



# CENTRAL TEXAS *ON THE MOVE*



**2180 N. Main Street Belton, TX 76513**

**Fall 2016**

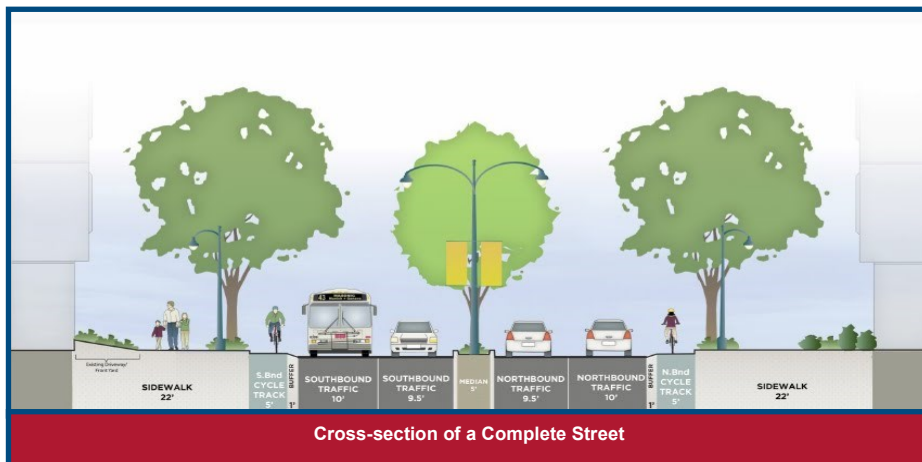
## Using Complete Streets to Improve Traffic Flow

A strong economy, an ideal climate, and a unique culture have resulted in millions of people coming to Texas and calling it home. Currently, the second most populous state, Texas is expected to continue growing at a rapid pace. By 2050, the population is expected to double to approximately 54 million people. This significant increase in population is good for the Lone Star State economy, but can cause stress on the State's ability to transport people and goods.

### Effects of Congested Roadways

Congestion is expected to increase as more people make Texas their home. This may result in major traffic delays, more stress, road rage, longer emergency response time, higher fuel cost, reduced economic health, more wear and tear on vehicles, higher chance of collisions, and more air pollutants.

### Complete Streets Concept



Complete Streets are streets designed for equal usage by automobiles, pedestrians, cyclists, and transit users. Components of a complete street include sidewalks, bike lanes, pedestrian islands, crosswalks, and dedicated bus lanes. Complete Streets also provide safety measures for individuals who may have difficulty walking.

Areas that lack Complete Streets can be dangerous and highly congested. Approximately 15% of American students who ride the bus to school do so because it is considered too dangerous to walk. According to a public survey held during the 2040 Metropolitan Transportation Plan (MTP) update, on average, 23% of people would use a bicycle if there were bike lanes or marked routes; 16% would walk to their destination if sidewalks, trails, or pedestrian bridges were available and close to work,

Cities that have adopted Complete Streets policies have seen positive results. Approximately 55% of the U.S. adult population falls short of the recommended activity guidelines. Studies have found that 43% of people with safe places to walk within ten minutes of their homes meet recommended activity levels. Complete Streets also help to reduce vehicle emissions. In areas where Complete Streets are present, carbon dioxide emissions have decreased by twenty pounds per day. Specifically, Nitrous Oxide (NOx) and Volatile Organic Compounds (VOCs) both decrease at 8% and 10% respectively, when Complete Streets are present. To find out more about Complete Streets, please visit <http://www.smartgrowthamerica.org/>.

## Contact Us

Contact us for more information about our services.

### Killeen-Temple MPO

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# Bicycle and Pedestrian Advisory Committee

## What is the Bicycle and Pedestrian Advisory Committee?

The Bicycle and Pedestrian Advisory Committee, also known as BPAC, is an advisory committee that focuses on bicycle and pedestrian issues in the KTMPO planning region. BPAC was created in January 2016 and consists of 18 voting members. These voting members represent the cities of Killeen, Copperas Cove, Temple, Belton, Nolanville, Harker Heights, and Morgan's Point Resort, the HOP, Fort Hood, Texas Department of Transportation, and organizations such as Team RWB, Tri-City Bicycles, BS&W Cycling Club, Team Roadkill, Women on Wheels, and Central Texas College.

