Transcript of the Testimony of

TEXAS DEPARTMENT OF TRANSPORTATION

Date:

July 30, 2018

Case:

BICYCLE ADVISORY COMMITTEE MEETING
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
Billy Hibbs
Eric Gleason
Teri Kaplan
Bonnie Sherman
Anne-Marie Williamson
Joseph Pitchford (participated via telephone)
DawnElla Rust (participated via telephone)
Emily Clisby (participated via telephone)
Margaret O'Brien-Nelson
Robert Gonzales
David Ham
Karla Weaver
Cristian Sandoval
Robin Stallings
Carl Seifert
Genevieve Bales
MEETING AGENDA

Billy Hibbs 1. Call to Order

Bonnie Sherman 2. Safety Briefing

Billy Hibbs 3. Approval of minutes from April 16, 2018 BAC Meeting. (Action)

Billy Hibbs 4. Report from BAC Chair

Eric Gleason 5. Report from TxDOT's Public Transportation Division Director regarding statewide bicycle/pedestrian matters.

BAC Member TBD 6. Discussion on the next potential area of effort for TxDOT's Bicycle Program. (Action)

Jeffrey Pollack 7. Presentation on the Corpus Christi Metropolitan Planning Organization's Strategic Plan for Active Mobility, "Bicycle Mobility by Design in Corpus Christi: Installing the Right Infrastructure in the Right Places".

Kim Tindall and Associates, LLC 16414 San Pedro, Suite 900 San Antonio, Texas 78232
210-697-3400
Billy Hibbs 8. Update from committee members on Local and statewide issues.

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

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

Billy Hibbs 11. Adjourn. (Action)
BILLY HIBBS: As a reminder, whenever you're speaking, make sure to identify yourselves. I am Billy Hibbs. Welcome.

At this point in time, Bonnie is going to give us our safety briefing. Bonnie, take it away, please.

BONNIE SHERMAN: All right. For medical emergencies, please call 911. There is also an AED unit by the guard's desk on this floor, and first aid kits are located on each floor.

In case of a fire or other need to evacuate the building, fire extinguishers are marked on every floor, and we'll evacuate and exit the front door of this building, or the exit right outside this door, and meet across from Thundercloud Subs at the corner.

In case of a tornado or inclement weather, you never know, the safest spot is the main conference room right by the guard's desk. And in the case of an active shooter or bomb threat, follow instructions from the PA system. So with that --

BILLY HIBBS: Thank you very much, Bonnie. At this time, I would like to -- for you to turn your attention to the minutes. Hopefully all of your had the chance to review those. If there's not a suggestion for
changes or revisions, I'll accept the motion to adopt the
minutes.

ROBERT GONZALES: So moved.

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

DAWNELLA RUST: This is DawnElla.

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


Fine. Thank you. All right.

So we have a motion to accept the
minutes.

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

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

(All said aye.)

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

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

The commissioners are going to be
taking action at their September meeting. The three are
Shawn Twing, Shawn has been recommended to serve another term. So we wish Shawn good luck on that.

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

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

So Anne-Marie, you'll be missed.

ANNE-MARIE WILLIAMSON: Thank you.

BILLY HIBBS: We thank you very much for all of your years of service on the committee.
TERI KAPLAN: And if I may add to that.

BILLY HIBBS: Oh, my goodness gracious.

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

ANNE-MARIE WILLIAMSON: Oh, awesome.

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

ANNE-MARIE WILLIAMSON: Thank you so much.

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

The work that we do on the committee is extraordinarily important. It is something that requires a lot of time. Unless you served on some of these committees so far, you know, some of them can be an hour, or two, or three a months. There's a lot that goes on.
So what we need are very, very dedicated people that want to get things done. It's really important that when these new initiatives, several of which that we are going to talk about today, that you want to be involved in those things, you want to be active in those things. And that's the most helpful thing so that it doesn't fall on, you know, the shoulders of one, or two, or three people that have to manage these things.

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

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

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

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

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

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

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

Carl was packed to hear about the Bicycle Tourism Trails. The data session was really
well-attended also. It was pretty awesome. So I think people are pretty -- more aware than ever of what y'all are up to here.

