



Bicycle/Pedestrian Advisory Committee Meeting

**January 10, 2017
9:00 a.m.**

Agenda



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

Tuesday, January 10, 2017
Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513

Regular Meeting: 9:00 A.M.

AGENDA

1. Call to Order.
2. Opportunity for Public Comment. (1)
3. Staff Update:
 - a. Bike Racks;
 - b. KTMPPO Newsletter;
 - c. Air Quality.
4. **Action Item:** Regarding approval of minutes from November 8, 2016 BPAC meeting.
5. **Discussion and Possible Action Item:** 15th Annual Smokin' Spokes Bike Ride.
6. **Discussion and Possible Action Item:** Follow up from November 8, 2016 BPAC meeting to include the following:
 - a. Driver Education Safety;
 - b. Bicycle and Pedestrian Signage;
 - c. Promotional Items.
7. **Discussion and Possible Action Item:** Identify gaps between schools.
8. **Discussion and Possible Action Item:** Fitness Friendly Business Program.
9. Member Comments.
10. Discuss date, time and agenda 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 KTMPPO 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:

Approval of Meeting Minutes



KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPO)
Bicycle and Pedestrian Advisory Committee (BPAC)

Tuesday November 8, 2016
9:00 AM

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
Marlene Maciborski—Women on Wheels
Mike Anderson for Chad Welch—Tri-City Bikes
Doug Edwards—Central Texas College

Others Present

Jennifer Lawyer—CTCOG
Cheryl Maxwell—KTMPO

Jason Deckman—KTMPO
John Weber—KTMPO

Meeting Minutes

1. Call to Order: Chair Kara Escajeda called the meeting to order at 9:04 a.m.

2. Public Comment: No comments were made by the public.

3. Staff Update:

--John Weber provided an update on the 2040 Metropolitan Transportation Plan (MTP) reprioritization. KTMPO received 99 projects with 85 scored projects and 14 unscored projects. The 85 scored projects are composed of 66 roadway projects and 19 bike/pedestrian projects.

--Mr. Weber provided an update on bike racks. Through the Rider 7 grant, CTCOG is planning to purchase 250 bike racks. 125 will be the inverted-u style bike racks with the rest being the bike docks. 141 bike racks were requested with 56 requests for the inverted-u and 85 requests for the bike docks.

--For air quality, September's readings were 63 parts per billion (ppb) at the Temple station and 61 ppb at the Killeen station. October's readings were 65 ppb at the Temple station and 70 ppb at the Killeen station. The Design Value, as of November 1st, 2016 is 67 ppb at both stations. Mr. Weber explained that

the EPA will look at 2013-2015 4th highest eight hour ozone average to determine their designations. When 2016 ends, the EPA will look 2014-2016 ozone values to make their final designations.

4. Action Item: Regarding approval of minutes from September 13, 2016 BPAC minutes.

Leo Mantey made a motion to approve the September 13, 2016 BPAC meeting minutes, seconded by Matt Bates; the motion passed unanimously.

5. Discussion and Possible Action Item: Promotional information for bicyclists and pedestrians.

John Weber provided BPAC members with a promotional info sheet that provides information on different bike/pedestrian information. The sheet provides information on street design guidelines, bike rack information, bicycle safety tips and other bicycle and pedestrian information.

The floor opened for discussion.

BPAC members discussed other promotional ideas such as how to encourage driver education classes to incorporate bicycle and pedestrian safety measures, safety options to protect vulnerable road users and research promotional items that can be used for bicycling and pedestrian events.

No action was taken on this item.

6. Discussion and Possible Action Item: Identify interconnectivity issues between parks.

John Weber provided BPAC members with maps highlighting current bicycle and pedestrian infrastructure and bicycle and pedestrian infrastructure that are in the 2040 MTP. Mr. Weber asked BPAC members to identify any interconnectivity issues that are in the KTMPO planning region. The floor opened for discussion.

BPAC members came up with three corridors that can be used to create a regional network of trails. Possible improvements include connecting Copperas Cove to Killeen, widening FM 93 to include shoulders and creating a Rails to Trails project using the old Belton Railroad near FM 93.

No action was taken on this item.

7. Discussion and Possible Action Item: Fitness Friendly Business Program.

John Weber provided BPAC members with details of the Fitness Friendly Business Program. This program recognizes businesses that are bike and pedestrian friendly. Businesses must follow criteria to be part of the program. The floor opened for discussion.

BPAC members decided that businesses shall meet a minimum of three criteria. Out of the three criteria, businesses must allow cyclists and pedestrians to use the bathroom facilities and provide water as mandatory criteria and allow the businesses to choose one more criteria. Other changes to the criteria include replacing covered parking with security features and adding charging stations. No other changes were made to the Fitness Friendly Business Program.

Mike Anderson made a motion to approve the Fitness Friendly Business Program with the proposed changes, seconded by Doug Edwards; the motion passed unanimously.

8. Member Comments.

John Weber invited BPAC members to attend the Transportation Planning Policy Board meeting on November 16, 2016 at 9:30 because of active transportation presentations.

9. Adjourn: The meeting adjourned at 10:18 a.m.

Kara Escajeda, BPAC Chair

Cheryl Maxwell, KTMOPO Director

Item #5: 15th Annual Smokin' Spokes Bike Ride

Discuss 15th Annual Smokin' Spokes Bike Ride

On March 25, 2017, the Salado Volunteer Fire Department is holding their 15th Annual Smokin' Spokes Bike Ride. KTMPO is asking BPAC for suggestions for promoting this event.

Discussion and Possible Action Item: Discuss 15th Annual Smokin' Spokes Bike Ride.

**Item #6: Follow up of
November 8, 2016 BPAC
Meeting**

Follow up from November 8, 2016 BPAC Meeting

A. Driver Education Safety

At the November 8, 2016 BPAC meeting, BPAC members discussed how can bicycle and pedestrian safety education be incorporated into driver education. After conducting research, the State of Texas passed SB 2041 in 2009, which requires driver's license test takers to demonstrate knowledge of motorist responsibilities to cyclists. This bill required the Department of Public Safety to add questions about bicyclist's rights to the driver's license exam which is discussed in Section 521.161 of the Texas Transportation Code.

Link to Section 521 of the Texas Transportation Code:

<http://www.statutes.legis.state.tx.us/Docs/TN/htm/TN.521.htm>

B. Bicycle and Pedestrian Signage

Bicycle and Pedestrian signs are one way to protect cyclists and pedestrians when they are a vulnerable road user. The FHWA Manual on Uniform Traffic Control Devices (MUTCD) provides design standards for bicycle and pedestrian signs.

Link to FHWA MUTCD-<http://mutcd.fhwa.dot.gov/htm/2009/part9/part9b.htm>

C. Promotional Items

KTMPPO received a BikePedEd sample from BikeTexas. Examples of promotional items from BikeTexas promotional items will be shown at the next BPAC meeting.

Discussion and Possible Action Item: Discuss and recommend the action items discussed above.

Texas Driver's Handbook

Texas Department of Public Safety

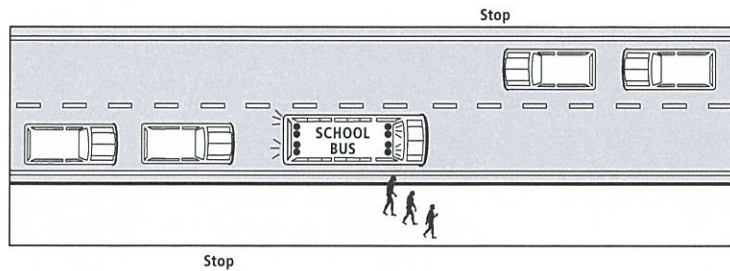


Texas Driver Handbook



Driver License Division
Revised January 2016

Yield Right-of-Way to School Buses



You must yield the right-of-way to school buses. Always drive with care when you are near a school bus. If you approach a school bus from either direction and the bus is displaying alternately flashing red lights, you must stop. Do not pass the school bus until:

1. The school bus has resumed motion;
2. You are signaled by the driver to proceed; or
3. The red lights are no longer flashing.