## What has BPAC Accomplished?

**National Bike Month Awareness:** To help promote nationally recognized bicycle and pedestrian events, BPAC approved a resolution in support of May 2016 as National Bike Month and its associated events and dates. Since 1956, the League of American Bicyclists have declared May as National Bike Month, and established certain dates as Bike to School Day, Bike to Work Week, and Bike to Work Day. These programs teach people the importance of biking and promote a healthy, safe, and environmentally-friendly form of transportation as an effective means to reduce air pollution, conserve energy, relieve congestion, and decrease noise pollution.

**Vulnerable Road User Ordinance:** BPAC also helped with the development of the Vulnerable Road User Ordinance. Vulnerable road users may include cyclist, pedestrians, construction workers, emergency personnel, or any other non vehicular roadway occupant. This ordinance provides for a three foot buffer between automobiles and vulnerable road users. Each year, hundreds of pedestrians, bicyclists, and other vulnerable road users are killed in Texas by motor vehicle collisions. Many cities throughout Texas have enacted similar ordinances to protect these roadway users and KTMPO encourages cities in our region to consider adopting such an ordinance as well.



Trail at Chalk Ridge Falls Park, Belton, TX

## What will BPAC do in the Future?

BPAC is currently in the process of prioritizing tasks and projects to implement. One of the projects under consideration is developing a Bike Friendly Business Initiative. This program recognizes local businesses who provide discounted or free services to cyclist. Since most trips tend to be local, by offering discounted or free services, more people may be encouraged to ride their bikes to recognized businesses. This would result in less congestion, promote a healthy lifestyle, and improve air quality.

BPAC is working with the Central Texas Air Information and Research Advisory Committee (CTAIR) to provide a list of recommended bike rack locations. CTAIR Advisory Committee is looking at the possibility of purchasing bike racks in the Central Texas region to promote bike ridership which in turn will help to improve the region's air quality.

## How can I get involved?

BPAC is always looking for public input. All BPAC meetings are open to the public and comments to the committee are encouraged. Meeting dates can be found at [www.ktmipo.org/meetings](http://www.ktmipo.org/meetings).

Our new Bike/Pedestrian Web Map is another tool to provide public input. This interactive map allows the public to make edits on the map to depict a variety of issues: highlight gaps or inaccuracies in the geographic data, suggest new facilities, or highlight problem areas for future project development. KTMPO will then consider this input as projects are developed for future funding. Please visit <http://www.ktmipo.org/planning/maps-and-data/> to provide your input.



Trails like the Andy K Wells Trail in Killeen can provide people the ability to walk or cycle to their destination instead of driving. They also provide an excellent opportunity for recreation.





# Transporting Temple



The City of Temple's transportation infrastructure moves burgeoning quantities of people and products across its transportation corridors daily. The need for transportation projects to efficiently convey goods and travelers continues to multiply as the City's industrial and residential areas expand. Temple's transportation plan is a ten-year endeavor, which began four years ago, to design, build and maintain major transportation infrastructure connecting Temple residents and businesses through roads, trails, and sidewalks. This effort also strives to accommodate public transit options whenever possible.

A major undertaking is underway in the City to design, phase and construct portions of a 10.4 mile section of the Outer Loop west of I-35 in the city's high growth corridors. The project should help to reduce congestion on North-South transit corridors and provide more efficient routes to the eastern and western areas of the Central Texas region.

## Outer Loop Conceptual Cross-Section



*This year's (FY 2017) Temple budget includes the fifth year of a multi-year transportation capital improvement program (TCIP). The TCIP is a result of the City of Temple's assessments and reports on both the condition of transportation infrastructure and the need to improve mobility. The project areas identified address both the need to improve existing infrastructure and provide new capacity and connectivity for future expansions, which includes a commitment to address multi-modal transportation facilities.*

### Temple's Transportation Projects Address key areas:

- ◆ Public Safety... Signalization & Traffic Management
- ◆ Legacy Pavement Preservation
- ◆ Adding Capacity & Connectivity
- ◆ Multi-modal including Bike Paths, Trails, Sidewalks and Transit
- ◆ Initiated in 2012, a multi-modal, multi-year, multi-phase program over a 10-year period
- ◆ Integrates utility components through project implementation





## Temple Planning Department Adds New Member

City of Temple Planning Director Brian Chandler, AICP, announces the addition of a new Assistant Director.

