



Bicycle/Pedestrian Advisory Committee Meeting

**May 10, 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: May 10th, 2016 @ 9:00 a.m.

AGENDA

1. Call to Order
2. Public Comments
3. Staff Update:
 - a. Air Quality.
4. **Action Item:** Regarding approval of March 9, 2016 meeting minutes.
5. **Discussion and Possible Action Item:** Discuss and take appropriate action to appoint additional BPAC voting members.
6. **Discussion and Possible Action Item:** Regarding approval of the Vulnerable Road User Ordinance.
7. **Presentation and Discussion Item:** Temple Bike Share Program—Jennifer Graham, Temple College Foundation.
8. **Discussion Item:** Bike Rack Identification and Need.
9. Other Comments.
10. Discuss date, time, and possible action items for next meeting.
11. 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 KTMO 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 March 9, 2016 Minutes



**Bike/Pedestrian Advisory Committee
May 10th, 2016**

Agenda Item No. 4

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

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

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

Voting Members Present

Chair Kara Escajeda—City of Nolanville
Vice Chair Reese Davis—City of Killeen
Matt Bates—City of Belton
Joe Brown—City of Copperas Cove
Leo Mantey—City of Harker Heights
Keller Matthews—BS&W Cycling Club

Brian Chandler—City of Temple
Amy Seaman- Ft. Hood
Lindsey Anderson—Team RWB
Peggy McIlvanie—Citizen Representative
Pamela Terry—Citizen Representative
Mike Anderson for Chad Welch—Tri-City Bicycles

Others Present

Leanne Campbell—W.O.W.
Jimmie McCormick—Team Roadkill
Doug Edwards—Central Texas College
Marlene Maciborski—W.O.W.
Crystal Briggs—City of Nolanville
Jeff McIlvanie—Temple Resident

Jim Martin—KTMPo
Christina Demirs—KTMPo
Jason Deckman--KTMPo
Cheryl Maxwell—KTMPo
John Weber--KTMPo

Meeting Minutes

1. Welcome and Introductions: Chair Kara Escajeda called the meeting to order at 9:03 a.m. Ms. Escajeda 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:

--KTMPo Category 9 Transportation Alternatives Program (TAP) projects were scored and given a rank at the March 2nd Technical Advisory Committee meeting. Killeen will receive approximately \$800,000

(\$640,000 federal dollars and \$160,000 local match) in Category 9/TAP funds for their Heritage Oaks Hike/Bike Trail, Segment 3A project.

--KTMPO is currently updating their Congestion Management Process and is asking members of the public to fill out surveys located on the KTMPO website.

--KTMPO has written a newsletter with final copies going out mid-March.

--Update on air quality readings in the KTMPO region.

4. Action Item: Regarding approval of January 19, 2016 meeting minutes.

Brian Chandler made a motion to approve January 19, 2016 meeting minutes, seconded by Lindsey Anderson; the motion passed unanimously.

5. Discussion and Action Item: Discuss and take appropriate action to appoint additional BPAC voting members.

There were no requests for voting membership at this time so no action was taken.

6. Discussion and Possible Action Item: Follow up from January 19, 2016 meeting:

- a. Bikes vs Cars Documentary;
- b. Bike to Work Week/Bike to School Week;
- c. Ex-Officio Members

Keller Matthews provided BPAC members with brief details on the *Bikes vs Cars* documentary. John Weber stated that the distributor of the documentary has not sent any information on hosting a screening. BPAC members decided to continue discussing the documentary at the next BPAC meeting.

John Weber also provided an update on Bike to Work Week/Bike to School Day. Mr. Weber provided BPAC with two possible options on Bike to Work Week/Bike to School Day. One option is having cities promote Bike to Work Week/Bike to School month and having KTMPO staff do education outreach to the public. Some possible community engagement programs include working with Keep Texas Beautiful area chapters, Temple's Ride of Silence and the Major League Triathlon in Temple. Brian Chandler also suggested including walking with Bike to Work Week/Bike to School Day.

The committee moved to Agenda Item #7, Part C to discuss the Bike/Pedestrian Facility Map

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.

