously.

22 At the end of -- I think it was May.
23 Is that right, Robin? That you had the Texas Trails
24 and --

25 ROBIN STALLINGS: Yep. Early May.

1 BILLY HIBBS: Early May. Okay. So Robin asked
2 me to speak there. It was a huge event. Lots and lots of
3 people. Y'all should know I talked about you. I talked
4 about you individually by name. So if anyone comes up
5 about it, you should know that I wanted them to know who
6 the committee members were, and what they did, where they
7 were from, and what we did in this committee.

8 I talked a lot about our different
9 projects, and different kinds of things that we've done
10 over the years. I specifically mentioned some Bike
11 Stripe, and the Texas Trails, and tourism, and study that
12 Carl is working on.

13 There was also a full long presentation
14 by Carl in the workshop afterwards. I thought we had a
15 lot of goodwill that was fostered at the meeting. Having
16 had a chance to talk to Robin in the -- kind of get the PS
17 after the meeting. But Robin, do you have anything you
18 wanted to add about the conference at this time?

19 ROBIN STALLINGS: No. But it was -- it's mostly
20 professionals, engineers, planners, and policy makers from
21 all over the state. And it was, you know, pretty amazing
22 stuff called out. And I have to say that TxDOT had some
23 really great stuff.

24 Carl was packed to hear about the
25 Bicycle Tourism Trails. The data session was really

1 well-attended also. It was pretty awesome. So I think
2 people are pretty -- more aware than ever of what y'all
3 are up to here.

4 BILLY HIBBS: Good. Good. Thank you. Then
5 finally, some of the members of this committee were in the
6 news. Y'all know that I find stories about cycling, and
7 what's going on that's fascinating, and I try to share
8 them.

9 I read the Dallas Paper. I know
10 everyone hasn't, but there's issues going on in Dallas
11 that are really important. So one of the first things I
12 want to start with, and some of you may have noticed
13 Austin has also these electric scooters. I noticed when I
14 was driving over here today, there was scooters flying up
15 and down everywhere.

16 So this is kind of the next big thing
17 is this rental scooters. And the thing that really jumped
18 out at me in the June 30th issue of the Dallas Paper on
19 the scooters is it says that -- what they're doing is
20 they're donating a dollar a day for each scooter in its
21 fleet to the city or city partner to put towards things
22 that support multi-mobile transit, such as bike lanes.

23 Is it a good idea to have scooters in
24 bike lanes? I don't know. But I think that's something
25 we need to think about because as these evolve, and our

1 tech evolves, and, you know -- in Dallas, I told you a lot
2 of stories about these rent-a-bikes that there's just
3 hundreds and thousands of them, as Karla and some other
4 people have pointed out. You know, they'll eventually
5 kind of wiggle themselves down, and that process is going
6 on right now.

7 But, you know, electric scooters
8 obviously are going to be a lot easier for people to get
9 around in a heavy metropolitan area like Dallas and August
10 when it's 110 degrees outside. And there comes a time
11 when riding a bike is probably not a good option.

12 So, these things are cruising around
13 and they don't want them on the sidewalks. They want them
14 in the bike lanes. So I think that's an issue that at
15 some point we'll need to have some conversation.

16 July 14, more issues about scooters.
17 When you fall off a scooter, is a company liable? Well,
18 it only took them, you know, about a week to have an
19 accident, and then start to figure out who's going to get
20 sued, and what happens if you hit somebody or someone
21 else.

22 So this statement popped up. It said,
23 after downloading the app, line by runs users through a
24 series of steps on how to rent and ride an electric
25 scooter, stressing that the equipment can't be ridden on

1 sidewalks, and should be used only in bike lanes. So
2 they're actually training people to use the bike lanes.
3 So I don't know. Is that a good thing or not?

4 Finally, on July 23, there was another
5 cycling death up in Northeast Texas. A guy named Calvin
6 Middleton (ph) got killed in a hit and run in Grand
7 Prairie. The title of the article is Wheels Spin on the
8 Road to Safer Bike Ways. And in it, there is a quote by
9 Carl in here that says that, North Texas is getting up to
10 speed quickly and planning bicycle travel, regional plans
11 incorporate 4,000 miles of streets and trails with bike
12 travels specifically in mind. 4,000 miles. That's a lot
13 of miles, Carl. Congratulations on that. That's
14 incredible.

15 Then the part that was just completely
16 just all new information to me, Robin, was when you were
17 quoted in here. And it said -- it was under an article
18 called Safe Passing Law. I just want to mention this to
19 those of you, like me, may not know much about this. But
20 it says, advocates like Stallings for 10 years have also
21 had no luck with their push for a cheaper alternative, a
22 statewide safe passing law. Under such a law, drivers
23 must leave three feet of space to venerable road users.
24 Commercial vehicles must provide six feet of space. Forty
25 states have safe passing laws, the legislatures have

1 instead deferred to bicycle safety on city street as a
2 local issue.

3 So lots of politics obviously would be
4 involved in getting something like that -- some kind of
5 standard. But that was interesting, Robin. At some
6 point, maybe today, if you want to give your comments at
7 the end of the deal, you might talk about that a little
8 bit because, again, that was entirely new information to
9 me.

10 So with that, I will yield to Eric
11 Gleason and as for his report.

12 ERIC GLEASON: Thank you, Mr. Chairman. Before I
13 start, if you on the phone with us today, if we can ask
14 you to mute your end of the line until you need or want to
15 speak up. We are getting a little bit of background
16 noise, and I think it's one of the folks on the phone.

17 Okay. So as Billy already mentioned,
18 at the September Commission Meeting, the commission will
19 consider recommendations for three appointments to this
20 committee. Three three-year terms. We are recommending
21 that they consider reappointing Shawn Twing from Amarillo,
22 current committee member.

23 And then two new members, one from
24 Laredo, which is an area of the state we have not had
25 representation before. And then we are recommending that

1 they consider an appointment for someone from Austin as
2 well. So with Shawn's return and those two new additions,
3 I think we'll be in good shape in the committee.

4 I do want to recognize both those that
5 have been -- especially Anne-Marie for your service.

6 Joseph, I was excited. I don't know if you're on the
7 phone with us yet today or not. But, you know --

8 JOSEPH PITCHFORD: I'm on. Thank you.

9 ERIC GLEASON: Great. I'm sorry you couldn't
10 make the meeting today. We had a nice bag for you. I'm
11 sure we'll find a way to get it to you. But I appreciate
12 it, Joseph. Your insights, particularly your familiarity
13 with the Northeast Texas trail. It's a trail we've got
14 our eye on, and a lot of interest, and your insights
15 things happening around the Dallas/Fort Worth area. So
16 thank you for your service.

17 Anne-Marie, 11 years is a long time.

18 JOSEPH PITCHFORD: Thank you.

19 ERIC GLEASON: You've seen the committee at its
20 best, I hope, and probably at times when it was not so
21 effective. But I hope you leave with the feeling that you
22 were part of accomplishing some important things here,
23 because I think you were.

24 ANNE-MARIE WILLIAMSON: Thank you. And I do. I
25 do. I do feel that way.

1 ERIC GLEASON: Appreciate that very much. There
2 is a requirement in our administrative code that each
3 year, each advisory committee of the commission prepare
4 that there's a one- or two-paged report prepared
5 summarizing committee membership. It is -- the source of
6 the committee's authority, if you will. For example, this
7 one is in statute. Membership, authority, goals,
8 objectives, and the kinds of things that the committee
9 will be working on.

10 So this report is due at the end of
11 August, 2018. So we've prepared a draft. Most of that is
12 just background information. But the most important thing
13 -- it's not in there yet, but it's the discussions today
14 of what you all want to focus on next. The --

15 So following today's discussion on
16 that, we'll complete this report. You all will get a copy
17 of it in your next meeting agenda packet. So that is
18 going on.

19 In terms of project status, our first
20 set of awards May back in 2015 continued to be on target
21 with meeting the federal obligations, making sure we don't
22 lapse any funding, getting projects far enough along in
23 their progress where we're able to obligate them at the
24 federal level. So we are continuing to keep an eye on
25 that. And Teri has especially been focused on that with

1 her work. So we are on track to make sure we obligate all
2 of the funds that we need to obligate in August of 2018.

3 The second set of project awards was in
4 the fall of 2017, which was last fall. So the good news
5 there is we have -- we got draft advanced funding
6 agreements made for all of those projections, and that
7 everything seems to be moving forward on schedule. So
8 that's 92 projects in all. And all projects that we fund
9 are in areas stated under 200,000. So not the projects in
10 Carl's area or, Jeff, in your area. But these are the
11 areas of the state -- particular the rural areas of the
12 state where we have our challenges of getting these kinds
13 of constructed. So a lot of good progress there.

14 You have in your -- in front of you
15 today is a summary of our tourism trails study, that is
16 often talked about as Carl's study. Anyway, Carl has been
17 instrumental as a consultant on board with us helping us
18 bring this together. Some of you may recall Stephanie
19 Wynn (ph). She preceded Carl in this role with us, and
20 Stephanie actually put together this nice, little
21 four-page summary of what's in the tourism and trails
22 study all 8,000 miles of that network statewide.

23 Now, Carl, you may have 4,000 in your
24 area. You know, 8,000 -- well, let's focus on maybe
25 getting a couple thousand done and we'll be good; right?

1 Okay.

2 So then we will update our web page as
3 soon as we get the final report in hand published and
4 ready to go. A lot of good stuff there. We -- economic
5 impact bicycling in Texas. We are looking at that study
6 being completed next month. And so, we will attentively
7 schedule a presentation of after the next meeting in
8 October. I know there's a lot of interest around the room
9 here on that.

10 And then today's effort, of course, to
11 update the strategic direction report. So that's my
12 report, Mr. Chairman. And I'll turn it back over to you.

13 BILLY HIBBS: Thank you very much, Eric.

14 All right. So at this point, Karla and
15 Bonnie are going to give us a joint presentation on the
16 next potential area of effort for our bicycle advisory
17 committee, and what we're going to do in terms of coming
18 up with some ways to really focus in on what's most
19 important as we go forward.

20 Let me tell you that there was a lot of
21 work that went into this. And I appreciate the efforts of
22 every one to get us to this point. And thank you very
23 much, Karla, for your leadership role in that, and
24 agreeing to come, and present this today.

25 KARLA WEAVER: Sure.

1 BONNIE SHERMAN: All right. Well, Karla and I
2 are excited to talk with y'all about the next potential
3 areas of effort. We -- I want to first thank Karla, and
4 Billy, Jeff, DawnElla on the phone, and Christian for
5 dedicating your time on the work and doing the work with
6 us over the first three weeks to brainstorm ideas, and
7 both pull together the options that we are going to
8 present to you today.

9 Karla is going to give you an overview
10 of where -- how we got to where we are today. And then
11 I'll give you some details about the different options.
12 And then we'll open it up for discussion. Then we're
13 going to do a online exercise. So you'll need o have your
14 smartphone or your laptop available, so that you weigh in
15 -- BAC members only. Sorry. So you can help us
16 prioritize what the next effort is that the BAC will take
17 on.

18 KARLA WEAVER: So kind of just where we -- how we
19 ended up at this part. So many of you are very familiar
20 with the strategic direction report, which committee
21 helped develop and weigh in on several years ago now.
22 It's a great document that kind of lists the whole world
23 of options of things that need to be in the bicycle and
24 pedestrian here at the state.

25 One of the big recommendations that

1 came out of that was the importance of bicycle tourism.
2 So the great summer that we have here today is the effort
3 of the subcommittee of this group that was put together to
4 help provide feedback. And folks stated after this
5 meeting, four times a year. And after, they kind of
6 rolled up their sleeves, and looked at maps, and provided
7 feedback. Presentations were given to this group on sort
8 of, here are another world of options, what do you think?

9 So now this that this part it complete
10 out of the larger direction report, kind of the next
11 question is, okay, what is the next priority? There's a
12 lot of things you can do.

13 So our small working group that was on
14 the phone was given sort of the family, as they're
15 identified in the strategic report, and everyone was asked
16 to vote. It was kind of cool. It was online. You can
17 see here sort of from the most votes to the least amount
18 of votes how people ranked the importance of sort of the
19 priorities of difference roads you could go, so-to-speak.

20 So if you look at these from a linear
21 perspective, the ones that people thought should be done
22 sooner than later start with good technical training,
23 which can mean a lot of different things. Technical
24 training in some aspect. And then thinking about safe
25 design and that could take a couple of different forms.

1 Funding projects, data collection, public education, all
2 the way to encouraging bicycle and pedestrian activities.

3 So technical training, we talked about
4 kind of what does that mean? I think really a big
5 takeaway from that is thinking about TxDOT's technical
6 training of bicycle and planning implementation. So
7 throughout all of the districts, and with decisionmakers,
8 and there's a whole world of infrastructure out there;
9 what is the eligible, what's possible, what are the safety
10 implementations of that. Technical trainings means
11 developing some things, a whole interesting path that you
12 have to go down.

13 Safe sign. There's a little bit more
14 that we thought of that kind of we thought was important.
15 TxDOT guidance on safe routes to new and existing school.
16 I actually recommended this one because a state report
17 card came out from Safe Routes to Schools. Out of 200
18 points, I had Texas had 81. So we have this problem in
19 DFW with so many schools being built, the growth we are
20 experiencing in the state. They're going on TxDOT
21 facilities. And how kids are accesses schools, and
22 driveways, and all of those things our district is really
23 struggling with. So I think this would be a great tool
24 just to pitch it.

