



Bicycle/Pedestrian Advisory Committee Meeting

**May 9, 2017
9:00 a.m.**

Agenda



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

Tuesday, May 9, 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: Air Quality.
4. **Action Item:** Regarding approval of minutes from March 14, 2017 BPAC meeting.
5. **Discussion and Possible Action Item:** Recommend bike and pedestrian corridors in the KTMPO Planning Region.
6. **Discussion and Possible Action Item:** Fitness Friendly Business Program
 - a. Approve Fitness Friendly Businesses
 - b. Approve modifications to Fitness Friendly Business Program.
7. **Discussion Item:** Bike/Pedestrian Enhancements at Transit Stops.
8. **Discussion Item:** Community Outreach Events.
9. **Discussion Item:** Statewide MPO Bike/Pedestrian Initiatives.
10. **Discussion Item:** Feedback on Vulnerable Road User Ordinance.
11. **Discussion Item:** Feedback on KTMPO Bike/Pedestrian Web Mapping Tool.
12. Member Comments.
13. Discuss date, time and agenda items for next meeting.
14. Adjourn.

Item #4:

Approval of Meeting Minutes



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

Tuesday March 14, 2017
9:00 AM

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

Voting Members Present

Vice Chair Reese Davis—City of Killeen	Jeremy Allamon for Matt Bates—City of Belton
Joe Brown—City of Copperas Cove	Robert Ator—Hill Country Transit District (HCTD)
Brian Chandler—City of Temple	Lindsey Anderson—Team RWB
Leo Mantey—City of Harker Heights	Mike Anderson for Chad Welch—Tri-City Bikes
Crystal Briggs for Chair Kara Escajeda—City of Nolanville	Doug Edwards—Central Texas College

Others Present

Donald Herzer—Member of Public	Kendra Coufal—KTMPPO
Jennifer Lawyer—CTCOG	Jason Deckman—KTMPPO
Cheryl Maxwell—KTMPPO	John Weber—KTMPPO

Meeting Minutes

1. Call to Order: Vice Chair Reese Davis called the meeting to order at 9:04 a.m.

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

3. Staff Update:

--For air quality, February's ozone readings were 61 parts per billion (ppb) at the Temple station and 62 ppb at the Killeen station. The 2014-2016 Design Value is 67 ppb at both stations.

4. Action Item: Regarding approval of minutes from January 10, 2017 BPAC meeting.

Brian Chandler made a motion to approve January 10, 2017 meeting minutes, second by Doug Edwards; the motion passed unanimously.

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

No action was taken on this item.

6. Discussion and Action Item: Recommend approval of Resolution for May 2017 as National Bike Month.

Robert Ator made a motion to recommend approval of Resolution for May 2017 as National Bike Month; seconded by Brian Chandler; the motion passed unanimously.

7. Discussion and Action Item: Recommend bike and pedestrian corridors in the KTMPO Planning Region.

John Weber provided BPAC with routes from previous BPAC meetings, bike/pedestrian web map, local school districts as well as the Salado Smokin' Spokes Bike Race routes and a possible connection between roadway projects listed in the 2040 MTP. The floor opened for discussion. BPAC members suggested getting together before the next meeting and visit routes that have been previously identified. KTMPO will coordinate with BPAC members for a possible date to conduct this. BPAC members also discussed contacting school districts again for recommendations on bike/pedestrian infrastructure, coordinating with the HOP on bike/ped enhancements at bus stop and using Strava to locate ridership information.

No action was taken on this item.

8. Discussion and Possible Action Item: Recommend adoption of Fitness Friendly Business Program.

John Weber provided BPAC an update on the Fitness Friendly Business Program guidelines, application, and decals. The floor opened for discussion. As an incentive for businesses to sign up for the program, BPAC asked if it would be possible to provide interested businesses with bike racks purchased through the CTCOG Rider 7 air quality program (Central Texas Air & Information Research Committee—CTAIR). Staff will consult with CTAIR and report back to the BPAC. BPAC members also preferred the green and yellow colored logo as the Fitness Friendly Business Program decal.

