Date:
April 15, 2019

Case:
TxDOT BAC Meeting
TRANSCRIPTION OF
TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE (BAC)
MONDAY, APRIL 15, 2019
9:30 A.M.
200 E. RIVERSIDE DRIVE, CLASSROOM D
AUSTIN, TEXAS 78704

REPORTED BY: PAIGE S. WATTS, TEXAS CSR NO. 8311
APPEARANCES

COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

Billy Hibbs, Chair
Robert Gonzales, Vice-Chair
DawnElla Rust
David Ham
Jeff Pollack
Karla Weaver
Frank Rotnofsky

COMMITTEE MEMBERS PARTICIPATING TELEPHONICALLY:

Margaret O'Brien-Nelson
Shawn D. Twing

TxDOT PRESENT AND PARTICIPATING:

Eric Gleason, PTN Director
Bonnie Sherman, AICP
Noah Heath, AICP
Marty Boyd, El Paso District

OTHER SPEAKERS:

Jim Carrillo, Halff Associates
Carl Seifert, Jacobs Engineering Group
Andrew Dupuy, Rails to Trails Conservancy
Eva Garcia, Rails to Trails Conservancy
MEETING AGENDA

ITEM

1 Call to Order.

2 Safety Briefing.

3 Approval of Minutes from January 25, 2019, BAC Meeting.

4 Report from BAC Chair.

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

6 Chair/Vice-Chair Elections. (Action)

7 Presentation on TxDOT El Paso District's Bicycle Program Strategic Plan.

8 Presentation on Bikeway Design Effort. (Action)

9 Presentation on Advancing Active Transportation Networks and Trails in Texas.

10 Update from committee members on local and statewide issues.

11 (Not listed on agenda)

12 Public comment - public comments will only be accepted in person.

13 Discussion of agenda items for future BAC meetings. (Action)

14 Adjourn. (Action)
CHAIRMAN HIBBS: All right, everyone.

It's 9:30. Welcome to the meeting of the Bicycle Advisory Committee for TxDOT. We're pleased to have you here today. We're pleased to have our guests with us. In particular, I'm pleased to have my son, Stratton Hibbs, with us here today.

Just wave your hand there, son.

He's home from college right now learning a little bit about how government operates.

And, son, it's a little like sausage making. So just remember that.

But we've got some important business here today to go through, not the least of which are the elections, reports, all kinds of things that are happening. So we are going to keep the agenda brisk, as we might say.

And moving right along to Bonnie Sherman. Bonnie, would you please give us our safety briefing?

MS. SHERMAN: Yes. For medical emergencies, call 9-1-1. The AED unit is located in the main lobby at the security booth. First aid kits are marked and located on each floor. In case of a fire or other need to evacuate the building, fire extinguishers are marked and located on each floor and we will evacuate and exit the front door of this building, turn
left, and gather near the sidewalks and fence line of the parking lot facing Riverside. In case of tornado or inclement weather, stay inside, move away from exterior walls and windows and proceed to the large auditorium by the guard desk. In case of an active shooter or bomb threat, follow instructions from the PA address system and on-site security personnel.

Thank you for your time and have a safe and productive meeting.

CHAIRMAN HIBBS: Thank you, Bonnie.

At this time, we'd like to approve the minutes from the last meeting. All of you should have had a chance to see and review those. At this time, are there any recommendations for changes or questions about the minutes or anything?

If not, we'll entertain a motion to approve the minutes.

MR. GONZALES: Move to approve.

CHAIRMAN HIBBS: Motion by Bobby. Do we have a second?

MR. POLLACK: Second.

CHAIRMAN HIBBS: Second by Jeffrey. All in favor say aye.

(Chorus of ayes)

CHAIRMAN HIBBS: Motion has carried, and
the minutes are approved.

All right. So the next item on the agenda is the report from the Chair. It has been very busy since I've seen you guys last and wanted to touch on three things that I think -- well, at least a couple of things that I think are very, very important to this committee.

First of all, the Legislature is in session right now and that's one of the reasons I had to get a little dressed up today is I'm heading back over there with my son after we get finished.

And it's, Eric, to deal with educational matters, not TxDOT matters. So you can exhale there.

But last -- I think last week, I believe it was, Robin Stallings contacted me. Talked to me about HCR 64, which was a House Continuing Resolution that has to do with our Tourism Trail study and wanted to know if I would come down and testify in front of the House Transportation Committee and I did and I feel compelled to tell you my two minutes' worth of remarks so that everyone here is brought up to speed and why, you know, I made the trip down here to do this.

I said, "Chairman Canales and Committee Members, thank you for the opportunity to speak to you today. My name is Billy Hibbs and I'm the Chairman and
CEO of Heartland Security Insurance Group based in Tyler and I'm here in support of HCR 64. Bicycle tourism is big business around the world. Areas across North America have capitalized on the health and economic benefits of bicycle tourism with new trails under construction like the East Coast Greenway that will run from Maine to Key West, Florida; the Canadian Province of Quebec, where there is a new 3,300-mile network of trails; and then there's Iowa. For the past 47 years, people from all over the world have flocked to Iowa for the chance to ride across Iowa. It's so popular, that it's now limited to 10,000 riders each year and these cyclists have pumped millions and millions of dollars into small and large towns across that state. If bicycle tourism is a big deal in Iowa, just wait until the world gets a chance to ride across Texas."

"In 2014, I was confirmed to a position on TxDOT's Bicycle Advisory Committee and elected Chairman. This committee is very active, with 11 members serving the needs of urban and rural cyclists all across the state. We've created a cost-effective way for communities to stripe existing roadways called Bike Stripe, developed a Strategic Director Report that takes cycling into consideration during TxDOT's highway planning, and we've just completed work on a two-year
comprehensive Tourism Trails study, which is referenced in the concurrent resolution before you today."

"The Bicycle Advisory Committee was very involved in the study of bike routes both east/west and north/south that include our beautiful state and national parks, geographic and cultural places of interest, as well as bringing new life to 540 rural communities with populations of less than 5,000. Unlike motor tourists, most cyclists are good for only about 30 to 90 miles per day -- excluding Bobby Gonzales, of course -- before needing and wanting food, lodging, bicycle gear, provisions, entertainment, and a multitude of other services."

"The committee was unanimous in communicating its strong interest and support of investment in priority segments of this tourism trails network to the Transportation Commission earlier this year. HCR 64 will encourage TxDOT to consider federal and state funding alternatives to allow us to build out this network in segments over time. I believe that passing this concurrent resolution will be a very important step towards growing tourism in our unique state. Thank you for your consideration."

At that point, I sat down. The next speaker got up. He said -- and I believe these are his
exact words -- "Well, I was going to be against this; but after hearing all that, now count me as a neutral."
And I leaned over to Robert Stallings and I said, "I think we flipped him."

So anyway, as of this moment, I believe, Robin, they still have not had a vote on this; is that correct?

MR. ROBIN STALLINGS: Correct. But probably this week.

CHAIRMAN HIBBS: Probably this week. All right. So if any of you have any of your State House members who are on this committee and you know these people, please reach out to them and encourage them to vote for HCR 64.

Any questions?

All right. Next --

MS. RUST: Say it again. HCR?

CHAIRMAN HIBBS: Sixty-four. It stands for House Continuing Resolution.

MR. GLEASON: Concurrent.

CHAIRMAN HIBBS: Concurrent, I'm sorry.

House Concurrent Resolution 64. Thank you, Eric.

MR. HAM: I did call the Vice-Chair's office, Brooks Landgraf; and talked to his staff quite a bit about it.
CHAIRMAN HIBBS: Great, wonderful.

MR. HAM: They expressed interest, but we'll see if it goes to Mr. Landgraf.

CHAIRMAN HIBBS: Good, good, awesome.

For the sake of the stenographer, do you need us to identify ourselves before we speak?

THE REPORTER: It would help.

CHAIRMAN HIBBS: Okay, yeah.

MR. HAM: David Ham.

CHAIRMAN HIBBS: Before anyone says anything, please identify yourself.

All right. So the next thing that has some bearing on this committee, has to do with our vacancies and our upcoming retirements. We have had notice from Margaret that she is going to be rolling off prematurely.

Oh, is Margaret on the phone? Can the people on the phone join us please? Tell us who you are?

MR. TWING: This is Shawn -- oh, sorry.

MS. O'BRIEN-NELSON: Yeah, and this is Margaret. I'm sorry. My phone was muted. I was trying to figure out how to un-mute it.

CHAIRMAN HIBBS: Okay. Well, thank you, Margaret. So you plan to continue to be on the
committee how many more meetings? Is this your final one or are you going to serve out the rest of this year or what's the situation?

    MS. O'BRIEN-NELSON: I'm sorry to say I have to go off. This is for a number of personal and medical things that I have to take charge of. So I'm sorry, this is my last meeting.

    CHAIRMAN HIBBS: Okay, all right. Well thank you for clarifying that for us. And let me say on behalf of all of us: Thank you for your service to the committee and we really, really loved working with you and we wish you only the best.

    MS. O'BRIEN-NELSON: Thank you so much. I've enjoyed this very, very much and think it's extremely important and that's why I'm hopeful that someone who can come in and jump in with both feet will be available.

    CHAIRMAN HIBBS: Great, great. So --

    MS. SHERMAN: I just want to --

    CHAIRMAN HIBBS: -- with the two open vacancies that we have now -- with Margaret's vacancy and with my vacancy -- that's four positions that we need to fill on this committee pretty quickly. I've been able to identify a couple of people in East Texas that I think are going to respond positively for the
chance to put their name in front of TxDOT and I'm working on that; but I would encourage the rest of you, too, to be seeking out and finding some people that you think would be good replacements for some of these vacancies that we have.

So that pretty much concludes my report. The main thing that I wanted to communicate today more than anything else is thank you, Bobby, and thank you, Karla, for stepping up and wanting to run for Chairman because that is very, very important that we get us some good leadership and good experienced leadership rolling because my time is running out. I've got one more meeting left, and that's it. So I'm thankful for that.

All right, Eric, it's your show. Take it away.

MR. GLEASON: Wow, okay. Thank you, sir.

Good morning. I'm Eric Gleason, Division Director for Public Transportation TxDOT. And for our stenographer, I don't know if you caught it, but Shawn Twing is on the phone, as well.

THE REPORTER: I got it. Thank you.

MR. GLEASON: Okay, thank you.

So Billy covered the vacancies. So with Margaret stepping down, that creates three now and then we have three more in August. So between now and the
end of August, we actually have six. Now, I do want to
make it known to folks though that under the committee
structure, that you may continue to serve until you are
actually replaced. So even though your appointment has
ended, if the commission has not appointed a replacement
individual, you may continue to serve on the committee
if you are able to do that.

Now, we will try and we are -- we've
gotten some additional direction recently from my boss
through the Governor's Office about what they're looking
for in terms of committee appointments, some diversity
on the committee, looking to bring in some areas of
expertise making sure we have balance that way. So
we're encouraged by that feedback we've gotten. We will
be soliciting some additional names over the next four
to six weeks and I would hope that by the time you meet
in July -- and if not then, certainly by August -- we'll
have a full committee again. So that's our game plan
with this and as always in this kind of a timeframe, we
do very much appreciate any recommendations that any of
you may have for people to serve on the committee.

If you have names, I encourage you to let
Bonnie know who they are. We can get an application to
them and they can fill that out and they will certainly
be considered as a part of this process. So anything
y'all might be -- any names y'all might be able to help
bring to the surface would be great.