Lynn Barrett, CPM, joined City Staff at the end of August. She was most recently a Planning Director for the cities of Buffalo, Wyoming and Dayton, Texas as well as having served in development staff positions for the Cities of San Marcos and Boerne and in county administration in North Carolina.

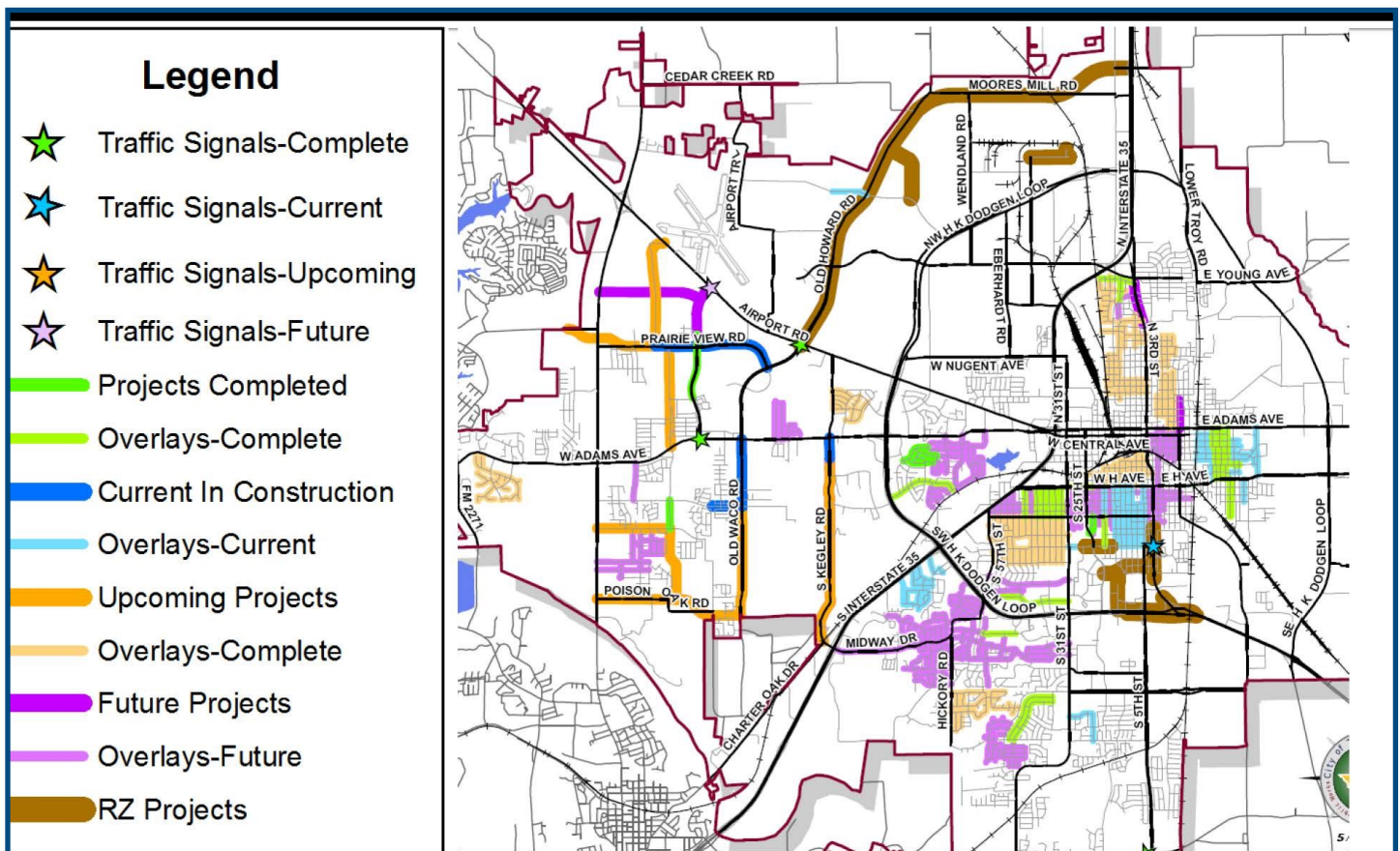


The picture above is new construction on Prairie View Road



The picture to the left is the newly completed section of Avenue R

## Transportation System Improvements



## Freight Advisory Committee

### KTMP Freight Issues

In the KTMP planning region, freight shippers may face a variety of transportation issues. Congestion along major corridors such as Interstate 35 and US 190 may cause deliveries to be delayed, which can result in significant financial loss to businesses. At-grade railroad crossings can cause traffic to quickly back up resulting in major delays as well. Freight congestion is also a major component of air pollution. When trucks are idling in traffic, many pollutants are emitted into the air, contributing to our region's ozone problems. KTMP is looking at ways to address these freight related issues and others in our region.

### Freight Advisory Committee

KTMP is organizing a Freight Advisory Committee to address freight related issues in our region. The purpose of the Freight Advisory Committee is to advise KTMP on freight related priorities, issues, projects, and funding. The Freight Advisory Committee is tasked with making recommendations on freight transportation policies and performance measures, identifying the local freight network along with issues affecting freight, prioritizing freight transportation projects that facilitate safe and efficient freight movement, and promoting the importance of freight movement to the region's economic competitiveness.

Currently, the committee has 10 members. KTMP is seeking members from the private sector to serve on the committee. Input from private industry is needed to identify problems in the local transportation network and provide ideas to improve the network. Questions that the private sector can help answer include: What are the major truck routes? Where is congestion occurring? What are the barriers to truck movement? What actions are needed to resolve problems? and Where is development occurring?