Brian Chandler made a motion to recommend adoption of Fitness Friendly Business Program, seconded by Lindsey Anderson; the motion passed unanimously.

9. Discussion Item: Discuss upcoming local bicycle events.

- a. Salado Smokin Spokes
- b. 2017 Stampede along the Chisholm Trail
- c. Ride of Silence.

John Weber reminded BPAC members that the Salado Smokin' Spokes bike race is held on March 25, 2017. Mr. Weber also stated that the 2017 Stampede along the Chisholm Trail and the Ride of Silence will be held on May 6 and May 17 respectively. BPAC members also discussed other local bicycle and pedestrian events.

10. Discussion Item: Discuss statewide bicycle and pedestrian initiatives.

John Weber provided BPAC with initiatives that other MPO's in Texas are doing and asked for initiatives that BPAC may want to consider moving forward. Joe Brown stated that BPAC should look again at the Vulnerable Road User Ordinance and research non-verbal signage to protect vulnerable road users. BPAC stated that they would like to bring this item back up for discussion at the May meeting.

11. Member Comments: No comments were made by the BPAC.

12. Discuss date, time and agenda items for next meeting.

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

13. Adjourn: The meeting adjourned at 10:19 a.m.

Kara Escajeda, BPAC Chair

Cheryl Maxwell, KTMOPO Director

**Item #5: Recommend bike and
pedestrian corridors in the
KTMPO Planning Region**

Recommend Bike and Pedestrian Corridors in the KTMPO Planning Region

Summary:

KTMPO is in the process of compiling a list of areas where bike and pedestrian infrastructure are lacking. These areas can be used to develop possible projects. We will also include projects provided to KTMPO through the bike/pedestrian web map or from other sources. Staff plans to present this information to the KTMPO Technical Advisory Committee for their feedback, recommendation, and follow up action.

At past BPAC meetings, members recommended corridors and/or potential projects lacking bike and pedestrian infrastructure. KTMPO contact local school districts for Safe Routes to School. These routes are attached to this meeting packet.

At the March 14, 2017 BPAC meeting, BPAC members recommended viewing the routes previously discussed by way of a bus tour to get a better understanding of what the issues are at each route. Due to inclement weather, the bus tour was cancelled and has not yet been rescheduled.

Proposed Tour Schedule:

- Start at 8:30 a.m. at CTCOG.
- Cover Eastern Side of Bell County (Temple, Belton, Rogers, Little River/Academy, Salado)- Approximately 3.5 hours.
- Return to CTCOG around 12- KTMPO will provide an hour lunch.
- 1:00 pm- Leave CTCOG and do western side of Bell County and City of Copperas Cove- Appx. 3 hrs.
- 4:00 pm-Return to CTCOG.

Possible ways to conduct the tour:

- Determine a date for the tour that is feasible for everyone.
- Form a sub-committee of about six members to conduct the tour.
- Have BPAC members go out on their own to view routes.
- Do not conduct the tour at this time.
- Any other options.

Discussion and Possible Action Item: Recommend bike and pedestrian corridors in the KTMPO Planning Region as presented.

