

MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

February 21, 2018

The Bicycle and Pedestrian Advisory Committee (BPAC) met at 2:00 pm on February 21, 2018, at the NCTCOG offices.

Please see Pages 11 and 12 for meeting attendance.

Meeting Summary Outline

1. Welcome and Introductions
2. Statewide TxDOT Bicycle Advisory Committee Update
3. HSIP Call for Projects
4. Regional Bicycle Opinion Survey
5. Bike Share in DFW
6. Local Community Updates
7. Other Business/ Open Discussion

1. Welcome and Introductions – Mitzi Davis, Chair, City of Farmers Branch

Mitzi Davis welcomed attendees and introduced herself as the 2018 Chair and Laura Melton from the City of Burleson as the Vice-Chair of BPAC. The summary of the November 15, 2017 meeting was accepted as submitted with no further discussion.

2. Statewide TxDOT Bicycle Advisory Committee (BAC) Update – Karla Weaver, NCTCOG

Karla Weaver introduced TxDOT's new Bicycle webpage, found [here](#). The Texas Bicycle Tourism Trails Study (TBTTTS) identifies priority corridors that connect to national parks, downtowns, historical markers, and state parks. TxDOT is finalizing costs for four routes that will cross Texas. The southern tier connects Louisiana to New Mexico, through Houston, Austin and El Paso and is about 1,100 miles in length. The Oklahoma to Mexico route passes through the Dallas-Fort Worth region and Brownsville, and totals 866 miles. There are also segments that pass through the panhandle and a spur from the Dallas-Fort Worth Region to Arkansas. The Regional Veloweb was used to guide the placement of the trails through the Dallas-Fort Worth region.

TxDOT has hired TTI to perform a study on the Economic Impact of Bicycling in Texas. They are looking at sales receipts from bicycling industry, production and manufacturing, retail sales, employment, property values, health, capital investment, infrastructure, recreation and tourism. BikeTexas has stated that bicycling in Texas has a higher economic impact than hunting.

NCTCOG applied for a research project with TxDOT to study pedestrian and bicycle crash data within the metropolitan area. In a five- year period, the region has more than 8,300 bicycle crashes and over 500 fatalities. The research project will review the crash data and conduct an analysis of areas with high concentrations of crashes and provide safety countermeasures and recommendations for future study. This information will guide the development of our Regional Pedestrian Safety Action Plan.

3. Highway Safety Improvement Program Call for Projects – Kevin Kroll, NCTCOG

Kevin Kroll provided information on the TxDOT Highway Safety Improvement Plan (HSIP). HSIP funds are for highway safety projects that eliminate or reduce the number and severity of traffic crashes. It is limited to improvements that address the crash types identified in the Texas Strategic Highway Safety Plan (SHSP). Construction and operational improvement funds are available for both on- and off-system roadways. A workshop will be held when the call for projects opens.

For any questions on the Highway Safety Improvement Program contact Kevin Kroll at KKroll@nctcog.org.

4. Regional Bicycle Opinion Survey

Gabriel Ortiz provided a brief overview of the 2017 bicycle opinion survey for the 12-county metropolitan planning area. The survey questions captured the public's views on bicycling including frequency of bicycling, perceived barriers to bicycling, access to bicycle facilities, and helmet use. Additional information will be provided at the May BPAC meeting.

For any questions on the Bicycle Opinion Survey contact Gabriel Ortiz at GOrtiz@nctcog.org.

5. Bike Share in DFW

Jessica Scott provided a brief overview of bike share in the region and played a February 8, 2018 WFAA broadcast titled "[Verify: Is the bike share war pushing Dallas to become more bike-friendly?](#)"

Kevin Kokes, NCTCOG, introduced the members of the panel.

Sam Sadle, Director of Strategic Development of LimeBike. Sam serves as the primary government relations point-of-contact for LimeBike in cities in which the company is operating. He coordinates partnerships with cities and universities to develop and implement regulations and agreements that govern dockless mobility services in communities across Texas.

Everett Weiler, General Manager of ofo and a lifetime North Texan. He came to ofo in November 2017 from Uber Technologies, where he spent the previous four years running the North Texas operations.