It is not necessary to stop when passing a school bus on a different road or when on a controlled-access highway where the bus is stopped in a loading zone and pedestrians aren't permitted to cross. A person who fails to obey the law regarding yielding the right-of-way to school buses displaying alternating, flashing lights is subject to the penalties listed in Table 17.

Table 17: Penalties for Failure to Yield Right-of-Way to School Bus

Conviction	Penalty
1st conviction	A fine of \$500 - \$1,250.
2nd conviction and every conviction after (within 5 years)	A fine not less than \$1000 or more than \$2000, possible suspension of driver license for up to six months.
Person causes serious bodily injury to another when passing a stopped school bus	Class A misdemeanor punishable by a fine of up to \$4,000 and/or up to one year in jail.
Person causes serious bodily injury to another and has previously been convicted of passing a school bus and causing serious bodily injury	State jail felony punishable by 180 days to 2 years confinement and a possible fine of up to \$10,000.

Yield the Right-of-Way to Pedestrians (Persons on Foot)

Avoid Turning a Car into a Deadly Weapon

You should always be on the lookout for individuals who are on foot (pedestrians) whether they have the right-of-way or not. Drivers must give the right-of-way to pedestrians:

1. At an uncontrolled intersection (there are not any traffic signs or signals for the pedestrian to enter the crosswalk)
2. If the pedestrian has a WALK signal or
 - a. If there is not a pedestrian control signal, give the pedestrian the right-of-way on a green light.
 - b. If the light changes after the pedestrian has entered the crosswalk, still give the pedestrian the right-of-way.

Yield Here to Pedestrian Signs



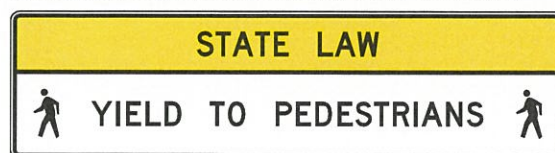
The "Yield Here to Pedestrians" sign is used when yield lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane roadway.

In-Street and Overhead Pedestrian Crossing Signs

The "In-Street Pedestrian Crossing" signs or the "Overhead Pedestrian Crossing" signs may be used to remind road users of laws regarding right-of-way at a pedestrian crosswalk without signals.



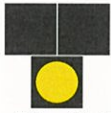



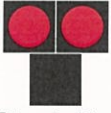



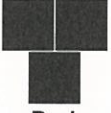

The "In-Street Pedestrian Crossing" signs are placed in the road at the crosswalk location on the center line, on a lane line, or on a median island. The "In-Street Pedestrian Crossing" signs will not be posted on the left- or right-hand side of the road.

The "Overhead Pedestrian Crossing" signs are placed over the roadway at the crosswalk.



Pedestrian Hybrid Beacons

A pedestrian hybrid beacon is a special type of pedestrian activated warning device used with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. Pedestrian hybrid beacons are only installed at a marked crosswalk.

Pedestrian Crossing Signals	
What Drivers See	What Pedestrians See
 Dark	 Push the button.
 Flashing Yellow	
 Steady Yellow	
 Steady Red	 Start crossing.
 Alternating Flashing Red Stop. Then go if clear.	 Flashing Continue crossing.
 Dark	

In-Roadway Lights

In-roadway lights are special types of lights installed in the roadway surface to warn roadway users they are approaching a condition on or near the road they may not see, which might require them to slow down or come to a complete stop. In-roadway lights are used as an alternative to traffic lights where pedestrian safety is a concern, and are typically placed at midblock crossings, school crosswalks, marked crosswalks on uncontrolled approaches, or in advance of roundabouts.

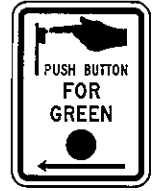
Image source: Some images in this chapter are courtesy of The MUTCD, 2009 Edition, published by FHWA at mutcd.fhwa.dot.gov/pdfs/2009/pdf_index.htm

Chapter 12: Pedestrian Safety

A driver should always pay special attention to pedestrians (persons on foot). However, there are certain safety rules pedestrians should follow.

Laws and Safety Tips for Pedestrians

1. Obey traffic control signals unless otherwise directed by a pedestrian control signal.
2. Do not cross the street between two intersections. It is dangerous to cross in the middle of a street.
3. Use sidewalks when available, and do not walk in the street.
4. Walk on the left side of the road if there are no sidewalks. Step off the pavement when a car approaches.
5. If you cross a street at any point other than within a crosswalk at an intersection, you (the pedestrian) must yield the right-of-way to all vehicles.
6. If you cross a street without using a pedestrian tunnel or overhead pedestrian crossing which has been provided, you (the pedestrian) must yield the right-of-way to all vehicles.
7. When crossing at a crosswalk, keep right if possible.
8. Blind, partially blind, or disabled individuals may carry a white cane while walking. Others must not display a cane on any public street or highway.
9. No person may stand in the road for the purpose of soliciting a ride, contributions, or business. A person may stand in a road to solicit a charitable contribution if authorized to do so by the local authority having jurisdiction over the road.
10. Do not suddenly walk or run into the street in the path of a vehicle. These sudden actions may make it impossible for the vehicle operator to yield.
11. Wait on the curb, not in the street, until the traffic signals change to green or read "Walk."
12. Always wear white or light colored clothing and/or carry a light or reflector when walking at night.
13. Look both ways before crossing the street and before stepping out from behind parked cars.
14. Be extra careful when getting off a streetcar or bus.
15. Get in and out of cars on the curb side of the road when possible.
16. Do not walk on a road when you are under the influence or consuming an alcoholic beverage. Alcohol is a contributing factor to pedestrian traffic crashes.
17. Pedestrians should be aware that local authorities may have ordinances which require pedestrians to comply with the directions of an official traffic control device (signals, signs, etc.) and prohibit pedestrians from crossing a road in a business district or a designated highway, except in a crosswalk.



Laws and Safety Tips for Motorists

1. If you see a pedestrian crossing or attempting to cross the street, slow down, use your horn if necessary, and be prepared to stop.
2. Be alert to a pedestrian guided by an assistance animal or carrying a white cane. The white cane indicates the person may be blind, partially blind, or disabled. A driver shall take the necessary pre-cautions to avoid injuring or endangering a pedestrian crossing or attempting to cross the street. The driver shall bring the vehicle to a full stop if injury or danger can only be avoided by that action.
3. Watch for individuals who are blind at bus stops, intersections, business areas, and near schools for the blind.

Chapter 13: Bicycle Laws and Safety

Bicycle Traffic Laws

A bicycle is a vehicle. Any person riding a bicycle has the same rights and responsibilities that apply to a driver operating a vehicle unless these cannot, by their nature, apply to a person operating a bicycle.

Any person who operates a bicycle is subject to the same penalties for violating a traffic law as a person operating a motor vehicle. All traffic convictions will be placed on the individual's driver record, regardless if the conviction was for an offense committed on a bicycle or in a motor vehicle.

Do's

1. Always obey all traffic laws, signs, and signals. Stop at all stop signs and red lights.
2. Always ride with the flow of traffic.
3. Only ride on or astride a permanent and regular seat.
4. When operating a bicycle on a one-way road with two or more marked traffic lanes, ride as near as possible to the left curb or edge of the road.
5. Individuals riding two abreast on a "laned" road must ride in a single lane and not impede the flow of traffic.
6. Bicyclists may ride on the shoulder of the road.
7. Bicyclists must signal a turn or stop by:
 - a. Using either their left arm pointing up or their right arm pointed horizontally to signal a right turn.
 - b. Using their left arm pointed horizontally to signal a left turn.
 - c. Using their left arm pointed downward to signal a stop.
8. A person operating a bicycle who is moving slower than the other traffic on the road shall ride as near as possible to the right curb or edge of the road unless:
 - a. The person is overtaking and passing another vehicle proceeding in the same direction
 - b. The person is preparing for a left turn at an intersection or onto a private road or driveway
 - c. There are unsafe conditions in the road such as fixed or moving objects, parked or moving vehicles, pedestrians, animals, potholes, or debris, or
 - d. The person is operating a bicycle in an outside lane that is:
 - Less than 14 feet in width and doesn't have a designated bicycle lane adjacent to that lane; or
 - The lane is too narrow for a bicycle and a motor vehicle to safely travel side by side.

