



Bicycle/Pedestrian Advisory Committee Meeting

**March 9, 2016
9:00 a.m.**

Agenda



Killeen-Temple Metropolitan Planning Organization Bicycle/Pedestrian Advisory Committee (BPAC)

Central Texas Council of Governments Building

2180 North Main Street, Belton, TX 76513

Regular Meeting: March 9th, 2016 @ 9:00 a.m.

AGENDA

1. Call to Order.
2. Public Comments ⁽¹⁾.
3. Staff Update:
 - a. Category 9 Transportation Alternative Program Call for Projects;
 - b. Air Quality;
 - c. CMP Survey;
 - d. KTMPO Newsletter.
4. **Action Item:** Regarding approval of January 19, 2016 meeting minutes.
5. **Discussion and Action Item:** Discuss and take appropriate action to appoint additional BPAC voting members.
6. **Discussion and Possible Action Item:** Follow up from January 19th, 2016 meeting.
 - a. *Bikes vs Cars* Documentary;
 - b. Bike to Work Week/Bike to School Week;
 - c. Ex-Officio Members.
7. **Discussion and Possible Action Item:** Pedestrian/Bicycle Implementation, Programs, and Policies.
 - a. 3-ft buffer rule;
 - b. KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan;
 - c. GIS Update
 - Bike/Pedestrian Facility Map;
 - Bike Racks Identification and Need.
8. Other Comments.
9. Discuss date, time and possible action items for next meeting.
10. Adjourn.

⁽¹⁾The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact the KTMPO office at 254-770-2200 24 hours in advance if accommodation is needed. ⁽¹⁾Citizens who desire to address the Board on any matter may sign up to do so prior to this meeting. Public comments will be received during this portion of the meeting. Comments are limited to 3 minutes maximum. No discussion or final action will be taken by the Board.

Item 4:

**Regarding Approval of January's
Meeting Minutes**



Bike/Pedestrian Advisory Committee
March 9th, 2016

Agenda Item No. 4

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPPO)
BIKE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Tuesday January 19th, 2016
4:00 p.m.

Central Texas Council of Governments (CTCOG)
2180 North Main Street
Belton, TX 76513

Voting Members Present

Pamela Terry- Citizen Representative
Mike Anderson for Chad Welch—Tri-City Bicycles
Lindsey Anderson—Team RWB
Kara Escajeda—City of Nolanville

Leo Mantey—City of Harker Heights
Joe Brown—City of Copperas Cove
Reese Davis—City of Killeen

Others Present

John Weber—KTMPPO
Christina Demirs—KTMPPO

Cheryl Maxwell—KTMPPO
Jason Deckman—KTMPPO

Meeting Minutes

1. Welcome and Introductions: John Weber called the meeting to order at 4:00 p.m. Mr. Weber welcomed everyone to the BPAC meeting and introductions were made.

2. Public Comments: No comments were made.

3. Staff Update: John Weber provided an update on the following items:

-- KTMPPO Category 9 Transportation Alternatives Program (TAP) call for projects will start on January 25 and end on February 22. Category 9 funding is dedicated funding for projects involving on- and off-road pedestrian and bicycle facilities.

-- Belton, Nolanville and Salado were awarded funding through TxDOT's 2015 Statewide TAP project call. Funding was awarded to Belton's Chisholm Trail Hike and Bike Facility Project and Salado's Enhancements along Salado Creek Project. Kara Escajeda provided details on Nolanville's Old Nolanville Road Elementary Bicycle and Pedestrian Safety Improvement Project.

-- Mr. Weber provided an update on the GIS mapping data collection for bicycle and pedestrian facilities. He stated that staff has received data from some of the cities, but were still waiting on other cities for data. Jason Deckman stated that when the MPO has collected all the data, the MPO will publish a map, allowing the public to determine biking and pedestrian facilities needs in the region.

--Mr. Weber also provided an update on air quality. Ozone concentrations decrease at the end of 2015. Mr. Weber stated that compliance is based on years 2014-2016, and to remain in compliance, the maximum 4th highest 2016 ozone value cannot exceed 73 ppb at the Temple station and 76 ppb at the Killeen station.

4. Discussion and Action Item: Regarding the confirmation of BPAC voting members.

John Weber explained that KTMPO staff proposes that the initial voting members are those appointed in writing by entities represented on the KTMPO Transportation Planning Policy Board (TPPB) as well as other individual stakeholders and stakeholder groups that have requested voting membership at this time. Voting members will serve a two-year term with an opportunity for reappointment when term is expired. Mr. Weber then presented the BPAC with a list of 14 people that represent the KTMPO TPPB entities as well as individual stakeholders and stakeholder groups. These 14 people would be the initial voting members for BPAC.

There was a short discussion on the confirmation of BPAC voting members. Lindsey Anderson mentioned that she will be the voting member representing Team RWB, while Kyle Fischer will be her alternate. BPAC members also discussed looking at other entities and stakeholder organizations for possible members. Possible groups include Army Corp of Engineers, county representatives, Team Roadkill, and Women on Wheels.

Kara Escajeda made a motion to confirm BPAC voting members and their alternates, Leo Mantey seconded the motion; the motion passed unanimously.

5. Discussion and Action Item: Regarding approval of BPAC by-laws.

The final draft of the by-laws were presented to the BPAC. There was a discussion on when the term should start and end for the initial BPAC voting members.

Kara Escajeda made a motion to approve the BPAC by-laws as written with the change to voting member terms running from June to May with the initial voting member's terms expiring May 2018, Reese Davis seconded the motion; the motion passed unanimously.

6. Discussion and Action Item: Regarding nominations and election for BPAC Chairperson and Vice Chairperson.

For Chairperson, Kara Escajeda was the only nomination, while Reese Davis was the only nomination for Vice Chairperson.