Kristen Camareno, Executive Director of Fort Worth B Cycle, a 501(c)3 organization responsible for operating and maintaining a bike share system in Fort Worth. Kristen initiated and led the creation of the B Cycle program in 2012 and in her current role directly oversees system planning, operations, programs, staff, funding, and board and sponsor relations.

Jared White is a manager in the Mobility Planning Division of the Department of Transportation at the City of Dallas. Jared oversees the implementation of the City's complete streets, multi-use trails, and bike lane projects. He also oversees the development of the city's possible bike share regulations and permit requirements.

Peter Braster, Director of Special Projects for the City of Plano. Peter is located in the Office of the City Manager and oversees the ongoing redevelopment of Downtown Plano; is the ombudsman for the \$3 billion Legacy West development; and is overseeing the development of the city's bike share ordinance and permit requirements.

Dan Dickerson, Senior Manager of Innovative Services at Dallas Area Rapid Transit (DART). He oversees programs that are non-traditional fixed route or fixed rail projects such as Vanpool, Bike/Pedestrian, Site Specific Shuttles, the McKinney Avenue Streetcar in Dallas and DFW Airport

partnerships, elements of Mobility on Demand, and Access/License Agreements. Dan coordinated license agreements for dockless bike share companies to allow bikes on DART rail platforms.

Kevin moderated the panel discussion.

Kevin: As Channel 8 story (video) highlighted, there have been some opportunities for bike sharing in our region, and some growing pains as bike sharing has been launched, particularly dockless bike share in Dallas. Let's start with a high-level discussion. No matter what type of bike share, from your perspective, 1) What is the benefit of bike share in our communities; and 2) Moving forward, where are we going with bike share?

Kristen: The benefits are good for health, the environment, first and last-mile connection. Fort Worth Bike Share has been around for almost five years, it is station-based, and is fairly successful in Fort Worth. We are currently in a state of transition with new technology by possibly adding a dockless fleet to what we have and operating simultaneously. There is a use for both station-based and dockless bikes with advantages and disadvantages to both. As long as everyone follows regulations when put in place, this will be good for everyone.

Sam: The region is growing and expanding in population at a high rate resulting in heavy traffic with everyone driving a car and infrastructure is going to be slow to catch up. We are providing mobility solutions for the cities in order to maintain our quality of life. If we can take some cars off the road by providing another mobility solution, including a first and last mile solution for riding public transit, that is going to be a huge advantage to all of North Texas.

Everett: Dockless bike sharing and dock-based mobility services as a whole can help meet needs across the region. The key driver from our perspective is reducing congestion and helping people access the services you all spend so much time developing and investing in; helping people utilize the trails, the on-street bike lanes, as well as DART and other public transit in the area. So we want to know how we can fit into the system you are developing and work with you all to figure out where we as a community want to be in five years, not just where we as a bike share company want to be in five years.

Kevin: From your perspective and your experience so far in operating in the region, what is the demographic or type of rider? Who is the person who goes out and rents a bike and what is the purpose of their trip?

Kristen: It runs the gamut in Fort Worth. We see 65 percent recreational use, all ages (16 minimum), quite a few senior citizens who use them recreationally, a lot of people who have moved back to the urban core who use it for errands, commuting, really a large swath of uses.

Everett: Any demographics on users would be completely anecdotal on my part as we only collect phone number and email address for user data. We are trying to study when and where trips are happening. We see peak trips in the mornings, afternoons during rush hours, high weekend recreational use, and about 65 percent of trips end or start near a DART transit stop, whether bus or light rail.

Sam: Primarily we collect contact information. However, we have done some studies of our ridership in various cities, and location as well as age, race, income and others are provided on a voluntary basis. We would love to work with communities across the country to develop and implement surveys of riders. If interested we could develop a study that would look into this information over the long term.

Kevin: Related to transit, Dan, have you experienced or seen an increase in riders who use bicycles to connect with transit? Whether using bike share or not, have you seen an increase in riders using bike/transit trips in their daily commute?