Don'ts

1. Never carry more than the number of individuals it is designated or equipped for.
2. Never ride opposite the flow of traffic.
3. Never attach the bicycle or person to a moving streetcar or vehicle upon a road.
4. Never carry any package, bundle, or article which prevents the rider from keeping at least one hand on the handlebars.

Shared Lane Marking

The shared lane marking may be used to:

1. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist impacting the open door of a parked vehicle
2. Assist bicyclists with lateral position in lanes too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane
3. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way
4. Encourage safe passing of bicyclists by motorists, or
5. Reduce the incidence of wrong-way bicycling

Shared Lane Marking



Bicycles Must Be Properly Equipped

1. Every bicycle must be equipped with a brake, which will enable the operator to make the wheels skid on dry, level, clean pavement when applied.
2. Hearing-impaired bicycle riders may display a safety flag.
3. Every bicycle used at nighttime must be equipped with:
 - a. A lamp on the front which emits a white light visible from a distance of at least 500 feet in front of the bicycle, and
 - b. A red, DPS-approved reflector on the rear visible from distances of 50 feet to 300 feet. (A red light on the rear visible from a distance of 500 feet may be used in addition to the red reflector.)

Bicycle Safety Guidelines

1. You may be required by law to wear a helmet depending on your local laws.
2. When riding on pedestrian facilities, reduce speed and exercise caution.
3. Do not weave in and out of parked cars.
4. Move off the street to stop, park, or make repairs to your bicycle.
5. Select a route according to the rider's bicycling skill and experience.
6. Bicycles may be equipped with a mirror.
7. Wear light colored or reflective clothing to make it easier for drivers to see you.

Riding in Wet Weather

Water makes certain surfaces slick. Be aware of manhole covers and painted stripes on the road. Water also obscures some hazards. Watch for potholes filled with water. In addition, the visibility of motorists is greatly decreased in wet weather.

Section 521 of the Texas Transportation Code

Text of section as added by Acts 2009, 81st Leg., R.S., Ch. 1413
(S.B. 1317), Sec. 3

For text of section as added by Acts 2009, 81st Leg., R.S., Ch.
1253 (H.B. 339), Sec. 11, see other Sec. 521.1601.

Sec. 521.1601. DRIVER EDUCATION REQUIRED. The department may not issue a driver's license to a person who is younger than 25 years of age unless the person submits to the department a driver education certificate issued under Chapter 1001, Education Code, that states that the person has completed and passed:

(1) a driver education and traffic safety course conducted by an entity exempt from licensure under Section 1001.002, Education Code, or a driver education course approved by the Texas Department of Licensing and Regulation under Chapter 1001, Education Code; or

(2) if the person is 18 years of age or older, a driver education course approved by the Texas Department of Licensing and Regulation under Section 1001.101 or 1001.1015, Education Code.

Added by Acts 2009, 81st Leg., R.S., Ch. 1413 (S.B. 1317), Sec. 3, eff. March 1, 2010.

Amended by:

Acts 2015, 84th Leg., R.S., Ch. 1044 (H.B. 1786), Sec. 56, eff. September 1, 2015.

Acts 2015, 84th Leg., R.S., Ch. 1044 (H.B. 1786), Sec. 57, eff. September 1, 2015.

Sec. 521.161. EXAMINATION OF LICENSE APPLICANTS. (a) Except as otherwise provided by this subchapter, the department shall examine each applicant for a driver's license. The examination shall be held in the county in which the applicant resides or applies not later than the 10th day after the date on which the application is made.

TRANSPORTATION CODE

TITLE 7. VEHICLES AND TRAFFIC

SUBTITLE C. RULES OF THE ROAD

CHAPTER 552. PEDESTRIANS

Sec. 552.001. TRAFFIC CONTROL SIGNALS. (a) A traffic control signal displaying green, red, and yellow lights or lighted arrows applies to a pedestrian as provided by this section unless the pedestrian is otherwise directed by a special pedestrian control signal.

(b) A pedestrian facing a green signal may proceed across a roadway within a marked or unmarked crosswalk unless the sole green signal is a turn arrow.

(c) A pedestrian facing a steady red signal alone or a steady yellow signal may not enter a roadway.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 552.002. PEDESTRIAN RIGHT-OF-WAY IF CONTROL SIGNAL PRESENT. (a) A pedestrian control signal displaying "Walk," "Don't Walk," or "Wait" applies to a pedestrian as provided by this section.

(b) A pedestrian facing a "Walk" signal may proceed across a roadway in the direction of the signal, and the operator of a vehicle shall yield the right-of-way to the pedestrian.

(c) A pedestrian may not start to cross a roadway in the direction of a "Don't Walk" signal or a "Wait" signal. A pedestrian who has partially crossed while the "Walk" signal is displayed shall proceed to a sidewalk or safety island while the "Don't Walk" signal or "Wait" signal is displayed.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 552.003. PEDESTRIAN RIGHT-OF-WAY AT CROSSWALK. (a) The operator of a vehicle shall yield the right-of-way to a pedestrian crossing a roadway in a crosswalk if:

(1) no traffic control signal is in place or in operation;
and

(2) the pedestrian is:

(A) on the half of the roadway in which the vehicle is traveling; or

(B) approaching so closely from the opposite half of the roadway as to be in danger.

(b) Notwithstanding Subsection (a), a pedestrian may not suddenly leave a curb or other place of safety and proceed into a crosswalk in the path of a vehicle so close that it is impossible for the vehicle operator to yield.

(c) The operator of a vehicle approaching from the rear of a vehicle that is stopped at a crosswalk to permit a pedestrian to cross a roadway may not pass the stopped vehicle.

(d) If it is shown on the trial of an offense under Subsection (a) that as a result of the commission of the offense a collision occurred causing serious bodily injury or death to a visually impaired or disabled person, the offense is a misdemeanor punishable by:

(1) a fine of not more than \$500; and

(2) 30 hours of community service to an organization or agency that primarily serves visually impaired or disabled persons, to be completed in not less than six months and not more than one year.

(d-1) A portion of the community service required under Subsection (d)(2) shall include sensitivity training.

(e) For the purposes of this section:

(1) "Visually impaired" has the meaning assigned by Section 91.002, Human Resources Code.

(2) "Disabled" means a person who cannot walk without the use or assistance of:

(A) a device, including a brace, cane, crutch, prosthesis, or wheelchair; or

(B) another person.

(f) If conduct constituting an offense under this section also constitutes an offense under another section of this code or the Penal Code, the actor may be prosecuted under either section or both sections.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Amended by:

Acts 2009, 81st Leg., R.S., Ch. 1272 (H.B. 1343), Sec. 2, eff. September 1, 2009.

Sec. 552.004. PEDESTRIAN TO KEEP TO RIGHT. A pedestrian shall proceed on the right half of a crosswalk if possible.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 552.005. CROSSING AT POINT OTHER THAN CROSSWALK. (a) A pedestrian shall yield the right-of-way to a vehicle on the highway if crossing a roadway at a place:

(1) other than in a marked crosswalk or in an unmarked crosswalk at an intersection; or

(2) where a pedestrian tunnel or overhead pedestrian crossing has been provided.

(b) Between adjacent intersections at which traffic control signals are in operation, a pedestrian may cross only in a marked crosswalk.