Lindsey Anderson made a motion to approve Kara Escajeda as BPAC Chairperson and Reese Davis as BPAC Vice Chairperson, seconded by Pamela Terry; the motion passed unanimously.

7. Action Item: Regarding approval of October and November meeting minutes.

Leo Mantey made a motion to approve October and November meeting minutes, seconded by Lindsey Anderson; the motion passed unanimously.

8. Discussion and possible action items on the following:

- *Bikes vs Cars* Documentary;
- Bike to Work and/or Bike to School Week;
- Ex-Officio Members.

John Weber discussed the *Bikes vs Cars* documentary. *Bikes vs Cars* is a documentary that explores a world where bike and motorized vehicle infrastructure are equal, making it safer and more convenient for cyclist to travel. Mr. Weber stated that the film partners with a service with Tugg that allows committees to host a screening.

John Weber opened the floor for discussion. Since Keller Matthews brought up the documentary as a possible action item, committee members felt they should wait until Mr. Matthews is present at a meeting before a decision is made.

Mr. Weber also presented the board with details on Bike to Work Week and Bike to School Week. The committee decided to discuss this item again at a future BPAC meeting.

John Weber opened the floor for discussion on having ex-officio members on BPAC. Mr. Weber provided a list of possible organizations from which BPAC could appoint ex-officio members. No action was taken on ex-officio members.

9. Discuss date, time and possible action items for next meeting.

The next BPAC meeting was set for Wednesday March 9th at 9:00 a.m. at the CTCOG.

10. Adjourn: The meeting adjourned at 5:00 p.m.

Kara Escajeda, BPAC Chair

Cheryl Maxwell, KTMPO Director

Item 5:

**Discuss and Take Appropriate Action
to Appoint New BPAC Voting
Members**



**Bike/Pedestrian Advisory Committee
March 9th, 2016**

Agenda Item No. 5

Appoint Additional BPAC Voting Members

Article 4

BPAC MEMBERSHIP.

The BPAC shall be limited to 20 voting members representing bicycle and pedestrian interests and be representative of the area within the KTMPO boundary, which includes all of Bell County and portions of Coryell and Lampasas Counties (see attached map). Equal representation of both bicycle and pedestrian interest is desired. Voting members may be individual stakeholders or may represent stakeholder organizations to include, but not limited to, the following:

- Cities and counties within the KTMPO Region: Belton, Copperas Cove, Harker Heights, Killeen, Temple, Bartlett, Holland, Kempner, Little River-Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, Troy, Bell County, Coryell County, Lampasas County;
- Fort Hood;
- Hill Country Transit District;
- TxDOT Waco/Brownwood District;
- Citizen Representatives for Bicycling Interest;
- Citizen Representatives for Pedestrian Interest.

Membership shall be limited to one voting member from a specific group or organization. Voting members may, in writing, appoint an alternate to vote in their stead and be counted for quorum purposes.

NOMINATION PROCESS.

The nomination process for BPAC membership will be as follow:

- The initial voting members shall be appointed in writing by entities represented on the KTMPO TPPB.
- Other stakeholder organizations desiring a voting position on BPAC may submit a written request to the chairperson identifying the individual proposed to represent their organization's bike or pedestrian interests on BPAC.
- Individual stakeholders desiring a voting position on BPAC may submit a written request to the chairperson identifying their transportation interest on BPAC.
- The voting BPAC members will consider each nomination; approval of nomination requires a majority vote with a quorum present.

TERMS.

Voting members shall serve a two-year term with an opportunity to be reappointed when term is expired. Reappointment will follow the same nomination process outlined above.

Action Item: Appoint additional BPAC voting members.

Item 6:

**Follow up From January 19th, 2016
Meeting**



**Bike/Pedestrian Advisory Committee
March 9th, 2016**

Agenda Item No. 6

Follow up From January 19th, 2016 Meeting

Bikes vs Cars Documentary:

Bikes vs Cars is a documentary that focuses on issues that face cyclists in a car-dominated world. This film explores a world where bike and motorized vehicle infrastructure equal, making it safer and more convenient for cyclist to travel.

Bikes vs Cars was brought up by Keller Matthews and as a possible action to do. This film allows organizations to host a screening of the documentary to public.

At January, 19th, 2016 BPAC meeting, BPAC members decided to wait to make a decision on this action item since Keller was not present. BPAC members also decided to watch the documentary before opening it up to the public.

Follow up: KTMPO staff, emailed on seeing if a BPAC meeting qualifies as an educational requests, festival or community screenings. A representative from *Bikes vs Cars* responded and forward the email to a distributor named Kino Lorber. Kino Lorber has not responded with any information.

Action Item: Discussion and possible action item on *Bikes vs Cars* documentary

Bike to Work Week/Bike to School Day

Established in 1956 by the League of American Bicyclist, May is National Bike Month with one week dedicated to National Bike to Work Week. In 2016, National Bike to Work Week will be held from May 16th to May 20th with May 20th being Bike to Work Day.

The first ever National Bike to School Day took place in May 2012 in coordination with the League of American Bicyclists' National Bike Month. National Bike to School Day will be held on May 4th, 2016. There is also National Walk to School day which will be held on October 5th, 2016.

At January 19th, 2016 BPAC meeting many ideas were discussed on possible action items to take. BPAC decided to wait to make a decision

Possible Bike to Work Week/Bike to School Day:

- Promoting Bike to Work Week/Bike to School Day
- School/Community Education Presentations

Possible other community engagement programs?

Action Item: Discussion and possible action on Bike to School Day activities.

Ex-officio Members:

Ex-officio members shall act as a guide to BPAC. Ex-officio membership may be requested in writing and approved by the Advisory Committee. Ex-officio members do not hold any voting rights.