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

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

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

Is it a good idea to have scooters in bike lanes? I don't know. But I think that's something we need to think about because as these evolve, and our
tech evolves, and, you know -- in Dallas, I told you a lot of stories about these rent-a-bikes that there's just hundreds and thousands of them, as Karla and some other people have pointed out. You know, they'll eventually kind of wiggle themselves down, and that process is going on right now.

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

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

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

So this statement popped up. It said, after downloading the app, line by runs users through a series of steps on how to rent and ride an electric scooter, stressing that the equipment can't be ridden on
sidewalks, and should be used only in bike lanes. So they're actually training people to use the bike lanes. So I don't know. Is that a good thing or not?

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

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

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

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

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

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

And then two new members, one from Laredo, which is an area of the state we have not had representation before. And then we are recommending that
they consider an appointment for someone from Austin as well. So with Shawn's return and those two new additions, I think we'll be in good shape in the committee.

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

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

JOSEPH PITCHFORD: I'm on. Thank you.

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

Anne-Marie, 11 years is a long time.

JOSEPH PITCHFORD: Thank you.

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

ANNE-MARIE WILLIAMSON: Thank you. And I do. I do. I do feel that way.
ERIC GLEASON: Appreciate that very much. There is a requirement in our administrative code that each year, each advisory committee of the commission prepare that there's a one- or two-paged report prepared summarizing committee membership. It is -- the source of the committee's authority, if you will. For example, this one is in statute. Membership, authority, goals, objectives, and the kinds of things that the committee will be working on.

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

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

In terms of project status, our first set of awards May back in 2015 continued to be on target with meeting the federal obligations, making sure we don't lapse any funding, getting projects far enough along in their progress where we're able to obligate them at the federal level. So we are continuing to keep an eye on that. And Teri has especially been focused on that with
her work. So we are on track to make sure we obligate all of the funds that we need to obligate in August of 2018.

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

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

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

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

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

BILLY HIBBS: Thank you very much, Eric.

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

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

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

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

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

One of the big recommendations that
came out of that was the importance of bicycle tourism. So the great summer that we have here today is the effort of the subcommittee of this group that was put together to help provide feedback. And folks stated after this meeting, four times a year. And after, they kind of rolled up their sleeves, and looked at maps, and provided feedback. Presentations were given to this group on sort of, here are another world of options, what do you think? So now this that this part it complete out of the larger direction report, kind of the next question is, okay, what is the next priority? There's a lot of things you can do.

So our small working group that was on the phone was given sort of the family, as they're identified in the strategic report, and everyone was asked to vote. It was kind of cool. It was online. You can see here sort of from the most votes to the least amount of votes how people ranked the importance of sort of the priorities of difference roads you could go, so-to-speak. So if you look at these from a linear perspective, the ones that people thought should be done sooner than later start with good technical training, which can mean a lot of different things. Technical training in some aspect. And then thinking about safe design and that could take a couple of different forms.
Funding projects, data collection, public education, all the way to encouraging bicycle and pedestrian activities.

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

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

TxDOT bikeway design and selection
recommendations. This is kind of the details of the technical training, and how those are implemented, and bicycle safety analysis. What are we designing, and what are the impacts of that, and what's not working today.

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

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

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

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

BONNIE SHERMAN: Okay. Thank you.

KARLA WEAVER: Sure.

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

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

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

We also want to look for opportunities
within existing courses where we can embed bicycle planning principles in those existing courses as well.

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

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

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

The next option that we wanted to present to you is TxDOT Guidance on Safe Routes to New and
Existing Schools. Karla gave a plea for this. Karla and Billy had extended conversation about the fact that Texas is growing, and our population explosion is going to require the construction of hundreds of new schools in the next coming two decades.

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

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

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

BONNIE SHERMAN: Yes.

BILLY HIBBS: This discussion that you referred to between Karla and me when we were talking about this is really centered around cycling infrastructure for a community. Because it made a lot of sense to us that if we could focus TxDOT engineering staff, and other people on thinking about, all right, when this new school goes in
there, we're going to have it cycling friendly, it could make it easier for the town to dedicate resources to tie that into everything else.

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

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

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

BONNIE SHERMAN: It's part of TAB.