(c) A pedestrian may cross a roadway intersection diagonally only if and in the manner authorized by a traffic control device.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 552.006. USE OF SIDEWALK. (a) A pedestrian may not walk along and on a roadway if an adjacent sidewalk is provided and is accessible to the pedestrian.

(b) If a sidewalk is not provided, a pedestrian walking along and on a highway shall if possible walk on:

(1) the left side of the roadway; or

(2) the shoulder of the highway facing oncoming traffic.

(c) The operator of a vehicle emerging from or entering an alley, building, or private road or driveway shall yield the right-of-way to a pedestrian approaching on a sidewalk extending across the alley, building entrance or exit, road, or driveway.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995. Amended by Acts 2001, 77th Leg., ch. 497, Sec. 3, eff. June 11, 2001.

Sec. 552.007. SOLICITATION BY PEDESTRIANS. (a) A person may not stand in a roadway to solicit a ride, contribution, employment, or business from an occupant of a vehicle, except that a person may stand in a roadway to solicit a charitable contribution if authorized to do so by the local authority having jurisdiction over the roadway.

(b) A person may not stand on or near a highway to solicit the watching or guarding of a vehicle parked or to be parked on the highway.

(c) In this section, "charitable contribution" means a contribution to an organization defined as charitable by the standards of the United States Internal Revenue Service.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 552.0071. LOCAL AUTHORIZATION FOR SOLICITATION BY PEDESTRIAN. (a) A local authority shall grant authorization for a person to stand in a roadway to solicit a charitable contribution as provided by Section 552.007(a) if the persons to be engaged in the solicitation are employees or agents of the local authority and the other requirements of this section are met.

(b) A person seeking authorization under this section shall file a written application with the local authority not later than the 11th day before the date the solicitation is to begin. The application must include:

- (1) the date or dates and times when the solicitation is to occur;
- (2) each location at which solicitation is to occur; and
- (3) the number of solicitors to be involved in solicitation at each location.

(c) This section does not prohibit a local authority from requiring a permit or the payment of reasonable fees to the local authority.

(d) The applicant shall also furnish to the local authority advance proof of liability insurance in the amount of at least \$1 million to cover damages that may arise from the solicitation. The insurance must provide coverage against claims against the applicant and claims against the local authority.

(e) A local authority, by acting under this section or Section 552.007, does not waive or limit any immunity from liability applicable under law to the local authority. The issuance of an authorization under this section and the conducting of the solicitation authorized is a governmental function of the local authority.

(f) Notwithstanding any provision of this section, the existing rights of individuals or organizations under Section 552.007 are not impaired.

(g) For purposes of a solicitation under Subsection (a), a roadway is defined to include the roadbed, shoulder, median, curbs, safety zones, sidewalks, and utility easements located adjacent to or near the roadway.

Added by Acts 2005, 79th Leg., Ch. 12 (S.B. 245), Sec. 2, eff. May 3, 2005.

Amended by:

Acts 2007, 80th Leg., R.S., Ch. 333 (H.B. 3089), Sec. 1, eff. June 15, 2007.

Sec. 552.008. DRIVERS TO EXERCISE DUE CARE. Notwithstanding another provision of this chapter, the operator of a vehicle shall:

- (1) exercise due care to avoid colliding with a pedestrian on a roadway;
- (2) give warning by sounding the horn when necessary; and
- (3) exercise proper precaution on observing a child or an obviously confused or incapacitated person on a roadway.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 552.009. ORDINANCES RELATING TO PEDESTRIANS. A local authority may by ordinance:

- (1) require pedestrians to comply strictly with the directions of an official traffic control signal; and
- (2) prohibit pedestrians from crossing a roadway in a business district or a designated highway except in a crosswalk.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 552.010. BLIND PEDESTRIANS. (a) No person may carry a white cane on a public street or highway unless the person is totally or partially blind.

(b) The driver of a vehicle approaching an intersection or crosswalk where a pedestrian guided by an assistance animal or carrying a white cane is crossing or attempting to cross shall take necessary precautions to avoid injuring or endangering the pedestrian. The driver shall bring the vehicle to a full stop if injury or danger can be avoided only by that action.

(c) If it is shown on the trial of an offense under this section that as a result of the commission of the offense a collision occurred causing serious bodily injury or death to a blind person, the offense is a misdemeanor punishable by:

- (1) a fine of not more than \$500; and
- (2) 30 hours of community service to an organization or agency that primarily serves visually impaired or disabled persons, to be completed in not less than six months and not more than one year.

(c-1) A portion of the community service required under Subsection (c)(2) shall include sensitivity training.

(d) For the purposes of this section:

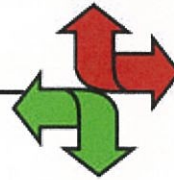
- (1) "Assistance animal" has the meaning assigned by Section 121.002, Human Resources Code.
- (2) "White cane" has the meaning assigned by Section 121.002, Human Resources Code.

(e) If conduct constituting an offense under this section also constitutes an offense under another section of this code or the Penal Code, the actor may be prosecuted under either section or both sections.

Acts 1979, 66th Leg., p. 2428, ch. 842, art. 1, Sec. 1, eff. Sept. 1, 1979. Amended by Acts 1985, 69th Leg., ch. 278, Sec. 5, eff. June 5, 1985; Acts 1997, 75th Leg., ch. 649, Sec. 8, eff. Sept. 1, 1997. Renumbered from Human Resources Code, Section 121.007 and amended by Acts 2009, 81st Leg., R.S., Ch. 1272 (H.B. 1343), Sec. 1, eff. September 1, 2009.

FHWA Manual on Uniform Control Devices

Manual on Uniform Traffic Control Devices (MUTCD)



Knowledge

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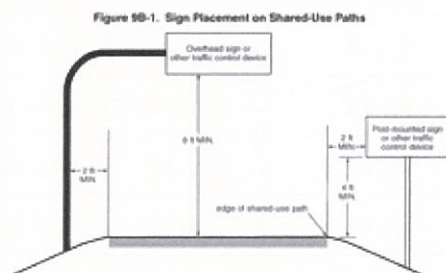
2009 Edition Chapter 9B. Signs

Section 9B.01 Application and Placement of Signs

Standard:

- 01 **Bicycle signs shall be standard in shape, legend, and color.**
- 02 **All signs shall be retroreflectorized for use on bikeways, including shared-use paths and bicycle lane facilities.**
- 03 **Where signs serve both bicyclists and other road users, vertical mounting height and lateral placement shall be as provided in [Part 2](#).**
- 04 **Where used on a shared-use path, no portion of a sign or its support shall be placed less than 2 feet laterally from the near edge of the path, or less than 8 feet vertically over the entire width of the shared-use path (see [Figure 9B-1](#)).**

[Figure 9B-1](#) Sign Placement on Shared-Use Paths



- 05 **Mounting height for post-mounted signs on shared-use paths shall be a minimum of 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the path surface (see [Figure 9B-1](#)).**

Guidance:

- 06 *Signs for the exclusive use of bicyclists should be located so that other road users are not confused by them.*
- 07 *The clearance for overhead signs on shared-use paths should be adjusted when appropriate to accommodate path users requiring more clearance, such as equestrians, or typical maintenance or emergency vehicles.*

Section 9B.02 Design of Bicycle Signs

Standard:

- 01 **If the sign or plaque applies to motorists and bicyclists, then the size shall be as shown for conventional roads in [Tables 2B-1](#), [2C-2](#), or [2D-1](#).**