Jason Deckman provided an update on the KTMPO Bike/Pedestrian web map. Mr. Deckman gave a demonstration on how to use the web mapping tool. Mr. Deckman stated that the map has been

published but has not been publicized yet and is asking for BPAC members to inform their city or citizen groups of this web application. Possible other data to put on the web map is Ft. Hood pedestrian and bicycle facilities GIS data and ADA-compliant curb ramps.

The committee moved back to agenda item #6.

Kara Escajeda made a motion to recommend to the Technical Advisory Committee to promote May 16th-May 20th as Bike/Walk to Work Week and to have each city promote it through their own means and to promote the KTMPO Bike/Pedestrian web map application, seconded by Lindsey Anderson; the motion passed unanimously.

--For ex-officio members, no ex-officio members requested membership so no action was taken.

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;

Kara Escajeda provided details on the 3-ft buffer rule. The 3ft-buffer rule is a city ordinance that provides pedestrians and cyclist 3 feet of space between them and cars. Ms. Escajeda proposed forwarding this 3 feet buffer ordinance to the TAC committee to encourage TAC members to discuss with their city officials about adopting this ordinance.

Reese Davis suggested going to the county commissioner's court to have the ordinance be a county-wide 3 foot buffer rule. BPAC members asked KTMPO staff to write up an information sheet about the 3 foot buffer rule for vote at the next meeting. This information sheet will then be sent to TAC members to have their city and county representatives promote this ordinance. No action was taken at this time.

John Weber provided BPAC members a list of the pedestrian/bicycle implementation, programs, and policies located in the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan. Keller Matthews brought up a bicycle/pedestrian traffic fatality count that will say the number of days since the last bicycle/pedestrian fatality. BPAC members asked staff to gather more information on how to collect the data and how we should administer the data. No item was taken at this time.

John Weber discussed partnering up with the cities and transit to purchase bike racks using the air quality grant money. Mr. Weber provided details on bike rack locations and bike racks cost. BPAC members discussed the possibility of partnering up with local Economic Development Corporations and area schools. KTMPO staff will continue research on this item and bring it back at a future meeting. No action was taken at this time.

8. Other Comments:

Kara Escajeda discussed the possibility of doing a bike friendly business initiative. This program will recognize businesses as being bike friendly. These businesses can provide people with the opportunity to provide cyclist with free bathroom breaks, free refill water stations, air pumps and others. KTMPO staff will do more research on this item and bring it back at a future meeting.

Mike Anderson discussed BikeTexas Seal Coat Letter to TxDOT and how to address issues regarding uneven shoulders.

Brian Chandler discussed the Temple Bike Share program and how to promote it.

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

The next BPAC meeting will be held on May 11th, 2016 at 9:00 a.m.

10. Adjourn: The meeting adjourned at 10:23 a.m.

Kara Escajeda, BPAC Chair

Cheryl Maxwell, KTMOPO Director

**Item 5: Discussion and Take
Appropriate Action to Appoint
Additional BPAC Voting Members**



**Bike/Pedestrian Advisory Committee
May 10th, 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.

Members Request

Four people have requested BPAC membership at this time.

Kris Long—Texas Dept. of Transportation;
Jimmie McCormick—Team Roadkill;
Doug Edwards—Central Texas College;
Marlene Maciborski—Women on Wheels.

Action Item: Appoint additional BPAC voting members.

Item 6: Regarding approval of the Vulnerable Road User Ordinance



**Bike/Pedestrian Advisory Committee
May 10th, 2016**

Agenda Item No. 6

Discuss and Take Appropriate Action on the Vulnerable Road User Ordinance

Vulnerable Road User Information Sheet

SUBJECT

As part of the Bicycle and Pedestrian Advisory Committee, also known as BPAC, goals are to provide safety to all bicyclist and pedestrians in the hopes of creating bicycle and pedestrian friendly communities in our planning region. BPAC is encouraging cities within the Killeen-Temple Metropolitan Planning Organization to adopt a Vulnerable Road User ordinance to protect bicyclist, pedestrians and other road users who may occupy a part of the road.