### FAST Act

With the passage of the Fixing America Surface Transportation (FAST) Act in December of 2015, several provisions were included to improve the condition and performance of the national freight network and to support investment in freight-related surface transportation projects. The FAST Act establishes a national policy of maintaining and improving the condition and performance of the National Multimodal Freight Network.

The FAST Act also requires Texas, through TxDOT, to establish a state freight strategic plan that includes an assessment of the condition and performance of the freight network, forecasted freight volumes, and strategies to improve freight intermodal connectivity. Other components of the plan include a list of priority projects, a five-year forecast period that is fiscally constrained, and a plan to invest and match its National Highway Freight Program funds.

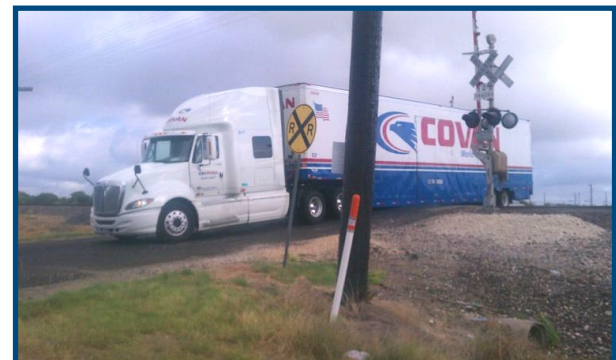
These are all included in the Texas Freight Mobility Plan that was approved in January 2016. The plan is available at [www.txdot.gov](http://www.txdot.gov). Freight projects that may be eligible for funding include a highway freight project on the National Highway Freight Network; a highway or bridge project that is on the National Highway System; a freight intermodal or freight rail project; or a railway-highway grade crossing or grade separation project.

### KTMP Freight Forum and Workshop

As a precursor to the Freight Advisory Committee, KTMP hosted a Freight Forum and Workshop this past April. Attendees were given the opportunity to express any freight or handling issues, such as low clearances and difficult turn radiuses, and physically pinpoint problematic areas in the KTMP planning region. The Freight Forum and Workshop included guest speakers from TxDOT, North Central Texas Council of Governments, and the Federal Highway Administration. KTMP also unveiled the Freight and Safety Web Map. Similar to the bike/pedestrian web map stated in the previous section, this map allows users to notify KTMP of any possible freight and safety issue in the region. KTMP can then use this input to recommend projects when funding becomes available. To inform KTMP of your freight issues, please visit [www.ktmp.org/planning/maps-and-data/](http://www.ktmp.org/planning/maps-and-data/).