Slippery When Wet (plaque)				
Grade Crossing Advance Warning	W10-1	8B.06, 9B.19	24 Dia.	36 Dia.
No Train Horn (plaque)	W10-9P	8B.21, 9B.19	18 x 12	30 x 24
Skewed Crossing	W10-12	8B.25, 9B.19	18 x 18	36 x 36
Bicycle Warning	W11-1	9B.18	18 x 18	24 x 24
Pedestrian Crossing	W11-2	2C.50, 9B.19	18 x 18	24 x 24
Combination Bike and Ped Crossing	W11-15	9B.18	18 x 18	30 x 30
Trail Crossing (plaque)	W11-15P	9B.18	18 x 12	24 x 18
Low Clearance	W12-2	2C.27, 9B.19	18 x 18	30 x 30
Playground	W15-1	2C.51, 9B.19	18 x 18	24 x 24
Share the Road (plaque)	W16-1P	2C.60, 9B.19	—	18 x 24
XX Feet (plaque)	W16-2P	2C.55, 9B.18	18 x 12	24 x 18
XX Ft (plaque)	W16-2aP	2C.55, 9B.18	18 x 9	24 x 12
Diagonal Arrow (plaque)	W16-7P	9B.18	—	24 x 12
Ahead (plaque)	W16-9P	9B.18	—	24 x 12
Destination (1 line)	D1-1, D1-1a	2D.37, 9B.20	varies x 6	varies x 18
Bicycle Destination (1 line)	D1-1b, D1-1c	9B.20	varies x 6	varies x 6
Destination (2 lines)	D1-2, D1-2a	2D.37, 9B.20	varies x 12	varies x 30
Bicycle Destination (2 lines)	D1-2b, D1-2c	9B.20	varies x 12	varies x 12
Destination (3 lines)	D1-3, D1-3a	2D.37, 9B.20	varies x 18	varies x 42
Bicycle Destination (3 lines)	D1-3b, D1-3c	9B.20	varies x 18	varies x 18
Street Name	D3-1	2D.43, 9B.20	varies x 6	varies x 8
Bicycle Parking Area	D4-3	9B.23	12 x 18	12 x 18
Reference Location (1-digit)	D10-1	2H.02, 9B.24	6 x 12	10 x 18
Intermediate Reference Location (1-digit)	D10-1a	2H.02, 9B.24	6 x 18	10 x 27
Reference Location (2-digit)	D10-2	2H.02, 9B.24	6 x 18	10 x 27
Intermediate Reference Location (2-digit)	D10-2a	2H.02, 9B.24	6 x 24	10 x 36
Reference Location (3-digit)	D10-3	2H.02, 9B.24	6 x 24	10 x 36
Intermediate Reference Location (3-digit)	D10-3a	2H.02, 9B.24	6 x 30	10 x 48
Bike Route	D11-1, D11-1c	9B.20	24 x 18	24 x 18
Bicycles Permitted	D11-1a	9B.25	18 x 18	—
Bike Route (plaque)	D11-1bP	9B.25	18 x 6	—
Pedestrians Permitted	D11-2	9B.25	18 x 18	—
Skaters Permitted	D11-3	9B.25	18 x 18	—
Equestrians Permitted	D11-4	9B.25	18 x 18	—
Bicycle Route	M1-8, M1-8a	9B.21	12 x 18	18 x 24
U.S. Bicycle Route	M1-9	9B.21	12 x 18	18 x 24
Bicycle Route Auxiliary Signs	M2-1; M3-1,2,3,4; M4-1,1a,2,3,5,6,7,7a,8,14	9B.22	12 x 6	12 x 6
Bicycle Route Arrow Signs	M5-1,2; M6-1,2,3,4,5,6,7	9B.22	12 x 9	12 x 9
Type 3 Object Markers	OM3-L,C,R	2C.63, 9B.26	6 x 18	12 x 36

Notes:

1. Larger signs may be used when appropriate.
2. Dimensions are shown in inches and are shown as width x height.

06 *Speed should not be the sole factor used to determine priority, as it is sometimes appropriate to give priority to a high-volume shared-use path crossing a low-volume street, or to a regional shared-use path crossing a minor collector street.*

07 *When priority is assigned, the least restrictive control that is appropriate should be placed on the lower priority approaches. STOP signs should not be used where YIELD signs would be acceptable.*

Section 9B.04 Bike Lane Signs and Plaques (R3-17, R3-17aP, R3-17bP)

Standard:

01 **The Bike Lane (R3-17) sign and the R3-17aP and R3-17bP plaques (see [Figure 9B-2](#)) shall be used only in conjunction with marked bicycle lanes as described in [Section 9C.04](#).**

Guidance:

02 *If used, Bike Lane signs and plaques should be used in advance of the upstream end of the bicycle lane, at the downstream end of the bicycle lane, and at periodic intervals along the bicycle lane as determined by engineering judgment based on prevailing speed of bicycle and other traffic, block length, distances from adjacent intersections, and other considerations.*

Section 9B.05 BEGIN RIGHT TURN LANE YIELD TO BIKES Sign (R4-4)

Option:

01 Where motor vehicles entering an exclusive right-turn lane must weave across bicycle traffic in bicycle lanes, the BEGIN RIGHT TURN LANE YIELD TO BIKES (R4-4) sign (see [Figure 9B-2](#)) may be used to inform both the motorist and the bicyclist of this weaving maneuver (see [Figures 9C-1](#), [9C-4](#), and [9C-5](#)).

Guidance:

02 *The R4-4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation.*

Section 9B.06 Bicycles May Use Full Lane Sign (R4-11)

Option:

01 The Bicycles May Use Full Lane (R4-11) sign (see [Figure 9B-2](#)) may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

02 The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.

03 [Section 9C.07](#) describes a Shared Lane Marking that may be used in addition to or instead of the Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane.

Support:

04 The Uniform Vehicle Code (UVC) defines a "substandard width lane" as a "lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the same lane."

Section 9B.07 Bicycle Wrong Way Sign and RIDE WITH TRAFFIC Plaque (R5-1b, R9-3cP)

Option:

01 The Bicycle WRONG WAY (R5-1b) sign and RIDE WITH TRAFFIC (R9-3cP) plaque (see [Figure 9B-2](#)) may be placed facing wrong-way bicycle traffic, such as on the left side of a roadway.

Option:

04 If bicyclists are crossing a roadway where In-Roadway Warning Lights (see [Section 4N.02](#)) or other warning lights or beacons have been provided, the R10-25 sign (see [Figure 9B-2](#)) may be used.

05 The R9-6 sign (see [Figure 9B-2](#)) may be used where a bicyclist is required to cross or share a facility used by pedestrians and is required to yield to the pedestrians.

Section 9B.12 Shared-Use Path Restriction Sign (R9-7)

Option:

01 The Shared-Use Path Restriction (R9-7) sign (see [Figure 9B-2](#)) may be installed to supplement a solid white pavement marking line (see [Section 9C.03](#)) on facilities that are to be shared by pedestrians and bicyclists in order to provide a separate designated pavement area for each mode of travel. The symbols may be switched as appropriate.

Guidance:

02 *If two-way operation is permitted on the facility for pedestrians and/or bicyclists, the designated pavement area that is provided for each two-way mode of travel should be wide enough to accommodate both directions of travel for that mode.*

Section 9B.13 Bicycle Signal Actuation Sign (R10-22)

Option:

01 The Bicycle Signal Actuation (R10-22) sign (see [Figure 9B-2](#)) may be installed at signalized intersections where markings are used to indicate the location where a bicyclist is to be positioned to actuate the signal (see [Section 9C.05](#)).

Guidance:

02 *If the Bicycle Signal Actuation sign is installed, it should be placed at the roadside adjacent to the marking to emphasize the connection between the marking and the sign.*

Section 9B.14 Other Regulatory Signs

Option:

01 Other regulatory signs described in [Chapter 2B](#) may be installed on bicycle facilities as appropriate.

Section 9B.15 Turn or Curve Warning Signs (W1 Series)

Guidance:

01 *To warn bicyclists of unexpected changes in shared-use path direction, appropriate turn or curve (W1-1 through W1-7) signs (see [Figure 9B-3](#)) should be used.*

[Figure 9B-3](#) Warning Signs and Plaques and Object Markers for Bicycle Facilities

Option:

02 The combined Bicycle/Pedestrian (W11-15) sign (see [Figure 9B-3](#)) may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see [Figure 9B-3](#)) may be mounted below the W11-15 sign.