BACKGROUND

The purpose of the Vulnerable Road User ordinance is to protect road users who may occupy a portion of the road way. Road users can be defined as any individual that occupies a portion of the road, which may include but not limited to pedestrians, joggers, runners, bicyclist, highway construction and maintenance workers and emergency personnel. Each year, hundreds of pedestrians, bicyclist and other road users are killed in Texas due to motor vehicle collisions. Road users are allowed to use the road, but often lack the necessary protection needed to be safe. Cities throughout Texas have passed Vulnerable Road User ordinances, for example, Austin, Houston, Denton and San Antonio, to protect road users and save lives.

As part of the March 9th, 2016 BPAC meeting, KTMPO staff was directed to draft a Vulnerable Road User ordinance to provide a separation between road users and vehicles. BPAC members indicated, to provide the highest amount of safety between road users and vehicles, a three foot buffer between a road user and a vehicle should be enforced. BPAC members encourage all the cities in the Killeen-Temple Metropolitan Planning Organization planning area, which includes all of Bell County, southern part of Coryell County, and eastern part of Lampasas County, to use the following template to adopt the Vulnerable Road User ordinance. By passing the Vulnerable Road User ordinance, cities can promote bicycling and walking as an alternative mode of transportation, creating a healthy, livable, and safe community; support in economic revitalization; while addressing congestion issues and decreasing traffic accidents, injuries and deaths.

PRIOR AND FUTURE ACTION

On the March 9th, 2016 BPAC meeting, KTMPO staff was directed to draft a Vulnerable Road User ordinance. At the May 10th, 2016 BPAC meeting, members can make suggestions and take action if desired. Once action has been taken, staff will inform the KTMPO Policy Board of BPAC's action and forward the Vulnerable Road User Ordinance to the cities for their use as deemed appropriate.

FISCAL INFORMATION

The individual cities will establish the necessary fine for violations and the costs to enforce the proposed Vulnerable Road User Ordinance.

CITY OF *(City Name)*, Texas

ORDINANCE NO. _____

Vulnerable Road Users Ordinance

AN ORDINANCE OF THE *(CITY NAME)*, TEXAS, RELATING TO VULNERABLE ROAD USERS AND REAFFIRM THE OBLIGATION OF ALL OPERATORS OF MOTOR VEHICLES TO EXERCISE DUE CARE IN THE OPERATION OF MOTOR VEHICLES; MAKING FINDINGS OF FACT; PROVIDING FOR REPEALER AND SEVERABILITY; PROVIDING FOR PUBLICATION AND AN EFFECTIVE DATE; PROVIDING FOR A PENALTY *(PENALTY AMOUNT)* FOR VIOLATIONS OF THIS ORDINANCE, AND FINDING PROPER NOTICE AND MEETING.

WHEREAS, the bicyclists and pedestrians are allowed to use the roadway by law in Texas, but do not have the same protection as motorists; and

WHEREAS, lack of protection creates a greater risk of injury or death of pedestrians and bicyclist; and

WHEREAS, hundreds of pedestrians, bicyclists and other road users are killed every year in Texas; and

WHEREAS, a road user, safe passage ordinance provides safety for all road users which will increase alternative forms of transportation, decrease road congestion, create a healthy and livable community as increase the economic vitality of the community; and

WHEREAS, a road user, safe passage ordinance will increase the safety of the community by decreasing traffic injuries and deaths along city streets; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF *(CITY NAME)*, TEXAS:

1. FINDINGS OF FACT

The foregoing recitals are incorporated into the Vulnerable Road Users Ordinance by reference as findings of fact as if expressly set from herein.