25 TxDOT bikeway design and selection

1 recommendations. This is kind of the details of the
2 technical training, and how those are implemented, and
3 bicycle safety analysis. What are we designing, and what
4 are the impacts of that, and what's not working today.

5 Data collection is kind of bikeway
6 inventory, and map of where we have -- could be safety
7 data, could be counts, all kinds of things. Our count
8 program. And public education, and safety campaigns, and
9 a lot of good work going on throughout the state.

10 So when you think about, okay, this
11 sounds like a lot of stuff, how did this happen? TxDOT
12 got their own staff, and consultants, like Carl, are
13 really taking the lead on these types of things and in the
14 divisions areas.

15 The BAC will eventually develop a
16 subcommittee. So I think that will be part of the
17 discussion today to help work on this, focus on a willing
18 to meet after the quarterly meetings, people that can call
19 in monthly to get updates, and provide feedback and review
20 materials ahead of time. So being engaged in that process
21 is important. Things like this usually take between a
22 year and two, depending on the scale of the scope, and the
23 effectiveness of the before and after. So whatever we end
24 up doing, what is the impact of it? And performance
25 measures are very important right now at all levels of

1 government. So kind of developing those, I think, would
2 be fun task in the report.

3 So I'm at super high level kind of
4 those families and all of that can be involved in that.
5 Bonnie is going to go through a little bit more detail of
6 what that might mean.

7 BONNIE SHERMAN: Okay. Thank you.

8 KARLA WEAVER: Sure.

9 BONNIE SHERMAN: The first option that the
10 working group narrowed the pool of efforts down to is this
11 TxDOT bicycle planning and implementation training. TxDOT
12 has of course a catalogue of 400 courses on everything
13 from professional development, to bridge design, to
14 environmental issues.

15 There's a lot of them. There's no one
16 course focused on bicycling, and we are not sure of the
17 extent within other courses that address bicycle
18 accommodations and planning.

19 So this item would create a TxDOT
20 course for professionals working on transportation project
21 involvement. So we include both the TxDOT staff, as well
22 as local government staff, consultants, et cetera. That
23 would identify planning essentials for state and local
24 government professionals.

25 We also want to look for opportunities

1 within existing courses where we can embed bicycle
2 planning principles in those existing courses as well.

3 Potential topics could include the
4 bicycle tourism trail network, low cost methods for adding
5 bikeways like Bike Stripe, looking at best practices in
6 MPO or TxDOT district bike plans, looking at best
7 practices some bicycle friendly state. There are a lot of
8 different things that can be covered in a technical
9 training course. Our human resources division works with
10 the subject matter experts within the agency to develop
11 these training courses.

12 So how about the Bicycle Advisory
13 Committee contribute to this opportunity? There -- the
14 committee could prioritize the course topics that are
15 included or addresses. They can identify Texas-specific
16 case studies, test drive the classroom exercises, identify
17 topics for educational literature, and evaluate best
18 practices from existing planning documents.

19 And then the potential products that
20 could come out of this would include not only that
21 standalone curriculum, but also modules that can be
22 presented at a conference, at an executive leadership
23 meeting, in various environments.

24 The next option that we wanted to
25 present to you is TxDOT Guidance on Safe Routes to New and

1 Existing Schools. Karla gave a pled for this. Karla and
2 Billy had extended conversation about the fact that Texas
3 is growing, and our population explosion is going to
4 require the construction of hundreds of new schools in the
5 next coming two decades.

6 So a lot of these schools end up being
7 constructed at the edge of town, FM roads, state highways.
8 So we should look at how those new siting -- new schools
9 are sighted as well as safety around the existing school.
10 So safety and accessibility.

11 So Safe Routes to School, as most of
12 you I'm sure are aware, is an international movement that
13 is focused on increasing the number of folks who bike or
14 walk to school, as well as improving safety and
15 accessibility around schools.

16 BILLY HIBBS: Bonnie, if I could -- this is
17 Billy. If I could make a comment on that, and actually
18 ask a question too.

19 BONNIE SHERMAN: Yes.

20 BILLY HIBBS: This discussion that you referred
21 to between Karla and me when we were talking about this is
22 really centered around cycling infrastructure for a
23 community. Because it made a lot of sense to us that if
24 we could focus TxDOT engineering staff, and other people
25 on thinking about, all right, when this new school goes in

1 there, we're going to have it cycling friendly, it could
2 make it easier for the town to dedicate resources to tie
3 that into everything else.

4 So it's almost like it kick-starts
5 cycling in a community where there's not a lot of
6 infrastructure already. And it does it in a way -- so
7 this is my question: Isn't there federal funding
8 available for Safe Streets to School, or some kind of
9 special pocket of money that's available to do these kind
10 of projects?

11 BONNIE SHERMAN: Well, Safe Routes to School was
12 -- is used to be a standalone funding program. But in
13 2012, the federal transportation bill rolled it in with
14 the transportation enhancements and recreational trails
15 programs, and created the transportational alternatives
16 program.

17 BILLY HIBBS: Okay. So it's part of TAB now?

18 BONNIE SHERMAN: It's part of TAB.

19 BILLY HIBBS: Okay.

20 BONNIE SHERMAN: The MPOs get funding directly
21 from the federal government for their areas, and then the
22 communities 200,000 or less get funded through TxDOT's
23 program.

24 BILLY HIBBS: Okay. All right. Thank you.

25 KARLA WEAVER: And every area is doing it a

1 little bit different. So in we region, we have two
2 separate applications, and we put a pot of money aside
3 just for Safe Routes to School.

4 Some regions have just one big pot, and
5 they may fund Safe Routes to School, they may fund all
6 bike infrastructure. It just depends. And they give you
7 flexibility to develop your program kind of however
8 specific that you want to.

9 ERIC GLEASON: Right now -- this is Eric Gleason.
10 Right now, the way our program is set up is for
11 construction only, and the Safe Routes to School project
12 is one of a number of eligible project types. And we
13 funded any number of them in the last two calls. It's no
14 small amount. And so, you know, from a -- it's part of
15 what we do.

16 But Karla is right. Some folks set
17 aside to emphasize it by creating a pot of money. So we
18 don't do that. We list it in --

19 MARGARET O'BRIEN-NELSON: You said that's new
20 construction though only? So it wouldn't be like
21 Harvey-related, and you had programs like if there were
22 communities, say like Texas City or something like that,
23 if they had to go and do extensive remodel or something
24 like that, or go to an alternative school location because
25 of damage following the diaster. Would that qualify under

1 this?

2 ERIC GLEASON: Well, I think we would look first
3 to whatever the federal diaster relief funding and the
4 programs they have for that would cover.

5 If the relocation to a different school
6 was a permanent decision, then I think it would make
7 sense, after the recovery funding had been expended, if
8 there's still remaining issues, then I don't know why it
9 wouldn't be something that we consider. So --

10 MARGARET O'BRIEN-NELSON: Okay. Just wondering
11 because there are a lot of communities out there.

12 TERI KAPLAN: I just wanted to add that the
13 clarification that these funds under this program must be
14 awarded through a competitive process. So we just don't
15 award them.

16 ERIC GLEASON: Yes.

17 MARGARET O'BRIEN-NELSON: I got that.

18 ANNE-MARIE WILLIAMSON: I just have a
19 clarification question. So I'm reaching back to the
20 recesses of my memory, but before the Safe Routes to
21 School stuff was kind of rolled in, there were monies that
22 were earmarked specifically for Safe Routes to Schools to
23 the tune of a couple million, or 2.5, or something like
24 that; right?

25 Where do we -- is this money accessible

1 for this sort of thing now, or for education, or -- I
2 guess kind of where is that money? Can we access it?

3 TERI KAPLAN: I believe all of the funds that
4 were authorized under safety in lieu for Safe Routes to
5 School infrastructure have been utilized for
6 infrastructure projects.

7 Now, there is some money still
8 available for some educational, and I believe that traffic
9 operations is still working on a packet of program for
10 that. If these funds that you're talking about for
11 non-infrastructure are being managed through our traffic
12 operations division for safety purposes and education.

13 ANNE-MARIE WILLIAMSON: Okay. Okay.

14 ERIC GLEASON: So the concern is that with the
15 federal action, the emphasis on this program has been
16 diminished. The funding, as I understand it, is still
17 there, but the indication element is handled through our
18 traffic safety traffic operations division.

19 Because of the way our administrator
20 rules are written, the funds that we manage for the
21 transportational turners program are spent on
22 construction.

23 ANNE-MARIE WILLIAMSON: Okay. Thanks.

24 DAWNELLA RUST: This is DawnElla.

25 BONNIE SHERMAN: Yes.

1 DAWNELLA RUST: Can you hear me?

2 BONNIE SHERMAN: Yes.

3 DAWNELLA RUST: I'm looking at Safe Routes
4 Partnership website. And all they really -- there's
5 nothing about any grant funding any more at all. It's
6 more of a research for case studies, and fact sheets, and
7 webinar, and things like that.

8 So I think in addition to what's been
9 said, they're really not funding it through Safe Routes
10 anymore, but they're providing it as an educational
11 resource for people.

12 BONNIE SHERMAN: Right. And many communities did
13 establish a Safe Routes to School plan during the time
14 when that funding stream was available. And maybe it's an
15 important concept that many communities still want to
16 develop in their communities.

17 So it is still an eligible type of
18 project for our TAB funds.

19 ERIC GLEASON: Why don't we move on and cover the
20 rest?

21 BILLY HIBBS: Yeah.

22 ERIC GLEASON: And then the --

23 BONNIE SHERMAN: Okay. All right. So this
24 guidance would focus on identifying needed safety and
25 accessibility improvements around schools. And it would

1 also provide some information for siting considerations
2 when the districts -- school districts are -- meet with
3 the TxDOT districts to discuss new schools.

4 Ways that BAC could contribute to this
5 element would be to prioritize topics to be included in
6 the guide, to identify Texas-specific case studies, to
7 test drive the materials, evaluate Safe Routes to School
8 national best practices.

9 Potential products out of this could
10 include: Design guidelines for safer bike and pedestrian
11 infrastructure around schools, school siting guidance
12 documentation, and recommendations for coordination with
13 schools.

14 The third option that we'll discuss is
15 the TxDOT bikeway design and Selection recommendations.
16 There are many guidance documents out there for design.
17 TxDOT follows its roadway design manual. That's kind of
18 the engineering bible that we use. And we also follow the
19 American Association of State Highway Transportation
20 Officials, or AASHTO, Guide for the Development of Bicycle
21 Facilities. That last version was written in 2012, and
22 it's in the process of being updated. And the approval
23 process for finalizing the updated AASHTO Guide is
24 anticipated to take one to two years. And we anticipate
25 there to be a very big change in the way that projects --

1 bicycle accommodations are developed based on the new
2 guide.

3 The FHWA has produced a number of
4 guidance documents over the last five or so years on very
5 specific topics regarding bicycle development. And FHWA
6 promotes design flexibility. A not one size fits all
7 approach, but looking at the available guidance, and
8 identifying the appropriate opportunities, or the
9 appropriate methods for the current roadway
10 characteristics, and the environment.

11 There are other guidance documents out
12 there that are important. In particular, the National
13 Association of City Transportation Officials, or NACTO has
14 a very user-friendly guide on the internet that fills a
15 lot of gaps where other guidance doesn't exist and is
16 appropriate for local street, or urban street design.

17 In several of these -- do these
18 guidance documents or with other DOTs -- some other DOTs
19 -- some folks have developed bikeway or facility selection
20 guidance based on traffic volume, speed, number of lanes,
21 presence of shoulders, et cetera. And they help you
22 identify, what's the appropriate type of bikeway facility
23 given the characteristics of this roadway?

24 So how could that contribute to this
25 opportunity? We foresee an opportunity to share your

1 bicycling experiences, both here and aboard, evaluating
2 best practices from other states or from other countries,
3 advising the project team on volume, speed, and other
4 roadway characteristics, and prioritizing the bicycle
5 facility types.

6 We should be clear that any updated
7 design guidance has to come through, and be led by TxDOT's
8 design division, as they're the subject matter experts.
9 And they would be the one who would establish any of the
10 design guidelines.

11 So we think that we could provide
12 recommendations to them that -- on a bikeway selection
13 matrix, similar to the one we saw with the traffic safety
14 and -- I'm sorry, traffic volume and speed, and other
15 roadway characteristics, as well as recommendations on
16 evaluating or including bikeway type selection, and early
17 in the project development process, whether it be for a
18 roadway construction project or a maintenance project.

19 So with that, I would like to open it
20 up for further discussion. We have a little bit of
21 discussion on the Safe Routes to School one, but we have
22 three options on the table. The Safe Routes to School,
23 the bikeway selection matrix, and the technical training.

24 Does anyone have any questions on those
25 three options, or wanting to explore any of them further

1 before we get into our prioritization? Crickets.

2 GENEVIEVE BALES: Am I allowed to make a comment?

3 BONNIE SHERMAN: Yes.

4 GENEVIEVE BALES: My name is Genevieve. I'm with
5 the Federal Highway Administration. I just wanted to
6 clarify that TxDOT's funding for the transfusional
7 alternatives is limited to the construction. The MPOs
8 have a boarder application of this money.

