

TEXAS DEPARTMENT OF TRANSPORTATION
BICYCLE ADVISORY COMMITTEE
FRIDAY, JANUARY 15, 2021
9:30 A.M.
VIA VIRTUAL WEBEX

TRANSCRIBED BY: Angelica Mathews

TRANSCRIPTION DATE: January 28, 2021

1 AGENDA

- 2 1. Call to Order.
- 3 4. Remarks from the Texas Transportation
4 Commissioner Robert C. Vaughn.
- 5 5. Report from TxDOT's Public Transportation
6 Division (PTN) Director regarding statewide
7 bicycle and pedestrian matters.
- 8 7. Update on Bikeway Design Effort and
9 discussion on next BAC effort.
- 10 2. Safety briefing.
- 11 3. Approval of minutes from October 9, 2020 BAC
12 meeting. (Action)
- 13 6. Discussion on TxDOT's 2021 Transportation
14 Alternatives Set-Aside (TA) Call for
15 Projects. (Action)
- 16 8. Presentation on Rio Grande Valley active
17 transportation efforts.
- 18 9. Updates from committee members on local and
19 statewide issues.
- 20 10. Public comment - Due to virtual format of the
21 meeting, public comments may be submitted by
22 email to BikePed@txdot.gov by January 25,
23 2021, to be included as part of the meeting
24 record.
- 25 11. Discussion of agenda items for future BAC

1 meetings. (Action)

2 12. Adjourn. (Action)

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1 PRESENT:

2 Committee Chair: Karla Weaver, Dallas/Fort Worth

3 Committee Members:

4 Bobby Gonzales, Vice Chair, El Paso

5 Chelsea Phlegar, Waco

6 Clint McManus, Houston

7 Eddie Church, Cedar Park

8 Eva Garcia, Brownsville

9 Frank Rotnofsky, Laredo

10 Jeff Pollack, Corpus Christi

11 Mike Schofield, Austin

12 Rick Ogan, San Angelo

13 Trent Brookshire, Tyler

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16 TX-DOT PRESENT AND PARTICIPATING:

17 Eric Gleason, Director, Public Transportation

18 Division - PTN

19 Donna Roberts, Program Services Director - PTN

20 Bonnie Sherman, Bicycle & Pedestrian Program

21 Manager - PTN

22 Noah Heath, Bicycle & Pedestrian Planner - PTN

23 Carl Seifert, Transportation Planner (Contractor)

24 - Jacobs

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1 (BEGINNING OF AUDIO FILE.)

2 BONNIE SHERMAN: Alright, everyone, it's 9:30
3 so we're gonna go ahead and get started. I am going to
4 hit the record button and record this meeting. So,
5 Karla.

6 KARLA WEAVER: Alright. Thanks Bonnie. Good
7 morning, everyone and welcome to the first meeting of
8 2021 of the TxDOT Bike Advisory Committee. I'm gonna
9 do a brief Call to Order and then were gonna modify a
10 couple of things on our Agenda but I'll go over that
11 after we do a quick roll call. I'm Karla Weaver, the
12 Chair. Bobby Gonzales, are you here?

13 BOBBY GONZALES: I am present. Thank you,
14 Karla.

15 KARLA WEAVER: Thanks, Bobby. Good to hear
16 your voice.

17 BOBBY GONZALES: Likewise.

18 KARLA WEAVER: Chelsea Phlegar?

19 CHELSEA PHLEGAR: Yes, here. Good morning.

20 KARLA WEAVER: Morning. Clint McManus?

21 CLINT MCMANUS: Here.

22 KARLA WEAVER: Great. Eddie Church?

23 EDDIE CHURCH: Here.

24 KARLA WEAVER: Alright. Ms. Eva Garcia?

25 EVA GARCIA: Present.

1 KARLA WEAVER: Mr. Frank Rotnofksy?

2 FRANK ROTNOFSKY: Good morning, present.

3 KARLA WEAVER: Morning, Frank. Sorry. Every
4 -- every time I think I say that incorrectly. I
5 apologize.

6 FRANK ROTNOFSKY: No, you got it.

7 KARLA WEAVER: Good. Jeff Pollack? Jeff,
8 are you with us? Alright. We'll come back to Jeff --

9 BONNIE SHERMAN: Jeff is here. Jeff is here
10 but I -- we just can't hear him.

11 KARLA WEAVER: Okay. Jeff may be having some
12 audio issues. Alright, Jeff we'll record you as here.
13 Mike Schofield?

14 MIKE SCHOFIELD: Yep, I'm here. Thanks.

15 KARLA WEAVER: Great. Rick Ogan?

16 RICK OGAN: Present.

17 KARLA WEAVER: Great. And finally, last but
18 not least, Mr. Trent Brookshire?

19 TRENT BROOKSHIRE: Good morning, Karla. Good
20 morning, everybody. Happy New Year.

21 KARLA WEAVER: Alright. Great, Trent. Happy
22 New Year to you.

23 Alright, so we're very excited to have
24 Commissioner Vaughn with us here today, one of our
25 TxDOT Commissioner's. He actually is from the

1 Dallas/Fort Worth Region so it's particularly exciting
2 for me. He can only be with us for about 30 minutes
3 this morning so we're gonna rearrange a little bit the
4 Agenda. We're actually going to move to Item 4 and let
5 Commissioner Vaughn kick us off with some opening
6 remarks. Commissioner Vaughn, I'll turn it over to
7 you.

8 COMMISSIONER VAUGHN: Okay. Thank you,
9 Chair. Can you hear me loud and clear?

10 KARLA WEAVER: Yes, sir.

11 COMMISSIONER VAUGHN: Okay, great. I
12 apologize for no video. I was unable to get -- get on
13 -- on the program here with my iPad so I'm on my
14 computer which does not have a -- a camera. So, I
15 apologize for that, but good morning all and thank you
16 for inviting me to participate in your important work.
17 In particular, I would like to not only express TxDOT's
18 appreciation for all Committee Members for their
19 participation and important work on the BAC, but also
20 to Chair Karla Weaver for her steadfast and meaningful
21 contributions over the years. I would also like to
22 thank staff members Eric and Donna and Bonnie and Noah
23 and Carl for all of the important things to keep the
24 BAC organized behind the scenes.

25 Since most of us have not met before, I

1 thought I would just give you a -- just a real brief
2 background on myself. I was born and raised in Dallas.
3 I attended schools here. Finished high school up in
4 Indiana. Went to UT Austin. I've been in the Energy
5 and Real Estate businesses for over 40 year. Which is
6 amazing because I'm only 39 years old, but anyway, just
7 joking there. I was asked by Governor Abbot to Chair
8 TEXNET from 2016 to 2019. That was a program managed
9 by UT Austin's Bureau of Economic Geology to
10 manufacture, deploy and measure, in real time,
11 seismicity across the State. That was a fun --- fun
12 project because it was a start-up -- start-up program
13 and Texas was the first State to implement such a
14 system. And then in 2019 I was appointed to the TxDOT
15 Commission.

16 I assume all of you enjoy walking or cycling,
17 I should say and/or cycling and being in the outdoors.
18 I also enjoy being outdoors and currently enjoy
19 jogging, not running but jogging, cycling, spin, snow
20 skiing and golf. In another life I participated in
21 many 5 and 10k's, marathons and triathlons as well as
22 some mountain climbing. Which I was fortunate,
23 obviously to survive but definitely would not recommend
24 it.

25 A few things I have noticed during the first

1 year and a half on the Commission; safety, obviously is
2 number one. The following numbers are a bit outdated
3 but you'll -- I think you'll appreciate the trend
4 regarding our road to zero initiative. Since November
5 2007 we've had over 67,000 fatalities on Texas
6 Roadways, which include cyclists and pedestrians. In
7 2019, the national pedestrian fatalities were 6,590 and
8 in Texas -- Texas had 659 or exactly 10% of national
9 fatalities. Now, between pedestrians and cyclists, 20%
10 of the fatalities on our roadways in Texas were -- were
11 from pedestrians and cyclists. So, you know, obviously
12 that's a pretty shocking number to me and -- and I'm
13 not sure I understand it. But I would, you know, y'all
14 maybe doing some work on that but I'd really like to
15 get a little more insight in that. I'm sure part of it
16 has to do with awareness and people focusing on their
17 cell phones, et cetera, et cetera. But anyway, I would
18 encourage you to consider these sobering numbers as we
19 plan for safe networks and to get the message out about
20 this as well. In light of this, what the BAC is doing
21 is literally saving lives by making walking and cycling
22 more safe and enjoyable.

23 As far as opportunities and attributes of
24 pedestrian and cycling networks go, again it supports
25 safety -- or they support safety as number one. It

1 supports TxDOT's mission of connecting you with Texas.
2 It supports decongesting densely populated and
3 vehicular traffic and bottle necks. It supports
4 business and economic development. For example, here
5 in Dallas we have the Katy Trail, which they have
6 documented as having the investment in the Katy trail
7 has returned itself in excess of 50 to 1 return on
8 investment and that's still growing today. This can be
9 done and is being done in other areas as y'all know.
10 It also supports public health and optionality.
11 Environmental factors support pedestrian and cycling
12 networks. Do you remember the Amazon RFP questions
13 regarding their corporate relocation questionnaires?
14 They wanted to know all about the trail networks, and I
15 think we'll see more and more of that in the future.
16 Particularly as -- as corporations continue to move to
17 Texas.

18 There is --- also there is substantial public
19 support. For example, as you know, the SRTS and the
20 Transportation Alternatives were oversubscribed 10 to 1
21 for the \$20 million in available funds last year. I
22 know I'm preaching to the choir but let's keep
23 encouraging more focus on further developing these
24 alternative transportation networks because it's a win-
25 win-win for our communities, metro areas and the State.

1 With the demographic projections for Texas
2 growing from its current population of roughly 30
3 million to 50 million by 2050, which is only 28 years
4 from now, and probably growing faster and larger than
5 the estimations due to Covid, corporate and individual
6 relocations. We need to be paddling faster. We need
7 to step up our efforts and encourage separating
8 pedestrian and cyclist from vehicles and further
9 connecting our communities. The bottom line is Texas
10 needs all transportation options. It's not all about
11 roadways and highways. It's not all about pedestrians
12 and cycling networks. It's not all about mass transit
13 or high-speed trains. Texas needs it all. I consider
14 all of us one big team focused on these important
15 projects. So, I am very supportive of your efforts and
16 look forward to being of any help I can. So, it's nice
17 to meet you in this format and I'll turn it -- and
18 again, I appreciate y'all letting me join you today.
19 And back to you, Chair.

20 KARLA WEAVER: Thank you, Commissioner. We
21 appreciate those remarks. The next Item that we're
22 going to on our Agenda is Number 5 and it's gonna be
23 our report from TxDOT's Public Transportation Division
24 Director regarding statewide bicycle and pedestrian
25 matters. Eric Gleason, I will turn it over to you.

1 ERIC GLEASON: Thanks, Karla. And thank you
2 Commissioner for your comments. I think that the --
3 the Committee, is certainly music to their ears to hear
4 a Commissioner be so supportive of their efforts. And
5 I think a little later on today we'll be talking about
6 key initiatives for the Committee to undertake in the
7 near future, in the coming year and I think we can
8 incorporate your thoughts into that discussion,
9 particularly around the safety topic.

10 So real quickly, an update on a number of
11 items for the Committee. The rule changes that y'all
12 recommended to expand the scope of the Committee to
13 include pedestrian interests are making their way
14 through the process. The Commission did adopt them as
15 proposed rules in December. They are now out for
16 public comment. That public comment period ends
17 January 25th and that this point in time we are
18 anticipating recommending that the Commission consider
19 final rules at their February Commission meeting.
20 We've not gotten any comment yet to date and so I'm
21 anticipating this to be a relatively smooth effort.

22 Next, as I mentioned you will later on today
23 be talking about a next major effort and I think it --
24 it in conjunction with the expanded scope of the
25 Committee, I would encourage committee members to begin

1 thinking about and talk about this under -- under Item
2 7, whether or not you think we just need to go back and
3 -- and update our current Strategic Direction Report.
4 It -- it's probably going on five years now since it
5 was created it initially and we've used it as a
6 reference point to -- to pick off what we want to work
7 on next, but I think it may also make sense to take a
8 step back and spend some time just updating it.

9 Transportation Alternatives, we -- so, to
10 date we've had three Calls for Projects under the
11 Transportation Alternatives Program, 2015, 2017 and
12 2019. And as you'll talk a little -- talk on a little
13 bit more later today, we are preparing a 2021 Call.
14 So, we try and do these Calls every other year and just
15 to give you a quick overview of where we stand with
16 projects built and in use. So out of the 2015 Call,
17 all projects from that Call have been let to
18 construction and I'm thinking -- I'm trying to remember
19 what the total was for 2015 was but it's a fairly
20 significant number of projects. So, they've all been
21 let for construction and over half of them are
22 complete. 2017, almost 95% of the projects have been
23 authorized for construction. Four of those projects
24 are complete. And then of the 2019, which is our most
25 recent group, 60% of those Projects have an agreement

1 between ourselves and the Project Sponsor, and the
2 other 40% are nearing execution of those agreements.
3 So, we're making progress.

4 The 2021 Call opens today and we're looking
5 at having about -- with a combination of funds we're
6 currently carrying as not attached to a Project, adding
7 then in anticipated FY'23 and '24 funding, we're
8 looking at about 13 -- about \$23 and a half million for
9 non-urban area projects. Those are projects in
10 communities of less than 5,000 in population. And in
11 anticipating another 13 million for projects to small
12 urban area efforts, those communities being from 5,000
13 to 200,000. Recognizing that historically we've had
14 more project applications from that area at 13 million
15 I just reference is actually an anticipated Fiscal Year
16 '23 and '24 funding. So that group is a little further
17 out in terms of the funding streams we have available
18 but also part of this Call which opens today.