BPAC and Public Input Corridors										
Grade	Map ID	Roadway	Extents	Entity	Current Condition	Proposed Facilities	Description	2040 MTP Project	Source	Notes
	1	Poison Oak Rd	SH 317 to Carriage House Dr	Temple	No Sidewalk	Sidewalk	Sidewalk to connect to new elementary school	None Listed	BISD	
	2	Hogan Rd	SH 317 to S Pea Ridge	Temple	No bike/ped facility	Bike/Ped Infrastructure	Sidewalks to connect to BISD Schools	T40-04, Project includes sidewalk and trail.	BISD	
	3	Prairie View Rd	Westfield Blvd to SH 317	Temple	No bike/ped facility	Bike/Ped Infrastructure	Sidewalks to connect to BISD Schools	T35-24-Project includes sidewalks and shared-use path	BISD	
	4	N. Pea Ridge	W Adams Ave/FM 2305 to Prairie View Rd	Temple	No bike/ped facility	Bike/Ped Infrastructure	Sidewalks to connect to BISD Schools	None Listed	BISD	
	5	Apache Dr	From FM 2305 to Arapahoe Dr	Temple	No sidewalk for students	Sidewalk	Provide safety for students who walk to school.	None Listed	Web Map Public Input	
	6	Arapahoe Dr	Apache Dr to Western Hills Elementary	Temple	No sidewalk for students	Sidewalk	Provide safety for students who walk to school.	None Listed	Web Map Public Input	
	7	Kegley Road Path	Kegley Rd to Pepper Creek Trail	Temple	No bike/ped facility	Shared-Use Path	Shared-use path to connect to Pepper Creek Trail	Project identified in KTMPO Thoroughfare and Pedestrian/Bicycle Plan	KTMPO Ped/Bike Plan	
	8	Old Waco Rd	W Adams Ave to S. Pea Ridge	Temple	No bike/ped facility	Bike/Ped Infrastructure	Sidewalks to connect to BISD Schools	T40-09- Project includes 10' sidewalks and bike lanes	BISD	
	9	Kegley Road Path	Kegley Rd to Leon River	Temple	No bike/ped facility	Shared-Use Path	Shared-use path to connect to Pepper Creek Trail	Project identified in KTMPO Thoroughfare and Pedestrian/Bicycle Plan	Other Input	
	10	Waco Rd	E 13th Ave to 6th Ave/FM 93	Belton	No bike/ped facility	Bike/Ped Infrastructure	Sidewalk to connect to BISD Schools	None Listed	BISD	
	11	FM 93	E. of IH 35 to US 190	Belton/Temple	Narrow Shoulder, No Bike/Ped Facility	Widen Roadway Shoulders	Provide safety for cyclists and pedestrians	W35-08 and W35-09--Doesn't include bike/ped facilities	Park Trails	
	12	Shallow Ford Rd	Taylor's Valley Rd to Lions Park Rd	Temple	No bike/ped facility	Bike Route	Provide a bike connection to Temple's Lion Park	None Listed	Web Map Public Input	
	13	Taylor Valley Rd	FM 93 to Shallow Ford Rd	Belton	No bike/ped facility	Bike Lane	Bike lane to create an additional connection between Temple and Belton	None Listed	Web Map Public Input	
	14	Old Belton R.R.	Temple City Limits to Nolan Creek in Belton	Belton	No trail to connect Temple to Belton	10' Wide Hike/Bike Trail	Create a connection between projects T40-13 (Georgetown R.R. Trail) to B40-06 (Belton Hike & Bike Trail Extension North)	None Listed	Park Trails	