So last Friday was the deadline for
preliminary applications on the current call for
projects we have. For those of you who may not be
familiar, we have -- we published a call for projects in
February, I believe; and that is for a combination. We
have some "Safe Routes to School" funding available and
we also have some remaining balances in our
Transportational Tourism Rural Area Program and then we
also identified and anticipated amounts through federal
year '22, I believe, for both programs.

So having said that, we took an approach
this year where we asked folks to fill out what we
called a preliminary application and to have that --
those back to us by Friday. We got almost 400
applications. So if we're looking a little bit like
deer in the headlights at this point, that's a lot of
applications to go through. It's good news. About
90 percent of those appear to be "Safe Routes to School"
applications. So we're going to have to -- we're going
to have our work cut out for us for that.

We only have $8.7 million statewide for
"Safe Routes to School." So we've not yet gotten a
total asked number that I'm aware of. That's a little
more difficult to get to, but we're going to have our work cut out for us going through those applications.

Now, obviously any "Safe Routes to School" application is going to be eligible for transportational alternative funding. The issue is going to be that the match requirements are different and so, you know, whether or not as a community you proposed a "Safe Route to School" project and we are asking if you can go the transportation alternative route, is going to depend on your capacity to address the match issue.

So at this point, all we're trying to do with what we have, is make sure that the project is an eligible project, make sure that the application is complete, make sure that the project sponsor is an eligible applicant. It's a very high level sorting we're going through at this point, and then we will try and sort projects into which program we think they can compete most effectively for funding from. And then based on that, we're going to ask everyone who's still in the game at that point, to fill out what we call a detailed application, which is what we will use for a basis for evaluating and scoring and ranking those projects.

So with 400 or so to go through, I think
I'm going to sit down this week or early next week. We're going to re-evaluate our schedule and see whether or not we think we can get this all done in the timeframe we'd anticipated; but no lack of demand, that's for sure. So we are going to need -- to help us with this process in the August and September timeframe, we're going to need two or three volunteers from this committee to help us look at the "Safe Routes to School" detailed applications.

So I think we just wanted to get that out there for people to think about today. We'll be soliciting interest on a more formal basis, probably an e-mail or something from Bonnie, to try and firm up who those two to three people will be. But just know that's out there. And if you're one of those folks whose term is coming up to expire, I think given our committee schedule -- well, we'll just have to see how that works. I think, you know, we typically would have a July and then an October meeting and so it will depend on when the commission actually takes action and makes an appointment effective date. So anyway, express your interest and we'll figure that one out later.

In the interest of time, I am going to skip down to -- there is also at this point in time, our Traffic Section has a call for projects out for "Safe
Routes to School" non-infrastructure funds and these are basically -- what they're looking for, these funds are for statewide "Safe Routes to School" education projects, such as a school-age children's educational toolkit, an in-school bicycle and pedestrian safety and presentation program. So that opened up on March 22nd. It closes on April 22nd. And we are going to need a volunteer from this committee to help evaluate those proposals, as well.

So two volunteer opportunities to help look at "Safe Routes to School" and we'll, again, send something out, an e-mail out to each of you to confirm your interest.

And then there is a workshop scheduled on the Tourism Trail Prioritization Workshop scheduled for May 2nd, where our long-range plan consultant, High Street Consulting, is prioritizing the bike tourism trail route segments and we need one to two volunteers to participate to help us identify criteria and the weighting for those criteria. And, again, we'll be sending something out on that, as well. So this is just sort of a just to let you know you're going to be getting a handful of e-mails from Bonnie and Noah looking for your -- you know, soliciting your interests and there are some opportunities coming up to help us
out and move the program forward.

On the bicycle and pedestrian count exchange, I think it used to call the clearinghouse. We're calling it an exchange. There's a webinar on that on May 22nd. And then that's what I have for my report, Mr. Chair, and we move into Item 6.

CHAIRMAN HIBBS: So this is Billy. I would like a point of clarification on something you said about diversification. Are you talking about diversification as it applies to new members based on geography, diversification based on ethnicity, diversification based on job and professional experience?

MR. GLEASON: Yes.

CHAIRMAN HIBBS: All of the above?

MR. GLEASON: All of the above.

CHAIRMAN HIBBS: All right. Thank you for that clarification. It sounds like we need to get to work unless everybody is going to work on all these committees all the time. So we've got to --

MR. GLEASON: Lots of opportunities to move the program forward.

CHAIRMAN HIBBS: That's right. That is it.

All right. So as we segue into our a
Chair and Vice-Chair elections, Karla, we were stalling so that you could get here. We're so thankful that the --

MS. WEAVER: Thank you.

CHAIRMAN HIBBS: -- traffic didn't keep you away. As I said before, I'm delighted that you and Bobby were willing to take the plunge and step up. I couldn't think of two better people.

You can't make a bad decision here, folks. I've worked a long time with both of them and they have brought tremendous resources and intellect and understanding and everything to this committee and candidly, they've been a great help to me. So I want to tell the both of you thank you for that very much.

And at that, Eric, how do you propose to do these elections?

MR. GLEASON: So it looks like we have a fairly high-tech balloting procedure here if that cardboard box tells you anything. I think one of the things, though, we will make this decision today and then the thought is that these -- that the appointments would be effective for the first time at the next meeting. So Billy will finish out the agenda today in his current capacity as Chair and Bobby as Vice-Chair and then in July, we would make the transition.
So with that, Bonnie, Noah, how are we proceeding with this exercise?

MS. SHERMAN: So we have -- we have little ballots with the two names on them for folks to circle; but I would like to give both Karla and Bobby an opportunity just to say a couple of sentences about why you are interested in being the BAC Chair and/or Vice-Chair.

CHAIRMAN HIBBS: Well, and I would suggest so that everybody can see you, why don't y'all stand up there by the phone and that way you can kind of make a short presentation and it will feel a little more official than trying to talk sideways back and forth to everybody.

MS. WEAVER: So my name is Karla Weaver. I work at the Dallas-Fort Worth MPO doing bicycle/pedestrian planning and I've been doing that for about 13 years. I've been on this committee for many years. I don't know what my current tenure is. Four, five? We started at the same time.

CHAIRMAN HIBBS: I think, yeah. '06, I think maybe.

MS. WEAVER: It's been a while. So I've seen this committee do amazing things. When I first joined, there was a lot of energy and enthusiasm and a
lot of products that came out of that. I was there for
the development of the State Strategic Plan. I was
there as the Account Program developed. I was on the
committee for the tourism trail efforts. I'm really
enthusiastic and passionate about this.

I come from maybe a different perspective
of sort of like government partnership with TxDOT,
knowing the importance of education and engineering and
all of those things and I would be very enthusiastic to
serve as the Chair of the committee. So that is my
speech.

CHAIRMAN HIBBS: Thank you, Karla.

MR. GONZALES: I have no problem losing
to her. But I've been on this committee for a long
time. As well as Karla, I came in, I think, when Billy
came in. First of all, I want to thank you for your
service and an outstanding job as Chairman. You're
going to be a hard act to follow, Billy.

But I am a professional engineer. I'm a
civil engineer and I've got -- I've had 35 years of
experience working in the design/the planning of bicycle
facilities and transportation projects. I have to leave
eyearly today, as a matter of fact, because I have a
public hearing this afternoon or later on this evening
for a project that I'm working on in El Paso. So,
again, I understand the policies.

    I want to continue the momentum that this board or this committee has already established and take it through to the next level. I want to thank each and every one of you for a job well done, and I'm hoping to work closely with you as we move on into the next couple years. So that's all I have to say. Again, if I lose to Karla, she's a great person. So I'm hoping -- either way you can't go wrong. We'll still do you proud, and I'm ready to lead to committee. Thank you.

    CHAIRMAN HIBBS: Thank you, Bobby.

    For those of you that are new on the committee, Bobby and his engineering firm donated the software for bike stripe. So when we were putting all this together to help these small communities come up with a way to not to have to spend $800,000 on an engineering study, he was able to provide that to us and so we're really appreciative of his efforts and his work on this committee, as well.

    So like I said before, it will be a great team either way. So are we ready to vote?

    Anybody else? You got any questions or anything?

    I guess circle your choices and we'll pass the ballot box around and make quick work of this.
MS. SHERMAN: Just select one name and the one with the top votes will be Chair and the one with the second will be Vice-Chair.

(Ballot box passed around)

MS. SHERMAN: Shawn, I just e-mailed you a ballot. So please respond by e-mail.

CHAIRMAN HIBBS: All right. So at this point in time, I would like to ask Jim Carrillo to come forward and do the presentation on TxDOT's El Paso District's Bicycle Program Strategic Plan and we're glad you guys made the trip out here.

So my understanding is you guys are with TxDOT; but you're with TxDOT in the El Paso District, correct.

MS. MARTY BOYD: Thank you. I just wanted to introduce Jim Carrillo and our team that came from El Paso and thank you, Chair and members of the board. So nice to be among friendly faces and talking about the things that we enjoy the most and that need to be incorporated into our transportation system. Our team -- I have a Bicycle Coordinator in the El Paso District. I am the Director of Planning at the District for Advanced Transportation Planning and I am so glad we're here to tell you about our adventure.

I call it an adventure because all the
stars aligned for El Paso back in about 2014. There was
some funding available and the City of El Paso, the MPO,
and we jumped in because all three of us started to work
on the planning of the bicycle facilities in El Paso.
The City of El Paso needed to update their plan, which
was written by Bobby back in...


MS. MARTY BOYD: '97.

MR. GONZALES: The original one.

MS. MARTY BOYD: The original one. And
then the MPO was in the process of doing their next plan
and they needed to form a transportation system for all
the alternative modes of transportation. So they came
up with one and we're all working together and this made
it a lot easier for us.

We had our challenges. Our main concern
was safety with our State infrastructure where it joins
with the City infrastructure -- and not just on the
urban area, but also on the rural area -- and safety
connectivity. So this worked out great as we all worked
together through this process.

Now, what also happened, it also -- the
other local governments, the small communities, they --
for lack of a better word, they got -- they woke up.
They wanted to be involved and then with the TASA
projects that you-all were putting out. I am so happy
to see them get involved, complete their plans, and now
it's the MPO's responsibility to put everything together
as one plan united.

And we're also excited to have a new
director of the MPO. So there's exciting times coming
to El Paso. And like I tell everybody, we are the
western -- the most westerly town of Texas. It's not
Odessa.

MR. GLEASON: Far west.

MS. MARTY BOYD: Far west. Far, far
west. And what makes our area very unique is not only
the terrain, but we also share it with Ciudad Juárez,
Mexico, which is very multimodal. Everybody uses
bicycles, public transportation. They walk to work.
And Jim is going to get into our rankings and El Paso,
even though with we have 360 days of sunshine -- and I'm
not kidding you. Right, Bobby?

MR. GONZALES: If you say so.

MS. MARTY BOYD: We lack infrastructure.
And our terrain, we have a mountain, we have a river;
but we lend it -- the town lends itself for so much and
we need to educate our folks to use of the modes of
transportation.

And also I can't leave out New Mexico.
We are partners with New Mexico DOT. Most of our better routes and commuter routes are towards our north, towards Las Cruces, New Mexico, and the little towns that unite us like Anthony, Berino, and Mequite. And it's such beautiful scenery and we need to take advantage of that and also help with tourism. But without further ado, I will give it up to Jim and I'm excited. Thank you very much for having us.

MR. JIM CARRILLO: So my name is Jim Carrillo. Marty was correct. When I'm sort of south of San Antonio, I say "Carrillo." When I'm north of Austin, it's probably "Carrillo" and when I'm north of the DFW area, it goes even worse than that; but I do work for Halff Associates, not for TxDOT. But we are very honored to work with Marty and other staff of TxDOT in El Paso to work on this plan.