19 And we'll later on today, the Committee will get into
20 discussions to help us understand how we should weigh
21 some of the evaluation criteria.

22 And then finally, so we have been conducting
23 these virtual meetings via WebEx and for our April
24 meeting we are anticipating changing our format from
25 WebEx to Zoom. Zoom generally has some additional

1 accessibility options that we don't have with WebEx and
2 we are hoping to include in the April meeting an
3 American Sign Language Interpreter and closed captions.
4 So, we're trying to make continuous progress toward
5 opening these meetings up to any and all who might wish
6 to participate. And that Madam Chair, concludes my
7 report. I'd be happy to answer any questions on
8 anything I've said.

9 KARLA WEAVER: Thank you, Eric. Are there
10 any questions for Eric about the items he presented or
11 other items? Alright, not hearing any, the next Item -
12 - we want to kind of shift around a little bit is going
13 to be Item Number 7. So, this is an update on our
14 Bikeway Design Effort and discussions on the next BAC
15 efforts and Carl and Bonnie are going to present on
16 this Item. Carl and Bonnie?

17 CARL SEIFERT: Thank you so much, Karla.
18 Bonnie, if you could hand me the ball? I will go ahead
19 and present our presentation. Alrighty. Okay. Good
20 morning. Good morning BAC members and the other
21 audience members. As mentioned, I will be providing a
22 brief update on the ongoing Bikeway Design Effort.

23 I'd like to briefly cover our Project
24 schedule and discuss the content of the remaining
25 meetings. Additionally, I will provide a brief

1 overview of some of the content of the Working Group
2 has been reviewing over the last several months.
3 Afterwards, I will hand the presentation over to
4 Bonnie, who will facilitate discussion on what we -- on
5 what may await the Bicycle Advisory Committee after we
6 complete this Effort.

7 Phase 2 of the Bikeway Design Effort is
8 divided into four topic categories. The Working Group
9 meets monthly to cover a portion of each topic
10 category, develops and refines interim guiding
11 principles and then brings these interim guiding
12 principles to the BAC for approval. In this way, the
13 BAC and Working Group together work through a large
14 amount of detail and refine it into a set of Bikeway
15 Design Guiding Principles which may influence TxDOT's
16 projects, processes, procedures and guidance. As you
17 can see here, we plan to bring interim guiding
18 principles from the intersections and conflict points
19 topic category to the BAC in April. And we plan to
20 wrap up in the -- with the maintenance section in July.

21 This slide provides a little more detail on
22 our monthly activities. Next week's Working Group
23 meeting will feature a discussion on green and other
24 pavement markings. While meetings from February to
25 April will feature our maintenance topics and the

1 refinement of interim guiding principles. In May and
2 June, the Working Group and TxDOT Staff will be working
3 to refine the Maintenance Guiding Principles and
4 compile previously approved guiding principles.

5 In the last several months, the Working Group
6 has been discussing bikeway design elements and
7 countermeasures for bicycle conflict points. As you
8 can see here, we began by discussing the elements of a
9 protected intersection. These range from bend outs,
10 pedestrian safety islands, corner aprons and so on.
11 These intersection design elements are generally
12 recommended when separated or protected bike lanes
13 reach an intersection.

14 Next, we discussed the design considerations
15 when bikeways interact with transit. Bikeway
16 investments can leverage public investment in transit
17 networks, but buses can also be a major stressor for
18 bicyclist. We discussed design options, bus stop
19 positioning and other multi-modal considerations where
20 bikeways meet transit.

21 We also spent time discussing bike signals
22 and signs. This meeting featured slide -- slides on
23 bike signal applications, operations and placement,
24 mid-block crossings -- crossing signals characteristics
25 and applications along with bicycle detection. And at

1 the end of last year, we discussed design elements of
2 railroad and driveway conflict points. And as just
3 discussed, next week's meeting we'll discuss the
4 applications and the various material technologies of
5 green pavement markings and other pavement materials.

6 And as we overview the variety of design
7 countermeasures that we've discussed it seemed relevant
8 to add this toolbox. It highlights the three main
9 design tasks that promote bicycle safety, defining
10 modal space, slowing traffic and making bicycling
11 conspicuous or more easily seen. Additionally, this
12 slide provides specific design elements that may be
13 considered. I won't read them all, but some
14 countermeasures include green pavement or green lanes.
15 Striping through intersections. Grade separation.
16 Curve extensions. Bike signals and mid-block
17 crossings. While not an exhaustive list, this is just
18 an overview of the topics that the Working Group has
19 been mulling over. And with that, I will turn it over
20 to Bonnie.

21 BONNIE SHERMAN: Thank you, Carl. Good
22 morning, everyone. We thought it would be a good time
23 since we didn't have action on this Bikeway Design
24 Effort today to get everyone thinking about the next
25 major effort that the BAC will undertake.

1 Next slide, please. As you may recall, in
2 2015 the BAC worked with TxDOT to develop a Strategic
3 Direction Report for the TxDOT Bicycle Program. The
4 document identified actions to undertake in seven focus
5 areas to advance bicyclists and to a certain degree,
6 pedestrian infrastructure in TxDOT's programs and
7 policies. We would encourage you all to review the SDR
8 between now and the April meeting to get you prepared
9 for further discussion on this topic.

10 Next slide. The BAC and TxDOT have
11 accomplished a number of efforts that support the seven
12 focus areas. The two major ones are listed here. The
13 BAC completed the Bicycle Tourism Trail Study in 2018
14 which laid the foundations for a Statewide Bicycle
15 Network and we continue to make efforts to advance that
16 Study. The current Bikeway Design Effort is focused on
17 building safer and better bicycle and pedestrian
18 accommodations through developing recommendations from
19 the BAC on TxDOT's design guidelines and Project
20 Development Processes. This Effort, the Bikeway Design
21 Effort is also leading to the development of bikeway
22 design expertise through the Department by informing
23 guidance and policies and through the establishment of
24 knowledge sharing resources among staff.

25 Next slide. Additionally, TxDOT has been

1 working behind the scenes to advance a number of other
2 efforts in the other four focus areas. By developing
3 data resources such as the Bike/ped count program and a
4 facility inventory, internal back-to-work day efforts
5 to encourage staff to get on their bikes, educational
6 pieces and advancing projects that are funded through
7 the regular Calls for Projects for Transportation
8 Alternative funds.

9 Next slide. So, we wanted to begin a
10 conversation with you guys today about what the BAC
11 should take on next. In light of the expansion of the
12 Bicycle Advisory Committee as Eric mentioned earlier to
13 include pedestrians and related micro mobility issues,
14 we see a key opportunity to update the SDR. So today
15 we wanted to start with an initial brainstorm and get
16 your ideas started and then follow-up by e-mail to
17 gather more thoughtful feedback. In April, we're gonna
18 come back to you and summarize the input and organize
19 that input for further discussion and prioritization
20 with the BAC members. And in July we would like the
21 BAC to take action on identifying the next effort to
22 undertake and then we will be ready to kick it off in
23 October after the Bikeway Design Effort is complete.

24 So, today let's just start with getting your
25 thoughts on how well we, the BAC and TxDOT, are at

1 accomplishing what we set out to do and what areas do
2 we need -- do you feel need attention. So, if we start
3 with the first discussion question, I'm gonna mute
4 myself so you guys can talk, and we just want to get
5 your initial thoughts on how -- how well are we at
6 accomplishing what we set out to do.

7 KARLA WEAVER: Alright. Thanks, Bonnie and
8 Carl. So, who would like to kick it off? How -- how -
9 - what are people's perceptions of everything that the
10 plan laid out and the tools and products that have been
11 developed to date? Have we hit the goal for all of
12 them? Are there areas that are still needed? Or --
13 what are people's general thoughts? And we may want to
14 go back to Slide 10 that talks a little bit about the
15 activities that have been completed. There we go.

16 EVA GARCIA: I actually had a question about
17 the facility inventory that was mentioned. And so,
18 what -- what project name does that fall under?

19 CARL SEIFERT: I can jump in and answer that.
20 I'm not muted. Am I good? That is -- I don't know if
21 it's necessarily captured under one of these Efforts
22 listed here but it is an effort actually that's going
23 on through the Design Division as they are preparing to
24 update their ADA Transit Plans. So, they're not only
25 documenting all the bikeways on TxDOT maintained

1 roadways but also all of the pedestrian facilities.

2 Does that answer your question?

3 EVA GARCIA: Yeah, that was helpful to know.
4 I think regionally we're looking to do facility
5 inventory as well and kind of quality check our
6 geospatial database but on a Statewide level that was
7 very interesting to see that's being developed because
8 I wasn't as aware of it. But yeah, I feel like I
9 usually do a lot of talking so I'd be interested to
10 hear from other people before I get started.

11 CARL SEIFERT: And we can follow-up -- make
12 the connection between the Design Staff working on that
13 and they can tell you about their consultant contract
14 and how they're accomplishing that. We'll follow-up
15 with you.

16 EVA GARCIA: Thank you so much.

17 KARLA WEAVER: Carl, would you even mind
18 going up to Slide 8? I think that will remind people
19 of the six focus areas that are currently in the Plan.
20 So, expanding the Bikeway Network, building safer and
21 better bicycle and pedestrian accommodations, providing
22 training, education to the public, encouraging to
23 people to walk and bike more, developing a Statewide
24 management assistance of information and then funding
25 more projects. So, are any of those areas that people

1 think need a little bit more attention? More product?
2 More information? Or no, did we reach the goal line on
3 all of these and we can say we're done? What do you
4 guys think?

5 FRANK ROTNOFSKY: This Frank. I'm not saying
6 we haven't done this because I think we have, but I
7 think in terms of educating the public, not only on
8 safe driving and bicycling and walking but, you know,
9 facing the inevitable. I think all of us that are
10 involved in this world understand that, you know,
11 traditional ways of getting around mobility is not --
12 no longer just a car.

13 KARLA WEAVER: Uh-huh.

14 FRANK ROTNOFSKY: Cities are, you know, their
15 resources are being strained. It's just, you know,
16 like more education specifically on that. I mean, I
17 even recently saw an article by Governor Abbott that,
18 you know, totally understood that we can no longer plan
19 our City and our State the way we've been doing it. It
20 needs to change, and he was quoting his daughter
21 telling him the reasons why. And I think if we have an
22 opportunity to kind of reinforce and get that message
23 out to the general population to the State, you know,
24 the more that we can get that message out. You know,
25 little by little it will filter in to the --- in to the

1 collective.

2 KARLA WEAVER: Uh-huh.

3 FRANK ROTNOFSKY: That's my comment.

4 KARLA WEAVER: Thanks, Frank. Other --

5 CARL SEIFERT: And Frank -- Frank, just to be
6 concise, the message specifically is safety education
7 for drivers and bicyclists alike?

8 FRANK ROTNOFSKY: Alike, but also just that
9 we can no longer design ourselves out of congestion
10 solely, you know, solely working with streets and roads
11 and cars.

12 CARL SEIFERT: Thank you.

13 KARLA WEAVER: Other ideas?

14 FRANK ROTNOFSKY: We need to offer more
15 mobility options and get people to understand that. I
16 think like I said everyone here understands that, but I
17 don't think a lot of the general population that
18 message still isn't out.

19 CLINT MCMANUS: This is Clint. I think Frank
20 makes a good point that I agree with. I -- just
21 looking at the document and all of the goals under each
22 of the focus areas, it's ambitious. I mean, and I
23 think that's, you know, it's good to be ambitious, but
24 a lot of the stuff is -- I think there's just not
25 enough cap -- enough staff power or, you know, even BAC

1 time to be able to accomplish all of this. I don't
2 know if that's something that we can really change but
3 -- but a lot of the -- the goals here seem to be, you
4 know, things that I would love to be working on, but I
5 don't that we have the time. I don't know how to
6 address that.

7 I think one that sticks out to me that kind
8 of gets to what Frank was discussing is funding more
9 bicycle and pedestrian projects and that's definitely
10 not something that I --- I feel like we as the BAC have
11 a lot of power over. I think those decisions may be
12 made above us, but I do think I'm piggy backing on what
13 Frank was saying that in Houston at least I feel like
14 there's a big disconnect between what community members
15 are saying they want and then what is coming down from
16 the funding levels. And to be quite frank, it's
17 resulted in some -- a little bit of love lost between
18 TxDOT and local folks, particularly around one big
19 project. But -- but yeah, I -- I just wonder if
20 there's some way for us to go about thinking about how
21 to increase funding. Even if it's not for more bicycle
22 and pedestrian projects for more -- for projects that
23 are -- that are just in general for safer streets,
24 safer street design. But I don't -- I don't know.

25 KARLA WEAVER: Great. Other thoughts to add

1 to the conversation?

2 CHELSEA PHLEGAR: Hi, this is Chelsea. One
3 thing that I've been thinking about a lot lately and it
4 ties into some of the earlier conversation about
5 increasing like competency and skill set with safe
6 design and safe bike riding, is I know a lot of folks
7 fall into that, you know, interested but concerned
8 cyclist. I wonder if there's an opportunity to -- for
9 this Committee to help sponsor workshops or trainings
10 to host like smart cycling classes in different
11 geographic areas around the State or to maybe get some
12 folks trained as like cycling instructors to build that
13 competency and competence in different geographic
14 areas.

15 BOBBY GONZALES: This is -- this is Bobby. I
16 agree with Chelsea. I have, you know, we've -- we've
17 had some issues of, you know, cyclists not obeying the
18 laws and then the motorist get upset at the cyclist
19 and, you know, it's just a combina -- like here in El
20 Paso, it's -- it's -- it's really bad as far as the
21 motorist not respecting the cyclists. So, it's a
22 challenge. I just don't know, you know, on the
23 educating the public on safe driving.

24 I also think that it's not just the motorist,
25 it's also the cyclist and how they should respect, you

1 know, the rules of the road and -- so that's where I --
2 I would want to focus on. Well at least, you know, I'm
3 sure others have the same issues in their respective
4 community's but that's really a major problem out here
5 in El Paso.