BILLY HIBBS: Okay.

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

BILLY HIBBS: Okay. All right. Thank you.

KARLA WEAVER: And every area is doing it a
little bit different. So in we region, we have two separate applications, and we put a pot of money aside just for Safe Routes to School.

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

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

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

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

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

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

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

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

ERIC GLEASON: Yes.

MARGARET O'BRIEN-NELSON: I got that.

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

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

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

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

ANNE-MARIE WILLIAMSON: Okay. Okay.

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

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

ANNE-MARIE WILLIAMSON: Okay. Thanks.

DAWNELLA RUST: This is DawnElla.

BONNIE SHERMAN: Yes.
DAWNELLA RUST: Can you hear me?

BONNIE SHERMAN: Yes.

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

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

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

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

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

BILLY HIBBS: Yeah.

ERIC GLEASON: And then the --

BONNIE SHERMAN: Okay. All right. So this guidance would focus on identifying needed safety and accessibility improvements around schools. And it would
also provide some information for siting considerations when the districts -- school districts are -- meet with the TxDOT districts to discuss new schools.

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

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

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

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

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

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

So how could that contribute to this opportunity? We foresee an opportunity to share your
bicycling experiences, both here and aboard, evaluating best practices from other states or from other countries, advising the project team on volume, speed, and other roadway characteristics, and prioritizing the bicycle facility types.

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

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

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

Does anyone have any questions on those three options, or wanting to explore any of them further
before we get into our prioritization? Crickets.

GENEVIEVE BALES: Am I allowed to make a comment?

BONNIE SHERMAN: Yes.

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

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

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

The commission made a decision at the time that the current rules were adopted to focus on construction. And that in some part, it had to do with some history that the commission had with the previous transportation enhancement program, and the desire to make sure that we got going quickly on that structure development.
But not to say that all of that couldn't be revisited at some point as well. But it is important to realize at the federal level that there is a broader scope, or broader application for the program in general, as Genevieve says, then we have here at TxDOT for areas under 2,000,000.

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

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

So, it seem to me at least and I think other people that were working on this, that if we could
attack the training piece of it first, and then go to them with a plan that said, all right, this Safe Routes to School is already an established program. There apparently is money that's available that the national and state level for this. Every community of any size has got schools in it. And those schools are growing. There's not any doubt that they're building more schools.

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

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

CRISTIAN SANDOVAL: Added to that -- and I don't want to -- I think that was a great argument. What I really appreciate about it is my organization -- we focus on child obesity, and trying to also rethink -- reduce high school dropout rates.
Most of our efforts are -- have been going right now to target elementary schools, fourth and fifth graders, because that's where we can do the most impact. We are trying to get the kids to cycle more because we know that there's a lot of benefits in that. Not only are we teaching a new era of cyclers, or a group of cyclers, but we are also dealing with all of these things.

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

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

So I think we all -- we need everyone on the same page on, what is the right speed? What's the right volume? What's the safest approach? And once
everyone reaches consensus, then these training modules
coming out and spreading the gospel.

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

BILLY HIBBS: Right.

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

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

BILLY HIBBS: Yes. I agree. Jeffrey?

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

So there may be recognition of the
need. We made accelerate that need by putting, you know, roadways with bike facilities on state roads, but that doesn't necessarily empower all the municipalities to follow suit in a way that creates a network.

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

BILLY HIBBS: Yes.

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

Then we see the district take a leadership role with the municipalities in that district where municipalities can follow the same methodology, the same analytical approach to deciding where facilities should go, and what form they should take. Because I don't think you can expect -- unless that work is being done regionally through an MPO, or being led by the district, we see a lot of municipalities who just don't have the wherewithal to do that to create his sort of
cohesive network that can get kids, or any user from a
residential area on a non-state facility to a school where
that trip is going to include a mixed bag of state and
local roads.

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

BILLY HIBBS: Margaret, state your name, please.

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

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

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

MARGARET O'BRIEN-NELSON: Before training?

JEFFREY POLLACK: Well, I think that that
guidance and that decisionmaking framework becomes the
substance of training at the district's level and beyond.
But I think first and foremost, you have to identify the
right tools that are going to work in, you know, in the
most diverse context as our district is already diverse,
and figure out how we are going to select, in a technical sense, the right cities and the right places, and kind of build training around that.