Action Item: Discussion and possible action on Ex-officio members.

Item 7:

Pedestrian/Bicycle Implementation, Programs and Policies

Agenda Item No. 7

Pedestrian /Bicycle Implementation, Programs, and Policies

3ft- Rule Ordinance:

9-36-010 Overtaking on the left.

(a) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left thereof at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.

(b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

(c) The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on a highway shall leave a safe distance, but not less than 3 feet, when passing the bicycle or individual and shall maintain that distance until safely past the overtaken bicycle or individual.

(Added Coun. J. 7-12-90, p. 18634; Amend Coun. J. 3-12-08, p. 22781, § 1)

📖 9-36-020 Overtaking vehicle on the right.

(a) The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:

(1) When the vehicle overtaken is making or about to make a left turn and there is sufficient safe clearance distance between the turning vehicle and the right edge of the roadway;

(2) Upon any roadway with unobstructed pavement of sufficient width for two or more lanes of moving vehicles in each direction; or

(3) Upon any roadway on which traffic is restricted to one direction of movement, where the unobstructed pavement is of sufficient width for two or more lanes of moving vehicles.

(b) The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting such movement in safety. In no event shall such movement be made by driving off the pavement or main-traveled portion of the roadway.

(Added Coun. J. 7-12-90, p. 18634)

📖 9-36-030 Limitation on overtaking on the left.

No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction of any vehicle overtaken. In every event the overtaking vehicle must return to the right- hand side of the roadway before coming within 100 feet of any vehicle approaching from the opposite direction.

(Added Coun. J. 7-12-90, p. 18634)

 9-36-040 Driving on right side of roadway.

(a) All vehicles shall be driven in the right-hand lane available for traffic or as close as practicable to the right-hand curb or edge of the roadway:

(1) When proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing; or

(2) When designed and used for transportation, pulling or hauling of freight, except when overtaking another vehicle proceeding in the same direction or when preparing for a left turn at the intersection or into a private road or driveway.

(b) Upon all roadways of sufficient width, a vehicle shall be driven in the right-hand lane available for traffic, except:

(1) When the right half of a roadway is closed to traffic while under construction or repair;

(2) Upon a roadway divided into three marked lanes for traffic under the rules applicable thereon; or

(3) Upon a roadway designated by signs for one-way traffic.

(Added Coun. J. 7-12-90, p. 18634)

 9-36-050 Overtaking school bus.

(a) The driver of a vehicle on a roadway, upon meeting or overtaking, from either direction, any school bus which has stopped for the purpose of receiving or discharging any school children, shall stop the vehicle before reaching the school bus where there is in operation on the school bus a visual signal as specified in Section 12-805 of the Illinois Vehicle Code, and the driver shall not proceed until the school bus resumes motion, or the school bus driver signals the driver to proceed, or the visual signals are no longer actuated.

(b) Every bus used for the transportation of school children shall bear upon the front and rear thereof plainly visible signs containing the words “school bus” in letters not less than eight inches in height and in addition shall be equipped with visual signals, meeting the requirements of the Illinois Vehicle Code, which shall be actuated by the school bus whenever the brakes are applied.

(c) The driver of a vehicle upon a street or highway of which the roadways for traffic moving in opposite directions are separated by a strip of ground which is not surfaced or suitable for vehicular traffic need not stop his vehicle upon meeting or passing a school bus which is on the opposite roadway, and the driver of a vehicle on a controlled access highway need not stop when a school bus is stopped in a loading zone adjacent to the surfaced or improved part of the controlled access highway where pedestrians are not permitted to cross such controlled access highway.

(Added Coun. J. 7-12-90, p. 18634)

 9-36-060 Overtaking at crosswalks.

Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake or pass such stopped vehicle.

(Added Coun. J. 7-12-90, p. 18634)

Action Item: Discuss 3 ft. rule.

KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan



One recommended amendment process is outlined as follows:

- The local entity presents the suggested revision to the MPO staff for initial review
- MPO staff reviews the suggested revision in terms of regional connectivity, impacts to future traffic patterns, and compatibility with the existing plan
- Once common understanding between MPO staff and the requesting entity is reached, MPO staff and the requesting entity present the suggested revision to the MPO Technical Committee
- The MPO Technical Committee formally considers the proposed change(s) and staff recommendations
- Should the change be considered to be "significant" (e.g., in response to a complete overall of a city Comprehensive Plan), the proposed amendments are presented at a public hearing
- The MPO Technical Committee recommends approval by the MPO Policy Board
- The revised Thoroughfare Plan network is adopted by the MPO Policy Board

This process is not intended to be overly burdensome, nor does it attempt to thwart thoroughfare modifications at the local level. Rather, it should be considered to be one element of the continuing, cooperative, and comprehensive transportation planning processes for the KTMPO planning area. At the very least, a comprehensive review and update process should be performed on a regular basis to coincide with the update cycle of KTMPO's Metropolitan Transportation Plan. However, it is recommended that a more "routine" update process, like the one previously described, be followed in order to keep current with thoroughfare plan changes being made by local government agencies in the KTMPO region.

6.4 Pedestrian/Bicycle Implementation, Programs, and Policies

6.4.1 Bicycle Programs and Policies

Since the passage of the Intermodal Surface Transportation Efficiency Act in 1990, cities all over the country have greatly improved conditions for bicycling and walking. Based on *The National Bicycling and Walking Study*, developed by the Federal Highway Administration, and other proven strategies and best practices, the following action plan for increasing bicycle and pedestrian mode share and improving community livability has been developed.