6 KARLA WEAVER: Thanks, Bobby. Other
7 comments? Edward or Jeff or Rick or Trent?

8 RICK OGAN: Hi, this is Rick. I'd like to
9 make a few comments. And I'd like to reiterate what
10 Bobby said and what Chelsea said about bicycle
11 education. I think, you know, one of the things that
12 we can do is maybe start with kids in elementary
13 schools, in middle high and high school and as they
14 develop in grades that they get trained on more
15 technical aspects of bicycle riding, maintaining their
16 bikes and learn how to fall so they don't get injured.
17 Just a whole spectrum of safe bike riding and how to
18 operate on the roadways.

19 Another deal Bobby was talking about was
20 cyclists are the worst -- are their own worst enemies
21 where they (indiscernible) the law quite a bit and I
22 think the BAC or some entity such as it should take
23 steps to start having these bike clubs and racing
24 groups start (indiscernible) the traffic laws, so we
25 get more respect on the roads. Right now, we don't get

1 respect because we (indiscernible) the law and then the
2 other drivers basically tell us get off the road
3 because we're not obeying the laws. I know when I was
4 commuting (indiscernible), I'm retired now but when I
5 was commuting to and from work, I obeyed the laws, and
6 I would not have any issues with the other motor
7 vehicles around me. But other folks would blow the
8 stop light/stop signs, they got honked at and
9 basically, they were mistreated on the road. I have
10 been mistreated on the roads, had things thrown at me
11 and yelled to get off the road before but that's far
12 and few compared to others.

13 So, that's just my take on it. Just more
14 education and start it at a very young age so it's
15 engrained in people's minds as they get older instead
16 of having a car centric way of thinking and trying to
17 be retrained riding a bike because it just doesn't work
18 well that way.

19 FRANK ROTNOFSKY: This is Frank. I guess I
20 have a question because I know that obviously we're
21 looking at bicycle issues but based on what we were
22 told earlier today, we -- as a Committee are seeming to
23 move into a Bike/Pedestrian Committee. How much of
24 that should we be thinking about (indiscernible)?

25 KARLA WEAVER: That's correct.

1 FRANK ROTNOFSKY: I'm sorry.

2 KARLA WEAVER: I said, yes, that's correct.
3 So, you're suggesting maybe need to add more of those
4 elements to the Plan?

5 FRANK ROTNOFSKY: Well yeah. I know there's
6 a lot on our plate anyway but if we are gonna become
7 Bike/Pedestrian Committee, I mean, just thinking about
8 that. You know more instead of bike active
9 transportation, I guess, you know incorporating all of
10 those issues.

11 KARLA WEAVER: I agree. I think that's a
12 great point, Frank. I think we need to look at ADA
13 regulations, Americans with Disabilities. Most of my
14 cities in DFW do not have ADA transition plans, which
15 are required by Federal Law. So, I'm sure it's in all
16 of your Regions as well. So, we've had our trainings
17 reviews by the Feds, and they've asked if there's
18 anything we can do to help enforce these Federal
19 requirements. There's no repercussion right now. So,
20 they asked us if we would withhold Federal funding to
21 make cities do ADA transition plans for pedestrians and
22 folks with disabilities and it's just -- at no level is
23 it being really monitored. So, I think whether enough
24 cities don't know the importance of it or the
25 requirements of it or how to do it, they're very

1 expensive. I have a very small city that just did one
2 for about \$800,000. They're not cheap. But we have a
3 lot of cities and so thinking about more training in
4 that area I think is really important, especially for
5 new construction and projects that are coming online,
6 think about how to maybe retrofit what you got. I
7 think that would be a good topic to maybe think about
8 the infrastructure piece for pedestrians. Other
9 comments or questions?

10 EDDIE CHURCH: I have a few comments.

11 KARLA WEAVER: Who's that?

12 EDDIE CHURCH: Hello. This is Eddie. Can
13 y'all hear me?

14 KARLA WEAVER: Yeah. Go right ahead.

15 EDDIE CHURCH: I had a great conversation by
16 myself about five minutes ago and then I realized I was
17 on mute. So, I have two things. So, education, that
18 is near and dear to my heart. That piques my interest.
19 So, I spent, I don't know, I've been riding over 35
20 years, so I've been about five to 10 years here working
21 with the Austin Parks and Rec Department in doing just
22 that, educating kids. And I still run into some of
23 these kids which are grown adults now that are all
24 still big advocates of safe bike riding. And being a
25 member of multiple bike groups here, you know, I see

1 the same things that y'all were talking about, unsafe
2 practices and it starts with the kids. And there are
3 lots of groups out there to -- to join. I'm currently
4 working with an old friend from Austin Parks and Recs
5 to try to get a group going here in the Round
6 Rock/Cedar Park area to try to do some of that.
7 Because at Williamson County we do try to add shared-
8 use pads and ADA compliant projects, many of them.
9 We've added on the shared-use pads in the past two
10 years on projects in Round Rock, Leander, right on the
11 edge of the City of Austin. So, there are stuff ---
12 there is things out there and it starts with the kids
13 and with us. We have to make the right decisions and
14 ride like we know how to ride. I mean, it starts with
15 us. And I think if you want to get out there and
16 educate, there are many ways and groups to do that.

17 KARLA WEAVER: Thanks, Eddie. That's great.
18 You know --

19 CLINT MCMANUS: This is Clint --

20 KARLA WEAVER: -- right now you have to get a
21 -- take a test to get a driver's license for a car but
22 no one requires that for a bicycle. And we just assume
23 that everyone's gonna know all the rules and the laws
24 and anybody can go buy a bike at Wal-Mart and off they
25 go. I do think, maybe we -- you know, I've always

1 thought we needed some sort of -- even if it was an
2 honorary test that people across the State could take
3 and maybe you tie that in to like a passport system.
4 The National Park service has had huge results with
5 this and maybe there are trails all over Texas that we
6 would encourage people to try out if your visiting San
7 Antonio or Dallas or El Paso or wherever you're at in
8 the State, people may not be flying as much as they are
9 nowadays, the amount of road trips has really increased
10 for family vacations. You know, maybe there's some
11 sort of TxDOT supported pass but to even qualify for it
12 you have to take a road safety test. Or, you know,
13 something that, you know, asks -- educates about
14 roadway safety or things like that for bicyclists. And
15 on the flipside, we take drivers ed test when we're 16
16 and I don't remember anything about bikes being on that
17 test. So how to interact with motorist or cyclists or
18 even pedestrians, other than don't hit them if they're
19 in a crosswalk. So, for years we've been trying to
20 figure out how to pierce into DPS and so at my level or
21 smaller levels, I think it's really hard to have that
22 conversation but if one State agency would work with
23 another State agency to have those conversations to
24 (indiscernible) prepared and (indiscernible) modules.
25 If there's a way to get into DPS drivers ed training or

1 classes or even a question on the test, maybe that
2 could start -- have people thinking about the
3 conversation. Just some ideas.

4 CLINT MCMANUS: This is Clint.

5 KARLA WEAVER: Go ahead.

6 CLINT MCMANUS: I -- I -- I don't want to be
7 the naysayer, but I will.

8 KARLA WEAVER: Go ahead.

9 CLINT MCMANUS: I don't personally think that
10 education, at least what I'm reading in the Strategic
11 Direction Report, kind of -- it has some good ideas,
12 but I feel like our power as the BAC is really in like
13 in liaising with TxDOT and not so much with the local
14 folks who are already doing a great job in education.
15 I think we could maybe support in some ways but if we
16 do move in the direction of education, I would -- I
17 would personally prefer if we kind of take stock of
18 what's happening at the State level and maybe support
19 rather than reinvent the wheel. I -- I think it's
20 really easy to get into some victim blaming with --
21 which I know I'm preaching to the choir; I know that
22 for sure with education. But, yeah, I think we have a
23 lot of power as the BAC in other areas that I would
24 rather focus on. That's my opinion.

25 FRANK ROTNOFSKY: This is Frank. And also, I

1 mean, I guess following what Clint's saying, you know,
2 we have at the State level, we have Bike Texas and at
3 the national level we have the League of American
4 Bicyclists that certify -- have certified instructors.
5 Maybe there's a way we can either join or co-sponsor
6 something to just get that information out there. The
7 League has probably hundreds of certified instructors
8 here in Texas, around the State. So maybe joining
9 forces or having some kind of relationship, I know we
10 already do but kind of --

11 CHELSEA PHLEGAR: Frank --

12 FRANK ROTNOFSKY: -- reinforcing it.

13 CHELSEA PHLEGAR: -- Frank, this is Chelsea.
14 I agree and I think a way that the BAC and TxDOT could
15 be really helpful is focusing on like the smaller areas
16 that may not have those resources currently to get the
17 geographic distribution and kind of like an equitable
18 distribution of those resources.

19 FRANK ROTNOFSKY: Absolutely.

20 KARLA WEAVER: You know, I -- I'm gonna push
21 back just a little bit, Clint and that's the point of
22 the conversation. So, I think what's missing though in
23 that conversation is the organization of it, right?
24 So, programs come and go, and they run out of funding
25 and then people don't do them anymore. And if you did

1 a search right now -- like I can't tell you the top
2 five most popular bike training programs in DFW and if
3 I don't know, no offense, I'm not sure who does. Like,
4 they just -- they lose their -- their volunteers. They
5 lose their websites. They lose their funding and
6 there's no home that keeps them maintaining. And I know
7 that some parts of the State do this better than
8 Austin, like I feel like -- or that -- I think Austin
9 does it well. I think there are other parts that don't
10 really have this on the radar. Or I may have one of my
11 200 cities that really gets it but then I got 100
12 cities with nothing. So, I paid for trainers because
13 they're like well great we'd love to do it, but we need
14 the resources to do it. So, if TxDOT put resources in
15 that area or designated a program that everyone knew
16 Statewide and we keep it for perpetuity and so we're
17 not paying people to recreate programs, which I think
18 happens a lot. I think we go out and do procurements
19 for new education and we're restarting again and
20 there's already 4,000 education programs that are out
21 there. I don't know that we need all of that, but I
22 think we've got to find one that really works, and
23 everybody likes and agrees on. And this is a great
24 panel of experts to think through that.

25 And then I think, you know, we, you know, the

1 State of course has to procure those things and decide
2 how to develop the materials or do it in house
3 themselves. But then I do think there's got to be a
4 role for that, but it's got to be something that
5 maintains. Because our own program, you know, I had
6 \$800,000 to do education but that was eight years ago
7 and then that money ran out. So, it's gonna be a
8 continuous problem but, you know, unless somebody has
9 got their own stuff and then I have different people
10 setting different stuff. So, it's complicated, I get
11 it and I know that there is education out there, but I
12 still think there's just more people coming up that
13 aren't connected to the new stuff as people come into
14 Texas and don't know who to ask or where to go, maybe
15 it's, you know, a different level but I think there's
16 some role there.

17 CLINT MCMANUS: I think those are great
18 points, Karla. And I totally agree with some -- some
19 level of, you know, maintaining -- having a place where
20 people can go for information and looking at the
21 document. You know, one of the goals or one of the
22 recommended actions under the focus area is identifying
23 the new information (inaudible) and then being able to
24 think like you're gonna ride it what, I guess this
25 group created this (inaudible) for a while though, so I

1 feel like I do -- I do see value in that. I just
2 really don't want it to ring hollow and especially
3 with, you know, I think it's important for us as the
4 BAC to push that we practice what we preach and that
5 TxDOT practice what -- practices what it preaches and I
6 -- that's really it.

7 I mean, I can point -- there's something that
8 happened a couple of months ago with an education
9 campaign in Houston where TxDOT put up a billboard on
10 one of their facilities that has no sidewalks and no
11 pedestrian accommodations at their intersections and
12 the billboard basically -- it was very pedestrian
13 victim blaming. And it said, you as a pedestrian need
14 to make sure that you follow the rules, and there's
15 literally no pedestrian facilities on this roadway and
16 so I worry about things like that.

17 KARLA WEAVER: Sure.

18 CLINT MCMANUS: I don't want -- I just want
19 to make sure that we're doing this in the right way and
20 not the way that is --

21 EVA GARCIA: I know -- I want to just agree
22 with Clint on that because I know recently, I was
23 reviewing some CRIS Data and looking at how the reports
24 are written and it's usually this kind of, you know,
25 the pedestrian's at fault, the bicyclist is at not

1 fault but not any mention about whether or not there
2 were safe facilities. Whether or not, you know, I just
3 always feel -- on the law enforcement side is there
4 something that we could be doing more. And maybe the
5 education isn't with the people but using, you know,
6 officers not to regulate and to cite individuals, but
7 to, say okay if someone's biking the wrong direction,
8 hey let me pull you over. There're these classes,
9 check this out and use that -- that, you know, that
10 army of individuals to help with the education
11 promotion in a way that the officers can see, okay
12 there's no sidewalk or there's no (indiscernible) and
13 maybe they're handing out maps or maybe they're making
14 other kind of recommendations for safety on the
15 individuals.

16 Just to chime in, I feel like when reviewing
17 reports -- and that's another thing, is like are all
18 officer's aware of the reports. Of the regulations.
19 Of the laws. Because I know when I was kind of not hit
20 but like driven off the of road, they were gonna cite
21 the motorist because I was going straight and I didn't
22 use my hand signals and they turned right, but they
23 told me you need to be careful. And I was like I'm
24 wearing a white shirt. I have my red reflector, my
25 white reflector. I'm in -- driving in a designated

1 bike lane, in the middle of the day and the person you
2 need to tell to be more careful is the motorist, not
3 me. And I felt very defensive in that moment and I'm,
4 you know, well aware of the safe -- you know, the Texas
5 Transportation Code. So, it was interesting to have
6 that conversation with an officer where I felt like I
7 was more informed than him on that. So anyway, that's
8 just a thought.