9 So you might see, you know, Dallas/Fort
10 Worth doing more planning, or maybe education, Witchita
11 Falls may do something different. I mean, you're going to
12 see it, and you're going to see a variance when you look
13 at the MPO.

14 ERIC GLEASON: Yes. And let me jump -- that's a
15 good comment, Genevieve. I think at the federal level,
16 the program can be applied more broadly than it is here at
17 TxDOT to areas of the state within under 200,000 in
18 population.

19 The commission made a decision at the
20 time that the current rules were adopted to focus on
21 construction. And that in some part, it had to do with
22 some history that the commission had with the previous
23 transportation enhancement program, and the desire to make
24 sure that we got going quickly on that structure
25 development.

1 But not to say that all of that
2 couldn't be revisited at some point as well. But it is
3 important to realize at the federal level that there is a
4 broader scope, or broader application for the program in
5 general, as Genevieve says, then we have here at TxDOT for
6 areas under 2,000,000.

7 BILLY HIBBS: This is Billy. I would just like
8 to kind of reiterate again. You know, when you're faced
9 with all of these different, you know, potential areas
10 where the Bicycle Advisory Committee might have some
11 impact, it seems like to me instead of it being a shotgun
12 thing, and just throw a bunch of stuff up there on the
13 wall, and, you know, pick whatever makes us feel good,
14 there needs to be some kind of logic applied to this.

15 And I think actually for years that we
16 talked in this committee about the importance of ensuring
17 that TxDOT engineers, and planners, and things like that
18 are well educated on cycling, and how important that is.
19 And we can't really see Texas moving beyond where we are
20 right now if we can't get everyone on board to learning
21 more about the different kinds of cycling, you know,
22 infrastructure that's available across the rest of the
23 nation, and apply -- to apply that in all.

24 So, it seem to me at least and I think
25 other people that were working on this, that if we could

1 attack the training piece of it first, and then go to them
2 with a plan that said, all right, this Safe Routes to
3 School is already an established program. There
4 apparently is money that's available that the national and
5 state level for this. Every community of any size has got
6 schools in it. And those schools are growing. There's
7 not any doubt that they're building more schools.

8 So if we could at least start with
9 that, you can then have kind of a basic building block I
10 think to help connect the rest of your cycling
11 infrastructure to that. Because it's not going to do the
12 community any good to have safe routes to a school if it
13 doesn't tie into anything else.

14 So it all seems like it forces the rest
15 of the planning bodies associated with that community to
16 get onboard and say, well, okay, how can we extend this
17 beyond, you know, half a mile of the school? And so, what
18 -- to me, there seems to be a lot of logic in doing it
19 that way rather than just, you know, having -- picking a
20 few things up there and say, let's focus on this.

21 CRISTIAN SANDOVAL: Added to that -- and I don't
22 want to -- I think that was a great argument. What I
23 really appreciate about it is my organization -- we focus
24 on child obesity, and trying to also rethink -- reduce
25 high school dropout rates.

1 Most of our efforts are -- have been
2 going right now to target elementary schools, fourth and
3 fifth graders, because that's where we can do the most
4 impact. We are trying to get the kids to cycle more
5 because we know that there's a lot of benefits in that.
6 Not only are we teaching a new era of cyclers, or a group
7 of cyclers, but we are also dealing with all of these
8 things.

9 So what I like about that is that it
10 puts it all together. If we start focusing more and more
11 in putting all of the different elements to work in unison
12 and we can -- I think in the future, we are going to be
13 reaching all of the benefits. So I'm passionate about
14 that, and that's why I supported that decision.

15 KARLA WEAVER: Billy, if I could add to this
16 discussion. When we started all of this, I thought
17 training was my number one and no one could get me out of
18 that box. I think as we describe it, I see more the
19 benefit of the design and selection guidance even coming
20 before training. Because all of the things that Bonnie
21 mentioned are things we want to know what we think about,
22 it needs to go into the training.

23 So I think we all -- we need everyone
24 on the same page on, what is the right speed? What's the
25 right volume? What's the safest approach? And once

1 everyone reaches consensus, then these training modules
2 coming out and spreading the gospel.

3 Then the schools -- it ultimately comes
4 down -- you don't rebuild school. They're going to have
5 20, 30, 40, year lives.

6 BILLY HIBBS: Right.

7 KARLA WEAVER: And they're going in so fast. And
8 it's a problem that affects the urban, and the suburban,
9 and the rural. And I just think it has a huge impact on
10 what we are going.

11 We know traffic goes up like 23 percent
12 during the school year in DFW because are driving their
13 kids to school. That's the only option. And so, I think
14 if we don't get ahead of it, it's just -- we are going to
15 put in 200 more schools that we're going to get stuck with
16 for the next 50 years.

17 BILLY HIBBS: Yes. I agree. Jeffrey?

18 JEFFREY POLLACK: Yes. Thank you. Jeff Pollack
19 here. I really -- I want to echo some of what Karla just
20 said. I think that -- and Billy, as much as I appreciate
21 the idea that TxDOT considers wag the dog and force the
22 hand in municipalities, there's still the gap in knowledge
23 of how to implement projects with the right infrastructure
24 in the right places.

25 So there may be recognition of the

1 need. We made accelerate that need by putting, you know,
2 roadways with bike facilities on state roads, but that
3 doesn't necessarily empower all the municipalities to
4 follow suit in a way that creates a network.

5 So I think that, for my part -- you
6 know, when we were on those calls, I was also signing the
7 tune of the importance of detailed type of guidance on
8 bike facilities selection at the district level.

9 BILLY HIBBS: Yes.

10 JEFFREY POLLACK: And I think -- you know the
11 idea in my mind of having worked at the local level
12 through the MPO is that if we set districts up for success
13 in that respect so that evaluation of, A, should a bike
14 facility be here? And B, if so, what form it should take?
15 Becomes a systemic part of project planning at the
16 district level.

17 Then we see the district take a
18 leadership role with the municipalities in that district
19 where municipalities can follow the same methodology, the
20 same analytical approach to deciding where facilities
21 should go, and what form they should take. Because I
22 don't think you can expect -- unless that work is being
23 done regionally through an MPO, or being led by the
24 district, we see a lot of municipalities who just don't
25 have the wherewithal to do that to create his sort of

1 cohesive network that can get kids, or any user from a
2 residential area on a non-state facility to a school where
3 that trip is going to include a mixed bag of state and
4 local roads.

5 MARGARET O'BRIEN-NELSON: So I guess I'm getting
6 a little bit confused here with --

7 BILLY HIBBS: Margaret, state your name, please.

8 MARGARET O'BRIEN-NELSON: Oh, I'm sorry. This is
9 Margaret O'Brien-Nelson from the Houston-Galveston --
10 well, Houston area.

11 But -- so I'm saying -- you're asking
12 for a shift in focus here? Like apart from what's already
13 being proposed?

14 JEFFREY POLLACK: No, ma'am. I would say of the
15 three being proposed, I'm sort of echoing probably
16 sentiments that first and foremost in investing in the
17 tools, and guidance to help the selection of bike
18 facilities is kind of the first step in the chain.

19 MARGARET O'BRIEN-NELSON: Before training?

20 JEFFREY POLLACK: Well, I think that that
21 guidance and that decisionmaking framework becomes the
22 substance of training at the district's level and beyond.
23 But I think first and foremost, you have to identify the
24 right tools that are going to work in, you know, in the
25 most diverse context as our district is already diverse,

1 and figure out how we are going to select, in a technical
2 sense, the right cities and the right places, and kind of
3 build training around that.

4 MARGARET O'BRIEN-NELSON: Okay. Okay. I just --
5 I guess I'm confused at some level about where training
6 ends and where communication begins. It seems like it's
7 more like an over arching piece.

8 JEFFREY POLLACK: I agree that it's a continuum,
9 but I think we've got some hard work to do in deciding
10 what we are going to use as the state of practice
11 preferences for selecting a designing bikeways first and
12 foremost.

13 MARGARET O'BRIEN-NELSON: Got it.

14 BONNIE SHERMAN: And again, our design division
15 would have to take the lead on any design guidance. So
16 our role would be recommendations to inform their
17 decisions.

18 BILLY HIBBS: Yes. This is Billy again. I
19 really don't have a strong opinion about which one of them
20 comes first. I just want to get it done. So from a
21 practical standpoint, I would like to ask Eric his opinion
22 in terms of this discussion where you see it, because you
23 know more about probably the internal mechanisms of what
24 goes on here than any of the rest of us.

25 So based on what you have seen and

1 heard today, what is your view of the most practical way
2 of doing this?

3 ERIC GLEASON: Well, I'm waiting for the vote.
4 I'm waiting to see where everybody is at.

5 BILLY HIBBS: Oh, okay.

6 ERIC GLEASON: Before I answer that. I think --
7 it's going to depend on, you know, where the committee
8 ends up. There are ways to look at each of these
9 honestly, and do a little bit of the other two when you do
10 that. It's really more of a focus.

11 The thing that is, you know, different
12 from the strategic direction report and different from the
13 tourism trails study, each of these actually expand the
14 committee into other areas of the department, which is a
15 good thing. It also introduces some unknown, if you will,
16 in terms of the extent to which we will be able to be
17 successful in communicating what is a priority for us to,
18 say, the design division.

19 BILLY HIBBS: Yes.

20 ERIC GLEASON: So that is -- but that's present,
21 you know, in the training. We have to work with our human
22 resources division, guidance on Safe Routes to the
23 Schools, and things that will obviously necessitate
24 coordination with the operations.

25 And then the design and, you know,

1 selection guidance is going to be with our funds division.
2 So all three of these are sort of different within two
3 previous efforts.

4 So I'm answering your question directly
5 because I'm interested in the committee. What I do know,
6 I think, seems to me any way, that when this committee
7 chooses to focus, it is very productive. So what I want
8 to try and avoid is some sort of equivalent effort on all
9 three. And we may not end up with anything that is really
10 as significant as the two pieces that the committee has
11 produced in recent.

12 BILLY HIBBS: Yes. That's a good point. Please
13 understand that these are three of the seven, I believe,
14 topics that were presented to the committee of importance.
15 And through multiple rounds of voting, these were the
16 three that kept coming up as being the most important to
17 us, more so even in things like bicycle education, that
18 are very important.

19 But you got to start somewhere and I
20 think Eric tried. You just can't eat the whole elephant
21 all at once. There's so much to be done in Texas. You
22 know, you really got to -- you really got to say, all
23 right, we got, you know, limited time, limited resources.
24 We've got a committee that has, you know, people that have
25 other jobs than just doing so. So, what can we do, do it

1 well and get it done?

2 So these are the three that kept
3 percolating at the time. If there's no other further
4 discussion -- anybody else got any comments, or questions,
5 or anything?

6 CARL SEIFERT: We might want to just say -- does
7 anyone on the phone have anything to say? We don't want
8 to make y'all think you can't chime in.

9 DAWNELLA RUST: This is DawnElla. Since I was on
10 the subcommittee, I'm okay.

11 BONNIE SHERMAN: Thank you.

12 DAWNELLA RUST: I'm kind of where I was before,
13 and kind of in line with some of the discussions. So I'm
14 okay.

15 BONNIE SHERMAN: Okay. And Joseph? Joseph, did
16 you have anything you wanted to add or ask?

17 BILLY HIBBS: He may have dropped off.

18 ERIC GLEASON: I think he dropped off.

19 CARL SEIFERT: Well --

20 KARLA WEAVER: Can I say one more thing?

21 CARL SEIFERT: Yes.

22 KARLA WEAVER: So the discussion -- as I was even
23 saying it, I was still torn between two of the options.
24 For my own peace of mind, I can reconcile with the fact
25 that we do need to focus on one. There is bicycle

1 planning and implementation training available. We bring
2 in training on AASHTO, and NACTO, and I saved 25 spots for
3 my TxDOT districts every year for those trainings.

4 So if that is not immediately
5 addressed, there are other ways to address those in some
6 regards. Safe Routes to School --

7 ERIC GLEASON: Does your district participate?

8 KARLA WEAVER: They do.

9 ERIC GLEASON: Okay.

10 KARLA WEAVER: It's record numbers. And I call
11 them all first, give them two weeks, and I pay for
12 everything based on the --

13 ERIC GLEASON: Have you seen an impact of that?

14 KARLA WEAVER: I'm hearing words from the
15 training repeated back in meetings. It's one of the most
16 effective ways that we spend money in our region.

17 ERIC GLEASON: Okay.

18 KARLA WEAVER: The other thing is Safe Routes to
19 School has been around a long time. There are lots of
20 materials on this. It's not effective messaging to the
21 districts yet, and TxDOT, and they don't think about it
22 larger scale. And they're the last ones often brought to
23 the table by the school districts. They're just out
24 building schools wherever they will because they're
25 independent.

1 But I think that's a very local area
2 that maybe we are trying to develop guidance in our
3 region. That's a huge thing to wrap your arms around
4 because you have to tell the school districts.

5 So that one is really, really, really
6 important in my mind, but maybe it's easier to address at
7 a local level until we get state assistance. But the
8 guidance has to come from the top, and be developed in
9 Austin for the rest of the state to even know what the
10 world of options are.

11 I'm talking out loud through some of
12 this, but I think I've come to circle in on what I think
13 my priorities are.