One of the things that did start to drive it is that from 2016, Alliance for Walking and Bicycling study, El Paso ranked 50th and there were many different measures of that. It was, you know, kind of a bad situation in the city. Now since then, there have been many, many great things that have happened with that and I want to emphasize more than anything else that this was a very unique circumstance in which we had three plans dealing with bicycling in the region happening at
one time. Which I don't know if that's ever happened anywhere in the state. But you've got the City, TxDOT, and the MPO all doing plans at the same time.

And, Eric and Bonnie, I forgot to mention I'm keeping a stopwatch here. So I'm going to talk fast and keep this going along.

But anyway, a very unique circumstance with all three of these studies going on at one time and then each of them having different roles. For example, the City focusing on that network and the density of that network in connecting everything together; TxDOT on the major arterials; and then the MPO really looking beyond the limits of just the city and even the TxDOT region there, but looking much broader and even getting into portions of New Mexico nearby.

So the scales are very different, but the great point here is the cohesiveness of being able to development a plan simultaneously with all of these different entities working together. And more so -- and I'll repeat this multiple times in this presentation -- TxDOT was an active partner in helping in their component of this effort rather than in many, many communities throughout the state, you know, TxDOT is kind of looked upon as not a willing participant in working with bicycling and advocating bicycling and
improving bicycling in their communities. And this not by TxDOT's standpoint, but this is from those communities and the perception that those communities may have of TxDOT.

Many other partners working with this process as it moved forward. So the study from TxDOT's standpoint, looks at the system roadways throughout the El Paso area. It's a broad network of those and this is the map that shows the ultimate results of that.

A couple of key other points with this. One of those is the establishment of partnerships and working with everyone to help bring everyone to the table and that includes many of those partners, it includes many of the designers and engineers that might work in facilities, and conducting processes with training and other things to understand TxDOT's perspective on bicycle facilities and bicycle infrastructure and then how -- what kinds of collaboration and cooperation could happen. And also with these three plans going on at one time, also a lot of collaboration in terms of meetings and working together and partnering on many aspects of the plan itself.

The system, TxDOT system roadways in El Paso cover a wide variety of different conditions. So
this is downtown El Paso. And if you've never been to a
game with the Chihuahuas playing there, it's an absolute
fantastic experience in the downtown area of El Paso
right there in the middle of everything happening. So
the Transmountain roadway across the Franklin Mountains
and a wonderful ride for those of you who are
experienced and can do that. And then to many
arterials, major arterials throughout the city and this
is one we'll talk about a little bit later, which is
North Loop and Yarbrough. So a City and a TxDOT system
roadway intersecting together with some unique
challenges at that point in time. And then many other
places where there are facilities and those facilities
end, such as this condition along a frontage road or
another one here with the attempt to sort of stop it and
kind of transition that bicycle rider to a pedestrian
standpoint and cross the roadway.

So many, many challenges that all of us
face in our communities throughout the state. So we
focused on all of the corridors that are TxDOT system
roadways in the El Paso area and looked at many of those
and looked and evaluated each one of those. The plan
does develop a toolkit, as many of us who work in
bicycle planning and looking at bicycle infrastructure
are familiar with the idea of a toolkit and different
kinds of roadway conditions and roadway improvements that you can make ranging all the way from shared lanes to separated lanes to shared-use paths, all of these different kinds of infrastructure improvements.

One key point to make is that from a city standpoint, cities may look at many of these items in the toolkit a little bit differently than TxDOT does. TxDOT has safety conditions, significant volume, significant velocities, other conditions that are not the same as many city roadways. And so their consideration for how to use these different types of facility types within the toolkit is different from what a city might do.

The plan itself goes into a selected ten major roadways throughout the area, TxDOT facilities, and evaluated each of those. And remember, many of these roadways go for miles and miles from one side of the city to the other. So we looked at each of those and evaluated those in terms of segments for each of them. So some of those roadways may have one or two segments. Some of them may have multiple segments as those conditions change from let's say an urban condition to a suburban condition to, in some cases, even a rural condition. So they change and each of those is evaluated on its own basis in terms of the
types of improvements and ideas that could be brought to bear in each of those.

So real quickly, I won't go into this in detail; but each of you have a handout that you can look at later on. But two key points with that: Each of the segments were looked at in terms of existing conditions, what types of alternatives might fit into those different areas, and then most importantly, they looked at an interim solution and an ultimate solution. And this is really interesting because many of us, you know, when we look at a roadway you're trying to put a new facility, we obviously want to go for the very best and the safest condition that we can put in place.

Because TxDOT is looking at many years and different levels of funding for evaluations or different roadways, it's important to look at that from an interim standpoint, a solution that begins to address a gap within that broader system of the street system there in El Paso; but then looks forward to when perhaps there's major reconstruction or significant funding that might then lead to the ultimate solution for that roadway. So this idea of that interim and the ultimate is an important part of allowing flexibility in terms of how those roadways might be implemented.

The plan looks at intersections and looks
at ideas and strategies for intersections. And so this a minor street crossing a major street, one of those being a TxDOT facility. Here's a great example, though, of this whole idea of cooperation and need for coordination and this happens in every city throughout the state on a frequent basis where we have different ideas and all of us have great things that we're trying to do; but we don't necessarily bring the two together at the same time. So this is the interjection of Yarbrough, which is a city facility, and North Loop, which is a system roadway in the El Paso area in the lower valley of El Paso.

And as you can see from the existing image here, these improvements. Some of the improvements in this area are fairly recent within the last 10 to 15 years. And you have bicycle facilities on both roadways, but those end at the intersection where you have improvements that have been made that kind of go into the area where the bicycle lanes would be and that results in intersections that are interfering with that.

And here's an example of that. You have a bicycle lane that's coming towards us as we're looking ahead and then this island has been built that interferes with that bicycle lane, forcing that bicycle
rider to go into a shared-lane condition going through the intersection. These are fairly high volume intersections that we're talking about here.

So the plan looks at an interim solution and then an ultimate solution for this and actually looks at then going back to these islands and working with those islands and cutting them back a little bit to allow for a connection all the way through the intersection. And this plan actually was taken to a further degree of a schematic design for it so that as funding became available, those improvements could be implemented.

Another condition that we face everywhere throughout the state is highways create these areas where you have a lot of traffic funneled to gaps from one side of the city to the other side. And so going underneath those becomes very important or over them becomes very important and it leads to the result of the need for conditions where we actually improve that connection through the intersection itself.

Doniphan was one of the roadways that was looked at on the west side of El Paso. It's a major north/south route. It goes through other communities, as well as El Paso and a very, very busy roadway; but a very, very attractive corridor from the standpoint of
bicycling. And so putting in images like this, it just
kind of gives an idea of what that shared-use path could
look like on the side of Doniphan. It begins to inspire
those and look at it and helps perhaps move ahead with
funding of that at some point in time.

Like in many plans, this plan has a
prioritization, which involves a lot of different
criteria for it and a scoring matrix to help come up
with a system of evaluating different segments. And
going back to what I said about this being both by
corridor and by segment, this is an analysis by corridor
on Doniphan, the one I just showed. It becomes one that
is number one in terms of priority. Zaragoza on the far
east side of El Paso is number 2, and Paisano in the
valley area is the third one; but this is as a corridor
as a whole.

Also in terms of segments, if you look at
them in different corridors and different segments of
different corridors, they become the highest ranking
corridors within each of those. So that allows the
Department and the District to begin to look at
different segments and evaluate those and determine
which segments are the ones that perhaps, as funding
becomes available, should be implemented. So it
gives -- again, gives the Department great flexibility
in terms of which ones to take on as funding is available.

Implementation has to be realistic. So this is a guiding plan for the District. I think right now there are three Districts that have a plan like this: El Paso, Austin, and San Antonio as we talked about earlier in the meeting. So this is one that helps again integrate that sort of thinking as you're moving forward and working with the city and other partners.

Implementation has to be opportunistic. So as roadways and improvements are put in place and as there is funding available, that gives you the opportunity because you have the ideas in place and the guidelines in place to begin to look at implementation of those. There are conditions that will change at the time of implementation. So, again, all of that flexibility -- that key idea of flexibility -- needs to be one that's maintained and it's emphasized throughout this strategic plan.

Here's an example of that schematic, an interim schematic for North Loop and Yarbrough. So it begins to address, at least from the system -- the TxDOT's perspective and the system roadway perspective. Rural roadways, if you look at rural roadways and maybe this one in particular -- this is another state, but it
gives you the example of one that improvements are not going to be made in the volumes on this roadway. This roadway will never change in terms of its section; but there are improvements that could be made in terms of widening shoulders or putting in climbing lanes, other signage improvements. So from a schematic standpoint, that becomes something that can be addressed in many other places.

Key takeaways from a plan like this.
Again, that idea of coordination and working together with other partners and, again, with TxDOT as a leader in terms of looking at this and working with cities and the MPOs to make these ideas happen and make them much more likely to happen. The function of TxDOT and its roadways is different and it may be different in terms of the characteristics of those roadways; but the idea that there can be where there are key gaps, that TxDOT's roadways can be important components of that urban plan or that citywide plan are certainly important.

A couple of other points. That idea of flexibility is one that came up a lot during this process and that idea that there's an interim solution and then an ultimate solution. So the two of those need to be thought about and a lot of that relates to funding. And, again, I'll emphasize that very often we
want to go to that ultimate solution; but very often
that's not possible. So we need to make determinations.
And, again, this is a guide. As you get into the
detailed schematics of it and the engineering of it, all
that has to be evaluated; but it helps put a place
marker there, get a gap -- beginnings of closing that
gap. Then that becomes something that's important as
long as it's a good solution that can work on an interim
basis.

As we said earlier, TxDOT is a partner in
all of this and absolutely critical. In all of the
Districts, the District engineer, of course, has the
ultimate say and the responsibility for the safety and
implementation of infrastructure that's put into that
particular engineer's district. And so the engineer --
the District engineer, obviously, has the final say on
what goes in and the final determinations on that.

So this plan is intended, again, as a
guide and it becomes something that the District and
District staff, as well as other partners in the area,
can work together and begin to -- more than anything
else -- begin this process of coordination and working
together to make things happen. So it's, again, a very
unusual circumstance with all of these different plans
happening in El Paso at the same time; but it is
something that I think is a great prototype for other
Districts and many other places throughout the state.

So with that, Marty will be glad to take
any questions.

CHAIRMAN HIBBS: Great job, Jim. Thank
you. That was very --

MS. MARTY BOYD: I want to mention to
y'all real quick, this has become a great guide for our
young engineers. We have such a gap in our design team.
My generation and then the generation that's coming in,
there's a big gap. And I think a lot of the other
Districts are experiencing that. So this educates the
in letting them know that they have some options and
there's other things to think about than just the main
lanes out there, so other modes of transportation, and
the challenges also that they face with some of the
leadership or other senior leaders or supervisors that
may not think otherwise. They do have options, like
federal standards we have to go with here. We have to
look at all four modes of transportation.

CHAIRMAN HIBBS: Good. So any questions?

MR. POLLACK: So I think the decision to
include interim and ultimate implementation is great and
that's the approach we took in Corpus, as well. So I
was curious about the decision about not to be
prescriptive about what treatment made sense. I understand on the State system, you don't really have the option to do that. It's at the State's discretion. But for the local roadways, why not prescribe the interim and ultimate, rather than giving them any options and -- because my experience, if the expertise existed at the local level to make that determination from a menu of options, it probably would have already -- that selection would have already been made.