Action Area 1: Organize a Bicycle/Pedestrian Program

Action Item 1.1 Establish a Bicycle and Pedestrian Advisory Committee – The Killeen-Temple MPO should formally establish a Bicycle and Pedestrian Advisory Committee that consists of representatives from each of the cities and counties within its planning area, the Hill Country Transit District, TxDOT, and interested citizens. The committee should meet regularly



Killeen-Temple MPO REGIONAL THOROUGHFARE AND PEDESTRIAN/BICYCLE PLAN

Next Steps

to discuss regional coordination and common issues and to follow-up on overseeing the implementation and further refinement of the plan.

Action Item 1.2 Institutionalize the Role of Bicycle/Pedestrian Program Coordination within Local Government – Within all jurisdictions inside the KTMPO planning area, staff from planning, public works, traffic engineering, parks and recreation are all responsible for planning and implementing projects that impact walking and bicycling in communities. Within these departments, the role of pedestrian/bicycle program coordination should be assigned to one or more persons. Ideally, the role would eventually be "institutionalized," becoming part of the planning, design, construction, and maintenance concerns of all responsible agencies and would include, at a minimum, the following responsibilities:

- Establish development codes to require accommodations of bicyclists and pedestrians in development projects that warrant such accommodations
- Administer bicycle parking equipment permits and requests
- Establish routine accommodation of pedestrian and bicycle travel in such traffic engineering matters such as signals, signs, pavement markings, curb ramps, and intersection design
- Research all potential funding sources
- Direct street and trail maintenance requests to proper departments
- Review hike and bike trail locations and designs
- Record and analyze bicycle traffic counts
- Record and analyze accidents involving pedestrians and bicyclists
- Develop public service announcements and distribute safety and promotional information
- Coordinate with the Hill Country Transit District to provide bicycle and pedestrian connections to bus stops and establish a bicycle-on-bus program
- Review the design and location of extensive utility projects for the potential to incorporate multi-use paths

Action Item 1.3 Promote Land Use Patterns and Zoning that Encourage Walking and Bicycling to Destinations - Local land use patterns are fundamental to the number of trips that can easily be made by walking or bicycling. Sprawling land use patterns produce lengthy trips, and thus increase dependence on motorized transportation. Conversely, clustered patterns tend to promote shorter trip lengths that more readily enable walking and bicycling. Mixed land uses allow for the creation of self-sufficient neighborhood communities and shorter trip lengths to access needed goods and services.

City planning officials and staff should review the assumptions of land use plans and zoning ordinances and compare them to non-motorized travel needs identified in user surveys and other relevant data sources.

Action Item 1.4 Accommodate Walking and Bicycling in Urban Design - Street layout is important in the encouragement of safe bicycling and walking. Subdivision development guidelines that call for sidewalks, green space, local trail networks, and collectors that connect across arterial streets are essential for safe and efficient bicycling and walking. Traditional neighborhood design based on a grid pattern is a proven strategy for reducing automobile dependence and increasing a community's livability. Street alignments shown in new



Killeen-Temple MPO REGIONAL THOROUGHFARE AND PEDESTRIAN/BICYCLE PLAN

Next Steps

subdivision plats should be reviewed to ensure they will accommodate cyclists and pedestrians as well as motor vehicles.

Action Item 1.5 – Adopt Street Design Standards that Accommodate Bicycling and Walking – Proper design is critical for making the bicycle and pedestrian environment safe and usable. At a minimum, the planning for public streets and facilities should follow the *Guide for the Development of Bicycle Facilities* by the American Association of State and Highway and Transportation Officials (AASHTO), 1999, and the *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (AASHTO), 2004. Pedestrian-oriented design of all sidewalks, trails, and public places should comply with requirements of the Americans with Disabilities Act of 1990. Non-compliance with these standards and guidelines should be by exception, just as with any other established design standard. New trends in design such as Complete Streets and Context Sensitive Solutions should be encouraged.

Action Item 1.6 – Provide Information and Training to Planners, Local Enforcement Officers, Designers, and Other Officials - An important element in the institutionalization of non-motorized transportation is a growing infrastructure of supportive professionals within government agencies, including the engineers and planners who conceive and implement much of the city's infrastructure. More effort is needed to expose these people to best practices from Texas and around the country and to offer training in bicycle/pedestrian design through webinars, workshops, and conferences.

Action Area 2: Plan and Construct Needed Facilities

Action Item 2.1 – Continue Ongoing Maintenance of Regional Planning Document - The Killeen-Temple MPO's long-range Metropolitan Transportation Plan incorporates a bicycle and pedestrian element, and this Pedestrian/Bicycle Plan is a further refinement of that element. Just as the city planning and engineering staff and local elected officials look to the long-range plan for guidance on the development of the roadway network, so too should the Pedestrian/Bicycle Plan be referenced and assessed for needed facilities. In addition, the MPO can support the development of local pedestrian/bicycle plans, which can use this regional plan as a guide and develop a more detailed, prioritized list of bicycle and pedestrian accommodation projects. Regionally important bicycle/pedestrian facilities taking advantage of federal funding should be included in the MPO's Transportation Improvement Program.

Action Item 2.2 - Identify/Coordinate Funding Sources - The Killeen-Temple Metropolitan Planning Organization should work in conjunction with Texas Department of Transportation and the Texas Parks and Wildlife Department to plan and program funding opportunities, especially those available under SAFETEA-LU and its successors. Bicycle and pedestrian facility projects and non-construction programs may be funded under a variety of multiple of funding sources, at federal, state, and local levels. Bicycle and pedestrian projects are eligible to compete with other roadway projects under the Surface Transportation Program. It is imperative that the selection criteria and timelines of each of these funding sources be fully understood in order to make advantageous use of their availability.

Cities and counties should work in coordination with TxDOT and through the MPO planning process to implement bicycle and pedestrian facilities along State Highways, Farm-to-Market Roads, and other state maintained roadways.