14 ERIC GLEASON: Okay.

15 BILLY HIBBS: Okay. Thanks.

16 CARL SEIFERT: Thank y'all so much. Great
17 discussion. Whereas in a lot of meetings, we say put away
18 your phone or turn them on silent. Get your phones out.
19 We have one last thing we're going to do. If you have a
20 computer out, that's fine too.

21 I want y'all to go to Menti.com like
22 the slide says here. And there's a code that will await
23 you, a nice, little blank. Oh, yes. People who are
24 primed and ready.

25 BONNIE SHERMAN: And I do want to say only BAC

1 members, please, participate in this.

2 CARL SEIFERT: Yeah. We will know if the number
3 gets above -- as y'all see on the slide -- you know, I
4 hear some levels of equivalences between a couple of
5 these. You have the ability to rank both of these at 50;
6 right? I mean, if you have to distribute between those
7 100 points, you can see the little pluses and minuses, you
8 could decide they're actually equal to you. But then the
9 third one doesn't get any points.

10 So this is a neat way for us to really
11 kind of get a more fine-tuned idea on where the committee
12 sits. And you'll see how these are all moving around on
13 what's the highest and what's the least.

14 Because we should get -- I think since
15 Joseph jumped off and we don't have Shawn today. I
16 haven't heard anything about him. So we should have a
17 final of nine committee members voting. We have four.
18 You can look in the bottom right and it'll show the number
19 of people who have voted so far.

20 So I'm just going to keep filling time
21 on while y'all think and waiver between these.

22 TERI KAPLAN: Jeff, have you weighed in?

23 JEFFREY POLLACK: I did.

24 CARL SEIFERT: He was ready.

25 TERI KAPLAN: He is technically savvy on top of

1 this stuff.

2 So while Carl is waiting to fill time, with
3 regard to getting Safe Routes to School, the programs that
4 are federally funded are, as it says, Safe Routes to
5 School. A lot of times the schools fail to do the
6 internal circulation that's needed within the schools.

7 So if there's so many schools that are
8 being built and you're privied to that, you need to bring
9 that message to the school districts that they need to
10 built the sidewalks, and connections to their buildings.

11 CARL SEIFERT: So -- and thank you, Teri. That
12 was very good, helpful, important.

13 Of the people in the room on the
14 committee, has anyone not voted? We have one more person
15 I was expecting to vote and we have eight so far.
16 DawnElla, have you voted?

17 DAWNELLA RUST: Yes. I voted.

18 ERIC GLEASON: It's fine. There is nine.

19 CARL SEIFERT: Oh. There is nine. Perfect. All
20 right. Well, everyone, we have a very clear ranking. At
21 y'all can see here, the bikeway design selection guidance
22 has gotten number one, the guidance and safe routes to new
23 and existing schools two, and bikeway planning and
24 implementation training has been ranked third. Thank you
25 all.

1 BONNIE SHERMAN: All right.

2 BILLY HIBBS: All right. So does that wrap it
3 up, Bonnie? Do we go to the next agenda item?

4 BONNIE SHERMAN: I believe that we should. And
5 we can --

6 BILLY HIBBS: So may I ask, what's next on this?

7 BONNIE SHERMAN: Okay.

8 BILLY HIBBS: What is next?

9 BONNIE SHERMAN: So --

10 BILLY HIBBS: Not on the agenda --

11 BONNIE SHERMAN: Right. I believe that we will
12 solicit members to participate in a working group, and
13 establish a schedule, and a scope of work. And we will
14 coordinate with our design division and see, you know, how
15 we can work with them. And, Eric, is there anything that
16 you would like to add?

17 ERIC GLEASON: I think it's a -- our goal would
18 be, between now and our next meeting, to be able to come
19 back with a scope, one or two conversations with our
20 design under our belts, perhaps someone from the design
21 division. And maybe serve -- you know, the October would
22 be maybe kind of a kickoff point for the effort.

23 I think that's reasonable, if that
24 works for the committee.

25 BILLY HIBBS: Hmm-hmm.

1 ERIC GLEASON: So getting a working group
2 established. We'll reach out to the design, and we'll put
3 together something that looks like a scope, and the
4 timeline with the products.

5 BILLY HIBBS: Okay. A couple of comments.
6 First, I think Teri made an absolute wonderful comment
7 about these different communities that have these schools,
8 and someone needs to bring this to their attention; okay?
9 And there's a handful of us on this committee, and we
10 don't represent all 1,054 individual school districts in
11 the state of Texas, however many there are now, 1,052.

12 So I think some thought as you're
13 putting that together between now and next committee
14 meeting is how do we reach all of these people with this
15 information? Because let's say over the next four to, you
16 know, six, eight months, we come up with a very effective
17 strategy, and it works great for the people in this room,
18 which touch a fair amount of the population. And maybe
19 we're the ambassadors that go back to the schools and say,
20 hey, look, but there has to be some way of reaching out to
21 all of these different school. And all of these rural
22 communities that have no idea what we are talking about,
23 or what's going on.

24 ERIC GLEASON: So let me just -- so the top
25 priority was the design guidelines and the selection

1 guidelines. We talked about how that effort can actually
2 filter down to something like the school decision. I just
3 want to make sure that that's sort of the way to --

4 BILLY HIBBS: Yes. Right. It is.

5 ERIC GLEASON: The preferred focus is on
6 overarching effort recognizing that there will be, you
7 know, benefit, tangible benefits, perhaps to the other
8 two.

9 BILLY HIBBS: Yeah. Yeah. Absolutely. And I
10 was just thinking back to what Teri said. I mean, she was
11 exactly right that there's just so many schools, and
12 there's so much of this -- you know, this new design, and
13 new information that's going to come out of this. How do
14 we get that out? I mean, how do we get it to them? So I
15 would like for that to be a part of the discussion.

16 The original that I wanted to mention
17 is -- and it goes back to our Texas Bicycle Tourism Trails
18 Study that was Carl's report, as we referred to it. When
19 this brochure was actually being put together, it dawned
20 on me that maybe we need to have some kind of
21 standardization on this particular trial.

22 For example, if you're going to fly
23 over here from Europe, and you're going to bring your road
24 bike, and you find out that, I don't know, 500 miles of it
25 are gravel, and your road bike doesn't perform

1 particularly well on gravel, that might be a problem. And
2 do we need to be thinking about having a standardized
3 surface, or a standardized path, or shoulder, or something
4 that goes through this whole network of these things so
5 that somebody knows what they're getting into?

6 Because I know if I was going to ship
7 my bike, and all of my gear, and planned to get on the
8 road for a month, I would like to know what the surface is
9 going to be, and what kinds of protection I've got, and
10 what those look like.

11 So I think that this number one
12 priority that we just voted on here has a lot of, I think,
13 practical applications and some of the other things that
14 this committee has been doing, like this particular study
15 right here, and coming up with some designs that we can
16 endorse and say, if you want to be on this route, your
17 trail or -- you know, your bike path needs to look a
18 certain way, and it needs to meet certain standards in
19 order for us to get the tourism that we want.

20 CRISTIAN SANDOVAL: But -- I'm sorry, this is
21 Cristian.

22 BILLY HIBBS: Yes, Cristian?

23 CRISTIAN SANDOVAL: I always go back to, what is
24 our role and our purpose? Because then we don't want to
25 get into -- starting to get into areas that's outside of

1 our scope. I mean, are we the department of tourism or
2 where does our role go to build? I mean, we build an
3 infrastructure, we put it out there, we say it's suitable
4 for these conditions.

5 Now, the first step is fine. Need to
6 do the research, and maybe there's another organization
7 that goes through that extent with tourism when it comes.

8 So I guess -- I'm not saying that I
9 agree or disagree with your point. I think the important
10 thing is to always defining, what is our scope and where
11 do we stop? Because if not, we'll never stop.

12 MARGARET O'BRIEN-NELSON: I think that maybe -- I
13 don't think anybody else is on the phone anymore; right?

14 BONNIE SHERMAN: I think it's DawnElla.

15 MARGARET O'BRIEN-NELSON: Oh, okay. Sorry.
16 DawnElla, it's Margaret from Houston. But I think that
17 you're again speaking to that mechanism for putting
18 information out there. And it would be important as we go
19 along, like knowing what Texas Parks and Wildlife is
20 doing; okay? If there's the way to interface that
21 information.

22 Or if it's COGS, you know, like in
23 other areas and everything, what are the conduits?
24 Identifying those places where information can be pushed
25 out, the work from here, and utilizing that. Because I

1 think he's right. It's a matter of scope, like what scope
2 we have in everything addressing that, but knowing what's
3 available too within the state, I think identifying that,
4 and using those resources to pass along this information.
5 And schools as well.

6 ERIC GLEASON: That's a right segue to chair into
7 our next topic.

8 Before we close this one, just a
9 reminder we will be soliciting interest in a working
10 group. We have to be sure to be stable what would
11 otherwise be a quorum of committee members within that
12 group. So we'll be looking, you know, at three, four,
13 five people who can devote the time, and the energy to
14 help move this along between our quarterly meetings. So
15 we'll be sending something out shortly there. If all of
16 you volunteer, we'll have to figure out a way to pick a
17 handful.

18 BILLY HIBBS: Awesome. All right. All right.

19 ERIC GLEASON: Thank you, everybody, for this.
20 It was very helpful.

21 BILLY HIBBS: Thank you, Eric. All right. So
22 Jeffrey has agreed to give us a presentation on the Corpus
23 Christi Metropolitan Planning Organization Strategic Plan
24 For Active Mobility, known as Bicycle Mobility by Design
25 in Corpus Christi and installing the right infrastructure

1 in the right places.

2 That's quite a title. Take it away,
3 Jeff.

4 JEFFREY POLLACK: Okay. Thanks. So in terms of
5 time, are we sort of on schedule? Ahead of schedule? Do
6 I --

7 BILLY HIBBS: We're good.

8 BONNIE SHERMAN: On schedule.

9 JEFFREY POLLACK: Thanks very much. Let me see.
10 Where do I aim this --

11 BONNIE SHERMAN: It should be to the right.

12 JEFFREY POLLACK: First of all, thanks very much
13 for this chance to share this work with y'all. I've been
14 in bit of a transition over the last month. I've spent
15 the four years as the director of the MPO, the
16 Metropolitan Planning Organization in Corpus Christi,
17 which is federally funded regional planning entity charged
18 principally with helping to plan, assist in the design and
19 funding of transportation infrastructure of various votes.

20 I am now the director of planning of
21 Corpus Christi. So you will not actually see any titles,
22 or constant information on here because I didn't have any
23 of that contact information when I put this together.

24 I do now. So if anybody wants to find
25 me, by all means, I can share it. I'm now also a member

1 of the City of Corpus Christi's Bike Advisory Committee,
2 the idea there being I wanted an official way to be able
3 to lend technical assistance in the implementation of this
4 plan.

5 So for those of you that aren't
6 familiar with our little corner of the coast down to
7 Corpus Christi, if you Google us, you see images like
8 theses. And then if you look hard enough, you'll also
9 come up with this, which is -- it's sort of perplexing why
10 it's a community that at face value has all of the
11 national amenities of the most liberal cities in the
12 country, with maybe better weather. And having a rate of
13 obesity, and obesity-related epidemics that are leading
14 the nations. And that is not the point of my conversation
15 today, but it's a familiar story and one that I imagine
16 that resonates in some of your communities.

17 We have essentially spent the last 50
18 plus years inadvertently designing physical activity out
19 of our community in terms of its physical shape. I would
20 argue that that has everything to do with the way we plan,
21 built transportation infrastructure.

22 So with that, we at the MPO were able
23 to justify diving very deeply into this topic of active
24 mobility and mobility planning. So I'll stop the
25 justification, assuming we are all -- we all generally

1 agree this is work worth doing, but if anyone wants to
2 revisit that, I'm happy to sort of explain the
3 motivational a little more deeply at the end.

4 So this work is, or was -- and in an
5 ongoing sense is decidedly not about the Spandex clad,
6 shaved legs, sports rider, of which -- in full disclosure,
7 I am one on Saturday morning. But on Monday morning, I'm
8 trying to get to work, or I'm trying to get my kids to
9 school by bike.

10 So, you know, that's an important point
11 is that while it's so important we talk about bike
12 infrastructure, to really talking about, in a nuance
13 sense, what the class of rider we are targeting. It's
14 also important to recognize there's a lot of crossover
15 there. I spent a lot of time talking to the sports
16 cycling community in Corpus Christi about the fact that,
17 you guys may be out for fitness on Saturday morning, but
18 you may be trying to get to the -- you know, the Tockaree
19 (ph) with your family on Sunday afternoon, or to working
20 on Monday morning.

21 So it's important for us to be thinking
22 about who that type is. In our case, it was the guy that
23 looked like this, somebody who is either biker
24 trans-pendent or is a lay recreational rider. So
25 decidedly not the expert pedalist.

1 So I'll kind of fly through to the
2 background stuff and get to the meat of this here. This
3 was really enlightening for us. When we had a -- over the
4 course of what was a 10-month protracted conversation with
5 the community, and I mean all aspects of our community, 70
6 plus percent of the folks we talked to told us that they
7 agree or agreed strongly with the fit division of Corpus
8 Christi.

9 Only 30 percent of the people we talk
10 to ride a bike in any regularity right now. Equivalent,
11 70 percent told us they would like to ride more often.
12 That 40 percent delta is entirely due to safety concerns.