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

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

MARGARET O'BRIEN-NELSON: Got it.

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

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

So based on what you have seen and
heard today, what is your view of the most practical way of doing this?

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

BILLY HIBBS: Oh, okay.

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

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

BILLY HIBBS: Yes.

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

And then the design and, you know,
selection guidance is going to be with our funds division. So all three of these are sort of different within two previous efforts.

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

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

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

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

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

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

    BONNIE SHERMAN: Thank you.

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

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

    BILLY HIBBS: He may have dropped off.

    ERIC GLEASON: I think he dropped off.

    CARL SEIFERT: Well --

    KARLA WEAVER: Can I say one more thing?

    CARL SEIFERT: Yes.

    KARLA WEAVER: So the discussion -- as I was even
saying it, I was still torn between two of the options.
For my own peace of mind, I can reconcile with the fact
that we do need to focus on one. There is bicycle
planning and implementation training available. We bring in training on AASHTO, and NACTO, and I saved 25 spots for my TxDOT districts every year for those trainings.

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

ERIC GLEASON: Does your district participate?

KARLA WEAVER: They do.

ERIC GLEASON: Okay.

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

ERIC GLEASON: Have you seen an impact of that?

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

ERIC GLEASON: Okay.

KARLA WEAVER: The other thing is Safe Routes to School has been around a long time. There are lots of materials on this. It's not effective messaging to the districts yet, and TxDOT, and they don't think about it larger scale. And they're the last ones often brought to the table by the school districts. They're just out building schools wherever they will because they're independent.
But I think that's a very local area that maybe we are trying to develop guidance in our region. That's a huge thing to wrap your arms around because you have to tell the school districts.

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

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

ERIC GLEASON: Okay.

BILLY HIBBS: Okay. Thanks.

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

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

BONNIE SHERMAN: And I do want to say only BAC
members, please, participate in this.

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

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

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

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

    TERI KAPLAN: Jeff, have you weighed in?

    JEFFREY POLLACK: I did.

    CARL SEIFERT: He was ready.

    TERI KAPLAN: He is technically savvy on top of
this stuff.

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

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

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

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

DawnElla, have you voted?

DAWNELLA RUST: Yes. I voted.

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

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

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

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

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

BONNIE SHERMAN: Okay.

BILLY HIBBS: What is next?

BONNIE SHERMAN: So --

BILLY HIBBS: Not on the agenda --

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

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

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

BILLY HIBBS: Hmm-hmm.
ERIC GLEASON: So getting a working group established. We'll reach out to the design, and we'll put together something that looks like a scope, and the timeline with the products.

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

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

ERIC GLEASON: So let me just -- so the top priority was the design guidelines and the selection
guidelines. We talked about how that effort can actually filter down to something like the school decision. I just want to make sure that that's sort of the way to --

   BILLY HIBBS: Yes. Right. It is.

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

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

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

   For example, if you're going to fly over here from Europe, and you're going to bring your road bike, and you find out that, I don't know, 500 miles of it are gravel, and your road bike doesn't perform
particularly well on gravel, that might be a problem. And do we need to be thinking about having a standardized surface, or a standardized path, or shoulder, or something that goes through this whole network of these things so that somebody knows what they're getting into?

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

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

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

BILLY HIBBS: Yes, Cristian?

CRISTIAN SANDOVAL: I always go back to, what is our role and our purpose? Because then we don't want to get into -- starting to get into areas that's outside of
our scope. I mean, are we the department of tourism or where does our role go to build? I mean, we build an infrastructure, we put it out there, we say it's suitable for these conditions.

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

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

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

BONNIE SHERMAN: I think it's DawnElla.

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

Or if it's COGS, you know, like in other areas and everything, what are the conduits? Identifying those places where information can be pushed out, the work from here, and utilizing that. Because I
think he's right. It's a matter of scope, like what scope we have in everything addressing that, but knowing what's available too within the state, I think identifying that, and using those resources to pass along this information. And schools as well.

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

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

BILLY HIBBS: Awesome. All right. All right.