2. VULNERABLE ROAD USERS

- (A) A “vulnerable road user” means a person utilizing the roadway for travel which may include, but not limited to the following:
- (1) a pedestrian, a highway construction or maintenance worker, tow truck operator, a utility worker, a stranded motorists or passenger, or one assisting or providing aid to a stranded or injured motorist;
 - (2) a person on horseback;
 - (3) a person operating equipment other than a motor vehicle, including but not limited to, a bicycle (including an electric bicycle), tricycle, hand-cycle, moped, horse-drawn conveyance, skateboarder, rollerblader, roller-skater, a person operating a manual scooter, and any other such equipment that is legally operable on public streets;
 - (4) a person operating a personal assistive mobility device in compliance with the following requirements:
 - a. A person may operate an electric personal assistive mobility device on a residential street, road way, or public highway with a speed limit of 30 miles per hour or less only:
 - i. while making a direct crossing of a highway in a marked or unmarked crosswalk;
 - ii. where no sidewalk is reasonably accessible; or
 - iii. when so directed by a traffic control device or by a law enforcement officer.
 - b. A person may operate an electric personal assistive mobility device on a path set aside for use by bicyclists or pedestrians.
 - c. Any person operating an electric person assistive mobility device on a residential street, road way, or public highway shall ride as close as possible to the right hand edge.
 - d. Except as otherwise provided by this section, provisions of this section applicable to the operation of bicycles apply to the operation of electric personal assistive mobility devices.
- (5) Emergency response personal.
- (B) In this section, a “motor vehicle” means a self-propelled vehicle. The term does not include an electric personal assistive mobility device.
- (C) Pedestrians, runners, and physically disabled person shall utilize a sidewalk if it is reasonably available and accessible or, if none, shall travel against traffic as close as practicable to the edge of the road way.
- (D) Vulnerable road users, as defined by subsections (A)(2), (A)(3) and (A)(4), above, shall comply with the requirements for bicycles set forth as follows:
- (1) Except as provided by subsection (2), a person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:
 - a. the person is passing another vehicle moving in the same direction;
 - b. the person is preparing to turn left at an intersection or onto a private road or driveway;
 - c. a condition on or off the roadway, including a fixed or moving object, parked or moving vehicle, pedestrian, animal or surface hazard prevents the person from safely riding next to the right curb or edge of the road way; or

- d. the person is operating a bicycle in an outside lane that is;
 - i. less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane; or
 - ii. too narrow for a bicycle and a motor vehicle to safely travel side by side.
 - (2) A person operating a bicycle on a one-way road way with two or more marked lanes may ride as near as practicable to the left curb or edge of the roadway.
 - (3) Person operating bicycles on a road way may ride two abreast. Persons riding two abreast on a lane road way shall ride in a single lane. Persons riding two abreast may not impede the normal and reasonable flow of traffic on the roadway.
- (E) An operator of a motor vehicle passing a vulnerable road user operating on a highway or street shall:
 - (1) move to the left lane if the highway has two or more marked lanes running in the same direction; or
 - (2) pass the vulnerable road user at a safe distance; or
- (F) For the purpose of subsection (E)(2), when road conditions allow, safe distance is at least:
 - (1) Three (3) feet if the operator's vehicle is a passenger car or light truck; or
 - (2) Six (6) feet if the operator's vehicle is a truck, other than a light truck, or a commercial motor vehicle as defined by the Texas Transportation Code § 522.003.
- (G) An operator of a motor vehicle that is making a left turn, U-turn at an intersection, including an intersection with an alley or private road or driveway, shall yield the right-of-way to a vulnerable road user in all circumstances in which the operator would be required to yield right-of-way pursuant to the traffic law.
- (H) An operator of a motor vehicle may not overtake a vulnerable road user traveling in the same direction and subsequently make a right-hand turn in front of the vulnerable road user unless the operator is safely clear of the vulnerable road user light of all conditions impacting safety.
- (I) An operator of a motor vehicle may not maneuver the vehicle in a manner that:
 - (1) is intended to intimidate or harass a vulnerable road user; or
 - (2) places the vulnerable road user at risk of unreasonable imminent bodily injury.
- (J) An operator of a motor vehicle shall exercise due care to avoid colliding with any vulnerable road user on a road way including public right-of way.
- (K) A vulnerable road user on a roadway or public right-of-way shall exercise due care and comply with all applicable city ordinances and state statutes. It is a defense to persecution under this section that at the time of the offense, the vulnerable rad user was acting in violation of the law.

3. REPEALER

All ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated herein.

4. SEVERABILITY

Should any of the clauses, sentences, paragraphs, sections or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.