13 So, you know -- and you could argue
14 that we have a particularly aggressive driving public, but
15 we're not atypical for Texas. Those statistics to me were
16 -- could not be more clear.

17 So I've learned the hard way through,
18 you know, years of presenting to political bodies. You
19 always start where you want to end up, then you work your
20 way backwards with -- if you have time before people fall
21 asleep.

22 But let me see here. Would it be --
23 let me know if it would be helpful to shut a light off in
24 the front. We can do that. What you see is a 30,000 foot
25 view of a 290-miles bicycle mobility network in greater

1 Corpus Christi area. So this is in the Corpus Christi MPO
2 area.

3 The areas in blue are the portions of
4 that network that correspond to the street network. I
5 need to make this distinction between corresponding street
6 network and falling in the street. So when we get to the
7 infrastructure piece, you'll see there's actually not a
8 single segment of this network that's prescribed as
9 on-street bike lanes.

10 We do have some bike boulevards. But
11 for the most part, corresponding to the street network
12 does not mean in the street.

13 The areas in gold -- and that's about a
14 quarter of the network. So 64 miles or so, fall entirely
15 off-road in the form of multidirectional multi-paths. So
16 something that probably overlaps more with the
17 recreational realm.

18 TERI KAPLAN: We are bringing WD-40 next meeting.

19 JEFF POLLACK: Yeah. Each of the gray grid boxes
20 on this overview map, even on my fiscal plan and on the
21 online version correlate to a detailed map. So, you know,
22 the fiscal plan that we produced, half of it is set up as
23 a map book for those of you who used to go into Triple AAA
24 and get trip tix, or vacations. You know, it's structured
25 the same way.

1 So each of those gray boxes corresponds
2 to a detailed map that specifies to exactly what kind of
3 infrastructure should fall on every segment of that
4 290-mile network.

5 So hopefully, for those of you who have
6 spent some time looking at bike mobility plans, or done
7 one of your own, one of the distinguishing features of
8 this work is the level of detail, the level of
9 specificity.

10 Frankly, it's been heralded national as
11 a benchmark in that regard. And in my mind and in my
12 experience, that is what separates plans that really end
13 up implemented, and those that end up being great
14 concepts.

15 Part of the reason we have this level
16 of detail in the plan is because we heard from leadership
17 to save Corpus Christi, and to save Coral (ph), the two
18 largest municipalities in the MPO, that they need an
19 absolute prescription.

20 They wanted to alleviate all of the
21 ambiguity about what infrastructure to put where. Because
22 when that is not specified, what happens -- and I've
23 literally been in counsel while this happened, is we see
24 that discussions about design and budgets invariably
25 devolve into this argument about how to save a few dollars

1 by pulling out bicycle infrastructure.

2 So by being entirely prescriptive, we
3 made it easier for the engineering design community, or
4 doing cost testing that's for all of these roadway
5 projects on the front end, to know exactly what they're
6 looking at. So no more 30 percent budget shortfalls. No
7 more 11th hour arguments in counsel about pulling out bike
8 infrastructure to save a few pennies. So that's why we
9 took this level of detail.

10 This is -- the plan is so specific that
11 in case where we prescribe a multiple side path and one
12 side, which isn't very often, but in a few cases we even
13 specified what side of the street that should go on based
14 on target land use destinations. So that's the level of
15 specificity we are talking about.

16 So here is where we ended up and then
17 we can back our way into this. When you see on the left,
18 everything about this plan about delivering folks to the
19 designations to which they would otherwise be traveling by
20 car. This is all based on land use. The premise being
21 that we are serious about stealing mode share from
22 personal automobiles. We have to make it as easier and
23 easier for folks to get where they would otherwise be
24 traveling by car.

25 So looking at -- these are the six

1 categories of what we considered on the planning team to
2 be the key destinations for most of us on a daily basis.
3 These represent 85 percent of most of the our trips in a
4 car.

5 This is the percentage of the total
6 individual designations into those categories that falls
7 within a five-minute walk, quarter mile. So within
8 eyesight of some segment of the network.

9 So let me say that a different way. In
10 the MPO area, there are exactly 175 academic institutions
11 all inclusive from daycare up through college
12 institutions. That's the exhausted total. When the
13 network is built, despite mobility network is fully
14 implemented 158 of those, a full 89 percent of those
15 institutions will be within a quarter mile of the bike
16 network, a quarter mile in the planning world is sort of
17 the typical -- the typical distance -- the typical unit
18 for a walk shed, which you can usually see something
19 within a quarter mile. And in any climate, most people
20 will choose to walk instead of drive if they can see their
21 destination just out of sheer convenience. So that's why
22 we use that as our -- sort of the geographic for
23 comparison.

24 If you look down this list, we are
25 above 80 percent on almost every category, all except the

1 key recreation designations. And those are our large
2 regional parks. Over 80 percent of all of those
3 designations in each of those categories are within a
4 quarter mile of the network. That is sort of the
5 validation of the plate space network development that we
6 went through.

7 Okay. So with that sort of
8 introduction to what the plan includes, I would like to
9 sort of back into some of the methodology, and the sacral
10 engagements, and some of the technical side if y'all are
11 interested.

12 In the engagement piece, we had a few
13 -- what were at the time, were fairly innovated approaches
14 to sacral engagement. Our in-house technical folks
15 developed a module that allows users on a tablet, or a
16 home computer to map exactly where they would like to
17 ride, both where they do ride and where they would like to
18 ride.

19 We made that distinction, because
20 again, 40 percent of the folks who want to ride a bike
21 aren't riding because of safety concerns, or insufficient
22 infrastructure. So, folks are able to tell us where they
23 would like to ride if conditions were improved, not just
24 where they currently ride.

25 Turning to track where people currently

1 ride -- and this was not as novel as it was four years ago
2 when we were doing this work, but we were one of the first
3 MPOs in the country to use the Strava data set, Strava
4 Metro to plan bike routes.

5 Let me share one aspect of this that's
6 sort of nuance. You know, the state -- TxDOT has done a
7 fantastic job making this data set available to any public
8 entity in a state. And I fully believe that that will
9 dramatically improve the quality of bike planning that we
10 see from here on out.

11 When we undertook this with the Strava
12 data set, we have the choice in doing our mapping
13 analysis, some of which I'll show you. We had to identify
14 a base map. We could've just used the roadway network.
15 So in other words, when we're going to assign our bike
16 routes, we had to have a base map on which to do it.

17 One option was to use the roadway
18 network. Second option was to use the Strava network,
19 which includes the full roadway network, plus any route
20 that has been recorded in the Strava system. So where
21 people are riding off the road, those are still captured.
22 In other words, it's a more inclusive base map. And we
23 opted to use that when we were doing our network analysis
24 process at GIS, for those of you who are GIS
25 practitioners.

1 As it turns out by doing that, we were
2 able to identify heavily used routes that were not
3 captured in any other way. In other words, where there
4 are users already riding across an unapproved easement or
5 a vacant lot, or a drainage ditch to connect destinations,
6 which some cases was saving them miles on the street, we
7 were able to see those, and to codify them in our plan.

8 So, you know -- and this is not
9 something that the Strava folks mark, and they don't talk
10 about the benefit of using their base path in this
11 respect. But in our experience, it was one of the most --
12 one of the most productive aspects of working with Strava
13 was seeing where folks are already finding the path of
14 least resistance. In many cases, off the roadway. So
15 just to unplug the benefit of using that data set.

16 And we also had an online survey that
17 got to all of the non-place-based questions. You know,
18 what would encourage you to ride a bike more often? Would
19 you participate in training on bike maintenance? Would
20 you rather that that training was on a weekend, evening,
21 or on a Saturday morning? We really got down to the brass
22 tacks of what are the education and encouragement programs
23 that we as a community need in place to support the
24 improvements in the infrastructure.

25 So backing -- I'm going to take this

1 off. This has literally been driving me crazy. Backing
2 into the methodology here, we created -- and I'm going to
3 keep this at the highest level. I have some slides at
4 back if anyone wants to get into the methodology, I can go
5 as deep as you want to. But I'm going to keep it as the
6 highest level.

7 We created map layers, digital map
8 layers for each of the categories listed on this slide,
9 differentiating between primary and supplemental data.

10 Using GIS, we literally overlaid all of
11 those layers, and we identified the areas of the community
12 that have the highest in confluence of those layers.

13 So, in other words, where we had the
14 most academic institutions in close proximity to parks,
15 and grocery stores, and along with houses, those areas,
16 those activity centers in our community are represented in
17 the hottest colors here, the brightest red.

18 So, in other words, we now have -- and
19 there's a numeric value to every color, and every pixel,
20 every cell on this map.

21 We now have actual data that tells us
22 where people are traveling on a daily basis. I mean, most
23 of us in a community know that intuitively, but being able
24 to do that analytically is very different. We think, well
25 that doesn't sound that profound. Surely there's a map

1 layer in my community that shows where all the grocery
2 stores is. I can almost guarantee that that is not true.

3 No one has done that in a comprehensive
4 way in most cases, maps. All of the grocery stores, all
5 of the hospitals, all of the parks of regional
6 significance in unique data layers that can be -- that can
7 be combined to see where we truly have centers of
8 community activity.

9 Why was this so important to us? This
10 was so important to us, because again -- and we're trying
11 to get people to the places they're otherwise travelling
12 by car. We needed to know where these places were in a
13 very specific way, and in a quantifiable way.

14 So the next step in the analysis, which
15 I'm going to show you all unless you tell me you want to,
16 and we circle back to it, was to identify the best routes
17 of connecting these activities centers. To do that, we
18 use the GIS platform, and specifically the network analyst
19 extension tool, if that means anything to any of you or
20 how to talk about it.

21 For those of you who are practitioners,
22 just let it go right out the other ear. That was a really
23 interesting exercise, but essentially what it allows you
24 to do is tell the computer how to identify the path of
25 least resistance, the most economical path, and you get to

1 tell it the definition of economical.

2 So in our case, we prioritize
3 low-intensity neighbor streets, we prioritized the orange
4 areas. So the areas that were within a block or two of
5 activity centers. Because it's much easier to keep a
6 cycle a safe one or two blocks outside of the prey. And
7 what we find talking to the community is that people are
8 willing to walk even on the sidewalk, walking their bike.
9 They have to.

10 That last block or two -- if you
11 deliver folks within a block of their key destination,
12 they can see it. They'll get there. And that's a lot
13 easier to do than delivering them into -- through your
14 most intensive urban areas in some cases. So, you know,
15 that's why we prioritized orange over red.

16 So we were -- and the last thing I'll
17 mention there is we prioritized off-road connection above
18 all else, which is how we ended up sub-planting a full
19 quarter of the network with off-road connection, 60 miles
20 of connections on stormwater easements, and other
21 city-owned easements.

22 So that got us to a point where we had
23 the "where" question answered. We had a 290-mile network
24 developed out of a blank slate.

25 The next question was, okay, how can --

1 how should we be prescriptive? What is the right
2 infrastructure on each of those segments recognizing that
3 that network includes streets that ranged from ultraslow
4 speed neighborhood streets to high-intensity arterials.

5 So different types of infrastructure on
6 different segments to uphold a standard level of safety.
7 So how do we accomplish that? This is similar to the
8 matrix that Bonnie flashed a minute ago. But again,
9 three-and-a-half years ago, there weren't a lot of
10 matrices out there for guiding this. And we worked with
11 a consultant on a proprietary model, which I can show you
12 a flowchart of if you're interested.

13 But essentially, starting with traffic
14 volume and speed, it puts you in the category where we
15 say, at least generically, we know based on volume and
16 speed whether it is or is not safe to comingle cars and
17 bikes. And if it is, you know, you can figure out exactly
18 what type of infrastructure based on some of these other
19 right-of-way shoulder widths, number of travel lanes.

20 And if it isn't safe to comingle cars
21 and bikes, well, how much protection do you need? Is a
22 curb enough? Do you need a buffer in addition to the
23 curb? What will the right-of-way accommodate? So that
24 was the -- the decision pathway that we went through
25 literally for every segment in the network.

1 Some of that was automated in an Excel
2 model, but a lot of that was based on the planning team
3 and local knowledge of looking at every segment, either in
4 person or with aerial imaging.

5 I'm going to skip through this. The
6 plan is so specific that identifies exactly where road
7 diets and parking reductions in an exhausted sense should
8 be included. And we were very conservative of those
9 because folks don't response kindly to losing parking,
10 even if they're not utilizing it, it turns out. We can
11 get back to this as well. I wanted to give you a sample
12 of what's in the plan in case part of it resonates and you
13 want to have specific questions that are directed to your
14 area.

15 So what do the infrastructure
16 prescriptions look like? There are really three main
17 types. We do have -- I mentioned we have no off-street
18 bike lanes, no unbuffered/unprotected bike lanes at all
19 prescribed in the plan. The entire 290 miles does not
20 include a single on-street bike lane without a buffer.

21 They're about 10 miles or so of
22 buffered bike lanes with visual painted buffers, which I
23 don't think I have an image of because it's fairly
24 familiar to most of us.

25 Most of those are transitional

1 treatments on roads that ultimately have a protected bike
2 facility. And I'll show you what those look like. But
3 the full quarter of the network falls on neighbor streets,
4 and we'll take the form of Bicycle Boulevard or Sharrows.