9 JEFF POLLACK: Hey, Karla.

10 KARLA WEAVER: Who -- who do we -- say again?

11 JEFF POLLACK: Sorry. This is Jeff and I've
12 been -- I've had -- I've had (indiscernible) technical
13 problems. Sorry. Can y'all hear me now?

14 KARLA WEAVER: Yeah, Jeff. Go ahead.

15 JEFF POLLACK: Yeah, and I -- and I -- I
16 actually I missed a little bit after Clint's initial
17 comment. I think -- I have to say I also need to be
18 probably a voice -- voice of dissent here. I mean, I -
19 - while I absolutely agree with the fundamental
20 importance of -- of education and encouragement
21 campaigns, I'm struggling to see how we at the State
22 level can be -- other than -- than -- than sharing
23 resources and -- and connecting local need, you know,
24 directing local need, providing some best practice
25 guidance or connection to those who are -- who

1 represent best practice in the realm of education, for
2 our potency comes in -- in standardizing design and
3 policy at the State level. And I just -- I feel like I
4 need to be on record just saying that even when it
5 comes to education encouraging programs for me the --
6 our focus really should -- should be at, you know, how
7 that is translated in policy at the State level because
8 I think that's where -- where we have the most impact.
9 I think if we start talking about, you know, trying to
10 transmit resources to programs at the local level, I
11 feel like that there's just -- there's just, you know,
12 to me I don't see how we -- we move the needle,
13 honestly. So, I guess I was a little hung up and
14 Clint's comment -- I think it was Clint who was
15 speaking previously about sort of a dissenting voice,
16 that -- that resonated with me. Thanks.

17 RICK OGAN: I'd like to -- I'd like to make a
18 comment on --

19 MIKE SCHOFIELD: (Inaudible) --

20 KARLA WEAVER: Okay, Rick. Go ahead.

21 RICK OGAN: Hi, this is Rick. I agree with
22 y'all that it's not BAC's area to implement education,
23 but I think it's our job to give guidance. There needs
24 to be education and we need to put that out. And what
25 I would like to propose, or think is basically

1 education is needed for the masses in general about
2 bike operation/bike safety and how to deal with
3 bicycles when -- when they're on the road. I think we
4 ought to transfer that responsibility to something like
5 the school system and teach these kids at a young age
6 on how to ride a bike properly and how to walk properly
7 in their formative years, and keep that training going
8 throughout the different grades so it's instilled in
9 their minds instead of this being trained one time and
10 it's gone. They revert back to (inaudible) friends do.
11 And I have it reinforce maybe like in a physical
12 education class or something like that. But I think
13 that BAC does have obligation of putting the best
14 safety practices out there and I think education should
15 be one of the highest objectives.

16 KARLA WEAVER: Thanks, Rick. Somebody else
17 was about to speak.

18 MIKE SCHOFIELD: Yeah, this is Mike in
19 Austin.

20 KARLA WEAVER: Go ahead.

21 MIKE SCHOFIELD: Yeah, I just wanted to back
22 up what I guess Trent and Eva and Jeff have been
23 saying. You know, we do have educational programs here
24 in Austin and have for years for pedestrians and
25 cyclists. And while they are important, I will say

1 that we have no, and this is in our Vision Zero, you
2 know, Policy Report, I think there's no evidence that
3 they've moved the needle on Vision Zero or fatalities,
4 even a little bit. Like anecdotally, some projects
5 that we've worked on, you know, there's I'm thinking of
6 one one-way bicycle lane where there was -- there's
7 just been this history of cyclists riding the wrong way
8 in that bike lane and there was a big push, like we
9 need to educate this is causing safety issues at
10 intersections. None of that was effective in any way,
11 you know, until we came in and we said, well there's a
12 reason people are doing this. We need a West bound
13 bike lane, you know, they need a safe option. That's
14 what solved the problem, you know.

15 And I've seen similar things working with our
16 TxDOT District here in Austin. You know, there's a
17 very serious fatality issue at I-35 at Capital Plaza
18 here in Austin. Almost every year there's a fatality
19 there in that stretch of I-35 and TxDOT has been
20 pushing educational efforts for pedes -- you know,
21 essentially victim blaming pedestrians there and saying
22 like here take these, you know, high visibility
23 jackets. Or, you know, don't walk into traffic, which
24 is definitely good advice to preserve your life. But
25 the -- the real issue is infrastructure, you know.

1 There's -- there's a reason people want to cross there,
2 and they shouldn't be given a safe way to cross there?

3 So, I -- all that is to say I just generally
4 agree with what a few of the folks here have said that
5 we should be getting in a, you know, what is the root
6 cause why people are doing this and is it just that
7 their lacking the infrastructure they need to make safe
8 decisions?

9 KARLA WEAVER: So, the -- the team that's
10 been working over the past year on the Design
11 Guidelines I think is hitting at what a lot of you are
12 saying and I'm hoping we'll be a great (indiscernible)
13 resource. This Committee does not control money and
14 resources. So, what do you think we can do to help
15 move that needle? And what would be the product or the
16 deliverable or the -- what is it that we're gonna try
17 to say and what does that look like? Do you guys have
18 any suggestions?

19 TRENT BROOKSHIRE: Karla, this is Trent.

20 KARLA WEAVER: Yeah, go ahead.

21 TRENT BROOKSHIRE: And yeah, so, you know,
22 kind of in the same vein as what Mike just said and
23 certainly what Jeff and Clint were saying, I think of
24 it like education is candles on the birthday cake and
25 really infrastructure and really safety, the safety

1 facilitated through infrastructure would be really what
2 the cake and icing is really about for me. Now that
3 being said, I think a deliverable that we struggle with
4 in the rural part of where I live if you talk about
5 towns with less than 5,000 people, the ability that,
6 you know, most of these people would never be able to
7 maybe dedicate their resource or their not even
8 thinking about how do I create a wonderful pedestrian
9 and bike -- bike safe environment in our small
10 community that's poised for growth potential, like we
11 are here in East Texas. And what I would -- what I
12 would say is if we had -- I think the -- the -- the
13 resource document that -- the Strategic Resource
14 Document that's being developed, I think that's a good
15 step in that direction. But if we had a way to equip
16 these communities that are in need with a turnkey
17 solution, I think to just make their lives easier so
18 they're not having to think of a plug and play system
19 that all they have to do is then source the funding and
20 the support becomes -- it's not just effort and
21 support, it's just support. I find that to be very
22 valuable as something this Committee could do. While
23 not controlling resources, we could -- we could offer
24 solution. Instead of saying, hey you get this much
25 money, or you get this much, it's a solution-oriented

1 endeavor that helps, you know, equip -- equip
2 communities like where we live that have, you know,
3 limited resources and really frankly limited, you know,
4 limited DOT leadership in terms of how this is gonna
5 draw value in the community. I mean, if we made it
6 easier for them, lowered the hurdle rate, I think it
7 would be a win-win in a big way.

8 KARLA WEAVER: Okay. Other ideas of what are
9 mission will be? I've heard things that were not as --
10 some of us are not as excited about us pursuing, but
11 what do you want to see come out of the Committee for
12 the next two years?

13 CLINT MCMANUS: This is Clint, again.

14 EVA GARCIA: Karla, (indiscernible) -- I'm
15 just -- sorry.

16 KARLA WEAVER: Eva, I have not been keeping
17 up with the chat. Do you want to recap some of it?

18 EVA GARCIA: Oh, no. I just wanted to make
19 sure that you were aware of it.

20 KARLA WEAVER: Okay.

21 EVA GARCIA: There's quite a bit but I'll let
22 Clint speak. He was about to say something.

23 KARLA WEAVER: Okay.

24 CLINT MCMANUS: All I was gonna -- all I was
25 gonna say is I would love to spend a little bit more

1 time with the Strategic Direction Document and I think
2 there are several of the recommended actions that are
3 worthwhile and like I said some of them are education
4 as well. But I think I would need a little bit more --
5 I want to spend some more time with that, yeah.

6 KARLA WEAVER: Are there any focus areas that
7 to be added? There are six right now. Are those the
8 right focus areas? Or do some need to fall off and
9 others be added? And you may not be able to answer
10 that right now, guys, but maybe got something to think
11 about as well.

12 BONNIE SHERMAN: Karla, I think that that
13 would be excellent homework.

14 KARLA WEAVER: Okay.

15 BONNIE SHERMAN: And we will roll that into
16 our e-mail follow-up for further discussion. We
17 certainly don't want to hinder any discussion. This
18 has been amazing, great input. But I just wanted to go
19 ahead and -- and wrap this up. If you -- if there's
20 anything further that you want to ask the group now,
21 that's your choice.

22 KARLA WEAVER: Yeah.

23 BONNIE SHERMAN: But -- but as far as -- as
24 we're concerned, we have gotten a wealth of information
25 and we'll definitely follow-up by e-mail and we will

1 have plenty to provide in a more deeper dive in April.

2 KARLA WEAVER: Okay, good. Do you want to
3 mention really quick here Carl the mentee link that you
4 sent out? I believe it was for this exercise.

5 BONNIE SHERMAN: I think we got so much good
6 discussion that -- that -- that is not necessary.

7 KARLA WEAVER: Okay. So, tell people they
8 don't necessarily need to fill that out?

9 BONNIE SHERMAN: Yeah.

10 KARLA WEAVER: Okay. Alright. Sounds good.
11 Well thanks everybody for your thoughts and feedback.
12 Bizarrely we're gonna move back up to what was Item
13 Number 2, the Safety briefing. So, the Safety briefing
14 is coming from Bonnie today, but she's got some
15 interesting information to share with us. So Bonnie,
16 go ahead.

17 BONNIE SHERMAN: Alright. Let me put the
18 Agenda back up on the screen. Alright, so for today's
19 Safety briefing we wanted to do something a little bit
20 different. We wanted to update you on the continued
21 crash trends involving bicyclists and pedestrians
22 Statewide.

23 As you all recall in October, we presented
24 some data from the early months of the pandemic
25 comparing several different available date sources, but

1 we wanted to focus in and talk a little bit about the
2 continued crash trend through November 2020, which was
3 the last complete month available when we pulled the
4 statistics. And we are finding that Texas has
5 continued to see an increase in bicyclists' fatalities
6 of 20% in Austin -- I'm sorry, in 2020 as of November
7 compared with January through November 2019, with a
8 total of 73 bicyclists killed this year on our roadways
9 compared with 61 last year.

10 Overall, through November bicyclists'
11 injuries did continue to see a decline of 12% for
12 suspected serious injuries and 18% for other injuries.
13 For crashes that involve pedestrians, as of November we
14 were seeing a 6% increase in pedestrian fatalities
15 through November 2020 compared with the same last time
16 year. Again, there's a slight decline, 8% decline in
17 suspected serious injuries for pedestrians and 26%
18 decline in other injury types.

19 So, these numbers overall represent
20 documented pedestrian and bicyclists' crashes with
21 motor vehicles through much of last year. A fuller
22 picture would involve an understanding of total numbers
23 of bicyclists or pedestrians on the road, where crashes
24 were occurring, whether infrastructure was available
25 and we don't have that level of analysis available so

1 we're just providing this data but while we are seeing
2 an increase -- a continued increase in bike and ped
3 activity and fewer crashes overall for bicyclists and
4 pedestrians, the trend in fatalities was incredibly
5 concerning. And this is why the work that y'all are
6 doing in the BAC is critical.

7 So, we plan to continue to update the BAC in
8 future meetings on safety information like this in the
9 future as part of our Safety briefing. And with that
10 I'll turn it back over to Karla. Thank you.

11 KARLA WEAVER: Alright. Thank you, Bonnie.
12 Does anyone have any questions for Bonnie? Alright.
13 Well then to get a little bit back on track we're going
14 to move to Item Number 3, the approval of minutes from
15 the October 9th meeting. This is an Action Item so I
16 will be looking for a motion to approve the minutes.
17 Or are there any suggested changes or modifications
18 needed to the minutes? Let me actually ask that
19 question first. Alright, hearing none, I am asking for
20 a motion to approve.

21 BOBBY GONZALES: Motion to approve, Karla.
22 This is Bobby.

23 KARLA WEAVER: Thank you, Bobby. And can I
24 get a second?

25 TRENT BROOKSHIRE: I'll second. This is

1 Trent.

2 KARLA WEAVER: Thank you, Trent. All those
3 in favor say ay.

4 (Ay stated in unison).

5 KARLA WEAVER: Any opposed need -- any
6 opposed say likewise. Alright, motion passed. The
7 minutes are approved. Alright, now we're gonna go to
8 Item 6 and Noah is going to talk to us about the
9 discussion of TxDOT's 2021 Transportation Alternative
10 Set-Aside Call for Projects. This is a possible action
11 item to endorse this information that will be
12 presented. Noah?

13 NOAH HEATH: Thank you. I'll go ahead and
14 pull this up. If I can -- I think you have to pass the
15 ball, Bonnie.

16 BONNIE SHERMAN: I am trying to do that.
17 Okay.

18 NOAH HEATH: Alright. Hello, everybody. I
19 will be giving a presentation on the 2021
20 Transportation Alternatives Call for Projects which
21 opened today. I'll start off with an overview of the
22 Program Call and then we'll talk about the evaluation
23 criteria and we'll talk about an opportunity of surveys
24 that we'll be sending to BAC members to get your
25 feedback on how those evaluation criteria should be

1 weighted. And then we'll also discuss potential action
2 and discuss the BAC's feedback on the Call for Projects
3 process.

4 Like I said the Call for Projects opened
5 today. The materials were posted onto our website this
6 morning so Project Sponsors can -- can access those,
7 the Program Guide and the preliminary application.

8 The funding sources, we have about \$10.5
9 million available -- currently available for non-urban.
10 Those are for projects and communities of 5,000 or
11 less. But we're also opening the Call up for
12 anticipated future funding and Fiscal Year 2023 and
13 2024. We're anticipating either from extension of the
14 FAST Act or a new transportation bill, we're
15 anticipating about \$13 million to be available from
16 that for non-urban and another 13 for small urban,
17 which is 5,001 to 50,000.