Dan: Yes, we are seeing a noticeable increase. DART is noticing a lot of social media posts indicating there is not enough space and bicycles racks on the trains. We are not only seeing people who use a personal bike but those using bike share bikes and bringing the bikes onboard to travel to their destination.

Kevin: Kristen and Sam, are you seeing similar connections or increases in riders connecting at transit stations?

Kristen: Yes. Over the last four and one-half years, the two FWBS stations located at transportation centers – Texas & Pacific (T&P) and Intermodal Transportation Center (ITC) have seen ridership increase dramatically. The usage at these bike share stations continues to increase, and are consistently in our top 10 most utilized stations.

Sam: We have seen a significant number of our users connecting to public transit. We found about 20 percent are connecting to DART rail and other transit uses in the area. We see where there is strong public transit and a strong bike share network, then the two work together.

Kevin: Is it primarily connections to rail, or is bus also part of the system where you are seeing bike connections occurring?

Sam: Both. We are seeing them not only on rail but a lot of them are on the bus racks. One issue is the line of bikes leaning on the bus stop. That is one of the issues Jared White and I are working on.

Everett: I want to add to that we hope when we are positioning bikes that we are doing a good job; that people will ride a bike to the bus stop, leave it at bus stop, get to their destination and pick up another bike there to complete the last mile of their trip. While we see it happen, it is our hope that people do not bring the bikes on buses so there are bikes available to be that last mile solution, rather than the personal bike this is more akin to.

Sam: The goal is ubiquity. If there is not a bike within three blocks of where you want to go, you are not going to walk three blocks and take a bike a half-mile to be part of that last half-mile, right? We are really trying to be a ubiquitous product.

Kevin: From all your perspectives and backgrounds where you work, what are the biggest challenges at the moment that you see with bike share, whether docked or dockless systems, and what do we need to do to be successful for bike share as we move into the future?

Jared: Starting with the docking-based system, it is very expensive and there is a reason why Dallas was one of the last remaining major cities in the country without some sort of bike share system. Our estimated minimum cost projection for a very modest 400 bikes for a system that would be financially stable for five years was \$6 million. In regards to the dockless bikes, the primary issue we are seeing is keeping them organized in the right-of-way. We want them at the bus stops, the train stations, out in commercial areas in downtown but then how do we keep them organized and parked upright? How do we encourage users to park properly? Usually the bikes are deployed properly but then they disperse and move around, and they get left on a four-foot wide sidewalk in a neighborhood because somebody rode it home, or they start clustering around Klyde Warren Park or other high destination areas. We are actually going to start a pilot downtown working with Downtown Dallas Inc. to start designating dedicated parking spaces in high use areas. It is as simple as using some thermoplastic paint and making a big rectangle to try to get the bikes parked there, and encourage other users to park there.

Kevin: To follow up on that, downtown is different from a neighborhood. Are you trying a different approach in suburban vs urban areas?

Jared: Yes, we use the Dallas 311 system, so we are tracking the complaints (over 1000). We have mapped about half of them and started to see a radial pattern to the dispersion because they are following the transit network, and they are also expanding to the neighborhoods. That is good but the issue is how do the bikes get back to a higher use area or a commercial area in the neighborhood? I'd like to start using some of our GIS tools, overlay land use and city sidewalk widths. We want to have that conversation with all the bike share providers on what is the reality of what their technology can do, and then how can we craft that into a city ordinance to address the issues of the bikes being left in a neighborhood, or the clustering of too many bikes in one area.

Kristen: The Fort Worth Bike Sharing does not operate on taxpayer dollars or receive a tax subsidy; however, we did receive federal funding for our capital equipment. In over four years the capital and operational combined has cost about \$3 million for 350 bikes and stations. We receive about 40 percent of our funding from private sponsors and do not have a title sponsor. Our docked bikes are more expensive than typical dockless bikes to begin with but they last a long time. I just want to make sure everyone is keeping this conversation in context as we think of solutions and be sure that we are considering all angles whenever we continue to talk about regulations, dockless vs docking, or both.

Kevin: Sam and Everett, in terms of biggest challenges what do you see right now and what needs to occur for bike share to be successful?