03 A supplemental plaque with the legend AHEAD or XX FEET may be used with the Bicycle Warning or combined Bicycle/Pedestrian sign.

Guidance:

04 *If used in advance of a specific crossing point, the Bicycle Warning or combined Bicycle/Pedestrian sign should be placed at a distance in advance of the crossing location that conforms with the guidance given in [Table 2C-4](#).*

Standard:

05 **Bicycle Warning and combined Bicycle/Pedestrian signs, when used at the location of the crossing, shall be supplemented with a diagonal downward pointing arrow (W16-7P) plaque (see [Figure 9B-3](#)) to show the location of the crossing.**

Option:

06 A fluorescent yellow-green background color with a black legend and border may be used for Bicycle Warning and combined Bicycle/Pedestrian signs and supplemental plaques.

Guidance:

07 *When the fluorescent yellow-green background color is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a zone or area should be avoided.*

Section 9B.19 Other Bicycle Warning Signs

Option:

01 Other bicycle warning signs (see [Figure 9B-3](#)) such as PATH NARROWS (W5-4a) and Hill (W7-5) may be installed on shared-use paths to warn bicyclists of conditions not readily apparent.

02 In situations where there is a need to warn motorists to watch for bicyclists traveling along the highway, the SHARE THE ROAD (W16-1P) plaque (see [Figure 9B-3](#)) may be used in conjunction with the W11-1 sign.

Guidance:

03 *If used, other advance bicycle warning signs should be installed at least 50 feet in advance of the beginning of the condition.*

04 *Where temporary traffic control zones are present on bikeways, appropriate signs from [Part 6](#) should be used.*

Option:

05 Other warning signs described in Chapter 2C may be installed on bicycle facilities as appropriate.

Section 9B.20 Bicycle Guide Signs (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D11-1, D11-1c)

Option:

01 Bike Route Guide (D11-1) signs (see [Figure 9B-4](#)) may be provided along designated bicycle routes to inform bicyclists of bicycle route direction changes and to confirm route direction, distance, and destination.

[Figure 9B-4](#) Guide Signs and Plaques for Bicycle Facilities

11 Because of their smaller size, *Bicycle Destination signs should not be used as a substitute for vehicular destination signs when the message is also intended to be seen by motorists.*

Support:

12 [Figure 9B-5](#) shows an example of the signing for the beginning and end of a designated bicycle route on a shared-use path. [Figure 9B-6](#) shows an example of signing for an on-roadway bicycle route. [Figure 9B-7](#) shows examples of signing and markings for a shared-use path crossing.

Figure 9B-5 Example of Signing for the Beginning and End of a Designated Bicycle Route on a Shared-Use Path

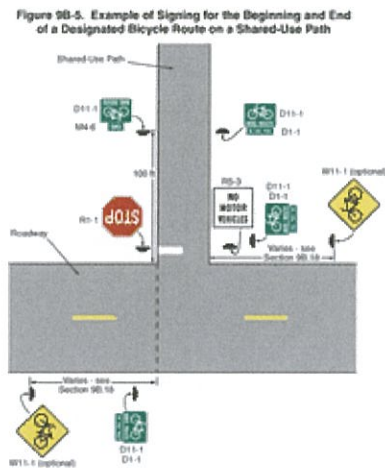


Figure 9B-6 Example of Bicycle Guide Signing

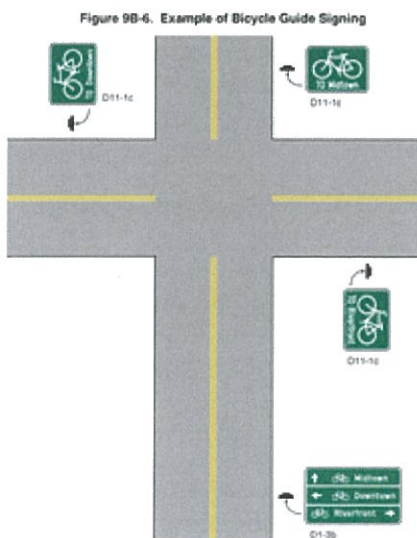


Figure 9B-7 Examples of Signing and Markings for a Shared-Use Path Crossing

08 The Bicycle Route Guide (D11-1) sign (see [Figure 9B-4](#)) may be installed where no unique designation of routes is desired.

Section 9B.22 Bicycle Route Sign Auxiliary Plaques

Option:

01 Auxiliary plaques may be used in conjunction with Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs as needed.

Guidance:

02 *If used, Junction (M2-1), Cardinal Direction (M3 series), and Alternative Route (M4 series) auxiliary plaques (see [Figure 9B-4](#)) should be mounted above the appropriate Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs.*

03 *If used, Advance Turn Arrow (M5 series) and Directional Arrow (M6 series) auxiliary plaques (see [Figure 9B-4](#)) should be mounted below the appropriate Bike Route Guide sign, Bicycle Route sign, or U.S. Bicycle Route sign.*

04 *Except for the M4-8 plaque, all route sign auxiliary plaques should match the color combination of the route sign that they supplement.*

05 *Route sign auxiliary plaques carrying word legends that are used on bicycle routes should have a minimum size of 12 x 6 inches. Route sign auxiliary plaques carrying arrow symbols that are used on bicycle routes should have a minimum size of 12 x 9 inches.*

Option:

06 With route signs of larger sizes, auxiliary plaques may be suitably enlarged, but not such that they exceed the width of the route sign.

07 A route sign and any auxiliary plaques used with it may be combined on a single sign.

08 Destination (D1-1b and D1-1c) signs (see [Figure 9B-4](#)) may be mounted below Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs to furnish additional information, such as directional changes in the route, or intermittent distance and destination information.

Section 9B.23 Bicycle Parking Area Sign (D4-3)

Option:

01 The Bicycle Parking Area (D4-3) sign (see [Figure 9B-4](#)) may be installed where it is desirable to show the direction to a designated bicycle parking area. The arrow may be reversed as appropriate.

Standard:

02 **The legend and border of the Bicycle Parking Area sign shall be green on a retroreflectorized white background.**

Section 9B.24 Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a)

Support:

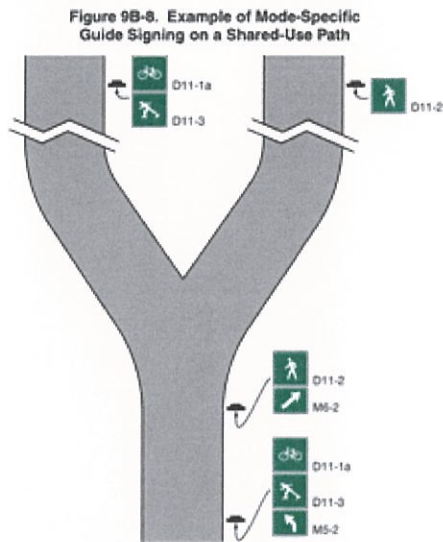
01 There are two types of reference location signs:

- A. Reference Location (D10-1, 2, and 3) signs show an integer distance point along a shared-use path; and
- B. Intermediate Reference Location (D10-1a, 2a, and 3a) signs also show a decimal between integer distance points along a shared-use path.

Support:

05 [Figure 9B-8](#) shows an example of signing where separate pathways are provided for different non-motorized user types.

Figure 9B-8 Example of Mode-Specific Guide Signing on a Shared-Use Path



Section 9B.26 Object Markers

Option:

01 Fixed objects adjacent to shared-use paths may be marked with Type 1, Type 2, or Type 3 object markers (see [Figure 9B-3](#)) such as those described in [Section 2C.63](#). If the object marker is not intended to also be seen by motorists, a smaller version of the Type 3 object marker may be used (see [Table 9B-1](#)).