Killeen-Temple MPO REGIONAL THOROUGHFARE AND PEDESTRIAN/BICYCLE PLAN

Next Steps

Pedestrian and bicycle funding programs should be established at both the regional and local levels. At the Killeen-Temple MPO, a baseline allotment of federal transportation dollars should be set aside for pedestrian and bicycle infrastructure, similar to the way the Austin area MPO allocates 15% of its Surface Transportation Program-Metropolitan Mobility to non-motorized transportation modes. Locally, dedicated sources of local funding should be identified and be supplemented as needed to take advantage of matching fund opportunities.

In addition, volunteer programs and public-private partnerships may substantially reduce the cost of implementing some of the recommended trails and pathways. Local schools or community groups may use the bikeway or pedestrian project as a "project of the year," possibly working with a local designer or engineer. Work parties may be formed to help clear the right of way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway and help construct and maintain the facility.

Action Item 2.3 – Construct, Improve, and Maintain Facilities - Usable facilities must be in place in order for bicycling and walking to be promoted as a viable transportation option. On-road bicycle facilities, multi-use paths, and sidewalks form the bulk of the circulation system for bicyclists and pedestrians.

Future roadways projects, including widening, reconstruction, and regular maintenance projects such as restriping provide timely opportunities to implement bicycle and pedestrian infrastructure. It is important that an effective review process is in place so that new roads meet the standards and guidelines presented in this and any subsequent pedestrian/bicycle plans.



At the initial phase of facility development, it is most prudent to focus local resources on lower cost measures to accommodate bicyclists and pedestrians. Such measures for bicyclists include bike route signing, designating shoulder lanes, and striping bike lanes, with specific attention to intersection treatments. Lower-cost pedestrian measures include sidewalk repairs, completion of missing segments of sidewalks, and removal of sidewalk obstructions.

Matching funds should be sought to aid in the development of higher cost improvements, such as hike and bike trails, extensive sidewalk construction or reconstruction, and traffic signal modifications to accommodate bicyclists and pedestrians.

In addition to safety concerns, lack of adequate bicycle parking is often cited as a common reason why people do not bicycle. Any bicycle trip requires some sort of parking at its destination. Secure parking is particularly important for commuters leaving their bicycles for long periods of time and for those destinations which lie in high-crime areas. An increasing number of cities now require bicycle parking facilities in new developments. Apartment complexes, college dormitories, or other high density settings need to address the issue of where to store bicycles while at home.

Action Item 2.4 – Accommodate Bicycle/Transit Joint Use – The Hill Country Transit District is interested in enhancing the bicycle-transit mode connection and should continue planning for



Killeen-Temple MPO REGIONAL THOROUGHFARE AND PEDESTRIAN/BICYCLE PLAN

Next Steps

improvements. Bicycle racks at selected transit stops and transfer points will provide secure parking for cyclists who ride their bikes to and from bus routes. Bike racks on buses will enable cyclists to use bicycles at both ends of their transit trips.

Action Area 3: Enforce Laws and Regulations

Both local and state traffic laws and ordinances that govern motorist, cyclist and behavior are meant to provide as safe as environment as possible for all users. Because bicyclists and pedestrians are often the most vulnerable users of the transportation system, enforcement of traffic laws is crucial.

Action Item 3.1 – Target Areas for Enforcement and Encouragement of Proper Behaviors

Areas with a high likelihood of infractions and motor vehicle crashes involving bicyclists and pedestrians - such as central business districts and schools - should be targeted for high enforcement, perhaps by using police patrol on bicycles. In many cases, either revisions of local traffic rules or consideration of new laws is needed to promote and encourage safer bicycling and walking. Proper education of law enforcement officers is also necessary to assure that safe riding and walking practices are enforced in a consistent manner. A key part of law enforcement training is how officers interpret and report on bicyclist and pedestrian collisions; determining which party is at fault plus the collection of that data can help traffic engineers design mitigating measures for high crash locations.

Action Area 4: Educate Bicyclists, Pedestrians, and the Public

The education of all road users helps ensure safe travel habits. Bicyclist/pedestrian programs typically employ a variety of media such as web sites, public service announcements, videos, brochures, and school materials promoting safe practices for individuals or groups.

Action Item 4.1 - Dissemination of Available Safety and Educational Materials – Targeted safety and educational material should be distributed in many forms and venues and can be drawn from a wealth of available resources. Examples of such resources are listed below.

- The Texas Department of Transportation maintains a full-time Bicycle and Pedestrian Coordinator position, with similar part-time positions in each of its districts. Information, materials, and technical assistance are available through TxDOT.
- Working through various Parks and Recreation or Police departments, bicycle rodeos may be conducted at which educational materials can be distributed to participants.
- Safe Routes to School programs or Parent-Teacher Associations may serve as avenues for disseminating information on pedestrian and bicycle safety to parents of school-age children.
- Working with the several area Independent School Districts and State Department of Education, materials can be distributed through the area schools to ensure that children receive age-appropriate instruction in bicycle and pedestrian safety. One excellent program, called *SuperCyclist*, has been developed by the Texas Bicycle Coalition, information about which can be found at www.biketexas.org.



Killeen-Temple MPO REGIONAL THOROUGHFARE AND PEDESTRIAN/BICYCLE PLAN

Next Steps

Action Area 5: Promote Bicycling and Walking

A coordinated approach to public information and awareness programs that promote bicycling and walking yields the best results. Such an approach may include events like bicycle-or walk-to-work days to encourage bicycling or walking trips which may lead to more frequent use of these modes. In addition to promoting alternative transportation, the public health community sees a benefit to promoting bicycling and walking to help cut down on the alarming growth in obesity, diabetes, heart disease and other "lifestyle" illnesses.