5 Again, we prioritize the low speed, low
6 volume streets that cyclists are already preferentially
7 using. One, because cyclist want -- told us unanimously
8 they want a low speed experience. And secondarily, this
9 is low hanging fruit. This is low cost, rapid
10 implementation infrastructure.

11 The Corpus Christi MPO has already
12 funded in one sloop with \$500,000 grant. So one half
13 million dollar half grant to (inaudible) Corpus Christi,
14 and we have already funded at least half of these bicycle
15 boulevards. They'll be designated on the ground by the
16 end of the first quarter of 2019.

17 So this is low hanging fruit. And what
18 we have learned in other communities is that if you don't
19 strike the centerline, and you pick neighbor streets that
20 already have on street parking where vehicles are already
21 used to deflecting around obstacles, that you see safe
22 commingling of cars and bikes.

23 The social signs of literature
24 basically tells us that, you know, human behavior is such
25 what if you do something three days in a row, you expect

1 it on the fourth day. If I'm pulling out of my driveway
2 Monday through Wednesday, and I see the same cyclist at
3 8:19 coming by, on Thursday I'm looking over my shoulder
4 for that guy. That builds community. It builds
5 communication. It creates the kind of neighbors that most
6 of us want to live in and that most communities want to
7 build itself. So this is good for our communities on our
8 sorts of levels.

9 The second type of infrastructure, and
10 this represents the full half of the network. About 145
11 miles, takes the form of protected one-way cycle tracks on
12 both sides of the street. That's a crazy number. 145
13 miles of protected cycle tracks in a plan that was
14 unanimously adopted by the City of Corpus Christi and the
15 City of Portland in 2016.

16 So when that is built out -- when even
17 a quarter of that is built out, Corpus Christi will have
18 more protected cycle -- more protected bikeways than I
19 think any other city in the county based on my last
20 survey.

21 KARLA WEAVER: What's your cost estimate for
22 that?

23 JEFFREY POLLACK: So I don't -- I'll answer that
24 by pivoting and giving you how -- there is no way to give
25 a firm, total average cost for this reason. And the

1 reason we have so many protected bike lanes specked in the
2 plan -- a lot of these were originally on street buffered
3 bike lanes, which no one was thrilled about.

4 However, the City of Corpus Christi
5 engineering department, completely independent of the MPO,
6 figured out that when the city undertakes edge to edge,
7 full right-of-way bond-funded reconstruction of a roadway,
8 if that street -- if the existing condition of that street
9 is a five-foot asphalt bike lane on both sides of the
10 street -- so, an asphalt section that is designed and
11 built to support the weight of cars.

12 If the city comes back, where possible,
13 moves the curbs in to basically assimilate that five-foot
14 bike lane. So you're not losing travel lanes. You're not
15 losing travel lane width. You're just narrowing the total
16 edge-to-edge, curb-to-curb right-of-way to the street.
17 And real portions at five feet in the form of -- what is
18 essentially a construction standpoint, a glorified
19 sidewalk with (inaudible) color, because it's designed to
20 support -- it's not being designed for people to use;
21 right? So I mean, from a design standpoint, you are
22 building a concrete sidewalk.

23 In cases where there was an on street
24 bike lane, and we're getting rid of it, the City stands to
25 save up to half a million dollars a mile during roadway

1 construction with then reoccurring savings every time that
2 street is resurfaced or maintained.

3 That doesn't always work. Not every
4 street where we prescribe the -- cycle tracks has a bike
5 lane right now. There are some cases where realigning
6 curbs just doesn't work very well with adjacent segments,
7 but it does work in some cases. We haven't figured out
8 which -- what the total percentage of that 145 miles is
9 represented by those cases.

10 So figuring out, you know, where it's a
11 cost, and where it's a zero gain, where it's cost savings
12 is a pretty herculean undertaking. The other reason I
13 don't like to answer that question is because in
14 comparison to the on -- the Bicycle Boulevards, and the
15 off-road multi-used paths, which the MPO is funding and
16 other grants can fund, this is best undertaken as part of
17 a road reconstruction project to come in, and
18 retroactively install a protective cycle track is almost
19 never cost effective except in extreme circumstances where
20 you have an acute safety risk, or an acute need adjacent
21 from school, or something -- a really unique circumstance.

22 But when this is done, the City is on a
23 bond -- the City Corpus Christi is on a bond schedule
24 where every two years they undertake roadway --
25 bond-funded roadway reconstruction of a set percentage of

1 their streets.

2 What we have seen based on percentages
3 over the last couple of years is that, all of the streets
4 they typically do, four to six or so miles of those will
5 include streets in bike mobility plan that prescribe cycle
6 tracks, which translates into getting roughly five miles
7 of these built every two years. Opportunistically, as
8 part of the bonded roadway reconstruction, and because the
9 design details have been developed by the city, we know
10 exactly how much these cost to fill.

11 So rolling that into engineering cost
12 estimates and bond reconstruction, it's a very reasonable
13 and relatively low cost thing to do because it's not a
14 change ordered. It's done from the onset.

15 And so, teasing that out and isolating
16 the cost is difficult when you're -- you know, you're
17 extending the life cycle, and you're taking drivers off
18 the road. I mean, if you do a life cycle assessment and
19 the total cost here, it's negligible as an add-on in that
20 process opportunistically. So that's what I pivot on that
21 question, while answering to a certain question.

22 ROBERT GONZALES: Can I ask a question?

23 JEFFREY POLLACK: Yes. Please.

24 ROBERT GONZALES: Did you all have any land
25 acquisitions in order to accommodate these facilities?

1 Because that's impressive. I mean, I wish I could do that
2 in El Paso, but there's no way. But just curious if there
3 would have been --

4 JEFFREY POLLACK: So in cases where we prescribed
5 these -- the inclusion of the one-way cycle tracks, we --
6 in cases where -- it was -- the way to test for that was
7 right-of-way width. And if that wasn't going to be
8 possible, if we couldn't get the full five-foot cycle
9 track on both sides of the street, by either assimilating
10 under-utilized parking or just tightening the -- in a lot
11 of cases, we got curb lanes that are 18 feet wide. So if
12 we couldn't create that right-of-way space by just more
13 efficient utilization, what was already there, we didn't
14 prescribe it.

15 So there's not a single place in the
16 plan where we prescribed a cycle track that won't fit
17 without acquisition. Because we basically didn't want to
18 put any of the land lines in the plan, and create the kind
19 of contention, and public dissent that would tank the plan
20 overall.

21 So, you know, of the 145 miles, there's
22 not a single place where it doesn't fit with one of those
23 adjustments, and in places where parking recapture or curb
24 lane reduction was required, we specified that, as you
25 know, explicitly.

1 There are places where -- you know, we
2 think the -- and we know this from experience it's
3 entirely public. A minimum of a two-foot shaded buffer is
4 preferred. Four foot is great. Above four foot is kind
5 of gravy.

6 We helped establish a decision
7 framework to help the city -- if the surplus right-of-way
8 prioritized whether they should make the cycle tracks
9 wider with the buffer in it. And in almost every case, up
10 to two feet, we prioritize the buffer.

11 There are cases, you know, more urban
12 context, I don't have a picture of one, where the buffer
13 doesn't fit. And the only -- the only protection is the
14 grade separation of the curb.

15 Riding on those, tied to the curb right
16 next to the lane is a very different experience than
17 riding on the other side of the buffer. But, you know, we
18 as a planning team ultimately determine that it was still
19 better than putting cyclists in the street.

20 BILLY HIBBS: So Jeff -- this is Billy. And are
21 any of those like access to people's houses where there's
22 a driveway there? And if so, are they having to back out
23 across that cycle track --

24 JEFFREY POLLACK: It --

25 BILLY HIBBS: And are there safety concerns?

1 JEFFREY POLLACK: Okay. This is a great -- thank
2 you so much for asking this. I mean, it's a nuance I was
3 hoping to get to, but I was trying to balance time here.

4 The one reason -- if you were going to
5 look for a reason why this number of cycling tracks was
6 counter-indicated in our plan, and it's sort of
7 over-specification of that construction type, it is the
8 number and density of driveways.

9 However, I think the driveway issue in
10 almost every case can be reasonably mitigated. The one
11 concern you have with driveways is when people are making
12 a left turn across lanes of traffic, and can't necessarily
13 see cyclists coming because of motorists on the adjacent
14 lanes.

15 However, on streets that are -- on
16 streets that are only one lane in each direction with a
17 center turn lane, the sight distance is perfectly
18 reasonable. And when you're talking about people coming
19 out of their driveways, do I think there will be
20 interactions at some point between cyclists on the cycle
21 track and people coming out of the driveways? Yes, I do.
22 Do I think they'll be major? No, I don't. Because people
23 are coming out of their driveways at such slow speeds,
24 typically, because they're used to the sidewalk being
25 there anyway. In this case, you got a bright green cycle

1 track or sort of bright green, that is learned behavior.

2 And when there are those interactions,
3 they're kind of the ultra low speed interactions. I mean,
4 nobody wants that kind of interaction. But compared to
5 somebody getting clipped by a car moving even 35, let
6 alone 55. Merging into the bike lane because they're
7 texting, which is always almost always a serious or
8 fatality interaction, I'll take this every day of the
9 week.

10 So there definitely is a learning curve
11 here. There are definitely a couple of cases where we
12 specified the protective cycle track where the -- you
13 know, the planning conventions would tell you driveway
14 density is a little too high. However, there are things
15 you can do to mitigating the signage and consolidation
16 driveways. And I will take that over an off-the-street
17 bike lane any day of the week. So that was sort of the
18 decision process that we went through.

19 So let me show you very quickly because
20 I'm sure I'm close to time here. So this is in process.
21 The concrete coloring there is mixed in -- we've learned a
22 couple of lessons here. You know, I'm happy to share any
23 of them with you. You can't add water unless the color is
24 in or it gets lighter. And all sorts of great lessons
25 learned.

1 The City of Corpus Christi, to their
2 credit, the engineering department, once this planing was
3 adopted got a consortium of private consultant teams
4 together. And over a six-month period, in collaboration
5 with the MPO, developed detailed plans and specs for the
6 installation of concrete cycle tracks and intersection
7 treatments.

8 I know they'd be happy to share those
9 with any municipality across the state or beyond because
10 all of that fosters homogeny in our statewide network.
11 All of that networks hopefully feeds back into our
12 districts, whether it's the municipality wagging the
13 district or the other way around.

14 So, you know, that process and the
15 importance of having that design level detail cannot be
16 overstated. I mean, there's no way you can ask consulting
17 engineers to design consistent facilities unless you hand
18 them that prescriptive specs -- set of plan specs, which
19 we now have. So, you know, really important lesson
20 learned there.

21 But this is what this looks like in the
22 process. Obviously some striping -- or some pave
23 markings, and the sign is still forthcoming. And I'll
24 skip through that. Again, the level of detail in the
25 plan.

1 Let me show you -- and I think this is
2 my last slide. This is where we are in the process of
3 implementation. Everything on this, whether in design, or
4 under construction, or incomplete obviously has been
5 funded. You know, some of the stuff you see under design
6 I mentioned has been funded through the MPO TAP program.

7 The MPO has gotten a lot of traction
8 out of \$1.2 million dollars every two years. It's really
9 amazing what you can do at the community level when you're
10 not building infrastructure of vehicles.

11 So, you know, you take a look at this.
12 You take a look at what's under design now. Imagine
13 another four or five miles of cycle tracks every two
14 years. And in three to five years, to see if Corpus
15 Christi is in -- there's a pretty meaningful difference in
16 the experience that cyclists have.

17 So we are repeating -- I say we. I'm
18 also on the technical advisory committee now for the MPO.
19 So that's a loose "we." The MPO is repeating the online
20 survey about riders' experiences every three years. It
21 was last done in fall of 2015 when this work was being
22 done. It's now -- it's being done again this fall.

23 That survey was designed to be
24 replicable to yield apples-to-apples data to be able to
25 track riders' experience over time. It's something that,

1 I'm sure, the MPO would be happy to share with any of you
2 if you care to implement with similar.

3 We expect to be able to see changes in
4 usership and user experience over time. There are also a
5 -- you know, merit of other metrics, hard metrics, that
6 are being tracked, all of which are published in realtime
7 on the MPO website, and specifically on the website for
8 the bike mobility plan, which is Coastalbendinmotion.org.

9 So I think I have sufficiently exceeded
10 my 15 minutes. I'm sorry. I'm happy to take any
11 questions at this time. Otherwise, I'll get out of the
12 way, and reach out to me at any point and I'll share my
13 e-mail.

14 BILLY HIBBS: Great job, Jeff. Truly. I mean,
15 this was incredible information. Thank you. Anybody have
16 any questions for Jeff?

17 CRISTIAN SANDOVAL: Just some room for thought.
18 And I'm very curious -- two experiences. I had the
19 opportunity to be in Portugal recently, and I saw how
20 people were afraid of the speeding bikes, especially in
21 the tourism city and if you're a pedestrian.

22 So it kind of -- you know, bicyclists,
23 cyclists are afraid of cars and now the pedestrians are
24 afraid of the cyclists.

25 And then I was in Mexico City where

1 there's like a lot of this bike sharing system. And I
2 even got stopped by people because I was riding too close
3 to the sidewalk.