18 A Conditional Project List is to prioritize
19 fiscally constrained list of the highest going projects
20 that will be recommended to Commission for funding once
21 funding becomes available. So, we'll publish these
22 Lists at the conclusion of the Call for Projects and
23 then when funding becomes available to TxDOT, as
24 appropriated to TxDOT, will move those projects forward
25 with a recommendation to Commission to take action for

1 award on those projects. And we also had a Conditional
2 Project List with our last Call for Projects and those
3 probably -- we have funding to award a number of those
4 projects and we'll be moving forward with that in the
5 Spring of this year.

6 So, who will the Program -- or who's
7 eligible? Local governments, school districts, transit
8 agencies and other entities which are responsible for
9 the Transportation Network in that community. 95, 98%
10 of the applications are from local governments, either
11 cities or counties. And we do get some from school
12 districts or other entities as well.

13 What type of projects? The projects are for
14 bicycle and pedestrian infrastructure, principally for
15 transportation rather than recreation. Have a direct
16 relationship to the service transportation system and
17 benefit general public. And these projects will be
18 located outside of the Transportation Management Areas.
19 They receive TA funding through the MPO's. And the
20 funding is broken up into non-urban and small urban,
21 non-urban less 5,000 -- 5,000 or less in population and
22 small urban is 5,001 to 200,000.

23 So, we do have some differences from the TA
24 Program Call in 2021 to our prior Calls. Some of them
25 are related to the TAC Roll Revisions which were

1 adopted and approved by Commission in December. And
2 then some of them were adjustments we made to improve
3 the Call for Projects.

4 The first one, program project sponsors are
5 limited to three applications per sponsoring an entity.
6 We wanted the local communities to think about the
7 priorities in their community and submit applications
8 for the highest priorities in their community. And
9 then also to, you know, limit the number that one
10 community could submit so that there's a diversity of
11 types of communities in the pool of applications.

12 In-kind contributions are no longer allowed
13 as a local match option. But for projects in
14 communities of 50,000 or less in population, they can
15 request reimbursement of preliminary engineering
16 activities, including costs for design and
17 environmental documentation. So that's a big
18 difference with this Call then previous Calls.

19 Also, communities of 50,000 or less in
20 population may be eligible to use State Transportation
21 Development Credits that allow for 100% Federal TA
22 funds to be applied to the project in lieu of a local
23 match. So, if a community of 50,000 or less can
24 qualify based on economic criteria then they would be
25 eligible for these Transportation Development Credits.

1 There were also changes to the evaluation
2 criteria. And we'll get into this in more detail in
3 further -- further on in the presentation.

4 The timeline for the Call for Projects is
5 open today. Project sponsors, the deadline for the
6 preliminary application, which is a -- it's basically a
7 two-page application with a map of the project and also
8 a budget, that would be due March 1st. TxDOT will
9 review the project applications for eligibility and
10 Project Sponsors will attend district meetings to
11 discuss the project and get feedback from District
12 Staff and then on April 12th will be notified if they
13 qualify to move on for the next round.

14 The second round or second -- step 2 is the
15 detailed application, which this is a much more
16 extensive application that provide a lot more detail
17 about the project and allow TxDOT to score the project.
18 And then over the summer TxDOT will review those
19 applications that -- the deadline for that -- those
20 detailed applications are June 14th. Over the summer
21 TxDOT will review those and then and in October we are
22 targeting Commission award for the available funding
23 and also publishing the Conditional Projects List for
24 the anticipated funding in FY'23 and '24.

25 The two-step process, I mentioned it's a

1 preliminary application. TxDOT reviews these
2 applications for eligibility. The Project Sponsors
3 meet with Districts to go over the project and
4 determine if it's a constructable and feasible project.
5 Are there any major issues that the district sees with
6 a project and to review the budget and the district can
7 make suggestions on how to improve the budget estimate
8 or make suggestions about the project if there are some
9 major issues with the project. And then the applicant
10 will fill out a detailed application and submit by June
11 14th and TxDOT will review the applications, evaluate
12 them and score them and move a recommended list forward
13 for award in October and that's the target. And then
14 also at the same time publish the Conditional Project
15 List. The anticipated, or the available funding is for
16 non-urban TA. The Conditional Project List would be
17 for non-urban and small urban funding categories.

18 We scheduled and will be hosting some virtual
19 meetings to go over the Calls for Projects in detail
20 and provide information about the program but then also
21 how to complete and submit a successful application.
22 The dates are January 21st, 25th and 27th and they'll
23 be virtual meetings.

24 Available now on the Bike/Ped webpage are the
25 2021 Program Guide, preliminary application,

1 preliminary application instructions and then an
2 interactive map showing the TMA boundaries,
3 Transportation Management Areas so that potential
4 project sponsors can determine if they're eligible. If
5 they're in a TMA they would not be eligible. And then
6 also it'll show us if a community is eligible for the
7 Transportation Development Credits. We'll hope that
8 that's a useful document.

9 Also, in the back of the Program Guide
10 there's a list of projects -- there's a list of
11 counties that are eligible for EDCP Program but then
12 also a list of communities that are eligible for the
13 Transportation Development Credits.

14 And then later we will be providing the
15 workshop presentations, the detailed application and
16 detailed application instructions and then a frequently
17 asked questions document. And those will all be
18 available on the Bike/Ped funding webpage.

19 So, the evaluation criteria, we held a
20 Stakeholder workshop in May of 2019 with mid-size MPO's
21 and TxDOT PTN and District TA Coordinators. We
22 reviewed the evaluation criteria and measures. And the
23 criteria and measures were identified based on TxDOT's
24 mission goal and strategic plan passed TxDOT Program TA
25 Calls. That was sort of the base that we worked with.

1 But we also reviewed other -- or MPO and other State
2 DOT TA program materials, this (indiscernible) of
3 criteria are being used in other areas. And then we
4 discussed those criteria and modified them and went
5 through an exercise to establish weights for those
6 criteria. The criteria weights will be based on the
7 BAC input that we receive from a survey that we'll send
8 out to you. It'll be a combination of BAC input; the
9 workshop survey results and then TxDOT's TA Program
10 needs. TxDOT TA Program, because there's a three-year
11 time limit on the federal fund from when TxDOT receives
12 it to when it needs to be obligated, TxDOT tends to put
13 additional weight on project readiness. That's kind of
14 one of the key criteria that we -- we -- we want
15 projects that are ready, and we feel can successfully
16 meet that three-year obligation window.

17 So, this a brief description of each of the
18 categories and we'll send a survey to BAC members.
19 After this meeting we'll provide a more detailed
20 criteria description but for the purposes of the
21 presentation we have six overall categories. One of
22 the categories demands is for larger communities to
23 small urban category. The other five are for both non-
24 urban and small urban. Safety -- demonstrate need for
25 safety improvements, project improves safety for non-

1 motorized users, connectivity and accessibility,
2 connecting to destinations of interest, supporting mode
3 to modal connections, eliminating barriers and
4 supporting long distance bicycle infrastructure.
5 Community supports in planning. We want projects to
6 demonstrate community support that are linked to
7 transportation plans. And then we consider a small
8 community with limited planning resources as well.
9 Project readiness, detailed construction cost
10 estimates, past project performance and meeting the
11 established design criteria, those are all items that
12 we look at. And then geographic equity, improving mode
13 choice in underserved communities and then demand for
14 small urban improve access to higher density
15 residential and employment centers.

16 So, with that, I wanted to open it up for
17 discussion. Like I said, we'll be sending out a
18 survey, either later today or beginning of next week.
19 We may revise a due date if we send it out at the
20 beginning of next week. But it's a survey to review
21 the criteria and provide feedback on how the criteria
22 should be weighted. And this Item was listed an Action
23 Item and it's -- and that was to provide the
24 opportunity for the BAC if they wanted to take action
25 to support the process that's been laid in the

1 presentation. That would be something that they can do
2 with the action being added to the Agenda Item. So,
3 with that I will open it up. I've been talking for a
4 good solid 20 minutes and welcome any questions or
5 comments.

6 CLINT MCMANUS: This is Clint. I just --

7 KARLA WEAVER: I just needed to know -- oh,
8 sorry. I was about ask are there any comments or
9 questions for Noah?

10 CLINT MCMANUS: So sorry. I just wanted to
11 say I just really quickly looked at the eligibility map
12 that y'all made, the interactive one and it's so easy
13 to use. I remember the last Call for Projects, it was
14 harder for me to understand who was eligible and not,
15 so great job on that. It is really straight forward.

16 KARLA WEAVER: Alright. Any other questions
17 for Noah? Or comments?

18 EVA GARCIA: Should we take action on this
19 before the workshops? I saw that the survey right here
20 says January 22nd, but the first workshop is January
21 21st.

22 KARLA WEAVER: So, the action is to support
23 the -- if we want to take action, it's to support the
24 information that was laid out here today. The survey
25 is just to get people's feedback on the criteria and

1 that will not come back to the Committee is my
2 understanding.

3 EVA GARCIA: Thank you for that
4 clarification.

5 KARLA WEAVER: Sure.

6 EVA GARCIA: I'll make a motion to support.

7 KARLA WEAVER: Alright. I've got a motion
8 from Eva. Do I have a second?

9 FRANK ROTNOFSKY: Frank, seconds.

10 KARLA WEAVER: Thank you, Frank. All in
11 favor say ay.

12 (Ay stated in unison.)

13 KARLA WEAVER: Thank you. And the more
14 important one is if any opposed, please indicate
15 likewise. Alright. Thanks, everybody. So, good luck
16 on the Call for Projects, Bonnie and Noah and Carl. I
17 know that's fun times ahead. And then everybody has
18 the link in the PowerPoint presentation to take the
19 survey, I believe? Or we're gonna be sending the
20 survey? Say that one more time.

21 NOAH HEATH: We'll send the survey in a e-
22 mail.

23 KARLA WEAVER: Okay.

24 NOAH HEATH: The (indiscernible) link, so
25 we'll send everyone an e-mail shortly. Either later

1 today or at the beginning of next week.

2 KARLA WEAVER: Okay. And you're asking for
3 that by next Friday but I'm sure earlier wouldn't hurt
4 your feelings.

5 NOAH HEATH: Yeah. And like I said if we end
6 up sending that out at the beginning of next week,
7 we'll -- we can push out that January 22nd date.

8 KARLA WEAVER: Alright.

9 NOAH HEATH: We'll provide the information in
10 the e-mail.

11 KARLA WEAVER: Okay. Sounds great. Alright.
12 With no further discussion our next item is Item 8.
13 Our very own Ms. Eva Garcia is going to present to us
14 on the Rio Grande Valley active transportation efforts
15 and everything that they've got going on in her neck of
16 the woods. Ms. Eva, take it away.

17 EVA GARCIA: Awesome, thank you. I don't see
18 a share content -- it's greyed out for me. I don't
19 know if we can --

20 BONNIE SHERMAN: Okay, let me -- let me
21 transfer the ball to you.

22 EVA GARCIA: Thank you. There we go. Can
23 everyone see my screen?

24 KARLA WEAVER: Yes, ma'am.

25 EVA GARCIA: Awesome. Thank you. Alright.

1 So, especially for our new members, sorry I wasn't here
2 to introduce you -- oh, actually I think -- did I pick
3 up -- oh, I'm sorry. I have the wrong PowerPoint up.
4 I will use the -- this file here. Sorry about that.

5 So, my name is Eva Garcia, and I am the newly
6 hired Bike/Ped Planner for the RGVMPD and so I will --
7 I wanted to talk about especially for our new members,
8 a little bit about the Rio Grande Valley and South
9 Texas and some of the health disparities that we're
10 facing here.

11 And so, I guess for this -- basically the Rio
12 Grande Valley is on the border. It consists of four
13 networks, I'm sorry, I wanted to get -- there we go.
14 So, based on our population data we have, you know,
15 significantly different demographics and challenges
16 that others in Texas don't usually face. We have the
17 highest poverty rates in the State. And in addition to
18 that, we have severe health issues, 80% are either
19 overweight or obese. 1 in 3 people are diabetic and
20 that's significant because it's higher than the rest of
21 Texas and higher than the rest of the Nation and
22 actually the Nation is projected to be 1 in 3 people
23 diabetic with the year 2050 and so we were already
24 there about 10 years ago.

25 In addition to that, we have other health

1 challenges. We have the highest rates of amputation
2 due to diabetes in the State. 60% of our adult
3 population is uninsured. We have high rates of
4 cardiovascular disease, cancer, liver, kidney and other
5 infectious diseases. And so that kind of keeps us in
6 poverty and we have, you know, digital -- we have a
7 digital divide. We are the -- the city -- well
8 Brownsville, where I'm from, is one of like the least
9 connected cities to -- in the Nation. And I know I
10 struggle with keeping up with e-mails and -- and just --
11 'cause I don't always have access and sometimes it's
12 just challenging to download or get information. And
13 really the pandemic has spotlighted those challenges
14 and really been a struggle and with our health
15 disparities we've really lost a lot of lives through
16 the pandemic. And so that has been a significant
17 impact for us.

18 And so -- oh, I just realized that -- okay.
19 Cool. So, in addition to that back in 2016 Cameron
20 County, 1 of 4 counties in the Valley adopted the
21 Active Transportation Plan and that Plan proposes 428
22 miles of infrastructure. 2017 we did an Economic
23 Impact Study that looked at building 291 miles of
24 trails in the Region and we found that that could
25 potentially put in, you know, more jobs in our area.

1 About \$70 million in annual spending by out of county
2 visitors. And then by looking at in the city of
3 Brownsville, people who live near trails exercise 22%
4 more, we projected that this -- developing this
5 infrastructure could provide a \$6 to \$12 million
6 savings from healthcare cost to our community and so
7 that was really significant and something that we
8 wanted to do.