Standard:

02 **Obstructions in the traveled way of a shared-use path shall be marked with retroreflectorized material or appropriate object markers.**

03 **All object markers shall be retroreflective.**

04 **On Type 3 object markers, the alternating black and retroreflective yellow stripes shall be sloped down at an angle of 45 degrees toward the side on which traffic is to pass the obstruction.**

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Promotional Information

Bicycle and Pedestrian Information Guide

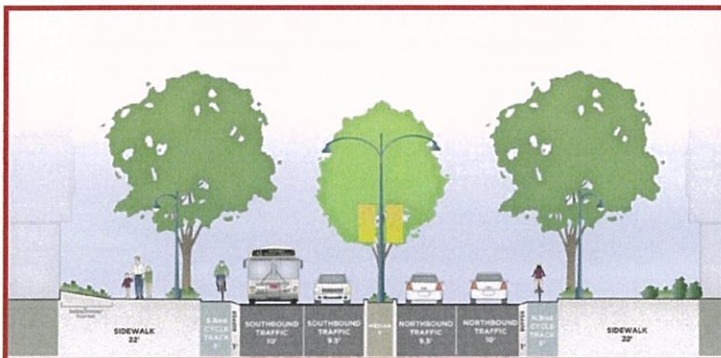
Providing you with information on bicycle and pedestrian resources.

Whether it is learning how to organize a bike riding event, gathering information on local trails, or anything in between, this guide will help you find the information you need to succeed.

COMPLETE STREETS

Complete Streets are streets that provide equal usage to automobiles, cyclists and pedestrians. Communities that have implemented the Complete Streets concept experience less congestion, have healthier communities and enjoy economic success. The American Planning Association website provides you with more information about Complete Streets.

APA Website: <https://www.planning.org/>



LANDSCAPE BUFFERS

The **USDA Forest Service** can provide guidelines for landscape buffers, greenways and other environmental bicycle and pedestrian infrastructure. Visit www.usda.gov/ for more details.

BIKE RACK INFORMATION

Looking to purchase bike racks? Visit these sites for more information.

www.groundcontrolsystems.com

www.bicycle.org

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

BICYCLE AND PEDESTRIAN DESIGN GUIDES

<http://bikeplan.org/>

<http://nacto.org/>

<https://smartgrowthamerica.org/>

<http://www.railstotrails.org/>

Planning on hosting a bike rodeo?

The National Center for Safe Routes to School website is a great tool to help you organize a successful bike rodeo. For all of your bike rodeo needs, visit www.saferoutesinfo.org.



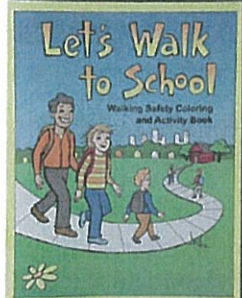
From A to Z by Bike (K-8)

Quantity of From A to Z By Bike:

Custom branding requested: ☐

- Orders must be increments of 250.
- Custom logo available. 10,000 minimum.
- Contact us at (512) 476-7433 to discuss quantity and pricing.
- Prices do not include shipping.

Quantity	Price Per Book
250	\$0.75
500	\$0.70
1,000	\$0.60
5,000	\$0.55
10,000	\$0.50
20,000	\$0.45
30,000	\$0.40
50,000	\$0.35
100,000	\$0.30



Let's Bike There / Let's Walk to School (K-5)

Quantity of Let's Bike There:

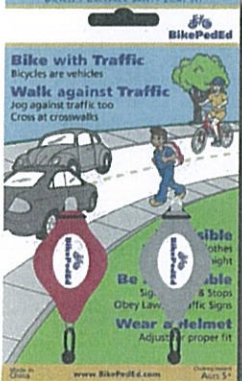
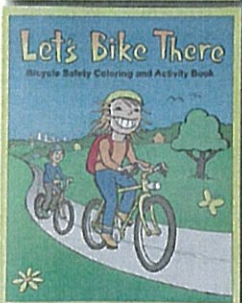
Custom branding requested: ☐

Quantity of Let's Walk to School:

Custom branding requested: ☐

- Orders must be increments of 250.
- Custom logo available. 1,000 minimum.
- Contact us at (512) 476-7433 to discuss quantity and pricing.
- Prices do not include shipping.

Quantity	Price Per Book
250	\$0.85
500	\$0.76
1,000	\$0.67
2500	\$0.58
5,000	\$0.50
10,000	\$0.45
20,000	\$0.43
30,000	\$0.42
50,000	\$0.40



Safety Lights Sets (All Ages)

Quantity of Light Sets:

Custom branding requested: ☐

- Custom logo available. 5,000 minimum.
- Contact us at (512) 476-7433 to discuss quantity and pricing.
- Prices do not include shipping.

Quantity	Price Per Unit
1-24	\$8.00
Increments of 25	\$5.00
Increments of 200	\$2.50
Increments of 1000	\$2.00



Your Contact Information

Name

Street Address

Organization

City / State / Zip

Phone

Email

BikePedEd

Order books and safety lights

- Teach bicycle and pedestrian safety
- Encourage physical activity



These materials have been designed to support the work of:

- Traffic Safety Specialists
- Law Enforcement Agencies
- Health Departments
- Physical Activity Promoters
- Safe Routes to School organizers
- and more!

Contact BikePedEd@BikeTexas.org or call 512-476-7433 for more info

From A to Z by Bike teaches children grades 4-8 to ride bicycles safely and defensively, to wear helmets and to apply good judgment to potentially dangerous traffic situations. It is easy to read, ethnically inclusive and lots of fun. When children learn to ride bicycles safely and obey the rules of the road, they will enjoy cycling for a lifetime and be better drivers of cars.

- Available for as little as \$0.30/book
- Custom branding available

Let's Bike There and Let's Walk to School are bicycle and pedestrian safety activity books designed for grades K-3 that provide fun and engaging drawings, safety tips and activities to encourage safe biking and walking.

These activity books have been a very popular and excellent resource for several Safe Routes to School programs in states across the U.S. They provide a fun way for kids to engage with other kids, teachers, and parents about biking and walking safety.



Safety Lights for All Ages

Provide visibility for kids and adults walking and biking by offering bright LED lights visible from up to 500 feet. Lights come attached to a water-resistant card with bike and pedestrian safety tips in English and Spanish for a zero-waste package.

- Lights install easily without tools
- Available for as little as \$2/pair

Receive a free sample packet! Contact us at BikePedEd@BikeTexas.org or 512-476-7433

Item #7:Identify Gaps In Between Schools

Identify Bike and Pedestrian Gaps Between Schools

At the November 8, 2016 BPAC meeting, BPAC members came up with three corridors and/or potential projects that are lacking bike and pedestrian infrastructure. These corridors and/or projects are identified in the following list.

- US 190 Corridor between Copperas Cove and Killeen;
- Widen the shoulders on FM 93;
- Connection between Belton and Temple by using the Old Belton R.R. as a “Rails to Trails” project.

KTMPO also received public input from the bike/pedestrian web map as a possible project.

- Bike lane from western end of Taylors Valley Road to intersection with Shallow Ford Road.

KTMPO is in the process of compiling a list of areas where bike and pedestrian infrastructure are lacking. These areas can then be used to develop possible projects. In upcoming meetings, we plan to focus on specific areas that are lacking bike and pedestrian facilities such as schools and transit stops. We will also include projects that are provided to KTMPO through the bike/pedestrian web map or from other sources. Staff plans to present this information to the KTMPO TAC for their feedback, recommendation, and follow up action.