MS. MARTY BOYD: And I think the City of El Paso's plan does that for them. Of course, we can't dictate what goes on their roadways; but we do give them options at the intersections on what -- or we want to tie into what they're bringing into our intersection when it goes to, like, combination work. But as far as -- I mean, we can only do what's on our State right-of-way and not --

MR. POLLACK: Sorry. I was under the impression they were a partner to the work and that there were non-State facilities --

MR. JIM CARRILLO: Parallel.

MR. POLLACK: -- included or was that --

MS. MARTY BOYD: We did coordinate. We were working together and the places where we emphasized were where we cross each other: How can we make this
area safer and the connectivity, connect those gaps.

MR. POLLACK: Okay.

MS. WEAVER: I have a couple of questions. On your priority corridors, did you take into consideration things like utility relocation, right-of-way availability, access management, and look at how much you really got to do it or are those like future steps once we head toward implementation?

MR. JIM CARRILLO: That's why there's interim solutions. All of those. I mean, every roadway has its challenges.

MS. WEAVER: They're very specific, yes.

MR. JIM CARRILLO: And I think that's one of the sort of great lessons learned from this process is that very frequently when we're looking at a corridor, we're looking at the entire corridor and sort of the scientific solution to it and in many cases, roadways -- some of those roadways in El Paso will go a quarter mile and then change and the section will change and it will go from two lanes to four lanes or different conditions throughout it. So you have to be able to adapt to that to begin to look at it and understand it as you're moving forward.

MS. WEAVER: So more study is needed for that once you wanted to implement this?
MR. JIM CARRILLO: Absolutely.

MS. WEAVER: Okay. My other question is so when the State recommends an option such as a shared-use path, is the idea that the State would build and maintain or you would enter into some sort of agreement with local jurisdictions or counties for them to maintain or have you crossed that bridge yet?

MS. MARTY BOYD: I'm glad you asked that question because that's very critical for us. Our maintenance budget is way low. So that's one of the things our District engineer has made sure of. We'll provide it if the space is there; but local government, whoever it is, will need to come in and maintain where we have some type of agreement and that needs to happen and for them to take ownership of it, too.

MS. WEAVER: Okay.

MR. JIM CARRILLO: And I'll just note that the District has some fantastic examples that it's building now. Especially I'm thinking --

MS. MARTY BOYD: Transmountain.

MR. JIM CARRILLO: -- Transmountain and along the community college on 54 where there is great side paths going in place.

MS. WEAVER: Are most of them -- any municipalities or do you go into county land? Counties
are a little more hesitant to take on trails in our
experience.

MS. MARTY BOYD: We're lucky. We have a
good partnership with the County of El Paso and some of
these -- like on I-10 on our frontage roads, we did
install pedestrian/bicycle paths and they are
maintaining their portion of it. And let's see, the
rest of them do fall on the City of El Paso. We are
working closely with Presidio and Marfa in helping
develop their plans and we'll do what we can for them to
implement them.

MS. WEAVER: And my final question: Can
I ask about your cost assumptions? So I'm assuming
these don't look like costs for federal funds and I'm
sure these are all on system, so they go through the
federal process of TxDOT administration and oversight.
We say a million a mile for a shared-use path and you're
closer to 300,000.

MR. JIM CARRILLO: And these assume other
conditions that are going on during construction.

MS. WEAVER: Okay. But they're being
absorbed into larger roadway projects, for the most
part?

MS. MARTY BOYD: That's what we hope.

MS. WEAVER: Okay.
And we're trying to coordinate also with our maintenance, our traffic sections: Where can they stripe? Where can we incorporate some of these ideas? And even with the other partners: Where can we incorporate those into our projects that we already have?

Okay.

Yeah, they're not rule of thumb.

So they're not standalone projects necessarily. Okay.

So now that you've completed the guidelines and prioritized the roadways, where are you toward implementation and funding and is there a strategy to obtain those funds to get some of these projects started?

Well, like we were mentioning, we are prioritizing right now. We're working on our four-year plan for payment and see how we can incorporate some of those segments in. We're doing some corridor studies on our main corridors: I-10, 54, most of these like you saw. We are still prioritizing those, but at least we have some guidelines that will help us squeeze what we can in there.

And back to your question on the
partnerships. I'm hoping with the new direction the MPO has, that they bring everybody together and dictate what goes on those and complete the system. That's our goal, and we'll do what we can in our facilities.

CHAIRMAN HIBBS: Well, thank you very much. That was an excellent presentation. And I actually have a question for Eric.

If there's only a couple of these plans in these TxDOT Districts, why not in all of them?

MR. GLEASON: I don't have an exact answer for you on that. I think each of these Districts have taken the initiative, and I think that oftentimes that's how progress is made. You get Districts taking initiative and that those become best practice examples for other Districts to do.

I do know and I think perhaps some of the momentum coming out of our next effort and our next presentation, will build on these three examples and I think that the working group and presentation will identify where expanded planning like this feeds into a redesign project development process.

CHAIRMAN HIBBS: Good. Well, my challenge would be to the next leadership group and this committee, that if you like what you heard, let's carry it beyond El Paso and make sure that all of these TxDOT
Districts are putting together some type of strategic plan like this and that that be, you know, some of the important work going forward that I think needs to be done in order for us to be hitting on all eight cylinders, to use a car analogy, in terms of cycling and our future.

MR. GONZALES: And I just want to make a comment. I want to applaud the El Paso District not because I'm from El Paso, but you-all did a great job. Since I did the study in 1997, you-all filled in the gaps very well and your efforts in collaborating and working with the other stakeholders was key and y'all did a great job. So thank y'all very much.

CHAIRMAN HIBBS: Yes, and thank you for providing a great example for the rest of the state, too.

MR. HAM: What where the three Districts that have done it?

MR. GLEASON: So we have Austin, San Antonio, and El Paso.

MR. HAM: Okay.

MR. GLEASON: Did I get that right?

Okay.

CHAIRMAN HIBBS: Okay, very good. All right, moving right along. We're now going to get to
hear from Carl Seifert, presentation on bikeway design effort.

This is an ongoing process, Carl, and we look forward to hearing what you have to say. Take it away.

MR. GLEASON: Carl, before you start. I mean, I want to remind the committee. I think this is our centerpiece effort with the committee for the foreseeable future. You know, our last centerpiece issue was the Tourism Trail Study. This bikeway design effort is hugely significant in terms of laying the groundwork for, you know, major change within the Department on planning and developing projects incorporating bicycle and pedestrian facilities from the beginning, as opposed to feeling as though we've got to come back in after the fact and make the investment. So this a hugely significant area of effort for the committee over the next year, so I would say.

So, Carl.

MR. CARL SEIFERT: Thank y'all so much. I was going to give a little background to lead in. I know we have some visitors here today that aren't always here. So, yeah, this started back in 2018. We hope that it continues probably on into 2020. There's some nationwide efforts that are ongoing that we hope to
integrate in here, but the intent of this presentation is just to give an update to the committee members that aren't a part of the working group of what's going on and to keep the energy alive. Right?

So my presentation will be short. I'm going to kind of talk -- we've spent probably three or four working group meetings -- so that's four or five months -- talking about the various efforts that TxDOT goes through in the project development process and the planning process and we've kind of -- some cream has risen to the top. Some opportunity points that we think bikeways can get included that have come to light. So I'm going to talk about some key takeaways, and I'm also going to talk about a graphic that we're using to kind of tell the story of these takeaways.

And after that, we have just a news item that I think is very related to this effort and I'm going to give some slides and an update about that. FHWA has come out with a Bikeway Selection Guidance tool which is going to be pretty impactful in the future stages of this work. And then what we're going to do next meeting -- because next meeting, this is a foretelling -- that next meeting, we're going to have some recommendations that we would like to discuss. The working group is going to be working on that in the next
So as we talk about TxDOT's project development process, this is a very high level simple graphic that just gives you an idea of start to finish what we're talking about. And not to get too simple, but basically you need to get in earlier. It's easier to incorporate those accommodations earlier in the process when those key decisions are made.

We've had representatives from other Divisions come and educate the working group and talk about these various elements of the project development process and there's a point of no return, as it was, and getting in earlier is definitely the way to go. So at a high level, what have we learned so far?

There's kind of two themes that I'm going to just go over in the next two slides. One is this idea of how you identify bicycle needs. So the question is there may be folks on the ground who understand where bicycle and pedestrian facilities need to go; but that message doesn't always get communicated up to TxDOT designers, the planners and engineers who are working this process forward. How do we make that happen? How do we integrate the results of local and regional planning efforts? Make sure those tools and that energy is not lost when the roadways are actually being
designed?

And there's a couple of general opportunities that I would like to bring about, which is perhaps there are existing tools that we can capture those needs at a project level. Perhaps this El Paso plan or the San Antonio plan that our working group learned about or examples of how Districts themselves, those that are actually responsible for pulling together the roadways and prioritizing and investing in those infrastructures, maybe they need to create a plan that's at the District level. Maybe that's a way forward that we can keep that energy local. Maybe an effort to collect more bike and ped data at the District or local level or integrate that up is going to help make that argument for us.

And then we have just the idea of performance criteria. You know, Texas is in -- or TxDOT is an enormous agency with an even bigger budget and programming all of those funds from Texas residents and getting the facilities out there that we want, involves performance criteria, it involves ranking, and projects need to be this good versus that good. How do we make bike/ped projects compete better?

And then lastly, maybe there's some need for a repository for local bike/ped plans that helps
communicate and helps those local efforts not get lost.

So the second big them is this idea of bicyclist stakeholder engagement. You know, we have the needs of a community; but then we have a chance for people to actually speak up and get in that conversation. So we have MPO staff, we have local bicyclists, we have folks that have this knowledge; but are they being asked? Are they being asked at the right time to speak up? When they speak up, is that heard?

These are the kinds of things that we're not sure of. Are there specific communication processes or stakeholder identification efforts that need to be formalized? Do they need to be improved upon somehow at the statewide level? Should we make recommendations to each District on how to execute their stakeholder engagement processes when it comes to bike/ped plans?

So, in general, some of the opportunities -- or we identified some points in which stakeholder involvement is critical. We have identified some required elements at a statewide level that may be good to leverage these opportunities to get bicyclists included in the conversation. Also, maybe there's more opportunities at a District level to keep a record of who the bicyclists and stakeholders are that need to come to these meetings. How do we not lose that
information? How do we make sure that that is executed consistently during every project?

And then lastly here -- what in the -- well, that was odd. Improve transparency of bike/ped -- yeah. And then there's the idea of not everyone understands TxDOT's development process. It's certainly not local governments, maybe MPOs, maybe they just missed their opportunity because they don't know how it works. Right? So maybe there's an educational piece there to local governments, to MPOs, that TxDOT can take a more active role in saying, "This is how we work. Here's your opportunity to input. It's not too late. Now is the time." Those kinds of things need to be communicated.

And I apologize. It says, "See handout," and it's not a part of your handouts. But for those -- this is the general graphic that we are trying to communicate this message to. For the working group members, we have -- this afternoon, we're going to have some opportunity points listed in your handouts and in our discussions. We have some boards, as well. But the idea is that this is that same broad timeline and we have identified some key points, whether it's needs identification right at the beginning, compliance with planning documents, an inclusion in the UTP or various
public involvement efforts. We are trying to set the stage and the bones to build upon those recommendations so that that working group can help evolve those and work those and understand how we can fit new tools in. So by next BAC meeting, we are going to have a chance to vote on some possible recommendations that the BAC may have to TxDOT.

So that's that kind of summary. And I mentioned before that FHWA has released an important guidance document and I think it's going to impact the next stage of this effort and I mentioned that we started in 2018. We're going all the way to 2020. Well, the next big effort is: How can we maybe update TxDOT's design guidance? What does TxDOT approve and what do they recommend as far was what a bikeway facility looks like?