9 Shortly after our Economic Impact Study, we
10 became one of Rails to Trails Conservancy's nine trail
11 projects. And so, when this happened, the Rails to
12 Trails Conservancy, a national non-profit if you're not
13 familiar with them, they got funding to hire a Project
14 Manager -- a Program Manager. And so, I was hired.
15 Left the City of Brownsville to become the Project
16 Manager for Cameron County and through my time with
17 RTC, sorry, through my time with RTC we developed
18 different working groups to implement the Active
19 Transportation Plan and this included a marketing group
20 with a development of an interactive web map. A
21 research group with the intention to kick-off a
22 regional bike/ped count data program, that is still
23 underway. We have changed locations. We're still
24 executing MOU's. I think the last two MOU's with the
25 municipalities get executed this month or next month.

1 And then for research, with our health
2 partners they're looking at access to trails through
3 the Brownsville Housing Authority and how putting
4 public and affordable housing along trail networks can
5 improve the quality of life and how that impacts the
6 health of the individuals living in that area.

7 And then for the United States Bicycle Rail,
8 our plan did propose two routes. One is the USBR 55
9 Route and then a spur of that would be the USBR 255, and
10 this would be a giant on-street loop around Cameron
11 County.

12 And so, we-- we, you know, we got --- we did
13 some presentations. I haven't solidified letters of
14 support and I really need to work on working with our
15 Pharr District Office and our State TxDOT to get -- to
16 understand and better understand how we get the
17 approval process. What data is required for a
18 submittal to AASHTO, along that. And then we even have
19 Texas Paddling Trails that came out of the Active Plan
20 and that's with Texas Parks and Wildlife Department.

21 But I am now with the RGVMP, the Rio Grande
22 Valley. This is -- was just formed October 1st of
23 2019. What happened while I was with the Rails to
24 Trails Conservancy is that 3 MPO's, Brownsville MPO,
25 it's a TMA. (indiscernible) in San Benito MPO was a

1 smaller MPO. And then Hidalgo MPO, another TMA merged
2 to create this MPO. And so, they spent the first year,
3 you know, really doing a staff study and eventually
4 contracted to develop three plans together. And so, we
5 took a comprehensive approach. We -- we started
6 developing the metropolitan -- the MTP, the
7 Metropolitan Transportation Plan, the Transit
8 Development Plan and the Active Transportation Plan.
9 So, I was hired about four months ago, leaving the
10 Rails to Trails Conservancy. The position is still
11 available for Project Manager for the CARACARA Trails,
12 if you know anyone. But now I'm working with Hidalgo
13 County and Cameron County to implement the Active
14 Transportation Plan. And similar to the Active Plan
15 that I talked about earlier, our goals are to increase
16 connectivity and mobility. Make sure that it is
17 accessible for users of all ages and abilities across
18 the region and to really improve health and support our
19 local economy's here. And so, we do have a work plan,
20 short, medium, long term, depending on the area,
21 planning and design, policies and program, education
22 encouragement, safety and other active tourism
23 initiatives.

24 And so, this is the update that I really
25 wanted to talk about. It's less of an update and more

1 of what we're going -- a work plan. What I'd like to
2 be working on and implementing is this United States
3 Bicycle Route. If you're unfamiliar with -- with our
4 Bicycle Tourism Trail Study, this is -- it's part of
5 that Study to implement this on a State level. And so
6 hopefully through this Committee we can figure out how
7 best to do that.

8 Project wise, I really wanted to showcase a
9 lot of the investment that's happening here in our
10 region. The Brownsville to Los Fresnos Connect Project
11 would be an extension of a 9-mile historic battlefield
12 trail in Brownsville. Using -- we've just completed
13 and did a virtual ribbon cutting for this extension
14 right here. This was privately funded with health
15 organization Valley Baptist Legacy Foundation and the
16 same organization; Valley Baptist Legacy Foundation
17 funded this portion in the City of Lost Fresnos. This
18 green area here will be funded in the next couple of
19 years. Actually, I think they're executing the AFA for
20 -- for this connection here in Transportation
21 Alternative Program funding.

22 Utilizing our drainage infrastructure, we're
23 hoping to transform our area to be more accessible and
24 provide more opportunities for recreation and exercise
25 and transportation of course.

1 In addition to that, we were awarded some
2 federal land access program funding for the Bahia
3 Grande Trail. It is a proposed 21-and-a-half-mile
4 trail that would connect pub -- national park service
5 land to U.S. Fish and Wildlife service land. This
6 Bahia Grande unit is part of the Laguna Atascosa
7 National Wildlife Refuge but is currently not open to
8 the public. Just because it hasn't gone through the
9 federal approval for activities yet. But the U.S. Fish
10 and Wildlife is working on that and the -- the FHWA is
11 leading this feasibility study to figure out how we can
12 best connect the cities of Laguna Vista, Port Isabel
13 and Los Fresnos and Brownsville through that other
14 project I just mentioned.

15 Again, this is the Bahia Grande Unit that's
16 currently inaccessible. These roads are solely for
17 maintenance purposes for the Rangers that work with
18 U.S. Fish and Wildlife but we're hoping to provide more
19 amenities. Oh, and then one addition is the County is
20 working on a South Texas Ecotourism Center and so this
21 would have a direct access to the unit as well.

22 Here, we have another proposal to connect the
23 City of San Benito to the City of Harlingen using the
24 Arroyo-Colorado here. The blue line would be a
25 paddling trail that connects all the way to South Padre

1 Island. And we will -- so this is an existing trail
2 and an existing trail. Already funded is the extension
3 tour Dixieland Park, these baseball fields and this
4 kind of golf course area. But hopefully, I think the
5 Cities are interested in applying for either the
6 Statewide Call or the local -- our MPO Call for TA
7 funding to further this connection. And here using
8 these waterways we're hoping to transform the area
9 again.

10 In Hidalgo County, which is an area I'm still
11 becoming more familiar with, we do have this Precinct 2
12 Hike and Bike Trail. It's partially constructed
13 already and connects the City of San Juan, Pharr and
14 then a major metro area of the City of McAllen. This
15 one does include some tunnels and my understanding, you
16 know, we're very connected to our drainage
17 infrastructure being a river/delta and so we're
18 utilizing all that right-of-way in those easements to
19 further our bike/ped connectivity.

20 And so, I just wanted to keep it short and
21 sweet for now and ask if there were any questions for
22 me regarding this Project.

23 KARLA WEAVER: Thanks, Eva. That was great.
24 Y'all are doing a lot of really cool stuff. Any
25 questions for Eva about what she presented? I have

1 one, if I can. First of all, welcome to the MPO
2 Bike/Ped Planning world. It's fun times all around.
3 Feel free to call anytime. I wanted to ask about the
4 paddling trails that you guys mentioned. So those are
5 actually identified in your Transportation Plan. So
6 how did those interact with your bike trails? Or --
7 we've had some people come to us recently requesting
8 more involvement with paddling trails and we're not
9 really sure how to bring them into the mix. So how has
10 that been handled for you guys?

11 EVA GARCIA: Yeah, let me go back and share
12 my screen again. Let me see, did I do that right?
13 Here we go. So, the way that we did it was through not
14 the MPO's active transportation plan but through this
15 initial one county plan. And again, at the time
16 Cameron County had to MPO's, so this did get the
17 support of the Region. But here is the map of that
18 proposed network and so in blue is that on-street U.S.
19 Bicycle Route.

20 KARLA WEAVER: Uh-huh.

21 EVA GARCIA: That we're hoping to implement.
22 Red is the off-street network and here is -- is the
23 paddling trails that you see along our Laguna Madre.
24 This, again, it's -- it's really -- the way that AASHTO
25 designates the United States Bicycle Route is done

1 through Texas Parks and Wildlife and so there are some
2 accessible requirements. You -- there has to be
3 paddling access or entry parking, that kind of stuff,
4 every four to 10 miles, I believe.

5 KARLA WEAVER: Uh-huh.

6 EVA GARCIA: And then they have
7 recommendations, "they" being Texas Parks for, you
8 know, kayak launch sites and different kind of
9 amenities, kiosks. And they do help with that if you
10 look further into the program. But I don't have it on
11 me, there are these kind of trail heads that would link
12 the routes better together. I'm so sorry if I'm going
13 back and forth. But you kind of see here our on-street
14 paddling and off-street/on-street and paddling systems
15 come together here. They connect again over here and
16 over here. And so being a river/delta, you can kind of
17 see we have a lot of waterways. A lot of the cities
18 are interested in developing their own but for the
19 Region itself, this would-be kind of the highlight, the
20 big fish, if you want to call it that, connecting a
21 World Birding Center in South Padre Island to the one
22 Harlingen.

23 So again, the way that we set it up was like
24 if we had an advisory committee, we have a working
25 group that specifically meets with those that are

1 impacted long this area. So, if you're from
2 (indiscernible) you're likely not in that working
3 group. But those groups are doing -- just kind of what
4 you do with basic planning like geospatial database,
5 collecting information about width, depth, public
6 access, private access points. Other issues, like
7 sensitive sea grasses is what we have, you know, those
8 environmental concerns --

9 KARLA WEAVER: Uh-huh.

10 EVA GARCIA: -- that you would assess but it
11 kind of just goes along with it. And it is considered
12 active transportation for our Region sake. But this
13 hasn't merged into the Hidalgo County side. Although
14 they are interested and there's been some talk about
15 opening the Rio Grande River for kayak access but
16 that's a little above my pay grade right now.

17 KARLA WEAVER: Okay, cool. Thank you. Any
18 other --

19 MIKE SCHOFIELD: I have a question, Eva.

20 KARLA WEAVER: Go ahead.

21 MIKE SCHOFIELD: Specially about, yeah, I
22 guess the slide you're on right now, the U.S. Bicycle
23 Route, is the -- in the past in Austin we've been
24 curious about this. Adventure Cycling will
25 occasionally come to us and ask us about signing the --

1 the (indiscernible) bicycle route through Austin and
2 we're interested in that, but our understanding is it's
3 kind of like a State or AASHTO decision to make it
4 official. Have -- have y'all looked into that? Or
5 that might be a Staff question as well. Has there ever
6 been any Statewide discussion about adopting these the
7 way that, you know, Florida and Arizona and others
8 have?

9 EVA GARCIA: I'll just say on a regional
10 level we have gotten support from our municipalities,
11 here. And so, we're -- just because of the pandemic
12 things had kind of been on pause plus my transition to
13 the new -- to this new position, but regionally we're
14 trying to get Pharr District's support, but I know that
15 there would have to be some kind of process in place.
16 And I did, I think bring that up in the chat for a
17 potential activity. Is how can we implement this? So,
18 I'll let anyone at the State level speak to that.

19 BONNIE SHERMAN: This is Bonnie, and we did
20 have discussions with Eva on USBRS 55, I believe it was
21 and we would -- we do have the process outlined in the
22 Bicycle Tourism Trails Study. So, you can refer back
23 to that. We do not have any designated routes here in
24 Texas. But, you know, we are open to working with
25 local communities if they wish to lead an effort to

1 designate a route. We are definitely open to working
2 with y'all. It does require sign-off by the highest
3 levels of TxDOT so we would just need to have --
4 receive a proposal from the local entity and work --
5 work through the paperwork with you. So, you know, no
6 commitments today but -- but we are willing to work
7 with y'all.

8 EVA GARCIA: For future reference it's on
9 Page 53 of the Bicycle Tourism Trails Study. Because
10 know at this level, I think -- at the MPO level we're
11 looking back at it and trying to pick that back off of
12 the shelf.

13 MIKE SCHOFIELD: Thanks Bonnie and Eva.

14 EVA GARCIA: So, Page 53 if you want to learn
15 about the process.

16 KARLA WEAVER: Any other questions or
17 comments? Alright. Well thank you so much. We
18 appreciate learning more about that part of Texas.

19 Okay, one our last Items is going to be Item
20 Number 9. We're going to get -- I'm gonna go around
21 and ask for updates from committee members of local
22 happenings or other issues that you'd like to bring up
23 that are occurring within your part of Texas that you
24 want to make others aware of. Let me start with Bobby
25 and Bobby anything going on in El Paso that you wanted

1 to share with the group related to bicycle and
2 pedestrian activities?

3 BOBBY GONZALES: Well, nothing much has
4 changed since the last quarter but -- cause most of the
5 CID regarding the Capital Improvement projects have
6 been temporarily placed on hold. So hopefully in 2021
7 we'll see those projects get moved up. On a positive
8 note, we've seen obviously a significant increase in
9 outdoor activity, which includes walking, biking,
10 running. Which I'm sure most of you have seen in your
11 respective communities as well. It may be going back
12 to something Bonnie mentioned earlier about fatalities,
13 you know, it could be -- I don't know. I mean I'd like
14 to see the stats on this but, you know, maybe impatient
15 drivers, possibly inexperience of new cyclists. It's
16 kind of hard to tell but I'd like to -- I'd like to see
17 data behind that to see what exactly is happening. But
18 all -- again, all is well considering Covid but other
19 than that, you know, it's all good in here in El Paso.

20 KARLA WEAVER: Alright. Thanks, Bobby.
21 Chelsea, anything to share with what's happening in
22 Waco?

23 CHELSEA PHLEGAR: Hi. Well, we have two
24 projects that are either starting construction or will
25 be starting soon. One is the Elm Avenue Streetscape

1 project, which was a TA where a couple of years ago in
2 the City of Waco that was recently let, and the project
3 will be about 24 months. And it's a really big deal
4 for our Region because east Waco has a history of under
5 investment and ever since word got out that the
6 streetscape project was funded and it was happening and
7 then the City of Waco did a model block about a year
8 and a half ago, there's been a lot of new development
9 and investment in the area. One of which is a new bank
10 branch, CFMB opened in east Waco on Elm Avenue and it's
11 a big deal because the last known bank in east Waco
12 closed in 1915 or 196. So, it's been about 100 years
13 since that community has had a bank branch so that's a
14 really big deal.