4 JEFFREY POLLACK: Yes.

5 CRISTIAN SANDOVAL: So I think the next movement
6 is for the pedestrian community to start arguing against
7 the bikes. And the first thing that came to mind when I
8 saw that example is a little bit of what I saw in Portugal
9 and how can you start separating those lanes. That way,
10 it doesn't --

11 JEFFREY POLLACK: So I think the thing that goes
12 understanding here when we're talking about bikes for us
13 is that in every place where we prescribed all 145 miles
14 that are getting a protected cycle track are also getting
15 a sidewalk upgrade.

16 CRISTIAN SANDOVAL: Oh, nice.

17 JEFFREY POLLACK: So what do you have here? You
18 have a full 10 feet of concrete. And it's a distinction
19 between cycling space and pedestrian space. It's
20 distinguished two ways, visually with the green. And for
21 the visually impaired, there's what's called a soldier
22 course, a tactile strip, that gets literally stamped to
23 roll into the concrete of the sidewalk side. You know, is
24 it a barrier? No. But there is a very clear distinction
25 here between where you have wheel vehicles and

1 pedestrians.

2 As opposed to -- so in terms of level
3 of service and a level of safety for pedestrians is
4 dramatically improved relative to a multi-path where you
5 have bi-directality, multi-modality.

6 So I -- when we start talking about the
7 electric bikes or assisted bikes, you know, there are all
8 other sorts of considerations. But I think if you're able
9 to afford this separation between at least bikes and
10 pedestrians, it's a step in the right direction to address
11 that issue.

12 CRISTIAN SANDOVAL: And is there a study, or are
13 you going to be tracking this so we can be learning from
14 this experience?

15 JEFFREY POLLACK: There are all -- yes. If you
16 check out the website, again, Coastalbendinmotion.org,
17 there is an entire page devoted to evaluation that has a
18 wide range of metrics, all of which are updated monthly or
19 quarterly for tracking over time in realtime.

20 MARGARET O'BRIEN-NELSON: Just one thing. As far
21 as liability goes when he comes to the cycleways, and
22 everything and the driveways, I just remember working with
23 Metro. You know, when you redesign how people have done
24 traffic for a gazillion years, there's an expectation when
25 I'm coming down this street, there's not a train, or there

1 are tracks or things like that.

2 So, who is responsible if somebody gets
3 hurt like they're coming out of their driveway? I mean,
4 I'm just wondering are y'all --

5 JEFFREY POLLACK: May I? I don't know if the --
6 I mean, you have one situation like that, you have one --
7 you know, I don't think there's any one-size-fits-all
8 answer to that. I mean, I think that the liability in
9 terms of user interactions is the same as it would be on
10 any -- in part of the public realm.

11 MARGARET O'BRIEN-NELSON: And your residents like
12 in that area -- the people who are getting those sidewalks
13 like that, there was no pushback with the community at
14 all? I'm just -- I'm really curious because we just --
15 traditionally when you go through a lot of neighborhoods,
16 people are very resistant on. So I'm curious how y'all
17 overcame that, if it was that at all.

18 JEFFREY POLLACK: The only -- the public meetings
19 in cases where there is parking reclamation on one -- I --
20 either, you know road diet or parkway one side were ones
21 where we paid -- we had multiple public meetings to try to
22 engage the public. And there was -- I can think on one
23 hand of the number of dissenting comments that I
24 personally heard.

25 In one case, there was overwhelming

1 support for the road diet to -- we needed a road diet to
2 accommodate the cycle tracks. And the neighborhood was
3 thrilled because it was good at a traffic effect overall.

4 So, yeah, so far I would say that the
5 neighborhood response has been very, very positive.

6 BONNIE SHERMAN: We are going to have to cut it
7 off now. Sorry. And go -- move on to the next item.
8 Thank you very much.

9 JEFFREY POLLACK: Thank y'all very much.

10 BILLY HIBBS: Great job, Jeff. All right. So --

11 DAWNELLA RUST: This is DawnElla.

12 BILLY HIBBS: Yes, DawnElla?

13 DAWNELLA RUST: I just wanted to say since I'm
14 not there to clap. I'm clapping through here. That was
15 quite impressive.

16 BILLY HIBBS: Yes, it was. Thank you, Jeff.
17 Great job.

18 Okay. This is the point in time where
19 we go around the table and talk about what's going on in
20 our different areas.

21 Karla, I'll start with you over here to
22 give Jeff a chance to recover. If you don't mind, could
23 you make a comment on what your thoughts are on electric
24 scooters being in bicycle lanes?

25 KARLA WEAVER: Yeah. This is Karla Weaver. So

1 as far as electric scooters, we are seeing recently that a
2 couple of the bike share companies have left town. It's
3 being regulated by the City of Dallas, which was
4 definitely the biggest city. We have a working group in
5 our region where we are bringing like seven or eight
6 things together to talk pre-regulation, and pricing, and
7 sort of parking, and how all of that is being managed.

8 I think it's a real conversation that
9 we're going to have to have because historically cities
10 like Dallas and Fort Worth, and our bigger entertainment
11 areas like Arlington have regulated against bicycles on
12 sidewalks. And it wasn't always enforced. You could see
13 bike policemen on sidewalks. So tickets weren't being
14 given. And a culture of no tickets equals everyone is
15 doing it.

16 So people -- if there's no
17 infrastructure, your average tourists want to be on a
18 12-foot sidewalk versus on the street with cars on
19 Downtown Dallas.

20 I go to church in Downtown Dallas, and
21 saw last Sunday about 27 electric scooters. And I would
22 say 3/4ths of them were on the sidewalks. So it's just --
23 you got your kids. You got your family.

24 But then I saw a huge amount of people
25 with shopping bags on their cart. I saw a lot of what

1 appeared to be like practical neighborhood use with it.
2 But a month prior, I had seen about 30 rent-a-bikes
3 downtown on Sundays.

4 So I think the demand is there. I
5 think as a region we'll probably have to talk about
6 safety. Cities keep saying this is going to be the push
7 to add more infrastructure. That takes time, and money,
8 and re-prioritization. I don't know. I think there's
9 going to be a collusion. I think it's going to take
10 something big. There's going to be a big splash about it,
11 and then everyone is going to panic, and then we are going
12 to make probably bad choices quickly.

13 So we are bringing it to our next Bike
14 Advisory Committee Meeting to discuss, to kind of get the
15 conversation going on where people think it's headed.

16 Then I think there's a national working
17 group on this topic that we sent somebody to here in
18 Austin actually, and NACTO flew in folks from all over the
19 county to kind of talk about the management of this, and
20 what it looks like.

21 In theory, our cities are testing it
22 for six months to see what happens before they take any
23 formal action. So, yeah, I'll be interesting to see where
24 all of that shakes out.

25 BILLY HIBBS: Okay.

1 KARLA WEAVER: For our region -- we are kicking
2 off our regional pedestrian safety plan, which is exciting
3 to engage all of our cities on doing a lot of data
4 analysis on crashes, reviewing crash reports, and kind of
5 the causations behind a lot of that. We are doing a
6 series of Safe Routes to School plans, low -- focused on
7 low-income communities networks we are excited about.

8 And then we have a couple of big
9 regional trail projects that we are focused on. So at the
10 MPO level, there are these critical gaps that link
11 communities and cities that are often on the borders and
12 on the outskirts. And it would be a city's last priority
13 because it's not where the bulk of the people are at. But
14 if they can get it built, we can connect five communities.

15 So we've got three or four of those
16 under preliminary engineering, and then we have some
17 others where we are working with communities to put the
18 funds together to see if we can help advance those. So we
19 are spending a lot of time in those events.

20 BILLY HIBBS: Thank you very much.

21 KARLA WEAVER: Yeah.

22 BILLY HIBBS: David, tell us what's going on out
23 in West Texas.

24 DAVID HAM: Well, first of all, like she said, I
25 think the electric bike/scooters whatever, I think the

1 speed is going to be the big thing on that. You know, if
2 they made it have lower speed -- right now they're allowed
3 to be, what, 25 or 28 miles per hour, or whatever the
4 limit is on them.

5 If you keep the speed down -- the same
6 thing with a bicycle going 30 miles per hour down a
7 bikeway is going to be dangerous too. Like you said, it's
8 going to have to be something that -- it has to be some
9 kind of regulation.

10 In our area, our TAP grant, the city
11 recently -- the city counsel recently okayed their
12 matching part of that, and construction as far as I know
13 if not underway, it's within a few weeks of being
14 underway. So that's getting going for downtown bike
15 pedestrian improvements.

16 And our local MPO, which as a bicycle
17 advisory committee, has granted and issued a contract for
18 a study of some -- a bike quarter between Midland and
19 Odessa to get off of some very busy highways and roads in
20 that area. So that study is started and we should have
21 that completed by January.

22 KARLA WEAVER: David, do you know the distance of
23 that?

24 DAVID HAM: No. Because -- I mean, approximately
25 18 miles.

1 KARLA WEAVER: Okay.

2 DAVID HAM: It depends on how it winds down.

3 KARLA WEAVER: Will some of it go in county, or
4 is it all incorporated?

5 DAVID HAM: So of it will be county.

6 KARLA WEAVER: Okay.

7 BILLY HIBBS: Keep us posted on when that gets
8 completed because we may want to get a report of that.

9 DAVID HAM: I definitely will.

10 BILLY HIBBS: I will be interested to see how you
11 guys have figured out that -- interesting dynamic out
12 there in West Texas and pulling that off.

13 DAVID HAM: Okay. Like I said, should be ready
14 first of the year. We should have a completed study and
15 see if we get the money from it.

16 BILLY HIBBS: Okay. All right. Cristian?

17 CRISTIAN SANDOVAL: Well, the flavor of the month
18 seems to be electric scooters. As a matter of fact, an
19 e-mail had just come in that said the city is putting
20 together a public hearing to see how we are going to be
21 dealing with that.

22 A lot of what we deal with is that each
23 cycle has a voice under this. And well, they're a
24 business. So they're going to be swaying towards one way
25 versus the other. They're not being objective about the

1 issue.

2 Luckily, essay connect is a -- it's a
3 group that the mayor put together to be exploring those
4 things. So they're actually leading it. So we are at the
5 beginning of restructuring how we are going to be looking
6 at transportation in the next few years.

7 UTPOpia is coming up. And that's
8 70,000 people on the streets. We are going to be
9 leveraging one of those lots by bicycle-sharing companies
10 to come and talk to the community. We are trying to
11 embrace the movement, and see how the community and these
12 organizations work together. We think that if we put a
13 face to them and them to us, it might change the
14 behaviors. So that's where we are at.

15 BILLY HIBBS: Okay. Robby?

16 ROBERT GONZALES: We don't have electric scooters
17 yet, but I can tell you we are still moving forward with
18 our bikeways implementation plan based on that master plan
19 that we did through CIP Projects. And I have to say since
20 El Paso -- well, 70 percent sedentary, we are one of the
21 worst in the country, and major health problems like heart
22 disease, diabetes, and obesity.

23 We've actually seen a small percentage
24 decline in that. And we attribute that -- and I'm going
25 to keep track of it, to all of these bike lanes that we're

1 putting, the bike trails that are popping up with
2 subdivisions. And then some programs like Bike Rodeos,
3 parent/child activities that we are doing, splash and
4 dashes.

5 So, you know, going back to Jeffrey's
6 presentation on Corpus, it's all good. I really -- I
7 would like to find out later what are the health
8 improvement benefits from moving forward with your
9 projects. So it's all good.

10 BILLY HIBBS: Yeah. Yeah. Anne-Marie?

11 ANNE-MARIE WILLIAMSON: Well, I'm the broken
12 wheel. We are getting geared up for the Hotter 'N Hell
13 Hundred, and 12,000 of my closest and dearest friends who
14 I hope have trained well for their 100-mile run.

15 We're continuing work on our -- the
16 completion of our circle trail and moving forward, so that
17 folks can ride on the concrete trails and be safe.

18 BILLY HIBBS: Awesome. Well, thank you again for
19 your service to the committee. And it was great to get to
20 know you, and good luck on all of your future endeavors.

21 ANNE-MARIE WILLIAMSON: Thanks. Thanks.

22 BILLY HIBBS: Margaret?

23 MARGARET O'BRIEN-NELSON: Yes. I now have two
24 households, one in Houston and one on the coast; okay? So
25 I'm becoming very -- a lot more familiar with issues

1 across the board. And I wanted to bring everybody's
2 attention to an issue of -- there have been two fatalities
3 in the Galveston area.

4 So I know that they're working with
5 TxDOT at some level also. And I don't know exactly who
6 that is, but I would be interested later on in talking
7 about one of the things that you brought up is the safe
8 passing law, and how important that would be at a
9 statewide level so that municipalities that -- you know,
10 it would just be a statewide thing.

11 Because people have an assumption. If
12 I go in Houston I'm thinking, we've got that. If I go in
13 Galveston, there's nothing like it.

14 And there's also the thing of just
15 proving something here in Texas, even if someone hits you
16 from behind. If you've got pictures of it, it's difficult
17 to prosecute. So that's a thing that TxDOT is not
18 concerned with. It's a legal issue.

19 But that's what I see increasingly
20 across, you know, the region is an issue of basic safety
21 and having area to maneuver in. Like, say, connections,
22 the issues of bridges, like being able to have some
23 warning at least that there is no access if there would be
24 no passing, especially in areas where you have the forts,
25 and other heavy equipment, or trucks and everything

1 constantly going, which is much of the area. I mean, you
2 just have to deal with that.