5. PUBLICATION

The caption or title and the penalties under the Vulnerable Road User Ordinance shall be published by what the cities deemed necessary to inform the public.

6. EFFECTIVE DATE

The Vulnerable Road Use Ordinance effective date will be determined by the cities.

7. FINES AND PENALTIES

Any person violating any provision of the Vulnerable Road Use Ordinance or failing to observe any provision hereof shall be deemed guilty of a misdemeanor and upon conviction of a fine.

Suggested penalties are listed below:

- *Fines shall not be more than \$200.00.*
- *Work Zone: Fines will double.*
- *School Zones and Parks: An additional court cost of \$25.00.*

8. PROPER NOTICE & MEETING

It is hereby officially found and determined that the meeting at which the Vulnerable Road User Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given by the Open Meetings Act, Texas Government Code, Chapter 551.

PASSED AND APPROVED this ____ day of _____, 2016, by a vote of ____ (ayes) to ____ (nays) to ____ (abstentions) of the City Council of the City of *(City Name)*, Texas.

CITY OF (City Name), TEXAS:

By: _____
(City Mayor), Mayor

ATTEST:

(City Secretary's Name), City Secretary

Action Item: Regarding approval of the Vulnerable Road User Ordinance.

Item 7: Temple Bike Share Program Presentation

Item 8: Bike Rack Identification and Need

Agenda Item No. 8

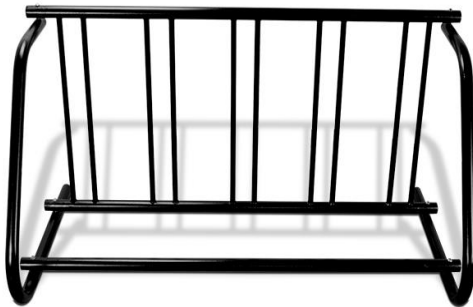
Bike Rack Identification and Need

At the last BPAC meeting, we briefly discussed partnering up with the cities to possibly purchase bike racks using the air quality fund.

KTMP staff is asking BPAC members for preferences in bike racks based on type, color, size etc. BPAC members should also provide possible locations for bike racks.

Examples of Bike Racks:

Grid Style Bike Rack:



Wave Style Bike Rack:



Circular Bike Rack



U-Rack Style Bike Rack



Resources:

<http://www.belson.com/Bike-Racks>

<http://www.breatheeasywaco.org/bike-racks.html>

KTMPO Contacts, Acronyms, and Terms



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February 24, 2016



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February 24, 2016



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Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPO	TMA
Killeen – Temple Metropolitan Planning Organization	Transportation Management Area
TPPB (KTMPO)	MAP - 21
Transportation Planning Policy Board	Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPO)	SAFETEA – LU
Technical Advisory Committee	Safe, Accountable, Flexible, Efficient Transportation Equity Act
FHWA	MPO
U.S. Department of Transportation Federal Highway Administration	Metropolitan Planning Organization
FTA	UPWP
U.S. Department of Transportation Federal Transit Administration	Unified Planning Work Program
TxDOT	MTP
Texas Department of Transportation	Metropolitan Transportation Plan
TCEQ	TIP
Texas Commission on Environmental Quality	Transportation Improvement Program
TTI	STIP
Texas A&M Transportation Institute	Statewide Transportation Improvement Program
CTCOG	STP-MM
Central Texas Council of Governments	Surface Transportation Program – Metropolitan Mobility
HCTD or “The HOP”	TAP
Hill Country Transit District	Transportation Alternatives Program
CTR TAG	UTP
Central Texas Regional Transportation Advisory Group	Unified Transportation Program
	CMAQ
	Congestion Mitigation and Air Quality Improvement Program
	UA or UZA
	Urbanized Area
	EJ or “Title VI”
	Environmental Justice
	CMP
	Congestion Management Process
	ITS
	Intelligent Transportation Systems
	NAAQS
	National Ambient Air Quality Standards

A comprehensive listing with definitions is available under Transportation Planning Resources at www.ktmpo.org. Pages 61-65 of the publication “The Transportation Planning Process...” is a great resource for commonly used Transportation terms.