Well, FHWA has already started down this path for us. A much needed and interesting document, the Bicycle Selection Guide. It is a resource for those decision-makers to make informed decisions and understand the trade-offs. You can create a shared-use path, but what does that mean for the pedestrians that use it if you have a like lot of bicycle traffic? You may want to have -- so there's always a trade-off. It's very informative in the way that it explains to
designers that it's not always a one-size-fits-all solution.

It builds on the idea that you have an assessment and refinement approach to project development. You may have one idea; but you need to kind of maybe try it and see if it works, gather some data, and then refine it or maybe that's an effort ongoing as different projects get built. And the other thing to note, it is not a replacement for AASHTO's Guide to the Development of Bicycle Facilities. We've talked about this before. This is the -- viable as it were -- at the federal level for how bikeways are built and it is in the process of being updated. So currently, we're using the 2012. I think at this point, we can all assume it's not until 2020 that the update will be done; but this does not replace it.

So I just have a few more slides to talk about some details of what's in this Bikeway Selection Guide, and then I'll get out of your hair. But it is -- it is pretty neat in that it does provide a lot of graphics and a fairly straightforward way of understanding some of the issues that bikeway selection does -- or a bikeway engineer might come across. It is cognizant of context and helps designers understand that there's a lot of opportunities, but it needs to be built
on a process and a policy.

It is a little confusing. This is like the takeaway graphic and, man, does it not make sense. It doesn't make sense to me, and you can keep looking at it. It doesn't make sense. But what it does, is it builds on this idea that if you have a policy, everything builds off of that and maybe that's a message to TxDOT and other local communities that you can't just take someone's design document at a bigger level, the national stage or the regional stage, and just, "Oh, I'll just adopt it."

No. You need to build on a policy and an approach and a coordinated effort at your local level or your statewide level to build on that. But, again, I -- we all -- when we heard about this guide, we all expected this, which is specific guidance, per se. A shortened idea. Okay, I have a roadway that has this much volume and this much speed. Okay. Well, then that means I need to have a shared lane or a bike boulevard.

That's good, but the nice thing about this document is it has a little more than that. It kind of builds upon that and kind of helps designers understand what is the opportunity cost of making this decision versus another one. But it does -- you'll notice here with the speeds across the bottom and the volumes, TxDOT
roadways are pretty much always going to be up here. And so this particular chart is for the urban, urban core, suburban, and rural towns. So there's an understanding of context that, in these types of contexts, we're talking about bikeways that are on the road. Similarly, they have a rural context where the assumption is that in rural context, we're dealing with shoulder widths. You're not talking about integration with traffic. You're pushing them to the side. So in rural context, it's all about how wide that shoulder could be, which is another interesting thing.

So this is just -- I'm just trying to give y'all kind of a preview of one of the nice things -- sorry, I'm going to not distract with that. I'll keep talking about this Bikeway Selection Guide. The consultant that put this thing together has been contracted to give in-person trainings across the United States. So it is likely that we will probably ask them to do something for the BAC, for the working group members, to have a better understanding and education of this important element.

You can have all the selection guidance you want, but how do you actually make the selection? How are we advancing this cause in TxDOT?

This is just an overview of our schedule
so far. You can see we're moving right along. We
should, be next time, have some idea of what kind of
recommendations we want to have out of this first stage
in the process; and then we're going to move on to that
bikeway design guidance. So the specifics of roadway
design. So this is just kind of telling you coming up
next, we're going to be facilitating those
recommendations, as I alluded to; and the working group
is going to be digging in during lunch today. We are
having a working lunch today. We have some sandwiches
coming in. It will be in this room. And then in May
and June, we'll be further refining those and talking
about specific tools that might advance that.

With that, are there any questions?

MR. GLEASON: Carl, can you go back to
the slide they don't have?

MR. CARL SEIFERT: Absolutely.

MR. GLEASON: There we go. So a couple
things on this. As we move toward July with working
group recommendations coming in front of this committee,
this is the graphic that has caught my attention in
terms of how we communicate the outcomes from this
effort to the larger TxDOT world.

Now, we're working closely with our
Design Division and our Traffic Division. They've been
with us the whole way on this effort. And between this meeting and the July meeting, we will be briefing the Deputy Executive Director of the Department on these recommendations. But in my mind, this is the product that I think with each of those boxes you see with arrows into different points of time on this development process, those boxes and the words in them will represent recommendations from this committee on how TxDOT can do a better job of incorporating into its project development process, bicycle and pedestrian needs.

And, you know, this is a -- this is an inward looking effort that the committee is doing here. This is an effort that is intended to change the way the Department goes about planning, developing, and designing this project. So it's not something that -- you know, we're not the end of this conversation. You-all are not. You-all are at the beginning of it, and it's a good time to be having this.

Our Design Division is in the process of rewriting their design manual. They're going to have a separate chapter this time for bicycle and pedestrian, which is a new thing. As opposed to it being buried somewhere else, it's going to be a separate chapter. And there's a lot of interest in, I think, doing a more
complete job of incorporating these kinds of projects into the overall process.

So I think this is really important. I think we've got a -- we've got our work cut out for us changing the way the Department designs and builds highways, but I think this is the kind of outcome that is compelling to the right people. So I'm encouraged by what I'm seeing. We don't need decisions from this group today. Obviously, any feedback would be great.

We're continuing to rely on the working group to move this along. But July, July is when the full committee will be asked to embrace a set of recommendations and take action on those.

CHAIRMAN HIBBS: Now, Eric, you said that; but it says on my agenda that this an action item.

MR. GLEASON: We put that there just so in case you want to take action, you can.

CHAIRMAN HIBBS: Okay.

MR. GLEASON: But we are not asking you to do that, but the committee can choose to take action.

CHAIRMAN HIBBS: And that action would be what.

MR. GLEASON: You could offer specific direction to the working group, for example, based on what you heard today. You as a committee could do that.
CHAIRMAN HIBBS: Is there anyone that feels that that's important to do at this point in time?

All right. It looks like the prevailing decision is that we wait.

MR. GLEASON: Yeah. If we don't do that, you cannot provide action.

CHAIRMAN HIBBS: Okay. Carl, great job. I was impressed that this is really, really important work.

And thank you, Eric, for providing some editorial on that. It just reinforces the significance of the committee and the breadth and depth of the job that there is still to be done out there. So thank you for that.

All right. We'll move along to Agenda Item No. 9. Andrew Dupuy -- I hope I got that right --

MR. ANDREW DUPUY: You did.

CHAIRMAN HIBBS: -- is going to do a presentation on Advancing Active Transportation Networks and Trails in Texas. So, Andrew, please take it away.

MR. ANDREW DUPUY: Thank you. I'm going to -- this will be the first handout. So I'll just pass this around.

Good morning. Thank you to Chairman Hibbs for having us and to Bonnie and Noah and Carl for
helping set this up and to Robin Stallings for connecting us in the first place. So my name is Andrew Dupuy. I'm with Rails to Trails Conservancy. We're the nation's largest trails organization. We have over a million followers and e-mail supporters and about 160,000 paid members around the country. But for myself, even though I'm based in Washington, D.C., it's great to be back in Texas. I used to work with the Texas Legislature and a lot of friends still here around the state. So I always enjoy working here and working with folks here.

So I wanted to talk a little bit today about a national perspective on trail networks; but then also some of the work we're doing with overseeing around Texas and, in particular, put a particular focus of the Lower Rio Grande Valley Active Plan in Cameron County. So the first handout I just passed around just has some nice points about making the case for trails. And I think we tend to think about trails from a standpoint of these nice things and recreational facilities and transportation facilities, but they really have -- they really have a lot of economic development potential. There's some nice facts on there.

One thing I'd like to point out is that per dollar spent, the job creation return on investment
is higher for trails and bike facilities than for any other type of transportation infrastructure. That's the bar chart on the top of that handout. You know, we obviously see a lot of tourism money coming in. We have these trail towns that get an influx of bike tourists coming through spending money and also just connecting these communities to each other, getting people back to transportation corridors, reducing traffic congestion, and, of course, the health and environmental benefits, which I'm sure I don't need to tell you-all about.

So first I want to start with a little bit of national perspective. The Chairman mentioned the East Coast Greenway earlier, which is a fantastic project, and also the statewide trail in Iowa. Another one that we at Rails to Trails have been working closely on is the Empire State Trail across New York State. As you can see, it's sort of a sideways T. It would connection from New York City up to the Canadian border and from Albany to Buffalo.

About two years ago, the governor of the state -- and the Legislature at the time was in bipartisan control -- passed -- put forth and passed a $200 million funding proposal to complete the gaps in this and a lot of it is already in place. So it's a lot of gap filling and connections to fill out this network,
but they're already -- they're projecting about 1,900 jobs to be created in the completion of this. You know, a high rate of return on medical expenses saved from the health benefits of this. And now we're continuing to work with the State of New York to create more network connections into the spine of the Empire State Trail so that more communities can benefit from this really impressive project.

Oop, I'm sorry. There we go.

Another project that we worked closely on is the Miami Loop. Florida has been a real leader in trail funding and development. We have a field office in the state capitol there, and they have a number of different state funding programs. One of them is the Miami Loop, and this is a great example of an urban suburban network being developed. It's about want half built out; but when completed, it will be over 200 miles to really connect all parts of the Miami metropolitan area and they've just done a really innovative job with leveraging federal funding and matching it with different state programs that come from their Department of Transportation and other state agencies, as well as like legislative earmarks and things. So we really see Florida -- you know, it's another large state -- as a really shining example of funding for trails around the
country.

Now, the Miami Loop is one example of Rails to Trails -- what we call our "Trail Nation" projects and these are eight nationally significant network-focused trail projects. We have just announced another one called the "Great American Rail Trail," which will go from Washington, D.C., to Seattle. And that's obviously a huge project. We've just announced it, and we have a launch next month to announce the exact route.

But amongst these "Trail Nation" projects, they really kind of run the gamut and I think we see these as models of trail networks that can be applied all over. I mean, there are urban ones like the Miami Loop that I mentioned. There are more rural, long distance ones. Like one is called the "Industrial Heartland Trail" that connects sort of a lot of Rust Belt cities, like Pittsburgh and Akron and Cleveland and goes through like West Virginia, Pennsylvania, Ohio, a little bit of New York State. Some of them are a little bit of hybrid of urban, rural, and suburban.

And then we, last year, convened a summit where we invited an additional 12 network projects from around the country, in addition to our eight, to trade best practices. One of them, which I'll talk about
later, is from Houston; but other ones in this general part of the country included one that runs from New Orleans across a lot of south Louisiana. There was one, I think, from Memphis. Just all over the country. So we're really excited to see some of the network-focused projects being built out around the country.

So switching gears a little bit to Texas, you know, we're really just excited to see the new network projects that are coming online in Texas around the state. On the left is a picture from a tour -- I think I'm in that picture -- of a tour we did in south Texas, which I'll talk about in a moment; and then on the right is Houston.

So I wanted to introduce Eva Garcia. She is the new Project Manager for Rails to Trails Conservancy for the Lower Rio Grande Valley Active Plan. She can come up and answer some questions at the end. She came over from the City of Brownsville. So she's already been working on this project for a while and is very knowledgeable about it.

Actually, Eva, did you want to talk first about the bike? I know people wanted to hear about the U.S. Bicycle Route 55 and I think you're better equipped to speak to that.