Freights trains can provide an easy means to transport goods throughout the KTMP region. However, at-grade crossings can cause traffic delay son local roads.



An 18-wheeler is seen stuck on railroad tracks in Nolanville. The FAST Act can help fund projects that provide safety at at-grade crossings.



## MLK Jr. Bridge Dedication



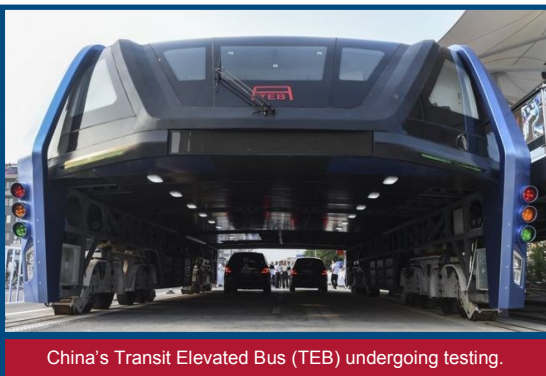
Looking west, the new MLK bridge crossing over Nolan Creek. The total project cost was around \$6 million with approximately \$3 million funded through KTMO.

On July 12th, 2016, the City of Belton opened the brand new Martin Luther King Jr. Avenue Extension. This provides another connection between Loop 121 and Main Street in Belton. The project utilized KTMO Category Seven also known as Surface Transportation Program Metropolitan Mobility funds.

## MTP Project Reprioritization—How Are Projects Selected for Funding?

KTMO is currently in the process of reprioritizing the project listing located in the 2040 Metropolitan Transportation Plan (MTP). KTMO received 95 submissions which are currently being scored by the Technical Advisory Committee. When the scoring is completed, each project will be ranked according to their respective scores. Once funding is available, top priority projects will receive eligible funding.

## What's New in Transit?



China's Transit Elevated Bus (TEB) undergoing testing.

In August, China tested the Transit Elevated Bus (TEB). This two meter high bus is built to allow automobiles to drive underneath the bus, reducing congestion at bus stops. Each TEB can carry up to 300 passengers and reach speeds up to 35 mph and run

solely on electricity. One TEB could replace up to 40 conventional buses. For more information on this project, please visit [www.bbc.com](http://www.bbc.com).

## Have you Checked These Out?



<https://www.tcfound.org/>



<http://www.takethehop.com/>

## How You Can Get Involved

**KTMO MEETINGS:** The public is encouraged to attend various KTMO meetings including the Technical Advisory Committee (TAC) and Transportation Planning Policy Board (TPPB). The public is given an opportunity to speak at these meetings and have their voices heard. Please visit <http://www.ktmpo.org/meetings/> for meeting dates.

**ADVISORY COMMITTEES:** We currently have a Bicycle/Pedestrian Advisory Committee and are creating a Freight Advisory Committee. If you wish to attend these meetings or serve on one of these committees, contact KTMO staff for more details.

**PUBLIC HEARINGS:** Public hearings are held to receive comments on changes to KTMO documents to include the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Members of the public are encouraged to fill out a public comment form during public involvement periods. A general contact/comment form is also available at <http://www.ktmpo.org/contact/>.

**KTMO VOTING REPS:** To contact your TAC and TPPB voting representatives please visit <http://www.ktmpo.org/about/members/>

**CITY STAFF:** The MPO recommends you work closely with your respective city planning staff and inform them of areas in their city needing improvement. City planners can then use the public input to design transportation projects that may move forward when funding becomes available.

### Meeting Dates:

#### Technical Advisory Committee (TAC):

- First Wednesday of every month

#### Transportation Planning Policy Board (TPPB):

- Third Wednesday of every month

For all KTMO meeting dates, please visit:

<http://www.ktmpo.org/meetings/>

### KTMO Staff:

Cheryl Maxwell: KTMO Planning Director  
Jason Deckman: Regional Planner/GIS Technician  
Jim Martin: Regional Planner  
John Weber: Regional Planner

## NOTE THE DATE:

October 2016: International Walk to School Month  
October 5, 2016: International Walk to School Day

## I35 Construction Update Anticipated Completion Dates:

Salado: Late 2016  
Temple: Spring 2019

Belton: Late 2016  
Troy: Fall 2017