Action Item 5.1 - Prepare and Disseminate Public Information on Bicycle and Pedestrian Routes and Programs - As implementation of the bicycle route network proceeds, a Central Texas Bicycle and Pedestrian Guide showing bike routes and facilities should be prepared. Wide distribution of the guide to both residents and visitors will help promote non-motorized travel in the region.

Action Item 5.2 - Participate in National Programs – Events such as bike-to-work days, bike weeks, walk-to-school days, and cycling Sundays or "ciclovias" not only raise the awareness of bicycle and pedestrian safety and mobility issues, but also promote healthy lifestyles. Events and conferences relating to walking and bicycling include National Trails Day, the annual Trailbuilders Conference, the National Trails Symposium, ProWalk/ProBike, Trails and Greenways conferences, and National Scenic and Historic Trails, as well as numerous equestrian and non-motorized vehicle conferences. Participation in these events can offer valuable exposure to other successful programs from around the country from which lessons can be learned.



Action Item 5.3 - Foster the Development of Local Bicycling and Walking Events and Programs – From fund raising walks and runs to higher-end races and tours through the Hill Country, local events should be held to promote the advancement of pedestrian and bicycling activities in the region. An excellent example of this is the Copperas Cove Chamber of Commerce's decade-long effort to attract bicycling tourism to the region. Its recent partnership with Fort Hood and a bicycle racing promoter helped bring the Texas state road racing championships to Fort Hood.

Action Item 5.4 – Adopt Public Policies - To formalize the establishment of a bicycle and pedestrian program within each of large cities and three counties in the KTMPO planning area, city councils and county commissions should adopt certain policies that will guide the development of regional bicycle and pedestrian facilities and programs.

6.4.2 Bicycle Implementation Strategy

The following set of short-range priorities for implementation of the action items within the five previously discussed Action Areas is presented below. These tasks should be advanced simultaneously on numerous levels and fronts.



Killeen-Temple MPO REGIONAL THOROUGHFARE AND PEDESTRIAN/BICYCLE PLAN

Next Steps

1. The MPO Policy Board should adopt the Regional Pedestrian/Bicycle Plan and adopt the AASHTO Guides for bicycle and pedestrian facilities as a regional standard.
2. Cities should adopt their portion of the Regional Pedestrian/Bicycle Plan after review and refinement for local conditions.
3. Cities should adopt the regional public right of way design standards for roadway development that accommodate bicycling and walking after review and refinement for local conditions.
4. TxDOT should consider this KTMO Pedestrian/Bicycle Plan and locally adopted plans in its planning, design, operations and maintenance of transportation corridors.
5. Independent School Districts should prepare or update their Safe Routes to Schools plans. Each ISD should identify the safe access needs of each of its elementary and middle schools and develop a transition plan to improve non-motorized access to each school. Moreover, it may be necessary to include area high schools in Safe Routes to Schools programs - one particular need is for students of Fort Hood families who may not have their own cars due to the transient nature of military living.
6. The MPO and the Hill Country Transit District should develop a regional standard for the provision of sidewalks for access to and from bus stops, and initiate a Safe Routes to Transit inventory of existing needs and a transition plan to improve access to existing transit stops.
7. Each city should formally designate areas within their central core and other appropriate locations as Pedestrian Districts to receive focused attention for the provision of sidewalks, improvements for ADA accessibility, and creation of a pedestrian- and bicycle-friendly community. Annually, each city should re-evaluate the boundaries of the Pedestrian Districts and seek to expand the accommodations and activities within them.
8. Cities should establish a line item in their annual budgets for non-motorized transportation enhancements to their public rights of way. Basic line item categories could include the following: ADA Transition Plan, Bicycle and Pedestrian Crash Reduction, Safe Routes to School, Safe Routes to Transit, Bicycle and Pedestrian Mobility and Safety, Disadvantaged Citizens Mobility Initiative, and Pedestrian District Infrastructure.
9. Local police departments and the Texas Department of Public Safety should analyze high-incidence crash locations involving pedestrians and bicyclists and implement necessary. Mitigation measures to reduce such incidents should be developed and implemented.
10. The MPO should create a Bicycle and Pedestrian Advisory Committee that regularly meets to review the bicycle and pedestrian mobility and safety needs of the region and advises the MPO regarding such issues.

Funding for these implementation items can be sought from various federal, state, regional and local sources. Some of these sources are described in Exhibit 37 and Exhibit 38. Further discussion of potential funding sources as well as other bicycle and pedestrian program resources can be found at the Pedestrian and Bicycle Information web site at www.bicyclinginfo.org.

Action Item: Discuss and recommend any action items listed in the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan.

GIS Update

Bike/Pedestrian Facility Map

Over the past couple of months KTMPO staff have been collecting and building an interactive map which will allow the public to view and make recommendations on bicycle and pedestrian infrastructure.

Action Item: Identify and discuss any possible bicycle and pedestrian infrastructure in the KTMPO region.

Bike Racks Identification and Need

Cities in our region are making strides towards implementing bike/pedestrian infrastructure. However, any areas throughout our region are still lacking bicycle and pedestrian infrastructure. As a way to identify bicycle and pedestrian needs, BPAC members have discussed identifying the need for bike racks in the KTMPO Region.