MS. EVA GARCIA: Yeah. So for the Lower
Rio Grande Valley Active Transportation and Active Tourism Plan, we actually were able to have Halff Associates help us develop our plan in 2016. This is a map of the Catalyst Projects; but the full network map is about 428 miles and it includes multi-use trails, an on-street United States bicycle route, and paddling trails. But for the United States bicycling route, Ginny Sullivan from Adventure Cycling Association as a consultant while the plan was being developed and we did identify a route that's part of their national corridor of bicycle routes for south Texas.

So currently since I've come on board full time as a Project Manager, the leadership committee of the Active Plan has been creating subcommittees to help develop the infrastructure and one of those subcommittees is centered around this United States bicycling route. We've been in communications with Adventure Cycling Association and they will be giving the subcommittee a 101 on how to get these USBR routes designated.

Based on my understanding, it will take the MPOs and the TxDOT Districts to support this designation and some of those -- some of the first steps include ground proofing the route that's identified in the plan to make sure that we have enough space, what
the current conditions are on the ground, in case we need to revise sort of that preliminary route proposal. So that's where we're currently at, but we're working towards hopefully getting the first United States bicycle route designated in the state.

MR. ANDREW DUPUY: Eva, hang up here in case you need to talk about it.

MS. EVA GARCIA: Sure.

MR. ANDREW DUPUY: So you're really on the ground. So you know more than I do. But just an overview -- and I know a lot of you know the basics, but we're moving forward. I mean, we have 11 cities in a county. Cameron County signed on to this and a lot of partners, including the UT School of Public Health, local foundations, and we're working closely with the communities down there to leverage as much possible funding, public funding as we can. Not just the TA and the most commonly used funding sorts, but really trying to bring forth all the possible federal, state, local funding sources that might be out there.

We're even working with a multilateral development bank, which is in Mexico and Texas funded by both countries, to maybe make some connections across the border. So we're just trying to think of a lot of innovative strategies there to bring in as much possible
funding for this, particularly for these smaller communities who maybe don't have the capacity or the background, you know, for some of these lesser known programs like the Federal Lands Access Program and things like that that they might not be used to applying for. So we're working with them.

Now, on the map here, the colored ones are called Catalyst Projects and we see these as these key transformative portions of the 428-mile footprint that would really, you know --

MS. EVA GARCIA: Help streamline.

MR. ANDREW DUPUY: -- help make these connections; but we're also working with communities and trying to meet them where they are and if they have a project that's not one of these Catalyst Projects, but that's part of a broader plan, we'll move forward with that too. So we have a lot going on there.

We're about to launch a branding campaign where we'll have new name for this project that goes along with graphics and signage and --

MS. EVA GARCIA: Branding.

MR. ANDREW DUPUY: -- and that's coming pretty soon.

MS. EVA GARCIA: We can't say what it is yet.
MR. ANDREW DUPUY: We can't say what it is yet, but we are excited about how we're moving forward.

Did you want to add anything?

MS. EVA GARCIA: Yeah. Just exactly what Drew has said here, Andrew said. I think some of the unique stuff about with the Active Plan in Cameron County, in particular, we're predominately Mexican-American. We have really high rates of diabetes and obesity. And additionally, we're on the coast and the river. We have a lot of irrigation and drainage canals. There's a lot of flooding issues.

So what we're really doing to help create this active transportation network is layering the needs of the community. So we are finding funding in the health area, in transportation obviously, in -- what do you call it -- sustainability like drainage funds. So the way that you might wait for some maintenance projects to come in to redo the trail when it comes to our drainage and irrigation canals, there might be some maintenance projects along those routes or some restore funding that we can utilize to help create this sustainable infrastructure that can also help. You know, those areas can flood. Like, I mean, Houston is a perfect example. New Orleans is another example where,
you know, if a hurricane comes to south Texas, then we definitely get the floods. And if Harvey had come, we know we would definitely be struggling and not be able to focus on active transportation infrastructure.

So the communities are doing a very good job of layering those needs. Brownsville, in particular, was able to get Category 7 funding for a trail, for about a 4-mile trail. So we're really looking forward to that, and I think that was like really unique to use that funding for that. But, yes, because of the river, international borders, the interest, we have currently a 19-organization leadership committee and they're hoping to add two more organizations to that committee.

So it's like National Park Service; U.S. Fish and Wildlife; Texas Parks; the School of Public Health, which is a UT branch centered around collecting health data; and we have Economic Development Council. So because the plan is not only an active transportation plan, it's also an active tourism plan, we are looking to Chambers and other organizations to help us leverage the funding that we're putting in and enhance the amenities that we're building in other ways.

MR. ANDREW DUPUY: Yeah. I think what I love about this project is that it's a mix of creating
these active transportation networks in the communities like Brownsville and Harlingen and connecting with communities; but also really, I think, elevating awareness about how many rich resources are in the Valley that a lot of people I think even in Texas don't really fully know about. You know, the national wildlife refuges and the birding migratory places and Boca Chica and Laguna Atascosa and these great places that I think are sometimes underappreciated.

One thing we did last fall was we invited stakeholders, local elected officials, press from around the state and around the country and we did -- a lot of the pictures you see here are from this Active Plan tour we did. So we had some national reporters. We had Texas Monthly. We had the Austin Chronicle. A few other reporters. A guy who blogs about birds. And they rode with us all over the county over about four days. There were some paddling excursions. We biked into Matamoros. We were greeted by bike advocates on the other side of the border, which was fascinating. So we really, I think -- you know, so we got some nice press out of that and I think it was just, even within the county, raising a profile.

So people are starting to get really excited about that and all the different things that
this is going to do. So we can certainly answer more questions about this at the end.

Just really quick, a couple other projects that we see down here that we're just excited to see spreading around the state. Northeast Texas Trail, which Robin knows more about than I do; but, you know, we really love at the Rails to Trails Conservancy, we love that this is a true rail trail. You take Amtrak out to Texarkana and then ride it back or the other way. It really highlights connecting these communities and these small towns that are going to get a nice tourism influx of people riding through.

All over the country, we hosted an opening day for trails this past Saturday and there were several of them. I haven't heard any -- I haven't gotten any details about how they went. But the Northeast Texas Trail hosted several opening day for trails events this past Saturday and just getting more people out there in a nice time of year like it is now.

Another one I mentioned before, the Houston Parks Board has done a great job with the Bayou Greenways 2020 Plan and it's a big network throughout the Houston area along the -- they build trails out along the bayou. They were one of our Trail Nation Summit invitees. So I got to meet a lot of the folks
from there and they were swapping some of their successes and they're really -- as it says there in the corner, their plan is to bring two-thirds of the City's population to within a mile and a half of a trail. So it's really connecting to trails and then trails connecting to parks and things.

Here are some of their data points. You know, so it's going to about a 150-mile network of multiuse trails and really utilizing the great green space that Houston has. And then one more. Some other facts there. Just some of the economic benefits of that.

And then finally, a new project that's just getting off the ground. I'm just starting to talk to the Executive Director of this. It's called the Dallas Loop, and it's another urban trail network that's been built out around -- it's a little hard to see this map, but you can just see that throughout the metroplex. Well, not so much Fort Worth; but around Dallas, you are seeing this plan that's just getting off the ground to connect some of the existing trails into a big loop and network that will, you know, bring the population of Dallas much closer to trails.

So we're really a excited to see what's happening here in Texas. Just a few recommendations
about funding and things like that. Certainly, everybody is familiar with Transportation Alternatives and that's our most significant source of funding for these. We are hoping — we've seen in a lot of states around the country, DOTs really try to put a -- increasing focus on networking as opposed to, you know, a trail here or a trail there and to try to score or emphasize network-funded trails and that's something we'd like to continue to see in terms of how funding is allocated.

One kind of obscure funding source in this context, but that we think there's been some recent changes we want to make people aware of -- last handout -- is TIFIA. And it's financing -- it's not funding -- at very low interest rates. And historically, it has not been used for bike/ped because the threshold for funding it was too high and it exceeded the amount of most bike/ped projects. But during the 2015 Fast Act, the Federal Transportation Reauthorization, they lowered the threshold for a TIFIA project to 10 million.

So it makes it more assessable or closer to being assessable for some types of biking and walking projects. And one thing that we've seen some other states start to look into -- because to use the State
Infrastructure Bank within the DOT as kind of a middleman, so if you have a project say like the Northeast Texas Trail that's running across multiple jurisdictions where the segment -- let's say the segment in one county wouldn't hit that $10 million threshold, but the whole project would across multiple counties, you can have the SIB function as the body that basically takes on the loan and then allocates it out.

So we had a meeting. Robin and I met some folks at TxDOT a couple years ago about this, and it's just something that I think has not historically been considered for biking/walking projects because the threshold is so high; but we think it's something that, you know, can be considered. Meanwhile, you know, we talked earlier about the legislature and the Chairman mentioned HCR 64. There's also -- we've been following the Parks Funding Bill that would dedicate the existing sporting good tax that was intended for parks, of which trails are largely eligible, and that has a significant number. I think almost every House member has signed on to this bill. So it seems like it's moving pretty well. It's also in the Senate, and so that one we see will -- should -- not from a DOT side, but through the park side, increase some funding pots for trails if that should pass.
And then there's, you know, other things that can done to raise the visibility of trails, including like designating state bicycle routes like -- or you talked about U.S. bicycle routes; but we've seen states designate state bicycle routes, designate trail towns that just kind of tells people that they're there and it's an important thing. And then the last thing is we've really been working with -- around the country with DOTs and some states are called Department of Natural Resources or Parks and Wildlife, to increase collaboration between them because trails always kind of fall in that in-between zone between transportation and kind of the natural resources/outdoor recreation. And so we've seen more collaboration.

They're able to pull together different funding sources and work together. And it's not even just Parks and Wildlife. I mean, another state -- we work a lot in Ohio. Their DOT has a multi-year Active Transportation Plan with the Department of Health since there's obviously overlapping health benefits. And so they are coming up with different recommendations and ways to pool funding together to increase funding for trails.

So we're always happy to be a resource. I think we have a national perspective, and we've seen
some innovative things that have been done in different
states. We have an online resource called the Active
Transportation Policy Hub that has some best practices
and success stories of DOTs working with other agencies,
as well as legislation, state legislation from around
the country and sometimes that can spur some ideas of
ways that, you know, maybe neighboring states or similar
states have funded trails and other active
transportation around the country.

And so, you know, we have Eva here down
in the Valley. So if you ever have any questions,
please feel free to reach out to us. At this point,
does anybody have any questions?

CHAIRMAN HIBBS: Any questions for
Andrew?

MS. WEAVER: Have you seen anybody use
the TIFIA loans for trail constructions, and what would
be the mechanism for pay back of the actual --

MR. ANDREW DUPUY: Yeah, that's -- I'm
trying to remember. We have seen it on the local level.
We have not seen it really on the state level yet.

MS. WEAVER: Okay.

MR. ANDREW DUPUY: I know the Chicago
Riverwalk, they did a trail there and they used some of
the businesses that were put in as like the -- I think
they used either the tax or the rent that came off of those businesses as the pay back.

MS. WEAVER: Okay. An improvement district of some sort?

MR. ANDREW DUPUY: What's that?

MS. WEAVER: Like a business improvement district?

MR. ANDREW DUPUY: Yeah, they did create something like that. And so you can do that. It is a little trickier with trails, but I can certainly pull some examples that have been done because they have figured out some ways to -- that is certainly -- that is an issue, yeah.

MS. WEAVER: Okay.

CHAIRMAN HIBBS: Andrew, I know that there has been some question about right-of-way over time and particularly when you're using Rails to Trails, you know, kind of beds and things like that.

MR. ANDREW DUPUY: Sure.