Everett: Today there are over 20,000 dockless bikes in Dallas, and with that comes many challenges like changing the culture and the mindset of someone who lives in Dallas to get them used to seeing bikes. I've seen a lot less vandalism from when I started in November 2017 to today. From December 2017 to January 2018 we saw 75 percent growth in our trips, which speaks to usage especially during cold weather months. When I think of springtime, I get really excited for what the possibilities are going to be for dockless bikes.

Sam: As we go towards spring and summer, you are going to see our education campaign ramp up accordingly. Using the carrot and stick metaphor is a possibility. Carrots to encourage proper usage - that can mean partnering with the City of Dallas on physical locations you can drop off a bike - and then marking those within the map, within our app. Conversely with sticks, geofencing a space on the map, possibly marking it in real life. Lastly, how do cities create regulations that will encourage dockless bike share and dockless mobility companies to be good actors? As the city writes regulations, we want to work with you, on various things like staffing level minimums and other types of ways to encourage companies to act better on behalf of your residents and our consumers.

Kevin: You mentioned regulations. As Pritam Deshkmuth, with the City of Denton, mentioned earlier in the meeting, Denton has passed a city ordinance; and the City of Plano is about to pass an ordinance. What is effective and what is more of a challenge in terms of the operation of the dockless systems within the community if certain regulations are adopted?

Sam: We encourage cities to create regulatory structures that allow for the expansion of dockless bike share but also how can we do so in a manner that encourages companies to come in and actually have the on-the-ground support to ensure systems work properly. Some of our focus is on minimum staffing levels and that all bikes in the system are GPS trackable. We have a whole series of model regulations and we are looking forward to the opportunity to work with you all in developing good regulations.

Everett: From an operational standpoint, I think regulations are great when they are designed to protect public safety. I would caution against regulations that might hamper ubiquity. Whether you have 100, 1,000, or 10,000 bikes, if you do not manage those bikes they are going to look bad.

Kevin: Let's talk about possible caps on the number of bikes. Pritam, I believe the City of Denton's ordinance has a cap on the number of bicycles. Is that citywide or per agency/per company?

Pritam Deshkumth (responds from the audience): The cap is per provider, and it is 100. There is no cap on the number of providers. In terms of caps, what cap is appropriate, how do you determine a cap? Does it depend on the size of the city or the area of the city? Jared, I know you have some thoughts on this. Are you moving towards an eventual cap in Dallas?

Jared: We have been considering a cap on the number of bicycles and the number of vendors. Do we limit the number of bikes per vendor, or all of the above? The primary issues are if the bikes are knocked over, or are sitting too long in a location without being used. If you cap the number of vendors, it adds more effort and cost on the city side because you have to do a Request for Proposal (RFP) and go through that process. How many is the right number? Is it more than one and less than four bike sharing companies? What if one of them drops out after being selected? Do you have to do another RFP to let somebody else submit? These are several issues the City of Dallas is considering.

Everett: I think Jared is spot-on. I'm talking rides from LimeBike or B-Cycle. We are expanding the amount of people using the bikes. The ultimate goal is to get people riding. That is something to consider when thinking about caps.

Kevin: Kristen, you have done some research in terms of systems that may provide both types of bicycles under one umbrella. Is that the future of bike share, where there may be a combination of docked and dockless bikes managed under one organization?

Kristen: Yes, B-Cycle is going to integrate a smart dockless bike into their current fleet of docked bikes. On another point, with geofencing, I think what is really missing is the ability to incentivize the rider to keep the bike within a certain service area and to have designated return areas. And when the customer does leave the bike at the end of their trip outside that area, there is some sort of a charge to incentivize them not to do that again.

Kevin: In the case of the docked system, when you launched I know you coordinated with the city for permits and had requirements for placement of the docking stations in the public right-of-way. Can you tell us about that process and requirement?

Kristen: We had a 300-page encroachment agreement with the City of Fort Worth that has to be updated every time we add a station. The process involves a lot of submitting plans and permitting. We invested a lot of time and funding and getting that squared away before launching our system. We are extremely invested in the community.