The tables below shows current bike rack locations in the KTMPO:

| City | Number of Bike Racks |
|-------------------------|-----------------------------|
| Temple | 5 |
| Belton | 7 |
| Killeen | 6 |
| Harker Heights | 1 |
| Nolanville | 0 |
| Rodgers | 0 |
| Little River-Academy | 0 |
| Troy | 0 |
| Salado | 0 |
| Bartlett | 1 |
| Morgan's Point Resort | 0 |
| Copperas Cove | 3 |
| Kempner | 0 |
| School District | |
| Academy | 2 |
| Bartlett | 0 |
| <i>Belton</i> | 22 |
| <i>Killeen</i> | 97 |
| Holland | 2 |
| Priority Charter School | 0 |
| Rodgers | 2 |
| Salado | 3 |
| <i>Temple</i> | 15 |

| | |
|----------------------------------|----|
| Transformative Charter School | 0 |
| Troy | 1 |
| Copperas Cove | 30 |
| Colleges | |
| University of Mary Hardin-Baylor | 50 |
| Temple College | 2 |
| Central Texas College | 3 |
| Texas A&M Central Texas | 2 |

KTMPO staff proposes partnering up with the cities and purchasing bike racks in areas that would need them the most. Possible locations includes parks, schools, downtown areas, shopping centers, and transit stops. Bike racks cost depends on the number of bikes each bike rack holds and how many bike racks are ordered at one time.

Action Item: Discussion on bike racks identification and purchasing bike racks.



Bicycle/Pedestrian Advisory Committee

Matt Bates
Belton Park and Recreation Director
P.O. Box 120
401 N. Alexander
Belton, TX 76513
Email: mbates@beltontexas.gov

Joe Brown
Copperas Cove Park and Recreation Director
1408 Golf Course Road
Copperas Cove, TX 76522
Email: jbrown@copperascovetx.gov

Brian Chandler
Temple Planning Director
2 North Main Street
Temple, TX 76501
Email: bchandler@templetx.gov

Keith Dyer
Morgan Point Resort Council Member
8 Morgan's Point Blvd.
Morgan's Point Resort, TX 76513
Email: keithdyer82@gmail.com

Leo Mantey
Harker Height City Planner
305 Millers Crossing
Harker Heights, Texas 76548
Email: lmantey@ci.harker-heights.tx.us

Reese Davis
Killeen Police Department
402 N 2nd St Killeen, TX 76541
Email: rdavis@killeentexas.gov

Amy Seaman
Ft. Hood Community Planner
4612 Engineer Drive
Fort Hood, TX 76544-5028
Email: amy.l.seaman2.civ@mail.mil

Kara Escajeda
Nolanville City Manager
101 North 5th Street
Nolanville, TX 76559
Email: kara.escajeda@ci.nolanville.tx.us

Robert Ator
Director of Urban Operations, HCTD
4515 W. US 190
Belton TX 76513
Email: rator@takethehop.com

Pamela Terry
Citizen Representative
Email: TERRY8@nationwide.com

Peggy McIlvanie
Citizen Representative
Phone: (254) 421-9706

Lindsey Anderson
Team RWB
Email: lindmanderson@gmail.com

Chad Welch
Tri-City Bicycles
1010 Arbor Park, Belton, TX 76513
Email: welchc01@live.com

Keller Matthews
BS&W Cycling Club
600 S 25th St
Temple, TX 76504
Email: KMATTHEWS@sw.org



TECHNICAL ADVISORY COMMITTEE

Judge John Firth

Coryell County Main Street Annex
800 E. Main Street, Suite A
Gatesville, TX 76528
Phone: (254) 865-5911, ext. 2221
Fax: (254) 865-2040
county_judge@coryellcounty.org
Alternate: Commissioner Don Jones

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512) 734-0742
Fax: (512) 556-8270
rainwater150@gmail.com
Alternate: Commissioner Robert Vincent

Glenn Morrison

Killeen City Manager
101 North College St., Killeen, TX, 76541
Phone: (254) 501-7700
gmorrison@killeentexas.gov
Alternate: Scott Osburn, Tony McIlwain, John Sutton, David Olson

Andrea Gardner

Copperas Cove City Manager
P.O. Drawer 1449
Copperas Cove, TX 76522
Phone: (254) 547-4221
Fax: (254) 547-5116
agardner@copperascovetx.gov
Alternate: Ryan Haverlah, Dan Yancey

David R. Mitchell

City Manager
City of Harker Heights
305 Miller's Crossing
Harker Heights, TX 76548
Phone: (254) 953-5600
dmitchell@ci.harker-heights.tx.us
Alternate: Mark Hyde, Joseph Molis

February 24, 2016

Erin Smith

Belton Planning Director
333 Water St., Belton, TX 76513
Phone: (254) 933-5812
Fax: (254) 933-5822
enewcomer@beltontexas.gov
Alternate: Sam Listi

Brian Chandler

Temple Planning Director
2 North Main, Temple, TX 76501
Phone: (254) 298-5272
bchandler@templetx.gov
Alternate: Don Bond, Jonathan Graham, Nicole Torralva

Bryan Neaves, P.E.

Bell County Engineer
P. O. Box 264, Belton, TX 76513
Phone: (254) 933-5275
Fax: (254) 933-5276
bryan.neaves@co.bell.tx.us
Alternate: Stephen Eubanks

Carole Warlick

General Manager, Hill Country Transit District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4677
Fax: (325) 372-6110
cwarlick@takethehop.com
Alternate: Robert Ator

Michael Bolin, P.E.

Director, Transportation Planning & Development, TxDOT Waco
100 South Loop Drive, Waco TX 76704-2858
Phone: 254-867-2865
Fax: 254-867-2738
michael.bolin@txdot.gov
Alternate: Liz Bullock

Jason Scantling, P.E.