CHAIRMAN HIBBS: Have those largely been resolved or are they like isolated to areas like East Texas, where I live, where it keeps popping up as a challenge?

MR. ANDREW DUPUY: Well, overall, it's pretty -- we have some issues that pop up periodically.
I mean, number one, rail banking is established in the law. And we're always very clear, we support rail. We like rail. We see it as advantageous. I like rail just in general, but it also has its benefits for those first-mile/last-mile connections if you have like more of a light rail system or something like that. So we -- rail banking allows the railroads to maintain the right to take it back and so they can say, "Hey, look, we're not using this for the time being. You can convert it to a trail, but we retain the rights to do that."

And so we don't see a conflict if it needs to be given back to a railroad if they want to reinstate the corridor. That's fine. And also, we have a lawyer who is an expert on this. So if that ever comes up, let us know. We have a lawyer who knows this better than anybody in the country.

Second, you know, we support rail with trail. I mean, we see that in a lot places where -- you know, when the corridor is wide enough to do that, I mean it's a fantastic way to do it. I mean, I ride one in Washington, D.C., where there's just -- there's a fence and I'm riding up the Metropolitan Branch Trail and there's trains, Amtrak and local trains, going by. So every so often, you get a little bit of a local kerfuffle. There's one in Maine right now. But we're
just -- you know, we just go in and say, "Look, you know, we're supportive of trains. There is a way to make these work together. It doesn't have to be in conflict."

You know, we have railroad executives on our board of directors. We work very closely with railroads to make sure everybody is happy.

CHAIRMAN HIBBS: Okay.

MS. RUST: I'm just curious -- this is DawnElla -- how many have been taken back by the railroads? Do you have a percentage? I mean, is it small? Is it large?

MR. ANDREW DUPUY: I don't think it happens very often. I mean, it's just more that, you know, understandably, the railroad doesn't want to maybe give up their rights in perpetuity; but I don't think you get a whole lot of conversions back. But the important thing for them is that they retain the right to do that at any point in the future for the railroad.

CHAIRMAN HIBBS: Any other questions for Andrew?

Great job. Thank you very much.

MR. ANDREW DUPUY: Thanks y'all.

CHAIRMAN HIBBS: I think in all these years, this is the first Rails to Trails presentation
I've had. So this is great. Appreciate it.

All right. So Agenda Item No. 10, update from committee members on local and statewide issues.

Shawn, I'll start with you on the phone. Are you still there? Hello, Shawn? You have to take your mute button off.

How about you, Margaret? Are you still there?

MS. SHERMAN: Margaret has stepped away.

CHAIRMAN HIBBS: Margaret has stepped away, too. Well, all right.

So DawnElla, it looks like you're the winner.

MS. RUST: We still don't have a bike shop in Nacogdoches. I've seen several times the mobile van that comes out from Tyler to do bikes at home.

Robin and I talked about that. We're still trying for that. This weekend we were supposed to have a big bike ride in Nacogdoches, a 100-mile ride and a 50-mile ride and 10-mile ride; but if you noticed in East Texas on Saturday, the weather wasn't real good. There were several tornadoes on our route in the area and so it was postponed to yesterday and we had initially 95 people signed up and only 35 showed up. So it was quite disappointing for the sponsors. But they're still
willing -- I heard them say yesterday that they're still willing to try it again next year.

CHAIRMAN HIBBS: So it's incredible to me that you don't have a bicycle shop.

MS. RUST: A college town.

CHAIRMAN HIBBS: Is that something that Bike Texas could help you with or something to find some entrepreneur that wants to set up shop there?

MR. ROBIN STALLINGS: We actually did talk to a bike dealer that's look for a small town and we said, "Before you pick your town, go to Nacogdoches," because he was thinking about somewhere between here and San Antonio. So it's on our radar.


MS. RUST: Only in Nac.

CHAIRMAN HIBBS: All right, Karla?

MS. WEAVER: We have a lot going on right now over the last couple of months. Thursday, I hosted a meeting of the Mayor of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas; and we finally funded the last three miles for 9 million of our Fort Worth to Dallas Trail. So we are hiring a consultant to do marketing and branding and come up with a common name and logo and then we're going to hire Eco-Counter's
tall, 7-foot -- they call them "totems," there's a new name now -- but they're dynamic counters so that the cities can compete against each other on who's biking the most. So that was a really exciting day, and we did a big press release and all that. So that will be 54 miles and the ribbon cutting is planned for 2022, I believe. So design is underway.

The other big news is we -- I don't know if I've mentioned the Cotton Belt Trail before to this group. So we have a train being built from the airport to Plano, of you know the Dallas-Fort Worth region. It's 26 miles long. The train currently goes from Fort Worth to the airport, and then it stops. So we had in our long-range transportation plan for 20 years that a trail should go next to that rail.

So we the Transit Agency was done with environmental. They were about to hire the design build contractor and we said, "Guys, if we came up with the design money, would you design our trail when you do your rail?"

And they were like, "Yeah, we could do that."

And we said, "If we gave you the construction money, would you build our trail while you're building the rail?"
And they're like, "Yeah, we could do that too."

So City said there were parts if you didn't build it now, you could never build. So we awarded the Transit Agency $8 million to include design of the 26-mile trail and then we funded 23 million of what we call "critical" segments, if you don't build them now, you can never get a crane back in there to build them. And then through local match of counties and cities, we're at about 30 million.

Now, they're still not all funded. There's some gaps, and we're trying to figure that out; but if we can do all of that by the end of the year, then we'll have a 26-mile continuous trail adjacent to a rail where a year ago, we had no plans to make that happen. So it's going to be pretty crazy if that all gets completed. So we're excited about that.

CHAIRMAN HIBBS: So, Karla, quick question. Andrew talked about in his presentation how there's, you know, a fence between --

MS. WEAVER: Yes.

CHAIRMAN HIBBS: -- where the cycles are and where the train is.

MS. WEAVER: Yes.

CHAIRMAN HIBBS: Is that a similar kind
of thing?

MS. WEAVER: It will be the same sort of set up. And then in some areas, there will be sound walls and community members want the sound wall closer to the train and then the trail on the other side, so they have better access to the trail and it muffles the sound more of the train.

CHAIRMAN HIBBS: Okay.

MS. WEAVER: And then our 2018 Bicycle Count Program report is now online. It went live last week. This is our fifth year to do this report. We have 29 continuous bike/ped counters in Dallas-Fort Worth and our numbers came in about 7 million people last year that we counted. So that was pretty exciting.

And then we are having our first network community stakeholder meeting next -- no, I guess it's this week, it's Wednesday -- for our Regional Pedestrian Safety Plan that we're launching. So we're bringing in school districts. We're bringing in TxDOT Districts. We're bringing in counties and cities and health organizations and police and all these groups to kind of talk about the huge amount of pedestrian fatalities we have in Dallas-Fort Worth.

And then the final thing I guess I'll mention is we're in the middle of a call for projects,
as well. So we only had a small amount of money. It was around 8 million, I think. I think we received — I texted my people. I haven't heard back. I think it was close to 48 million of requests. So we're in the process of scoring those, and I think we're going in May with our initial recommendations. So it's been a busy time for bike/ped.

CHAIRMAN HIBBS: Yeah. No kidding. Did I hear someone on the phone?

Margaret, are you on the phone or is Shawn?

MR. HEATH: She is not.

CHAIRMAN HIBBS: Okay. I just imagined that. Okay.

MS. SHERMAN: Oh, un-mute Shawn again maybe.

Shawn, are you there?

MR. TWING: I'm here. I'm having some difficulties. I'm sorry. But when it's my turn, I did have a couple of great pieces of news from Amarillo, which I'm very pleased to share.

CHAIRMAN HIBBS: Please do. You're on.

MR. TWING: All right. First and foremost, please come to Amarillo and see our brand new baseball facility right in downtown. We have shops, new hotels, and a team that's associated with the Padres.
It's Triple A baseball; but the stadium that was built mostly by Western Builders, it looks -- I mean, it's a small version of what you would go see at a major league ballpark. A lot of fun. And that's really helping, you know, the tourist side of Amarillo in getting more of a draw here. Please don't ask me the name of the team because if I tell you, you may not want to come.

But the good news, the really good news for our committee's perspective, is the City Council last Friday -- I'm sorry, Thursday -- voted to revise the bike and trails plan. The City plan from 2010 was anemic in the extreme. The interest has finally gotten piqued and right now, they are in the process -- the City is in the process -- and they said they're working with TxDOT. I reached out to the Department on Friday, but I haven't gotten a response back. I know they're busy.

But anyway, it was front page news in Amarillo that they're going to take a really hard look at not just the bike tourism; but hopefully that will also spill over in making Amarillo a little more bike friendly. That's all I have.

CHAIRMAN HIBBS: Awesome. Great report.

Thank you, Shawn.

Frank?
MR. ROTNOFSKY: Well, I'll give you a little -- thank you, Bonnie -- a little handout. In anticipation of National Bike Month, we at Bike Laredo last month put out a call to our community. So we collectively celebrated that month-long event, and so we're pretty excited. We got a lot of excitement, I think, over this month. If you look at this calendar, there's over 40 events scheduled, beginning with our City of Laredo actually having a proclamation for National Bike Month.

There's more somber events, of course, like the International Ride of Silence. There's fun rides. We have Laredo Police Department conducting a bike rodeo for kids. We're going to be giving out free helmets. There's rides. There's all kinds of events. There's indoor/outdoor activities. There's a drive-in to a local beer garden. They show movies on cycling. If any of you are in the area, please come down.

We're also going to be kicking off our first Vision Zero Summit since our City Council adopted it. I think I reported that at our last meeting. But the whole idea is to grow our culture, our cycling culture. So please, you're all invited if you're in the neighborhood in the month of May in Laredo, if you have your calendar. Thank you.
CHAIRMAN HIBBS: That's terrific.

MS. RUST: Just a question real quick. Do you just do this in May? You don't do it monthly or anything?

MR. ROTNOFSKY: Well, as an association, yeah, we just primarily do it for the month of May. I mean, it would be nice to continue it. We're going to put together like kind of an open calendar where people can go to it; but, of course, you know during bike month, we're just trying to bring that awareness to our community.

MS. WEAVER: This is super cool.

MR. ROTNOFSKY: Thank you.

CHAIRMAN HIBBS: Yeah, very cool. And this Ride of Silence, is that in memory of all the cyclists that have been killed?

MR. ROTNOFSKY: Yes. That happens all over the world. That actually started in the Dallas-Fort Worth area about 13 or 14 years ago. Everybody begins the ride at 7:00 o'clock. It's usually the middle of the -- yeah, that Wednesday the 15th this year; and that's the done all over the world. Having said that, Laredo does it with our sister city Nuevo Laredo. So we actually are the only binational Ride of Silence group, and that's pretty cool. We both meet at
the river across from each other, and look it up. You can go to their website. Most cities and communities have these rides. It's a good event.

CHAIRMAN HIBBS: Jeffrey?

MR. POLLACK: So Corpus Christi in November, several bond issues passed that will support roadway reconstruction and a number of those projects have various types of bike construction, including one of the tracks prescribed in the Regional Bicycle Mobility Plan that the MPO did a few years ago. So design work on those is progressing, which is the right spot.

Both the MPO and the City's Transportation Advisory Commission are pretty thin in ranks at the moment. And so I've been out of the MPO for about eight months and it seems they have not necessarily been able to capitalize on some of the funding availability for bike and ped projects over the last year. I think there's a new director coming in. I think he starts this month. And hopefully some appointments come in on the city side, as well. I'm seeking one of those appointments. So I think there's a lot of potential energy at the moment, but it's been sort of a slow start to the year overall.