15 Another project worth highlighting is
16 Washington Avenue. Again, in the City of Waco it's a
17 conversation of one-way street to a two-way street and
18 it's gonna include separate bike lanes. That was
19 really important to the some of the businesses along
20 that corridor and downtown. And the community voiced a
21 lot of support so we're happy to see that the City is
22 kicking that off soon. So that's all I got. Thanks.

23 KARLA WEAVER: Alright. Thanks for sharing
24 about those projects. Clint? What about the Houston
25 area?

1 CLINT MCMANUS: Yeah. Lots of stuff going
2 on. I think at the City of Houston level one of the
3 biggest things in recent -- the recent months has been
4 the adoption of the Vision Zero Action Plan, which is
5 awesome. Moving forward on that. And then City of
6 Houston is continuing to complete and finalize a lot of
7 our new high comfort bikeways that they've been working
8 on for the past couple of years and it's really coming
9 to a nice network in the city's core. And then
10 following the success of those bikeways, we've seen a
11 lot more -- the lot of entities from our
12 (indiscernible) to county officials. I wouldn't say
13 jumping on the bandwagon, but I would say maybe more
14 like realizing the importance and success of those
15 bikeways and it's been incredible to see.

16 We've got multiple planning study's underway
17 for new -- for bikeways in new parts of town that
18 really haven't seen much investment for the last few
19 years -- I mean, investment ever in high comfort
20 bikeways. So, it's really awesome to see the momentum
21 of those original investments go on to spur even more
22 things.

23 And one of the one's that I'm really excited
24 to see in our Montrose neighborhood, which is our
25 historic -- one of our historic neighborhoods, it's got

1 a tighter street grid. We've got -- the
2 (indiscernible) is funding two bikeways there right now
3 as the beginning of their bikeway investments. And
4 they are not your standard high comfort type bikeways
5 with a protected bike lane. They're more -- they're
6 neighborhood streets that are relatively high traffic
7 but don't have a lot of room for any specific, our
8 know, protected bikeway or standard bikeway treatments,
9 so the designs are gonna be more neighborhood bikeway
10 with hopefully some -- some specific kind of new to
11 Houston intersection treatments that are -- that are --
12 will be cool to see. I think it will be the first of
13 its kind, kind of safe street neighborhood bikeway
14 concept in Houston and I'm really hoping that it turns
15 out well and that the neighborhood likes it because it
16 could be a good path for a lot of our other smaller
17 streets in the city.

18 And then we've also got -- the other -- the
19 last I would mention is just we've got a lot of new,
20 fresh leadership in Houston. It's really exciting.
21 We've got a new leader at Bike Houston our advocacy
22 organization, Joe Potrusso that came from
23 Transportation Firm America. And then also, Veronica
24 Davis is new to Public Works and she's coming -- she
25 has a ped/bike background towards -- specific to

1 equity. And I'm so excited to see what they do. Brand
2 new fresh ideas, so yep. That's it.

3 KARLA WEAVER: Awesome. Alright, thanks.
4 Eddie, what about you?

5 EDDIE CHURCH: So, most of my focus has been
6 in Williamson County over the last, you know, through
7 the pandemic. So, a lot -- a lot of stuff going on
8 there. We passed the new bond and with that there was
9 also a, I don't know, \$100 million or whatever, bond
10 for the Parks Group and so with that there's been more
11 design projects with the bike and ped facilities. In
12 the past nine months we've completed two projects with
13 a shared-used path to increase the connectivity in
14 Round Rock and between some major developments in the
15 more rural area of Leander. That's a bonus. That's
16 positive for us. So, we've been working with the
17 County and also about maybe getting some increased
18 funding through (indiscernible) what not for more of
19 these similar facilities. So, anyways, some of this
20 information today will be good about that Call for
21 Projects. I can communicate that with the County. So,
22 been busy with mainly County projects. Oh, and I got a
23 new bike. That was awesome. So, great for me.

24 KARLA WEAVER: Awesome. Alright. Thanks for
25 sharing. Eva, anything you want to highlight.

1 EVA GARCIA: I think I highlighted more --

2 KARLA WEAVER: Sure.

3 EVA GARCIA: -- some of my projects during my
4 presentation. But that's basically it. Hopefully
5 kicking off the bike/ped count program data is my
6 priority right now and -- and then really hoping to
7 gather everything for the USBR application. So, thank
8 you.

9 KARLA WEAVER: Awesome. Thanks. Frank, what
10 about you in the Laredo area?

11 FRANK ROTNOFSKY: Sure. Well first all, Eva,
12 thank you for the presentation and congratulations.
13 That's a great position to be in for setting time for
14 you in the Valley.

15 And so here on the border, nearby,
16 neighboring border, we're really excited to be able to
17 report that our Laredo Webb County MPO executed our
18 Active Transportation Plan. And I think I reported
19 like in earlier meetings that started out as a bike
20 plan that was then of course extended out to a
21 pedestrian plan, so we've now incorporated not only for
22 cycles but our pedestrians, personal mobility devices
23 and bringing in our mass transit system here. It's
24 called El Metro. And so that plan is going to our MPO
25 and our City Council this coming February for adoption.

1 And once it is adopted it will be added as an amendment
2 to our Viva Laredo Comprehensive Plan that we worked on
3 a few years back. So, we're really excited to be at
4 this point and get working toward implementation.
5 That's what I got.

6 KARLA WEAVER: Alright. Thanks so much.
7 Jeff, anything to share from the Corpus Christi region?

8 JEFF POLLACK: Hi. Yeah. We -- we're making
9 a little bit of slow progress in our urban core. Have
10 some one-way to two-way street conversions that are
11 happening that should enhance mobility overall and
12 allow us to implement some of the bike boulevards that
13 have been on the books for a while. You know, the
14 other piece of data, of course the signage and striping
15 or -- or pavement markings. You know, it's yet to
16 determine when those pieces will be on the ground but
17 at least we'll have sort of the -- the grid bones in
18 place.

19 Also have some planning for a couple of
20 different but connected destinations downtown in terms
21 of place making and some multi-modal connectivity
22 between them. So, you know, a little bit tangential to
23 the bike planning that we've done over the last several
24 years but trying to reconfigure at least our urban core
25 in a way that generally supports non-vehicular

1 mobility. That's about it for now. Thanks.

2 KARLA WEAVER: Alright. Thanks a lot. Mike,
3 what about you?

4 MIKE SCHOFIELD: Hi, all. In Austin we are -
5 - lots of stuff going on. We're in the middle of
6 rewriting and adopting a revision of the -- our
7 Transportation Criteria Manual. It seems like at all -
8 - all levels of government are kind of rewriting their
9 guidance right now. From AASHTO to like TxDOT Roadway
10 Design Guide and at the local level, yeah, we're
11 rewriting our manual that is less of an update and more
12 of a starting from scratch really. And it will have a
13 lot of good things for pedestrians and cyclists
14 including -- kind of including protected bikeways on,
15 you know, collector and up type of streets by default
16 for new or redesigned streets. So that will be great.

17 I was excited and interested to hear from
18 Clint that they are kicking off neighborhood bikeways
19 in Houston because we're doing the same here in Austin.
20 It's typology of project that we have kind of been slow
21 or slow on, I would say, in the past compared to other
22 things like protected bike lanes. So that's gonna be
23 exciting in this next year or two to see how those land
24 and -- they feel like kind of a win-win for us because
25 these neighborhood streets, you know, the neighbors are

1 wanting slow speeds anyway so getting a connected
2 bikeway without really impacting those residences
3 should be a great thing.

4 And finally, we had a couple of big
5 propositions on the ballot in November, Prop. A passed.
6 That was transit two rail lines, a bunch of rapid bus
7 lines and a tunnel downtown, that was \$7 billion, that
8 -- that was huge. And Prop. B more directly impacts
9 our work. That's more -- the \$460 million for more
10 local mobility like sidewalks, urban trails and
11 bikeways. Which we are working to staff up and make
12 sure we can meet our seven-year deadline to get all of
13 that work on the ground now.

14 KARLA WEAVER: Alright. Well thank you. You
15 guys can do it. Seven years, you got this. Rick, what
16 about San Angelo area? Anything you want to share with
17 the group?

18 RICK OGAN: Oh, just finished up some
19 sidewalk projects on some of our (indiscernible) roads
20 that are retro fitting them in so that's a good deal
21 there. And they're working on another road up on the
22 north side, completely rebuilding it. So hopefully
23 we'll have better accessibility up there. And that's
24 about it.

25 KARLA WEAVER: Okay. Trent, anything from

1 the Tyler or East Texas area?

2 TRENT BROOKSHIRE: Yeah, thanks Karla. So
3 unfortunately for us, it's a bit slow going as well.
4 And the city governments just -- the MPO's just kicking
5 off their first meetings. We haven't had meetings; I
6 think in quite some time. So MPO is gonna be back
7 engaged and I'll be involved in that. And if you
8 remember, I think it was in the Spring we had an
9 awareness campaign, almost a year ago we had an
10 awareness campaign that we kind of (indiscernible)
11 sourced and developed (indiscernible) back off
12 (indiscernible) -- May at the start of (indiscernible)
13 -- we'll kick off that awareness campaign in May but I
14 like to -- as city government gets backs involved we
15 have a whole new (inaudible) -- our new Mayor is
16 actually a cyclist for, you know, for fun. He's not
17 competitive by any stretch but I think we'll have a
18 very interested audience in trying to push an Agenda
19 for the East Texas constituents, so I look forward to
20 the next update.

21 KARLA WEAVER: Very cool. Thanks, Trent.
22 Trent, I was gonna mention, in our region we have a
23 couple mayors that are avid cyclist and they do once a
24 month Cycling with the Mayor events. And they're
25 organized by City Staff and people are invited just to

1 come out and ride on different or on street with the
2 Mayors of those cities and it's been really great to
3 see the elected officials interacting with the public
4 and then getting out and using the infrastructure and
5 it's a great way for people to communicate needs and
6 projects and that type of stuff. Just an idea. Not
7 sure if you're Mayor is there yet but wanted to pass
8 that along.

9 TRENT BROOKSHIRE: That's a great idea
10 (indiscernible) --

11 KARLA WEAVER: Trent, you've cut out. Say
12 that again.

13 TRENT BROOKSHIRE: -- (indiscernible) -- and
14 in fact the last public event that Tyler had was March
15 20th and it was our big local bike race and the Mayor
16 (inaudible) -- and I and some city council were -- we
17 were -- we were (inaudible) -- out of --
18 (indiscernible) --

19 KARLA WEAVER: Trent, I'm sorry we didn't get
20 all of that.

21 TRENT BROOKSHIRE: Anyway, that's a great
22 idea --

23 KARLA WEAVER: I'll see --

24 TRENT BROOKSHIRE: -- idea.

25 KARLA WEAVER: I'll send you some information

1 on it just as an FYI if you're interested. Alright.

2 So, I think I'm the last one to go. In the Dallas/Fort
3 Worth region we've been trucking -- trucking along. We
4 just completed three --

5 TRENT BROOKSHIRE: Karla, I was saying that
6 it was --

7 KARLA WEAVER: Trent, I got part of that and
8 we lost you again. Is it just me or other's having
9 difficulty hearing Trent?

10 FRANK ROTNOFSKY: Yeah, we're having trouble.

11 TRENT BROOKSHIRE: I'm certain it's me.

12 KARLA WEAVER: Sorry about that.

13 TRENT BROOKSHIRE: Yeah, apologies. I was
14 just --- Karla, I was just said it was a great idea.
15 Thank you.

16 KARLA WEAVER: Oh, cool. Thanks, Trent. We
17 had a series of three two-day workshops by our Federal
18 Highway Administration on designing for pedestrian
19 safety and we did those all virtual. And I will say
20 that we were a little skeptical of how those workshops
21 would turn out, but they were very well attended. All
22 three sessions had about 60 to 80 attendees and there
23 was a lot of interaction in the chat and in the
24 conversation and kind of how it was broken up. So, the
25 modules were very well received by I think the

1 engineering and planning communities. So, we're
2 excited to see that that online learning can still work
3 because the exercises were always the most popular
4 parts of that training, so I think everybody sort of
5 bobbed and weaved pretty well and it turned out good.

6 We also just finished -- we had -- we've had
7 a grant for the past couple of years from the Federal
8 Trans Administration to look at a couple of different
9 things around our rail stations. We have about 74 rail
10 stations in DFW and so we took a grouping of those, 28,
11 and we did a couple of different things. But one of
12 them was routes to rail analysis of where we were
13 missing sidewalks and bike infrastructure and where
14 there were safety concerns. And then as part of that
15 study, we advanced 15% designed engineer for about five
16 of the stations in various locations. So, we wrapped
17 up that study and then we were successful in going to
18 our policy board and getting some money allocated to
19 two of the 28 stations. And those were two of the five
20 that had had some of the preliminary engineering so --
21 which has led us to some really interesting work on a
22 propensity to bike and walk map that we're looking at
23 in our Region. I know some others have done this but
24 as we start prioritizing these infrastructure
25 investments whether it's safety or EJ or ridership or a

1 whole host of things that we're looking at sort of the
2 analytics of what makes sense as we sort of put a
3 program of packages together and sort of just try to
4 take bites of this over time and partner with our
5 various cities and counties and transit agencies to
6 implement this. So that's been pretty -- pretty
7 exciting to get an early win there.

8 We recently wrapped up -- we had several
9 interjurisdictional study's going on between cities.
10 So, we had one in the south between two cities
11 (indiscernible) to Waxahachie, (indiscernible) for
12 those. Another one, we have a regional trail that will
13 get you from Denton, Texas down to Dallas. And there's
14 one critical gap in the middle that is adjacent to
15 rails. So, we hired a consultant. There were five
16 cities, two counties and transit agencies in the mix in
17 this kind of no man's land. So brought all those folks
18 together to look at alternatives in the routes and --
19 and that's been a pretty successful study that's
20 concluded.