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

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

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

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

BILLY HIBBS: We're good.

BONNIE SHERMAN: On schedule.

JEFFREY POLLACK: Thanks very much. Let me see.

Where do I aim this --

BONNIE SHERMAN: It should be to the right.

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

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

I do now. So if anybody wants to find
me, by all means, I can share it. I'm now also a member
of the City of Corpus Christi's Bike Advisory Committee, the idea there being I wanted an official way to be able to lend technical assistance in the implementation of this plan.

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

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

So with that, we at the MPO were able to justify diving very deeply into this topic of active mobility and mobility planning. So I'll stop the justification, assuming we are all -- we all generally
agree this is work worth doing, but if anyone wants to revisit that, I'm happy to sort of explain the motivational a little more deeply at the end. 

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

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

So it's important for us to be thinking about who that type is. In our case, it was the guy that looked like this, somebody who is either biker trans-pendent or is a lay recreational rider. So decidedly not the expert pedalist.
So I'll kind of fly through to the background stuff and get to the meat of this here. This was really enlightening for us. When we had a -- over the course of what was a 10-month protracted conversation with the community, and I mean all aspects of our community, 70 plus percent of the folks we talked to told us that they agree or agreed strongly with the fit division of Corpus Christi.

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

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

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

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

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

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

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

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

JEFF POLLACK: Yeah. Each of the gray grid boxes on this overview map, even on my fiscal plan and on the online version correlate to a detailed map. So, you know, the fiscal plan that we produced, half of it is set up as a map book for those of you who used to go into Triple AAA and get trip tix, or vacations. You know, it's structured the same way.
So each of those gray boxes corresponds to a detailed map that specifies to exactly what kind of infrastructure should fall on every segment of that 290-mile network.

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

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

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

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

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

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

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

So looking at -- these are the six
categories of what we considered on the planning team to be the key destinations for most of us on a daily basis. These represent 85 percent of most of the our trips in a car.

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

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

If you look down this list, we are above 80 percent on almost every category, all except the
key recreation designations. And those are our large regional parks. Over 80 percent of all of those designations in each of those categories are within a quarter mile of the network. That is sort of the validation of the plate space network development that we went through.

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

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

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

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

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

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

One option was to use the roadway network. Second option was to use the Strava network, which includes the full roadway network, plus any route that has been recorded in the Strava system. So where people are riding off the road, those are still captured. In other words, it's a more inclusive base map. And we opted to use that when we were doing our network analysis process at GIS, for those of you who are GIS practitioners.
As it turns out by doing that, we were able to identify heavily used routes that were not captured in any other way. In other words, where there are users already riding across an unapproved easement or a vacant lot, or a drainage ditch to connect destinations, which some cases was saving them miles on the street, we were able to see those, and to codify them in our plan.

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

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

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

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

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

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

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

We now have actual data that tells us
where people are traveling on a daily basis. I mean, most
of us in a community know that intuitively, but being able
to do that analytically is very different. We think, well
that doesn't sound that profound. Surely there's a map
layer in my community that shows where all the grocery
stores is. I can almost guarantee that that is not true.

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

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

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

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

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

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

So we were -- and the last thing I'll mention there is we prioritized off-road connection above all else, which is how we ended up sub-planting a full quarter of the network with off-road connection, 60 miles of connections on stormwater easements, and other city-owned easements. So that got us to a point where we had the "where" question answered. We had a 290-mile network developed out of a blank slate.

The next question was, okay, how can --
how should we be prescriptive? What is the right infrastructure on each of those segments recognizing that that network includes streets that ranged from ultraslow speed neighborhood streets to high-intensity arterials.

So different types of infrastructure on different segments to uphold a standard level of safety.

So how do we accomplish that? This is similar to the matrix that Bonnie flashed a minute ago. But again, three-and-a-half years ago, there weren't a lot of matricies out there for guiding this. And we worked with a consultant on a proprietary model, which I can show you a flowchart of if you're interested.

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

And if it isn't safe to comingle cars and bikes, well, how much protection do you need? Is a curb enough? Do you need a buffer in addition to the curb? What will the right-of-way accommodate? So that was the -- the decision pathway that we went through literally for every segment in the network.
Some of that was automated in an Excel model, but a lot of that was based on the planning team and local knowledge of looking at every segment, either in person or with aerial imaging.