Kevin: Dan, you mentioned people complaining they don't have the capacity on the trains for bikes. Is DART seeing more bike/transit trips? What are things you still need to work on as bike share expands at various DART stations and then outward in the communities in the DART network?

Dan: There have been several issues we've needed to take into consideration before preparing a license agreement, primarily related to safety. What if a bike ends up on the rail tracks; passenger and employee safety; damage to multi-million dollar light-rail equipment? What if a bicycle needs to be impounded? We are re-designating parking lot space to accommodate bicycles. So DART Risk Management and the police are involved on the committee. We represent 13 member cities, and there are some cities that are not as engaging and wanting a dockless bicycle system in their city. Do

we put a zero cap on those stations so there won't be any license agreement issues for that site? Some stations are small, we don't want to see six companies with 10 bikes each; 60 bikes is too much at those stations. Some stations are linked to bike trails, popular shopping areas, and universities, so we would increase the number of bikes allowed at those particular sites. In our license agreement, we are introducing a bicycle parking rack requirement so the bikes always stay in an upright position, and there will be a pick up and return location and some signage. We are hoping to introduce geofencing so that the termination of the bicycle rental transaction won't end until the bike is in the particular geofenced area. In the future, we are looking at if any of the companies will have the capability to link in with our Go-Pass app system. So you can ride the train, get on Uber or transfer to a shuttle and get a bicycle all in one transaction with our Go-Pass app.

Kevin: Dan, you identified several really good ideas. Technology is evolving so quickly, and it is the challenge to make certain you have some orderly control of what is happening, but recognizing it is evolving very quickly. A question for all panelists: How do we manage this and move forward to where we can facilitate bike share and hopefully peacefully co-exist, whatever the type of operation. What words of advice do you have for local staff?

Sam: One thing I can say that has been extremely positive in Dallas, Plano, Arlington, and Denton, is that they brought in all the operators before they passed any regulations and talked to us about what is going to be workable, what isn't workable, and how can the city craft an ordinance into making sure that bike share is successful. I do appreciate being brought to the table in order to have the conversation.

Jared: We are going to the City of Dallas' Mobility Solutions, Infrastructure & Sustainability committee next week and they are going to determine how to move forward. I doubt City Council is going to say 'get out of town.' We've done a good job tracking and identifying the problems over the past six to seven months. We are involving several other city departments such as the Parks Department, Trinity Watershed Management, Dallas Water Utilities, as well as DART.

Kevin: I really like the idea of this app where you could do multiple modes of transportation in one ticket purchase; that sounds like an interesting idea. Can you get on a DART train in Dallas, and connect with the TRE to get to Fort Worth and hop on a B-cycle, and then B-cycle to a bus? It is really an interesting idea if we could get these things to work seamlessly together.

Sam: I can only speak for LimeBike but we are currently working with DART and Dan's team to develop that capability. That is where LimeBike is going. We are not there yet, and it is going to take a while but that's the direction that all of our industry - on the government side, the private sector, and on the non-profit side - are all headed that way.

Kevin: Are there questions from the audience about things we have not covered? Pritam, Are there any other requirements in Denton's city ordinance that we have not covered today?

Pritam: Our City Council is primarily concerned with how to regulate where bikes are parked. We have created something we call "virtual bikeracks" and approve the bike share company's bike parking plan at staff level. There is a cap and a rebalancing plan required by city ordinance. Currently it is a pilot program as we wanted to provide flexibility for the system.

Daon Stephens (City of Grand Prairie): What are your views, or are you having some type of cost share program to develop and pay for routes and facilities in the cities?

Jared: We are operating on just a verbal agreement during the trial period in Dallas. We are moving toward a formal permitting structure or a license agreement with a fee structure as part of that, and we want to roll the revenue collected back into the city's bicycle infrastructure program.

Kevin: Jared, is that a fee per rider ticket, for purchase of a ride, or are you saying a fee to operate in the city?

Jared: Like other cities, there is a license agreement fee, and then a fee per bicycle. We are looking at an overall umbrella fee, and then a fee per bike which will get rolled back into the city's bike program.