21 And then we have a third project in the City
22 of Fort Worth, its called Bomber Spur where it creates
23 a continual loop within the City of Fort Worth around
24 our Trinity Trail System, which is exciting to see.
25 So, all of those are done and now the next part of

1 course is the partnerships and the implementation and
2 sort of how you start taking bites away from those
3 projects to get them built over time.

4 We had been tracking TxDOT's work on looking
5 at pedestrian safety and high priority crash corridors
6 and TxDOT had looked at some work in the Dallas/Fort
7 Worth area -- or some areas in the Dallas/Fort Worth
8 that we had requested as part of a research project.
9 Which is concluded with pretty cool results. And so,
10 we took that and tied into a regional pedestrian safety
11 plan that we've developed for DFW and used their
12 methodology, tweaked it a little bit and have come up
13 with our highest crash corridors for pedestrians within
14 our Region, our 50 top corridors if you will. And so,
15 we're gonna be launching procurements this summer to go
16 out and do roadway safety audits for several of those
17 locations. So that work is really going to provide a
18 guide map for us of where we want to prioritize some
19 pedestrian improvements as part of that regional plan.
20 Which is exciting because pedestrian issues are a
21 struggle from a regional -- the big -- the broader the
22 geography, the harder regional impacts -- or pedestrian
23 impacts are hard to see because sometimes they're so
24 localized, they don't seem -- there --- seems to be any
25 pattern. But, you know, this work was pretty

1 interesting. That research product that the State
2 developed working with UTEP actually looks at sort of a
3 grid network through GIS of your entire roadway network
4 and starts drawing correlations. And if you guys
5 haven't seen a copy of that maybe Bonnie and Noah can
6 send it out. It is really instrumental for us and gave
7 us a road map.

8 And then finally, looking at our pedestrian
9 safety issues we learned a lot of stuff about who were
10 our people that were buying, and they tended to be
11 male. They tended to be over 50. They tended to
12 almost all --- I would say 70% of them were happening
13 at night, which we thought but we couldn't prove. And
14 so, we have a lot of data that came out of that cause
15 every crash record for the last five years, which was a
16 lot in our region, was reviewed and so we -- our
17 elected officials decided to re-engage one of our
18 safety campaigns, Look Out Texans and so we're gonna be
19 launching that again in the Spring, which is cool.

20 So, lot of stuff going on. You know, we
21 talked about before with Covid, bike/ped numbers have
22 been crazy. We show our elected officials every month.
23 Freights are down, airports are down, toll roads are
24 down but bike and ped has been steady at 30-40%
25 increase from what it was in previous years. So, it's

1 getting a lot of attention and they are, you know,
2 thankfully trying to get us tools and resources to keep
3 people safe out there.

4 Alright. So, the Item Number 10 -- or that
5 wraps it up for Item Number 9. For Item Number 10 I
6 want to mention that for public comments, those are due
7 -- due to the virtual format of the meeting, public
8 comments may be submitted by e-mail to
9 bikeped@txdot.gov by January 25th and those will be
10 included as part of the meeting record. Any questions
11 about that?

12 Alright. So, our final Item is discussion of
13 Agenda items for future BAC meetings. So, this is our
14 first meeting of the year and we have a couple more of
15 these will come up in 2021. Are there any specific
16 topics or things that BAC members want to see brought
17 back for more discussion or education or information
18 throughout the rest of the year? And then this is
19 gonna help Bonnie and Noah and Carl sort of start of
20 thinking about Agendas and programs and special
21 speakers and all that kind of stuff. Any ideas that
22 you guys want to throw out there?

23 EDDIE CHURCH: Hello, this is Eddie.

24 KARLA WEAVER: Eddie, go ahead.

25 EDDIE CHURCH: So, I see how we easily could

1 get wrapped around the actions on like education issues
2 and I could talk for hours on the details of how to
3 build stuff. But those are very important topics and
4 maybe not, you know, it isn't the best venue to have
5 all of us on there going back and forth on them. So,
6 are those both things that could be like special
7 committees that, you know, meet once a month, you know,
8 if not the whole group and talk about just those things
9 and come up with ideas? Or is that beyond the scope of
10 this group? The --- 'cause I had some kind of action
11 items on reviewing some TxDOT standards and I did that
12 but I'm not for sure other than just forwarding it to
13 Noah or somebody how we communicate that information.

14 KARLA WEAVER: Eddie, if -- let me repeat
15 what I think I heard and make sure I got it right. So,
16 you're thinking that if folks are interested in
17 education and there sort of seems to be a spread of
18 what that looks like, that maybe there needs to be a
19 subcommittee to talk about more specifics about
20 education or to inventory education or look at the
21 different things and bring those back to the Committee.
22 Is that kind of what you're saying?

23 EDDIE CHURCH: Right. And when reviewing the
24 Committee, everybody talked about what's going on in
25 their area, everybody is -- loves their area and knows

1 what's going on. That's the perfect form right there.
2 Each area represents all of Texas could say here in our
3 area this group is doing this for education. And just
4 get the ideas out there and then take that information
5 and say oh, we could do this also in Laredo or
6 whatever. It seems like, you know, we could talk for
7 hours for here which we shouldn't be doing but maybe we
8 could meet separately and just dedicate an hour to
9 talking about education issues. And everybody do their
10 homework prior to that and come up with it. And the
11 same thing about TxDOT standards and building, those
12 are both things I could talk a lot on but yeah, that's
13 what I was saying.

14 KARLA WEAVER: Okay.

15 EDDIE CHURCH: Having a separate group for
16 the --

17 KARLA WEAVER: Cool. Yeah, I will leave it
18 to the -- the mechanics of it to the TxDOT Staff but I
19 actually really like the idea if we did sort of a round
20 robin of everybody gives five, 10 minutes on what are
21 the education programs within your part of Texas or
22 what resources are people using or, you know, I would
23 love the State to present on that. I think everybody
24 knows different things about different cool, you know,
25 campaigns or programs or things like that. But then

1 that's a lot of information and knowledge sharing we
2 could do. And whether that's a special session or a
3 subcommittee or a presentation at just one of the BAC
4 meetings. The how, I'll turn it over to TxDOT and see
5 if they have any suggestions.

6 EDDIE CHURCH: Okay. Thank you.

7 KARLA WEAVER: Other ideas? Or topics that
8 people would like to see come back?

9 FRANK ROTNOFSKY: This is Frank. I guess --
10 well I guess I have a question first. Based on what we
11 were told again earlier today about transitioning into
12 a bicycle/pedestrian committee?

13 KARLA WEAVER: Uh-huh.

14 FRANK ROTNOFSKY: And I know that it was --
15 it's up for public comment. So, what is the timeline
16 on that in terms of it actually, I guess becoming
17 official? Or --

18 KARLA WEAVER: Yeah. So, Eric had said the
19 Commission will approve it in February. So, when we
20 come back in April, we will be the -- that will have
21 changed our mission statement if you will.

22 FRANK ROTNOFSKY: So -- so then based on
23 that, I think some future agenda items are for us
24 obviously to how we transition to that?

25 KARLA WEAVER: Okay.

1 FRANK ROTNOFSKY: Like things that might be
2 helpful for us, you know, educationally.

3 KARLA WEAVER: Okay.

4 FRANK ROTNOFSKY: I think we're familiar with
5 bicycle and pedestrian issues but more specifically for
6 our Committee. Like what does that -- what does that
7 mean for us and just relating to that idea of the
8 transition.

9 KARLA WEAVER: Okay. I think that's great.
10 You know, I would -- I would tag on to that. I think
11 we need to look at our name. Does that need to be
12 updated as part of that conversation as we've expanded
13 our role? I think that would be a great topic, Frank.
14 Thank you.

15 ERIC GLEASON: So, Karla, this Eric.

16 KARLA WEAVER: Hi, Eric. Go ahead.

17 ERIC GLEASON: The rules that are out for
18 comment changed the name of the committee to the
19 Bicycle and Pedestrian Advisory Committee.

20 KARLA WEAVER: Oh, well there you go. So new
21 title for April.

22 ERIC GLEASON: So, there.

23 KARLA WEAVER: It's perfect.

24 ERIC GLEASON: Yes. So, if you want to
25 comment on the name, you have until January 25th.

1 KARLA WEAVER: Thank you for letting us know
2 that Eric. I forgot that part.

3 ERIC GLEASON: And just in case anyone is
4 wondering as well about committee composition. There
5 has been some questions asked by Commissioners on when
6 and how pedestrian interests would be accommodated in
7 Committee membership. So, the -- the rules keep the
8 size of the Committee at 11 members. Well, let me put
9 it this way, the rules do not specifically
10 (indiscernible) the size of the Committee.

11 The next sort of regularly scheduled series
12 of appointments comes up in August of 2021. And so,
13 barring any interest before that, that would be the
14 first opportunity for the Commission to look at the
15 composition of the Committee and decide to make some
16 appointments then that would bring a pedestrian element
17 into the Committee. At a minimum, the rules require
18 the Committee to have at least one individual
19 representing the interests of the community of folks
20 with disabilities.

21 So, and the only thing I add to that is that
22 -- is that the Commission can through a (indiscernible)
23 action they can decide to add members to the Committee.
24 There's a ceiling on how large Advisory Committees can
25 get and I think it's, I want to say it's 25. And a

1 couple of Commissioners have asked about the timing of
2 new appointments to the Committee to bring that
3 pedestrian focus. And what we have told them is that
4 they can introduce any time and then order additional
5 appointments that would increase the size of the
6 Committee. So, I've not seen any or have not been
7 given any direction to do that. But it's possible in
8 conjunction with adoption of final rules of that topic
9 will come up again and we'll certainly update the
10 Committee on that in April. Sorry for the long
11 explanation but that's where that stands.

12 KARLA WEAVER: Thanks, Eric. Other ideas or
13 topics that folks are interested in that they'd like to
14 see over the next year?

15 CLINT MCMANUS: Hello, this is Clint. I
16 wanted to second kind of what you had said earlier
17 about the ADA transition plans. That's something that
18 I know what you were saying about the Dallas area,
19 Houston has a lot of municipalities that still haven't
20 done that, and I don't know enough about it to be able
21 to speak on it intelligently. So, I would love to
22 learn if we can in this form.

23 KARLA WEAVER: Okay. I would like a
24 presentation on the neighborhood bikeways that you guys
25 talked about that are coming up online in Houston and

1 Austin. And just how those are working and being
2 incorporated. I think that would be a really cool
3 topic for folks.

4 JEFF POLLACK: This is Jeff. I totally
5 agree.

6 EVA GARCIA: Yeah, I like both of those
7 topics.

8 MIKE SCHOFIELD: Yeah, I would be happy to do
9 that. Maybe it could be joint with Clint and I?

10 KARLA WEAVER: A tag team? That'd be
11 awesome. I would like -- there was a TxDOT project
12 with a consultant that had been hired to look at
13 priorities for the Regional Tourism Routes, I would
14 like an update on that. I think it's been some time
15 since we've heard the status of that or the final
16 outcomes. So maybe that can come back to the Committee
17 this year. Any other topics?

18 BONNIE SHERMAN: We can do that.

19 KARLA WEAVER: Any other topics or ideas
20 guys? Thank you, Ms. Bonnie.

21 EVA GARCIA: I mentioned in the chat
22 information about the facility inventory efforts and/or
23 CRIS data and reporting but it seems like we got a lot
24 of ideas already so, you know, just throwing out a few
25 more.

1 KARLA WEAVER: Okay. No, that's great.
2 Anything else? And of course, if you think of anything
3 once you're off the call and you have a great idea in
4 the shower tonight, you can always e-mail Bonnie and
5 Noah and they'll get them in the roster of possible
6 ideas.

7 Alright, well hearing no other discussion.
8 Thank you, everybody for your time and the conversation
9 and the presentations today. I think we learned a lot
10 and it's always great to hear everyone's ideas and
11 learn what's going on in your parts of Texas. I'm
12 excited about the 2021 Bicycle and Pedestrian Committee
13 and kind of, you know, it's a great time in this
14 discipline and there's so many cool tools and resources
15 out there now, more than there's ever been. I think
16 working together we're gonna do some really cool stuff
17 across the State of Texas. So, with that, we will move
18 to adjourn the meeting. Can I have a motion to
19 adjourn?

20 FRANK ROTNOFSKY: I motion, Frank.

21 KARLA WEAVER: Thank you, Frank. Will
22 someone second?

23 EDDIE CHURCH: I'm Eddie, second the motion.

24 KARLA WEAVER: Who was that?

25 EDDIE CHURCH: This is Eddie. Second the

1 motion.

2 KARLA WEAVER: Alright. Thank you, Eddie. I
3 will assume that all are in favor. If you are not in
4 favor of adjourning say ay. Alright, otherwise --
5 alright, thanks everybody. Have a great rest of your
6 day.

7 FRANK ROTNOFSKY: Thank you.

8 EVA GARCIA: Thank you.

9 KARLA WEAVER: Bye guys.

10 BONNIE SHERMAN: Thanks, everyone.

11 (END OF AUDIO FILE.)

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CERTIFICATION PAGE OF AUDIO RECORDING

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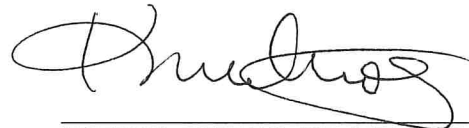
1 THE STATE OF TEXAS)

2 COUNTY OF TRAVIS)

3 Before me, Katheren Martinez, on this day
4 personally appeared Angelica Mathews, known to me to be
5 the person whose name is subscribed to the foregoing
6 instrument and acknowledged to me that they executed the
7 same for the purposes and consideration therein
8 expressed.

9
10 2nd Given under my hand and seal of office this
11 day of February 2021.

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NOTARY PUBLIC IN AND FOR
THE STATE OF TEXAS
COMMISSION EXPIRES: 3/6/23