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

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

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

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

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

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

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

The social signs of literature basically tells us that, you know, human behavior is such what if you do something three days in a row, you expect
it on the fourth day. If I'm pulling out of my driveway Monday through Wednesday, and I see the same cyclist at 8:19 coming by, on Thursday I'm looking over my shoulder for that guy. That builds community. It builds communication. It creates the kind of neighbors that most of us want to live in and that most communities want to build itself. So this is good for our communities on our sorts of levels.

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

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

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

JEFFREY POLLACK: So I don't -- I'll answer that by pivoting and giving you how -- there is no way to give a firm, total average cost for this reason. And the
reason we have so many protected bike lanes specked in the plan -- a lot of these were originally on street buffered bike lanes, which no one was thrilled about.

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

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

In cases where there was an on street bike lane, and we're getting rid of it, the City stands to save up to half a million dollars a mile during roadway
construction with then reoccurring savings every time that
street is resurfaced or maintained.

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

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

But when this is done, the City is on a
bond -- the City Corpus Christi is on a bond schedule
where every two years they undertake roadway --
bond-funded roadway reconstruction of a set percentage of
their streets.

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

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

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

ROBERT GONZALES: Can I ask a question?

JEFFREY POLLACK: Yes. Please.

ROBERT GONZALES: Did you all have any land acquisitions in order to accommodate these facilities?
Because that's impressive. I mean, I wish I could do that in El Paso, but there's no way. But just curious if there would have been --

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

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

So, you know, of the 145 miles, there's not a single place where it doesn't fit with one of those adjustments, and in places where parking recapture or curb lane reduction was required, we specified that, as you know, explicitly.
There are places where -- you know, we think the -- and we know this from experience it's entirely public. A minimum of a two-foot shaded buffer is preferred. Four foot is great. Above four foot is kind of gravy.

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

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

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

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

JEFFREY POLLACK: It --

BILLY HIBBS: And are there safety concerns?
JEFFREY POLLACK: Okay. This is a great -- thank you so much for asking this. I mean, it's a nuance I was hoping to get to, but I was trying to balance time here.

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

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

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

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

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

So let me show you very quickly because I'm sure I'm close to time here. So this is in process. The concrete coloring there is mixed in -- we've learned a couple of lessons here. You know, I'm happy to share any of them with you. You can't add water unless the color is in or it gets lighter. And all sorts of great lessons learned.
The City of Corpus Christi, to their credit, the engineering department, once this planing was adopted got a consortium of private consultant teams together. And over a six-month period, in collaboration with the MPO, developed detailed plans and specs for the installation of concrete cycle tracks and intersection treatments.

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

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

But this is what this looks like in the process. Obviously some striping -- or some pave markings, and the sign is still forthcoming. And I'll skip through that. Again, the level of detail in the plan.
Let me show you -- and I think this is my last slide. This is where we are in the process of implementation. Everything on this, whether in design, or under construction, or incomplete obviously has been funded. You know, some of the stuff you see under design I mentioned has been funded through the MPO TAP program.

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

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

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

That survey was designed to be replicable to yield apples-to-apples data to be able to track riders' experience over time. It's something that,
I'm sure, the MPO would be happy to share with any of you if you care to implement with similar.

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

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

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

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

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

And then I was in Mexico City where
there's like a lot of this bike sharing system. And I even got stopped by people because I was riding too close to the sidewalk.

JEFFREY POLLACK: Yes.

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

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

CRISTIAN Sandoval: Oh, nice.

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

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

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

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

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

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

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

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

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

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

In one case, there was overwhelming
support for the road diet to -- we needed a road diet to accommodate the cycle tracks. And the neighborhood was thrilled because it was good at a traffic effect overall.

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

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

JEFFREY POLLACK: Thank y'all very much.

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

DAWNELLA RUST: This is DawnElla.

BILLY HIBBS: Yes, DawnElla?

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

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

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

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

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

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

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

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

But then I saw a huge amount of people
with shopping bags on their cart. I saw a lot of what
appeared to be like practical neighborhood use with it. But a month prior, I had seen about 30 rent-a-bikes downtown on Sundays.