15	FM 437/Alvin Alley	Depot Ave to Ater Ave	Rogers	No bike/ped facility	Sidewalk	Sidewalk to include railing and crosswalk to connect to Rogers Schools	None Listed	Rogers ISD	
16	FM 436	Lamar St to SH 95	Little River-Academy	No Bike/ped facility on south side of FM 436	Shared-Use Path	Bike/Ped facilities to connect to LR-A Schools	None Listed	Little River-Academy/ISD	
17	Thomas Arnold Rd	IH 35 to W Creek Dr	Salado	No sidewalk	Bike/Ped Infrastructure	Bike/Ped facilities to connect to Salado Intermediate School	None Listed	Salado ISD	
18	Salado Schools Road	Thomas Arnold Rd to W Village Rd	Salado	No bike/ped facility	Bike/Ped Infrastructure	Bike/Ped facilities to connect to Salado Intermediate School	None Listed	Salado ISD	
19	West Village Road	Thomas Arnold Rd to IH 35	Salado	No sidewalk	Bike/Ped Infrastructure	Bike/Ped facilities to connect to Salado Intermediate School	S40-02-Includes bike/ped enhancements with roadway project	Salado ISD	
20	Williams Road	IH 35 to FM 2484	Salado	No bike/ped facility	Bike/Ped Infrastructure	Bike/Ped facilities to connect to Salado High School	None Listed	Salado ISD	
21	FM 2484	IH 35 to Williams Rd	Salado	No bike/ped facility	Bike/Ped Infrastructure	Bike/Ped facilities to connect to Salado High School	W30-13-Does not include bike/ped facilities	Salado ISD	
22	S. Pearl St	W Ave A to US 190 Service Rd	Belton	No bike/ped facility	Bike/Ped Infrastructure	Sidewalk to connect to BISD Schools	None Listed	Belton ISD	
23	W 2nd St./FM 93	Main St/SH 317 to Loop 121	Belton	No bike/ped facility	Bike/Ped Infrastructure	Sidewalk to connect to BISD Schools	W30-17- Does include 5' wide sidewalks and bike lane	Belton ISD	
24	Old Nolanville Rd	Nolanville ES to Bluebonnet Rd	Nolanville	No Sidewalk, Worm Path	Sidewalk	Sidewalk east of Nolanville ES to Bella Charca entrance (Wilderness Basin) and on to Pecan Valley MHP (Bluebonnet Rd)	N40-02-Funded with FY 13-16 Statewide Cat 9/TAP Funds	Killeen ISD	
25	Stillhouse Lake Road (FM 3481)	FM 2410 to Neveah Dr	Harker Heights	No sidewalk for students	Sidewalk	Sidewalk on West Side of FM 3481	H30-07	Killeen ISd	
26	Stillhouse Lake Road (FM 3481)	FM 2410 to Cedar Knob Rd	Harker Heights	No sidewalk for students	Sidewalk	Sidewalk on East Side of FM 3481	H30-07	Killeen ISd	
27	West Trimmer Rd	Stan Schlueter to Stagecoach Rd	Killeen	No sidewalk for students	Sidewalk	Sidewalk on east side from Stan Schlueter to Stagecoach Rd	None Listed	Killeen ISD	
28	Stan Schlueter Loop (FM 3470)	Reeces Creek ES at Stan Schlueter/FM 3470	Killeen	Crossing Issue	Walkway	Walkway over Stan Schlueter for residents in Deloris Drive neighborhood.	None Listed	Killeen ISD	
29	Bunny Trail	Willacy Dr and Stan Schlueter LP (FM 3470)	Killeen	No sidewalk for students	Sidewalk	Sidewalk on east side between Willacy Drive and Stan Schlueter LP (FM 3470)	None Listed	Killeen ISD	

Item #6: Fitness Friendly Business Program

Discuss and Approve Fitness Friendly Businesses and Program Modifications

A) Update:

At the April 19, 2017 Transportation Planning Policy Board meeting, TPPB approved adoption of the Fitness Friendly Business Program. KTMP has reached out to local Chambers of Commerce, Economic Development Corporations and other entities to help KTMP promote this program.

KTMP received an application from Barrow's Brewing in Salado and is pending approval by the BPAC. Any other applications received before the May 9th BPAC meeting will also be presented with request for approval.

Discussion and Possible Action Item: Approve Fitness Friendly Businesses.

B) Proposed Revisions:

After reviewing the Fitness Friendly Business Program, KTMP proposes revisions and asks BPAC members for their input and approval. KTMP proposes the following changes to the Fitness Friendly Business Program.

Application Process:

- **Current:** Businesses will be required to fill out an application to be considered for membership in this program. Their submitted application will be presented at a BPAC meeting. BPAC members will have the opportunity to approve or disapprove the application.
- **Proposed Change:** Businesses will be required to fill out an application to be considered for membership in this program. KTMP staff will review application and approve the application. Questionable applications will be presented to the BPAC for their directions.

Two Additional Criteria:

- **Proposed Change:**
 - Add loaner bike locks;
 - Offer incentives for employees who walk or ride to work.

Discussion and Possible Action Item: Approve modifications to Fitness Friendly Business Program.



Fitness Friendly Business Recognition Application

Thank you for your interest in the Killeen-Temple Metropolitan Planning Organization (KTMP) Fitness Friendly Business Program. Please fill out the following information if your business would like to be recognized as a Bicycle and Pedestrian Friendly Business.

Businesses that qualify as a Fitness Friendly Business will have their locations featured on our bicycle and pedestrian map and be featured in our quarterly newsletter.

When completed, please mail or return form, with the \$25 application fee to the following address.
Killeen-Temple Metropolitan Planning Organization

Attn: John Weber

P.O. Box 729

2180 N. Main St.

Belton, TX 76513

Business Information

Name of Business: Barrow Brewing Co.