Daon: Is there any thought of having an ofo-branded facility or sponsored trail, or a LimeBike sponsored trail the company would help pay to install or maintain?

Jared: We have not had that conversation but the city is always looking at ways to share maintenance duties with others and supplement income. We'd be open to those kinds of conversations.

Bud Melton (Halff Associates): Commendable progress on the renter responsibility, and the locations for where the bikes might be checked out and checked in. Are there any park and hold options with your apps? I ride my own bike so I don't have your apps, but is there a way a bike renter can go to a destination, park it and then hold it so to keep someone else from renting the bike and effectively leaving the first renter stranded?

Everett: No, we don't have that capability and that kind of speaks to my goal of being ubiquitous where we have bikes everywhere people need them. If you are going to take a bike, you'll park it and hopefully within a block you will see another bike, whether the one you rode or a different one.

Kevin: Kristen, with the docked system, do you purchase it for a period of time, or how does that differ?

Kristen: Yes, you have unlimited 1-hour rides for the duration of a membership, whether one day, one month, semester or annual membership. You will always know where the bikes are going to be because they are at the stations.

Andrew Combs (City of Carrollton): We have had a question come up in Carrollton. A lot of our trail systems follow creekways. In a situation like we've had over the past couple of days with heavy rains, where you have thousands of bikes along the White Rock Trail which then flooded; what do we do if we have bikes along an area we know is going to be inundated with water? Jared, has that come up in Dallas?

Jared: Not really, maybe just because it's been really dry over the last six to seven months. Something in regards to the trails we've been discussing with the bike share operators, is to put the bikes at trailheads and parking areas as those are usually not in the flood zone.

Sam: We have no experience with flooding issues, but we are proactive. During marathons we make sure our bikes are positioned so they do not impede the marathon. We definitely want to make sure we are great city partners and make sure we are providing something that is going to be used in a responsible manner.

Audience member: This is kind of a forward-looking question in regards to the video and the heat maps. 1) Are the heat maps a combination of everyone's data or just one company? 2) Has there been any analysis on the heat maps; are those routes that people are taking due to there not necessarily major arterial streets along retail; are they riders are using routes because Dallas does not have an extensive network of bike lanes; and how is that information going to be incorporated into any route planning?

Jared: The heat maps displayed in the introduction identify hot spots where bike trips originated. The maps do not identify actual trip routes while riding the bikes. As part of the formal license agreements, we are going to require the data. I want origin and destination locations and routes to help with infrastructure planning, and time of day of the trips. A lot of our elected officials and policy makers don't see bicycling as a real transportation choice or mode. However, we have the data to back that up and that is helping us to make needed investments in the infrastructure in Dallas.

Kevin: As NCTCOG's director of transportation has indicated, we want to work with all local communities and bike share companies, whether docked or dockless systems, with the data that you are collecting so we can use it for transportation modeling purposes and help all of you. We want to be able to use that data to advance the construction of bicycle infrastructure and see where people are going, then model routes where people want to go so we can do a better job of planning. Anybody that is considering ordinances or data collection with the bike share companies, please let us know so we can capture that information and help plan for our region.

Christina Sebastian: Is there any effort to have a regional standard that cities can follow? Maybe the technology can tell the user that they are in a certain city, but the user otherwise does not know where they are.

Karla Weaver (NCTCOG): Something that occurred to me today as the panel was talking about coordination with DART's app and working with the Dallas 311, NCTCOG has a regional 511DFW app system that we pull in other agency's information. So it is not one city creating 60 things, it is one regional app with which everyone can coordinate. The 511 app has traffic signals, transit agency schedules, parking, and is probably another area we can look at incorporating that information. We are going to be piloting with the City of Fort Worth after the Fort Worth Active Transportation Plan is completed on the next step for app development. But we cannot create an app for every city so your residents know where your trails are, right? We want to show where people park, where they access trails, and how that could be open-sourced for multiple communities to have one regional app. If there is one app that is comprehensive that is sort of the direction we are headed. Data from our pedestrian and bicycle traffic count program is the next step that we think will be helpful. And then, working with our 511 app and where we end up with a regional trail system and biking app, I think would be a future conversation to have.