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

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

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

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

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

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

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

BILLY HIBBS: Thank you very much.

KARLA WEAVER: Yeah.

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

DAVID HAM: Well, first of all, like she said, I think the electric bike/scooters whatever, I think the
speed is going to be the big thing on that. You know, if they made it have lower speed -- right now they're allowed to be, what, 25 or 28 miles per hour, or whatever the limit is on them.

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

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

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

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

DAVID HAM: No. Because -- I mean, approximately 18 miles.
KARLA WEAVER: Okay.

DAVID HAM: It depends on how it winds down.

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

DAVID HAM: So of it will be county.

KARLA WEAVER: Okay.

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

DAVID HAM: I definitely will.

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

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

BILLY HIBBS: Okay. All right. Cristian?

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

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

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

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

   BILLY HIBBS: Okay. Robby?

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

   We've actually seen a small percentage decline in that. And we attribute that -- and I'm going to keep track of it, to all of these bike lanes that we're
putting, the bike trails that are popping up with subdivisions. And then some programs like Bike Rodeos, parent/child activities that we are doing, splash and dashes.

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

BILLY HIBBS: Yeah. Yeah. Anne-Marie?

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

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

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

ANNE-MARIE WILLIAMSON: Thanks. Thanks.

BILLY HIBBS: Margaret?

MARGARET O'BRIEN-NELSON: Yes. I now have two households, one in Houston and one on the coast; okay? So I'm becoming very -- a lot more familiar with issues
across the board. And I wanted to bring everybody's attention to an issue of -- there have been two fatalities in the Galveston area.

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

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

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

But that's what I see increasingly across, you know, the region is an issue of basic safety and having area to maneuver in. Like, say, connections, the issues of bridges, like being able to have some warning at least that there is no access if there would be no passing, especially in areas where you have the forts, and other heavy equipment, or trucks and everything
constantly going, which is much of the area. I mean, you just have to deal with that.

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

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

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

And you see that the ability that there is in other communities that they get from a study line like Strava and everything. I never thought about the implications for that. I had seen it before within, you know, transit planning, but not on that -- not on the way that you used it there. That really is impressive.
BILLY HIBBS: Jeff, anything else?

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

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

DAWNELLA RUST: It's me, DawnElla.

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

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

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

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

So even though I think they've got a perfect world out here, it's interesting because it's all about perspective.
BILLY HIBBS: Yes.

DAWNELLA RUST: So that's all I have.

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

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

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

BILLY HIBBS: Okay.

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

So all the major cities in Texas have passed it, including, you know, down to Arlington, with the exception of Dallas, where they passed basically the state version, and it didn't include the three foot or six
foot. But everybody also has done in 25 cities over all, including Corpus, I believe, has the frequent passing law.

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

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

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

So I think we should be careful about getting stuck on the type of vehicle. There may be some weight issues. Like the current state law says if it's under 100 pounds, electric 20 miles per hour or less before human assist, then it's legally a bicycle. So I think that's, you know, a helpful guideline. So maybe
400-pound vehicles don't belong in the bike lane. So there may be some other parameters besides just speed.

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

BILLY HIBBS: Right.

ROBIN STALLINGS: So that's a BikeTexas position.
As I'm talking on any of this, you know, not me so much, it's where BikeTexas is going on this.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

    BILLY HIBBS: Okay. All right.

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

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

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

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

    TERI KAPLAN: Yes. Our next meeting is October.
ERIC GLEASON: Right. Study completed in August.

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

BILLY HIBBS: All right.

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

ERIC GLEASON: We can have a report on that.

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

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

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

BILLY HIBBS: Yeah.

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

LYDIA VALDEZ: That's what I was going to --
BILLY HIBBS: That would be awesome.

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

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

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

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

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

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

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

COURT REPORTER: Oh, okay.

TERI KAPLAN: It's October. I believe it's 20th, 2018. Bonnie is checking her calendar.
ERIC GLEASON: Are you still in Colorado then, DawnElla?

DAWNELLA RUST: Yes.

BONNIE SHERMAN: It's October 12th.

TERI KAPLAN: October 12th.

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