Director, Transportation Planning & Development, TxDOT Brownwood
2495 Hwy 183 North, Brownwood, TX 76802
jason.scantling@txdot.gov
Alternate: Tamara Cope

NON VOTING MEMBERS

Mary E. Himic

Deputy to the Garrison Commander
Building 1001, Room W321, Fort Hood, TX 76544
Phone: (254) 288-3451
Fax: (254) 286-5265
mary.e.himic.civ@mail.mil
Alternate: Brian Dosa, Keith Fruge

Barbara C. Maley, AICP

Federal Highway Administration, Texas Division
c/o North Texas Tollway Authority
5900 West Plano Parkway, Ste. 800
Plano, TX 75093
PO Box 260729
Plano, TX 75026
(214) 224-2175 (direct)
(214) 224-2479 (fax)
barbara.maley@dot.gov

Liz Bullock

TxDOT Waco District
Transportation Planner
100 South Loop Drive, Waco TX 76704-2858
Phone: (254) 867-2751
Fax: (254) 867-2738
liz.bullock@txdot.gov

Megan Campbell

Transportation Planning & Programming Division, TxDOT
MPO Coordination
118 E. Riverside Drive, Austin TX
Phone: (512) 486-5042
megan.campbell@txdot.gov



POLICY BOARD

Chairman:

Mayor Scott Cosper

City of Killeen

2110 Southport, Killeen, TX 76542

Phone: (254) 554-5929

Fax: (254) 526-2167

scosper1@hotmail.com

Alternate: Glenn Morrison, Charlotte Humpherys,
David Olson

Vice Chairman:

Mayor Marion Grayson

City of Belton

333 Water Street, Belton, TX 76513

Phone: (254) 718-7878

Fax: (254) 939-0468

mariongrayson@gmail.com

Alternate: Sam Listi, Erin Smith

Commissioner Tim Brown

Bell County

P.O. Box 768, Belton, TX 76513

Phone: (254) 933-5102

Fax: (254) 933-5179

tim.brown@co.bell.tx.us

Alternate: Bryan Neaves, P.E.

Mayor Frank Seffrood

City of Copperas Cove

PO Drawer 1449; 914 S. Main St., Ste. C

Copperas Cove, TX 76522

Phone: (254) 542-8926

fseffrood@copperascovetx.gov

Alternate: Andrea Gardner, Dan Yancey

Judge John Firth

Coryell County Main Street Annex

800 E. Main Street, Suite A

Gatesville, TX 76528

Phone: (254) 865-5911, ext. 2221

Fax: (254) 865-2040

county_judge@coryellcounty.org

Alternate: Commissioner Don Jones

Mayor Danny Dunn

Temple City Council

1400 S 31st Street

Temple, TX 76504

Phone: (254) 774-7355

ddunn@templetx.gov

Alternate: Jonathan Graham,
Nicole Torralva, Brian Chandler

Councilmember Tim Davis

City of Temple

2 North Main #103, Temple TX 76501

Phone: (254) 298-5301

Fax: (254) 298-5637

tdavis@templetx.gov

Alternate: Jonathan Graham, Nicole Torralva, Brian Chandler

Councilmember Jose Segarra

City of Killeen

2000 E. CTE Suite B, Killeen, TX 76541

Phone: (254) 290-0548

jose@exithomevets.net

Alternate: Glen Morrison, David Olson

Mayor Rob Robinson

City of Harker Heights

305 Miller's Crossing, Harker Heights, TX 76548

Phone: (254) 953-5600

Fax: (254) 953-5605

rrobinson@ci.harker-heights.tx.us

Alternate: David Mitchell

Mayor Pro-Tem Elizabeth Blackstone

City of Killeen

601 Illinois Ave

Killeen, Texas 76541

Phone: (254) 634-5090

Fax: (254) 501-7639

eblackstone@killeentexas.gov

Alternate: Glenn Morrison, Charlotte Humpherys,
David Olson

February 24, 2016



POLICY BOARD

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512)734-0742
Fax: (512)556-8270
rainwater150@gmail.com
Alternate: Commissioner Robert Vincent

Carole Warlick

General Manager, Hill Country Transit District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4677
Fax: (325) 372-6110
cwarlick@takethehop.com
Alternate: Robert Ator

Bobby G. Littlefield, JR., P.E.

District Engineer, TxDOT Waco
100 South Loop Drive
Waco, Texas 76704
Phone: (254) 867-2701
Fax: (254) 867-2893
Bobby.Littlefield@txdot.gov
Alternate: Michael Bolin

Elias Rmeili, P.E.

TxDOT Brownwood District Engineer
2495 Hwy 183 North
Brownwood, TX 76802
Phone: (325) 643-0411
Fax: (325) 643-0364
elias.rmeili@txdot.gov
Alternate: Jason Scantling

Bell County Representative

Vacant

NON VOTING MEMBERS

Mary E. Himic

Deputy to the Garrison Commander
Building 1001, Room W321, Fort Hood, TX 76544
Phone: (254) 288-3451
Fax: (254) 286-5265
mary.e.himic.civ@mail.mil
Alternate: Brian Dosa, Keith Fruge

Barbara C. Maley, AICP

Federal Highway Administration, Texas Division
c/o North Texas Tollway Authority
5900 West Plano Parkway, Ste. 800
Plano, TX 75093
PO Box 260729
Plano, TX 75026
(214)224-2175 (direct)
(214)224-2479 (fax)
barbara.maley@dot.gov



STAFF

Cheryl Maxwell, AICP

Director

Phone: (254) 770-2379

Fax: (254) 770-2360

cheryl.maxwell@ctcog.org

Christina Demirs, JD, M.Ag.

Senior Planner

Phone: (254) 770-2363

Fax: (254) 770-2360

christina.demirs@ctcog.org

Jason Deckman

Planner/GIS Technician

Phone: (254) 770-2376

Fax: (254) 770-2360

jason.deckman@ctcog.org

Jim Martin

Regional Planner

Phone: (254) 770-2364

Fax: (254) 770-2360

jimmy.martin@ctcog.org

John Weber

Regional Planner

Phone: (254) 770-2366

Fax: (254) 770-2360

john.weber@ctcog.org

October 9, 2015