Physical Address: 108 Royal St. Salado TX 76571

Mailing Address: PO Box 430 ¹¹

Business Phone: 2549473544 Business Email: info@barrowbrewing.com

Business Website: barrowbrewing.com

Contact Information (Confidential)

Contact Person: KD Hill

Phone Number: 2108545022 Email: same



To qualify as a Fitness Friendly Business, your business must meet a minimum of 3 criteria.

Mandatory Criteria:

- ☒ Cyclists Have Free Access to Restroom Facilities
- ☒ Businesses Must Provide Free Water

Please select one of the following criteria:

- ☒ Bike Racks
- ☐ Safety and Security Features: Please Explain _____
- _____
- ☐ Other Appropriate Bike Parking Option, Please Explain _____
- _____
- ☒ Cellphone Recharging Station
- ☐ 15% Discount for Cyclists or Pedestrians at Your Place of Business
- ☐ Business located Near a Bike Lane/Route/Hike and Bike Trail/Roadway with Shoulder
- ☐ Located Near Transit Stop
- ☐ Repair Kit for Cyclist
- ☒ First Aid Kit
- ☐ Other: Please Explain: _____
- _____

I agree to abide by the rules and regulations of the KTMPO Fitness Friendly Business Program and that my membership may be terminated if business violates any rules and regulations. I agree that this application does not guarantee membership and that the \$25 application fee is non-refundable.

KD Hill
Business Owner Name (Please Print)

KD Hill
Signature

4/27/2017
Date

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.

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
- **Loaner Bike Locks**
- **Incentives for employees who walk or bike to work**
- 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.

Rules and Regulations:

- A completed application does not guarantee the business to be a member of the Fitness Friendly Business Program.
- Failure to comply, will result in termination of membership from the Bike Friendly Business Program.
- We reserve the right to accept or reject any application submitted.
- The \$25 application fee is non-refundable regardless if you are accepted or denied membership.

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.

KTMPPO will recognize businesses by the following:

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

Recognition in KTMPPO newsletters and social media.

Item #7: Bike/Ped Enhancements at Transit Stops

Discuss Bike/Pedestrian Enhancements at Transit Stops

Through the Central Texas Air Information & Research Advisory Committee (CTAIR), 250 bike racks were purchased to distribute to area cities, counties, and school districts. Hill Country Transit District (HCTD) received 14 bike racks to be installed at local bus stops. However, due to the lack of transit funding and the complexity of ADA-compliance and TAS regulations, HCTD is requesting the cities to provide installation of the racks. Methods of installation should be coordinated with HCTD to ensure ADA and other regulatory standards aren't compromised.

KTMPO would like to facilitate the coordination of cities about ways to help HCTD accomplish this task. Attachments for this agenda item will be handed out at the BPAC meeting.

Discussion Item: Bike/Pedestrian Enhancements at Transit Stops.

Item #8: Community Outreach Events

Community Outreach Events

National Bike Month:

Since 1956, the League of American Bicyclists has dedicated the month of May as National Bike Month to promote bicycling as a healthy, safe and environmentally-friendly form of transportation. National Bike Month also includes Bike to School Day on May 10, National Bike to Work Week on May 15-19, and Bike to Work Day on May 19. Attached to this meeting packet are KTMPO's and local cities' resolutions supporting National Bike Month and associated events and dates. KTMPO encourages area cities to also support and promote National Bike Month.

The following cities have passed resolutions for National Bike Month:

- Temple
- Copperas Cove
- Nolanville

Ride of Silence:

The Ride of Silence is an internationally recognized event to honor those who have been injured or killed while cycling on a public roadway. This event is held on the 3rd Wednesday in May. This year, the event will be held on May 17, 2017. KTMPO is asking BPAC for any suggestions for promoting the Ride of Silence.