3 Bike riding though is not -- you see it
4 much more everywhere. We are seeing certainly the
5 scooters and everything in Houston. But because we don't
6 have the denseness that you do in other places like Dallas
7 and everything, it's not as big an issue as it would be in
8 some places.

9 It seems like also I'm hearing from other -- by
10 organizations like that are organizing more for the
11 advocacy piece and just letting folks know that they're
12 around. And this is like in the Clear Lake Area, all of
13 these with starting to coalesce, and do more as a regional
14 group. So I think that's interesting and it really is the
15 way to go.

16 I'll just tell you I'll be interested
17 to see what the other committee thinks that y'all need
18 input in because I think there's a lot of work to be done.
19 That was impressive though seeing your study.

20 And you see that the ability that there
21 is in other communities that they get from a study line
22 like Strava and everything. I never thought about the
23 implications for that. I had seen it before within, you
24 know, transit planning, but not on that -- not on the way
25 that you used it there. That really is impressive.

1 BILLY HIBBS: Jeff, anything else?

2 JEFFREY POLLACK: No. I'll forego in the
3 interest of time. Thank you.

4 BILLY HIBBS: All right. Well, it's time now for
5 our public comment. Robin has filled out the sheet --

6 DAWNELLA RUST: It's me, DawnElla.

7 BILLY HIBBS: Oh, I'm sorry, DawnElla. Goodness
8 gracious. You were sitting right in front of me and I
9 apologize. Go ahead.

10 DAWNELLA RUST: Well, I just wanted to mention
11 that I'm in Salina, Colorado. I've been here since June,
12 and I'm on my back porch and it's 70 degrees.

13 But the biggest thing I have not been
14 in East Texas since June. But it's interesting -- I'm
15 talking about several of the bike owners -- bike shops
16 here in Salina. Because you see here it's all
17 perspective. I looked out here, and see everybody biking,
18 kids biking, moms and dads biking, grandmas biking.

19 So when I talk to bike shop owners,
20 they're frustrated with the city because the city is
21 asking them, the bikers, how they want the sidewalks and
22 the bike lanes built.

23 So even though I think they've got a
24 perfect world out here, it's interesting because it's all
25 about perspective.

1 BILLY HIBBS: Yes.

2 DAWNELLA RUST: So that's all I have.

3 BILLY HIBBS: Okay. Thank you. All right. So
4 Robin, he's got three quick topics we'd like for you to
5 address for us.

6 ROBIN STALLINGS: Yeah. Real quick. And thanks,
7 everybody, for all of great work that y'all are doing. I
8 was so impressed with that Corpus Christi presentation.
9 It's a lot for everyone to learn from that.

10 The safe passing laws, most cities --
11 there have been 25 cities in Texas that have passed it so
12 far. Virtually, every one of them think it should be a
13 state law. And nobody specifically at the legislature
14 said that they're deferring to the locals. They just
15 haven't been able to pass it yet.

16 BILLY HIBBS: Okay.

17 ROBIN STALLINGS: I'm not even sure if we're
18 going to bring it up at the next legislature session or
19 not. But eventually, it's going to pass. And I noticed
20 that it's being taught a lot as if it were the law, so
21 people begin to believe it.

22 So all the major cities in Texas have
23 passed it, including, you know, down to Arlington, with
24 the exception of Dallas, where they passed basically the
25 state version, and it didn't include the three foot or six

1 foot. But everybody also has done in 25 cities over all,
2 including Corpus, I believe, has the frequent passing law.

3 The scooters in the bike lanes --
4 personally, I think they're a good idea that we should
5 think of our sidewalks as a three foot -- sorry -- three
6 miles per hour zone, and our bike lanes as the 15 mile an
7 hour zone, and our street as the, you know, 25 or 30 miles
8 per hour zone.

9 So if a bicyclist is going 25 or 30
10 miles, they should be on the street, definitely not on the
11 bike lane, or on the protected bike lane. And if somebody
12 is going 10 miles an hour, they should not be on the
13 sidewalk no matter what they're riding.

14 So I really think we should begin to
15 look at -- maybe even do more speed limits on multi-used
16 trails, sidewalks, everywhere you go whether you're on a
17 Segway. Those can go 12 miles an hour, obviously
18 inappropriate on a sidewalk. But most Segways we've seen
19 them on sidewalks, there's no problem at all.

20 So I think we should be careful about
21 getting stuck on the type of vehicle. There may be some
22 weight issues. Like the current state law says if it's
23 under 100 pounds, electric 20 miles per hour or less
24 before human assist, then it's legally a bicycle. So I
25 think that's, you know, a helpful guideline. So maybe

1 400-pound vehicles don't belong in the bike lane. So
2 there may be some other parameters besides just speed.

3 But I noticed in -- for example, in
4 Copenhagen -- my wife and I were on a bike trail. We
5 biked outside of the city. Somebody came along on a
6 four-wheel -- kind of an all chrome -- I mean, it looked
7 like a little Harley kind of electric scooter thing. And
8 it was a senior, probably in his 80s. And it had more
9 chrom than a Harley. It looked really good. Nothing
10 handicapped about that thing by the look of it. But he
11 was on the bike lane and we realized -- that's when it hit
12 me. This was so appropriate for that and so appropriate
13 for -- as we have the Silver Tsunami that's where are they
14 going to be? If we build those -- that network like
15 Corpus Christi is talking about, we've got a place for
16 seniors to be, whatever their vehicle so I don't think --
17 if we could find a better name than bike lane, I think we
18 should rename them. But definitely think about renaming.
19 That's -- and sometimes the little scooters irritate me a
20 little bit, but it's not really about that. It's about,
21 you know, what are we going to do and what's out there we
22 haven't even seen yet, because transportation is changing
23 big over the next few years.

24 BILLY HIBBS: Right.

25 ROBIN STALLINGS: So that's a BikeTexas position.

1 As I'm talking on any of this, you know, not me so much,
2 it's where BikeTexas is going on this.

3 The Safe Route to School funding, I'll
4 mention that while it's available in many states, not only
5 do they use TAP for Safe Routes to school, but they add
6 additional state money on top of -- there's always local
7 money involved in any kind of these projects. But Texas
8 has specifically, you know, kind of erased the words Safe
9 Routes to School from its planning.

10 I think we've fallen behind on Safe
11 Routes to School a lot. TxDOT no longer uses the terms.
12 It doesn't have Safe Routes to School stuff. And the TAP
13 -- there's 35 million a year that some of y'all may have
14 heard me mention before is now redirected into, you know,
15 transportation and Flex Program was used on highway rest
16 stops. I think it's now used on highway sidewalks by
17 system roadways. That could be used on Safe Routes to
18 School.

19 They could also be used on bicycle
20 tourism trails, and it could also be used in a combination
21 of both. Just like Jeff described in Corpus Christi, it's
22 not always one thing or the other. You can do something
23 that could suit tourists, and you could suit some higher
24 -- some education institution as well.

25 But I think that one of the problems

1 that we've had -- the reason that -- I think some of the
2 pressures within TxDOT and some of the interests that have
3 done -- built these magnificent roadways that we have.
4 They -- when they see this \$35 million dollars divided
5 into 17 two-million-dollar chunks, they're not able to bid
6 on it and it becomes very expensive to do the work in such
7 small amounts.

8 There's so much administrative and so
9 much process to do a \$2 million dollar project. But if we
10 took that \$35 million dollars, and made it one project,
11 whether it was Safe Routes to School or Bicycle Tourism
12 Trails, or two years' worth, a \$70 million dollar project,
13 then, you know, major companies could afford to bid on
14 those projects and we'd begin to think of signature
15 projects, and good example projects. And I think it would
16 have a bigger impact, whether it was connecting networks,
17 or whether it was building out Corpus, and getting a great
18 model done that the rest of the state could copy, we need
19 to start thinking in terms of networks and bigger scale
20 projections. I think that source of money with advice
21 coming from this committee could have an impact. Because
22 the money is there, and it'll still take awhile for \$35
23 million dollars a year to go very far, but it's a good
24 head start.

25 Then -- now -- there's a new hurdle

1 that I think that -- something that y'all might want to
2 consider in your next meeting is -- now if anybody that's
3 doing a road project proposes any bike or pedestrian
4 element based on the last legislative section, something
5 slipped through and they now have to have public hearings.
6 So it's a much more complicated process to just include
7 the bike or pedestrian accommodation.

8 I think that can have the impact -- I
9 think it was intended to have the impact by some of the
10 interest groups that pushed the legislation to actually
11 cause people to leave those things out of their planning
12 so that they can streamline their prices and get their
13 projects built.

14 So for a little tiny bit of project,
15 they've added a whole lot of process. And I think that's
16 a concern for this committee to just be aware of.

17 And that's all I have. Thanks so much
18 for the work you're doing. And --

19 BILLY HIBBS: Okay. Thank you very much, Robin.

20 All right. Teri, discussion of agenda
21 items for future Bicycle Advisory Committee meetings.

22 TERI KAPLAN: Generally you pick someone out of
23 the committee who hasn't reported to us in awhile. So I
24 would like to defer to you first to see if there's someone
25 here in the committee that you would like to hear the

1 report from.

2 BILLY HIBBS: Well, I think that -- do you have
3 any volunteers for anyone that has information that they'd
4 like to bring to the committee at the next meeting?

5 CRISTIAN SANDOVAL: I mean, I'd volunteer. I'm
6 interested in learning more about Connect, and I know it's
7 just about to happen.

8 BILLY HIBBS: Okay. All right.

9 CRISTIAN SANDOVAL: So if you're interested in
10 that.

11 BILLY HIBBS: That sounds great. I can tell you,
12 Cristian, that you're still relatively new on the
13 committee. These presentations that we have are some of
14 the best. I think information sharing that goes on in our
15 time down here. Because it's always very useful to see
16 what's going on. So yes, if you'll prepare that for us
17 next time, that'll be great.

18 TERI KAPLAN: The other item that we'll be
19 bringing to the committee at our next meeting will be on
20 our economic impact setting that's currently underway.
21 It's expected to wrap up between now -- or in October. So
22 it may not be a final report, but it's a working report.

23 BILLY HIBBS: Okay. That's an economic impact
24 setting.

25 TERI KAPLAN: Yes. Our next meeting is October.

1 ERIC GLEASON: Right. Study completed in August.

2 TERI KAPLAN: Oh, it's August? Okay.

3 BILLY HIBBS: All right.

4 ANNE-MARIE WILLIAMSON: I'm beating a dead horse
5 over this Safe Routes to School money. And I know that
6 that's -- I've heard it all, but we're not on the
7 education component of it, but we have been. And as
8 things are changing, education is important as well. But
9 I just wonder how that money is being used, if it's being
10 used. Is it just sitting someplace not being used? Can
11 we find out?

12 ERIC GLEASON: We can have a report on that.

13 BILLY HIBBS: Okay. Yeah. I think Safe Routes
14 to School is a very large interest.

15 TERI KAPLAN: Billy, I would like to defer to
16 Lydia Valdez on this one because she's with our traffic
17 operations, and it's actually her responsibility for those
18 educational funds. So do you have something to report to
19 us?

20 ERIC GLEASON: I'm sorry. We're at the end of
21 the meeting.

22 BILLY HIBBS: Yeah.

23 ERIC GLEASON: If you could maybe do that for us
24 at the next meeting.

25 LYDIA VALDEZ: That's what I was going to --

1 BILLY HIBBS: That would be awesome.

2 LYDIA VALDEZ: Just to present at the next
3 meeting. Our proposal is just about ready. We'll have a
4 nice update for you, and we do have that money earmarked
5 for education.

6 BILLY HIBBS: Wonderful. Wonderful. That's
7 great. All right. Is there any other business that needs
8 to come before the Bicycle Advisory Committee? If not,
9 we'll stand adjourned. Thank y'all very, very much for
10 your participation and safe travels home. And we'll see
11 you again in a quarter in October.

12 DAWNELLA RUST: This is DawnElla real quick --
13 (inaudible.)

14 COURT REPORTER: I didn't hear anything she just
15 said.

16 TERI KAPLAN: DawnElla, I believe it's the 20th.
17 I will verify that. I sent out meeting notices to
18 everyone previously.

19 COURT REPORTER: Teri, what did she say? I
20 didn't get anything of what she just said.

21 TERI KAPLAN: She is asking about when the next
22 meeting is.

23 COURT REPORTER: Oh, okay.

24 TERI KAPLAN: It's October. I believe it's 20th,
25 2018. Bonnie is checking her calendar.

1 ERIC GLEASON: Are you still in Colorado then,
2 DawnElla?

3 DAWNELLA RUST: Yes.

4 BONNIE SHERMAN: It's October 12th.

5 TERI KAPLAN: October 12th.

6 - - -

7 (Whereupon, meeting concluded at approximately
8 11:55 a.m.)

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REPORTER'S CERTIFICATION

September 10, 2018

I, NOELLE NEVIUS, hereby certify to the following:

That the transcript is a true record of the proceedings;

I further certify that I am neither counsel for, related to, nor employed by any of the parties or attorneys in this action in which this proceeding was taken, and further that I am not financially or otherwise interested in the outcome of the action.

Certified to by me this 10th day of September, 2018.



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