Staff is asking BPAC members to identify gaps in the bike and pedestrian system focusing on schools. To prepare BPAC for future meetings, KTMPO has outlined a tentative schedule for identifying gaps in the bike and pedestrian transportation network as follows:

Tentative Agenda Topics and Schedule:

November 8, 2016—Identify bike/ped gaps focusing on parks;

January 10, 2017—Identify bike/ped gaps focusing on schools;

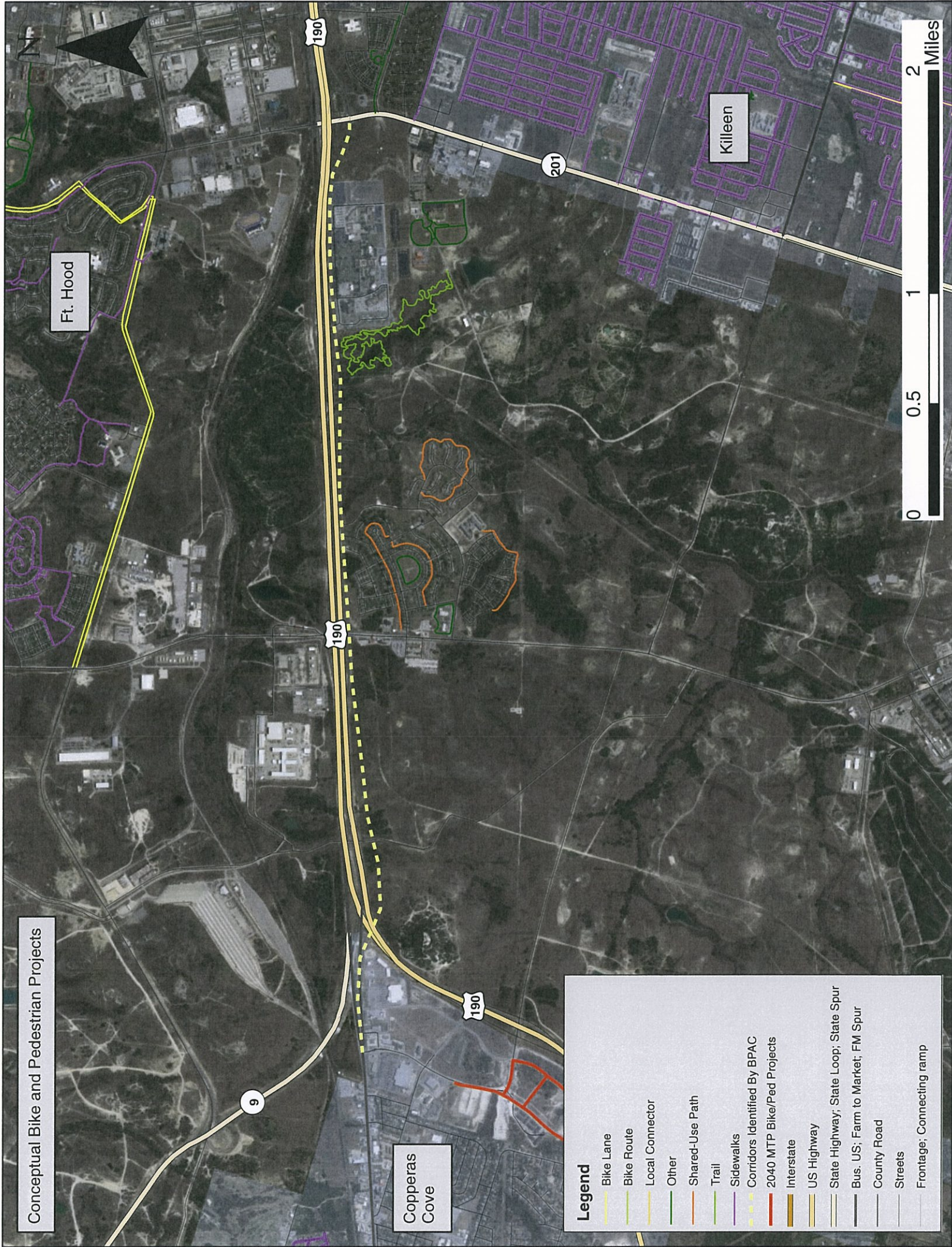
March 14, 2017—Identify bike/ped gaps focusing on transit stops;

May 9, 2017—Identify bike/ped gaps focusing on commercial areas;

July 11, 2017—Identify bike/ped gaps focusing on other points of interest (i.e. medical facilities).

Discussion and Possible Action Item: Discuss and recommend corridors for bike/pedestrian connections to schools.

Conceptual Bike and Pedestrian Projects



Legend

- Bike Lane
- Bike Route
- Local Connector
- Other
- Shared-Use Path
- Trail
- Sidewalks
- Corridors Identified By BPAC
- 2040 MTP Bike/Ped Projects
- Interstate
- US Highway
- State Highway; State Loop; State Spur
- Bus. US; Farm to Market; FM Spur
- County Road
- Streets
- Frontage; Connecting ramp

Conceptual Bike and Pedestrian Projects



35

Temple

93

Rockwood Ln

Taylor's Valley Rd

Hubbard Ln

Belton

93

Legend

- Bike Lane
- Bike Route
- Local Connector
- Other
- Shared-Use Path
- Trail
- Sidewalks
- Corridors Identified By BPAC
- 2040 MTP Bike/Ped Projects
- Interstate
- US Highway
- State Highway, State Loop; State Spur
- Bus. US; Farm to Market; FM Spur
- County Road
- Streets
- Frontage; Connecting ramp



Item #8: Fitness Friendly Business Program

Fitness Friendly Business Program

Background:

The Fitness Friendly Business Program recognizes area businesses as being bicycle and pedestrian friendly. Businesses must follow certain criteria to be considered a Fitness Friendly Business Program. At the November 8, 2016 BPAC meeting, BPAC members approved the Fitness Friendly Business Program, which is attached to this packet.

Staff is asking BPAC members for input on the design of the decal.

Discussion and Possible Action Item: Discuss and recommend design decal for Fitness Friendly Business Program.

Fitness Friendly Business Program

Program Background

The Fitness Friendly Business program recognizes local businesses as being bicycle and pedestrian friendly. This initiative can drive economic success, decrease congestion, promote healthy lifestyles, and increase quality of life. Businesses catering towards cyclists and pedestrians can provide several positive impacts, not only the community, but for the business. Non-motorized users can save on fuel and vehicle maintenance costs, allowing them to spend more on goods, hobbies and recreational activities. Bicyclists and pedestrians are more likely to notice a business when biking and walking than traveling in an automobile, which can also drive economic success.

To be a member of the Fitness Friendly Business Program, businesses must follow certain criteria.

Recognizing a Fitness Friendly Business Program

For businesses to be recognized as a fitness friendly business, they shall meet a **minimum of three criteria**. Businesses are required to allow cyclists and pedestrians to use the bathroom facilities and provide cyclists and pedestrians with water. These count as two of the three criteria. Businesses are allowed to choose at least one more criteria from the following list.

- Designated bicycle parking;
 - Bike Rack
 - Safety and Security Features (Businesses must provide an explanation)
 - Other appropriate bike parking options (Businesses must provide an explanation)
- Bicycle Repair Kit
 - Air Pressure Tank
 - Tire Repair Kit
 - Tools: Screwdrivers, ratchet set, hammer, etc.
- 15% Discount for Cyclists or Pedestrians
- First Aid Kit
- Accessibility of businesses to cyclists and pedestrians.
 - Located on a designated bike lane, bike route, roadway with shoulder, trail, sidewalk or an appropriate bike/pedestrian facility not listed.
 - Near a Transit Stop.
- Charging station to allow cyclist to charge electronic devices
- Other Amenities (Businesses must provide an explanation)

Businesses will be required to fill out an application to be considered membership of this program. Their submitted application will be presented at a BPAC meeting. BPAC members will have the opportunity to recommend whether to approve or disapprove a business.

**Membership or Application Fee:**

The application fee will be \$25. The application fee will be used to purchase the business decals and other promotional items.

Failure to Recognize:

Business members that do not abide by the rules will have their membership revoked. Business may have the opportunity to reapply for membership after one year. If membership is revoked for a second time, businesses will not be given the opportunity to receive membership for a third time.

KTMPO will recognize businesses by the following:

Display the location of the business on the KTMPO Bicycle/Pedestrian Web Map.

Recognition in KTMPO newsletters and social media.



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Fitness Friendly Business



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Commonly Used Transportation Related Acronyms and Terms

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

End of Packet