At least the inclusion of the biking
structure in the City's bond program and the 
maintenance -- the continued adherence to that Bicycle 
Mobility Plan is a solid bright spot.

CHAIRMAN HIBBS: Okay, good report.

David?

MR. HAM: In the Midland area or the West 
Texas area -- not far West Texas, near West Texas 
area -- Odessa has applied for both the TAP and Safe 
Routes to School funds. So hopefully we'll get 
something going over there. Both Midland and Odessa are 
currently working on upgrading their Parks and 
Recreation Master Plans. So cycling is included in both 
of those. We've met with the Odessa planner that is 
encouraging -- as a matter of fact, he's going to meet 
with the bike club early next month to get their input 
on what we'd like to see in Odessa.

And our metropolitan planning 
organization's first draft of the bike corridor between 
Midland and Odessa has been presented and we've made a 
few recommendations for changes at our last meeting that 
we did last month and should have a final next month to 
present to the MPO planning board, so.

CHAIRMAN HIBBS: Good.

MR. HAM: Got a few things going on.

CHAIRMAN HIBBS: Bobby, what's happening
in El Paso?

MR. GONZALES: Well, in far West Texas, well, you heard from Jim and the El Paso District on efforts they're working on; but we also continue to move forward on implementing bike/ped facilities throughout the city based on the El Paso planning that the City worked on actually.

And we are working on a mountain-to-river-trail project which will include coordination with TxDOT and Marty and I have had discussions regarding that because I-10 bisects the mountain and the river. So one of those key components will be maintenance, and the City of El Paso will be maintaining when we go under I-10. So it's an exciting project for us.

And then we recently we had -- a couple of weeks ago, we recently had -- USA Criterium had their first of ten pro races in El Paso going around in circles downtown El Paso and top -- some of the top pro racers across the country competed. It was kind of exciting to watch them because they were going really fast. So it was exciting for El Paso, and they have a five-year contract with El Paso. So we'll see them in the next upcoming four to five years. So it's kind of cool. That's all I've got.
MR. ROTNOFSKY: Is it a fixed crit or a road crit or what kind of a --

MR. GONZALES: They were just going around in a rectangle in downtown El Paso. I mean, it's exciting to watch because they were averaging 33 miles an hour.

MR. ROTNOFSKY: Yeah, that's crazy.

MR. GONZALES: And at night. So a crit is dangerous in the daytime, much less at night; but under the lights, the women pros and the men pros were going quite fast. So it was exciting.

CHAIRMAN HIBBS: Yeah.

MS. WEAVER: Can I mention one more thing? And this may be a good tool or example for folks. The City of Fort Worth last week took action on an Active Transportation Plan and so this is where they overlay their roads, their trails, their on-streets, their sidewalks, and they're trying to figure out projects that are wins for all modes and they did a level-of-comfort analysis on all of their streets and they color-coded them.

So cyclists would feel really comfortable with their kids and these are greens. If you have a little bit more experience, these are oranges. And then you better know what you're doing or stay away and these
are reds. And so that's the first city in our region to do something like that. So we're really excited and hoping other cities can pick it up and do it.

MR. GONZALES: Like snow skiing.

MS. WEAVER: Yes. We call it the blue, green, black.

MR. GONZALES: Stay away from the black.

CHAIRMAN HIBBS: Well, and another national trend I think you ought to be aware of is a lot of states who have major road racetracks, like COTA, are now starting to race bicycles on them and having big organized bicycle -- because the pavement is perfect and it's wide and there's plenty of room for passing and it's just tailor made for, you know, cyclists and families and trailers and all the people that come and do that. So if you have a racetrack anywhere near your area out there, you might take a look and see some of the ways that they're adapting those.

So now it's time to take public comment. I did not get a sheet of paper from Robin Stallings, which I believe is a first.

You have nothing to report? None of your bills or anything, Robin? There's not --

MR. ROBIN STALLINGS: Well, I can do that.
CHAIRMAN HIBBS: Well, did you fill out the paperwork? You know, we've got to follow protocol here.

I mention that because Robin does have two important -- actually, three important bills that Bike Texas has been following and I think all of you on the committee do need to be aware of these bills, if you're not already, because of the fact that some of you may want to reach out to your state rep or your state senator as we try to get those moved along.

MS. WEAVER: Are you talking about the scooter bill? Our folks are making me read and track the electric scooter bill that's being discussed right now.

CHAIRMAN HIBBS: Yeah, I think that's one of them. Another one is the safe passing zone for trucks and automobiles.

Thank you, sir. You have the floor.

MR. ROBIN STALLINGS: So by the way, everybody, I'm Robin Stallings, the Executive Director of Bike Texas. It's nice to see all the familiar faces and old friends like Eva and Jim Carrillo here and, of course, Drew from Washington, D.C. Great presentations.

So Bike Texas is working on three primary bills. There's a number of bills of interest to
bicyclists and pedestrians, but we're concentrating on three. Two of which have passed Transportation Committee, including an electric bike bill we're working on with People for Bikes and Bicycle Product Suppliers Association to get kind of a uniform definition of electric bikes of different classes, with and without throttles and different speeds, uniform across the country. So we're trying to bring Texas in with other states that have started this. There are about 15 so far. Then, that's looking very promising.

Senator Taylor will be the sponsor in the Senate and the Representative Frullo from Lubbock is the author in the House. Then, on -- we have a trail resolution bill that, in fact, Drew helped me with that. Especially, we met in D.C. about a year ago and then he kind of knocked out the first draft. He used to work at the Texas Legislature. So he's been a national ally on that.

HCR, it's a Concurrent Resolution Bill that's still in the Transportation. Should get out. It basically takes the work that you-all have done here with the Bicycle Tourism Trails study and encourages -- would have the Legislature encouraging TxDOT to use Federal Transportation Alternative Program money to fund significant chunks, 8 to 80 million. Many of you-all
will recognize that phrase; but we're suggesting instead of lots of little 1 or 2 million-dollar projects, fewer 8 to 80 million-dollar projects with the Federal TAP money. And so we're cautiously optimistic about that. Representative VanDeaver out of East Texas is the primary author of that bill. Then -- or that Concurrent Resolution.

Then, our Safe passing -- and I mentioned Safe Passing. That's with -- sorry. Rick Miller is author of Safe Passing and we've also got Representative Lang out of Odessa. We've got Representative Israel out of Austin and I believe we've got somebody else on that one, as well. Oh, Landgraf out of Odessa. Sorry, Lang out of Palo Pinto County and Mineral Wells. They're all on that bill. We're cautiously optimistic that that one is going to keep moving.

It's been a challenge for Safe Passing in the Legislature, but 28 cities in Texas have passed it and about 38 states. So maybe this is its session. So we don't know yet. But if y'all have any questions, more about legislative stuff, please check in with us at Bike Texas. We're happy to help. I know this is an apolitical body, but it's good for y'all to know what's going on because it affects your work. Just like all the TxDOT staff, you know, follows very closely the
Legislature, pays attention to these meetings; but it doesn't mean they're weighing in and I'm not asking you-all to do that either. But it is important. That's how the sausage is made, to use that analogy, metaphor. And also for you-all to consider putting on your calendar March 25th -- 25th, 26th, 27th of 2020 in San Antonio. The El Tropicano Hotel will be hosting the Texas Trails and Active Transportation Conference and it will be -- it's been going on since -- when was the very first Trails Conference, Jim Carrillo?

MR. JIM CARRILLO: Early 90s.

MR. ROBIN STALLINGS: About '92 or '93.

Jim Carrillo has been involved almost from the very beginning of that and one of the steering committee members or chair of that committee. And so Bike Texas is really excited about that. We think that's one of the most important things that you can do at the local level to improve bicycling is to get your engineers and planners and elected officials to that conference.

I know Eva has attended a few times and it seems to have helped down there in Brownsville, which is on fire. And it's also helped our conference having that kind of energy from the Rio Grande Valley and kind of get everybody else excited. So really appreciate that. Thanks so much for your work.
CHAIRMAN HIBBS: Thank you, Robin.

Appreciate that report.

All right. So it is now time to discuss possible agenda items upcoming. I have saved the announcement of who the new Chair is until the end because I want to wrap up here quickly. But does anyone have anything that they feel like is a compelling need that we need to add to the agenda at this time?

All right. Well, if not, I tell you what, I'm going to step up here and tell you guys -- if I can find my doggone pen, here it is -- and tell you guys how much I've enjoyed working with each and every one of you and it really has been one of the great professional moments of my life was to get to be a guy in the room with so much knowledge who knows less about bicycles than anyone in the room. And to think that you elected the hotrod guy to come and be the person that was the Chair, was really just more than I could imagine; but it has been a tremendous honor to me and it's been a tremendous honor to get to work with all of you.

I want to go around and I want to thank each one of your personally for all the great memories and all the hard work and all the committees and on the telephone and meeting with everybody and all.
And, Frank, we appreciate it.
Thank you, Jeffrey. Appreciate it.
Thank you so much, man.
We appreciate you, David.
Thank you, Bobby. Really do appreciate it.

So at this very critical pivotal moment, it's now time to pass the gavel. As you can see this gold-crusted gavel, it represents all of the money that you're going to get to earn as Chair of this committee. It's covered in diamonds and jewels, which represents all of the many long miles that you'll get to mine as you're traveling back and forth to Austin. But as I've said before, the great news is we had two people running and either one of them, it would have been great. It would have been perfect. But the winner today is Karla.

So, Karla, I would like for you to come up, please.

MS. WEAVER: Thank you.
CHAIRMAN HIBBS: I want to congratulate you and wish you just absolutely the very best. And so my very last official motion as Chairman is to close us out and in honor of you, I want you to adjourn us; but I would like for you to address the group with whatever you want to and keep the fire going. That's my only
thing is we want to keep the momentum going here and make sure that we have greater cycling infrastructure for the people of the State of Texas and around the world and make this a safer place so we don't have as many deaths and accidents.

MS. WEAVER: Yeah. Thanks, Billy.

This is going to be a hard act to follow. Billy, thank you. You've been an amazing Chair. The whole time I've been on the committee, I just appreciate your passion and drive and just your view on things just to make us think about things differently has been really invaluable. I'm excited about this. I think there's all kinds of really neat things coming up. It's cool time.

There's all kind of momentum with the DOT and with what's happening at the federal level and I think we can do some really neat things. So if you have ideas, I think TxDOT staff, we're all open to whatever we want to learn more about or hear more about or directions we need to go and it definitely takes a village and we're all in this together. So thank you very much.

CHAIRMAN HIBBS: And you have a great Vice-Chair in Bobby.

MS. WEAVER: That's right. So it's a duo
combination. So with that, I can say meeting adjourned.

CHAIRMAN HIBBS: And the next one is going to start when, Karla?

MS. WEAVER: It's supposed to start after we have lunch.

MS. RUST: I think you need a motion to adjourn.

MS. WEAVER: Oh, do I? Do I have to have a motion? I need some grace.

CHAIRMAN HIBBS: I'll make that motion.

MS. WEAVER: Thank you.

(Meeting Adjourns)
COUNTY OF TRAVIS )
STATE OF TEXAS )

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

I further certify that the proceedings of such
were reported by me or under my supervision, later
reduced to typewritten form under my supervision and
control and that the foregoing pages are a full, true,
and correct transcription of the original notes

IN WITNESS WHEREOF, I have hereunto set my hand
and seal this Turn in date 8th day of May, 2019.

Paige S. Watts, CSR, RPR
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Expiration: December 31, 2020
Firm Registration No. 631
Kim Tindall & Associates
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San Antonio, Texas 78232
Phone 866.672.7880
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