6. Local Community Updates

a. Weatherford Complete Streets, Chad Marbut, P.E., City of Weatherford

Chad Marbut presented about the process to implement a Complete Streets Policy in the City of Weatherford. His presentation can be found on the BPAC website [here](#).

b. Upcoming Events and Training, Laura Melton, City of Burleson

The presentation is available on the BPAC website [here](#).

7. Other Business/Open Discussion – Chair Mitzi Davis, and Co-Chair Laura Melton

Mitzi opened the floor to Committee members for open discussion. There was no additional discussion by the meeting attendees.

Chair Mitzi Davis announced the date of BPAC's next scheduled meeting on May 16, 2018 in the Transportation Council Room.

Members in Attendance at the February 21, 2018 BPAC meeting:

Agency	Name
City of Allen	Randy Thompson
City of Arlington	Andy Richardson
City of Bedford	Michele Wilson
City of Burleson	Laura Melton
City of Carrollton	Andrew Combs
City of Cedar Hill	Carolyn Skeels
City of Colleyville	Heather Dowell
City of Coppell	George Marshall
City of Dallas	Jared White
City of Denton	Pritam Deshmukh
City of Desoto	Danny Johnson (For Renee Johnson)
City of Duncanville	Chasidy Benson (For Jackie Culton)
City of Farmers Branch	Mitzi Davis
City of Fort Worth	Clarence Bryant
City of Frisco	Robert Caskey
City of Grand Prairie	Daon Stephens
City of Grapevine	Kathy Nelson
City of Haltom City	William Wiegand
City of Hurst	Kristie Weaver
City of Irving	Cody Owen
City of Lancaster	Imelda Speck
City of Mansfield	James Fish
City of McKinney	Robyn Root
City of North Richland Hills	Michael Wilson
City of Plano	Christina Sebastian
City of Rockwall	Andy Hesser
City of Rowlett	Tara Bradley (For Daniel Acevedo)
City of Southlake	Patty Moos (For Jerod Potts)
City of The Colony	Eve Morgan
City of Waxahachie	Shon Brooks
City of Weatherford	Terry Hughes
City of Wylie	Robert Diaz
Town of Flower Mound	Kari Biddix
Dallas County	Micah Baker
Hunt County	Kevin St. Jacques
Rockwall County	Lee Gilbert
Dallas Area Rapid Transit (DART)	Dan Dickerson
Denton County Transportation Authority (DCTA)	Jonah Katz
Fort Worth Transportation Authority (FWTA)	Sandip Sen

Non-Members and Guests in Attendance at the February 21, 2018 BPAC meeting:

Agency	Name
BW2 Engineers	Jim Waldbauer
City of Crowley	Julie Hepler
City of Dallas	Jason Ney
City of Fort Worth	Roy Fickel
City of Fort Worth	Doug Hoffman
City of Fort Worth	Mirian Spencer
City of Hurst	Brent Coleman
City of Keller	Cody Maberry
City of North Richland Hills	Joe Pack
City of Weatherford	Chad Marbut
City of Wylie	Brent Stowers
Fort Worth Bike Sharing	Kristen Camareno
Fort Worth Bike Sharing	Malorie Sarsgard
Halff Associates	Bud Melton
Halff Associates	Dean Stuller
Independent	Cheraya Pena
Keep Denton Beautiful	Julie Anderson
Kimley-Horn	Hamza Khan
Lee Engineering, Inc.	Dharmesh Shah
Lee Engineering, Inc.	Josh Smith
LimeBike	Katie OBrien
LimeBike	Sam Sadle
Longbow Partners	David Parker
NCTCOG	Kevin Kroll
OFO	Servando Esparza
OFO	Everett Weiler
Shield Engineering	Luke Canan
Shield Engineering	Emily Gilbert
Spin	Luke Pettyjohn

NCTCOG Staff in Attendance at the February 21, 2018 BPAC meeting:

Kevin Kokes
Gabriel Ortiz
Kathryn Rush
Jessica Scott
Daniel Snyder
Karla Weaver