Other Bike/Pedestrians Races:

- May 13-Bloomin' Temple Rotary Half Marathon & 5k—Temple
- May 13- Centex Race Series-Jackrabbit Run 4 Hope-Copperas Cove
- May 20- Outrun Rare Cancer 5k Run, Walk—Salado
- May 20- Run for Your Life—Gatesville
- June 3-Texas 4000 ATLAS Ride—Cedar Park and Lampasas
- June 10-Fire Ant Tour—Gatesville
- June 17-Summer Run to Fun 5k—Copperas Cove
- July 8- Toughest 10K in Texas—Lampasas

Discussion Item: Community Outreach Events.



RESOLUTION NO. 2017-01

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION SUPPORTING NATIONAL BIKE MONTH (MAY 2017) AND ASSOCIATED EVENTS AND DATES

- WHEREAS;** The League of American Bicyclists has declared the month of May 2017 as National Bike Month, May 10, 2017 as Bike to School Day; May 15 through May 19, 2017 as Bike to Work Week; and May 19, 2017 as Bike to Work Day; and
- WHEREAS;** biking is a healthy, safe, and environmentally-friendly form of transportation and an excellent form of recreation; and
- WHEREAS;** bicycle commuting is an effective means to reduce air pollution, conserve energy, and promotes the "livability" of communities by reducing traffic, noise, and congestion; and
- WHEREAS;** bicycle transportation is an integral part of the "multi-modal" transportation system planned by federal, state, regional, and local transportation agencies; and
- WHEREAS;** National Bike Month promotions, such as Bike to Work Week/Day and Bike to School Day encourage citizens to ride their bicycles, thereby reducing vehicular emissions in Central Texas;

NOW, THEREFORE, BE IT RESOLVED that the Killeen-Temple Metropolitan Planning Organization hereby recognizes and supports the month of May 2017 as National Bike Month, May 10, 2017 as Bike to School Day; May 15 through May 19, 2016 as Bike to Work Week; and May 19, 2017 as Bike to Work Day;

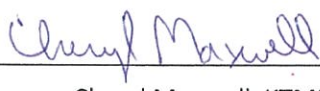
BE IT FURTHER RESOLVED that the Killeen-Temple Metropolitan Planning Organization urges all who support bicycling to participate in the events planned and urges all road users to share the road safely with bicyclists.

PASSED AND ADOPTED on this 19th day of April, 2017 at a regular meeting of the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board, which meeting was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:



Mayor Marion Grayson, Chair



Cheryl Maxwell, KTMPD Director



**PROCLAMATION DECLARING MAY 2017 AS
BIKE MONTH IN THE CENTRAL TEXAS REGION
Proclamation #04-17-PRS2**

WHEREAS, the Governor of Texas has designated the Central Texas Council of Governments areas as State Planning Region #23, and

WHEREAS, the Central Texas Council of Governments is organized in accordance with Section 391 of the Local Government Code and encompasses the region of Bell, Coryell, Hamilton, Lampasas, Milam, Mills, and San Saba counties, and

WHEREAS, the Central Texas Council of Governments is a recipient of funds for the Rider 7 Air Quality Grant Program for Near-Nonattainment Areas and the work plan includes a public awareness program promoting activities to reduce vehicle emissions, and

WHEREAS, bike usage is a viable alternative mode of transportation, and

WHEREAS, National Bike Month was established in 1956 to showcase the many benefits of cycling and to encourage more people to undertake cycling, and

WHEREAS, the number of trips made by bicycle in the USA more than doubled from 1.7 billion in 2001 to 4 billion in 2009, and

WHEREAS, from 2000 to 2013, bicycle commuting rates in large Bicycle Friendly Communities increased 105% which is far above the national average of 62% and more than double the rate in non-Bicycle Friendly Communities (31%);

NOW, THEREFORE, BE IT PROCLAIMED by the Central Texas Council of Governments that the Month of May 2017 be declared as Bike Month in the Central Texas Region and all are encouraged to support bicycling events and share the road safely with bicyclists.

PASSED AND APPROVED this 27th day of April, 2017 by the Central Texas Council of Governments Executive Committee.



The Honorable Dickie Clary, President



The Honorable Byron Theodosis, Secretary/Treasurer



RESOLUTION NO. R 2017-04

**A RESOLUTION OF THE CITY OF NOLANVILLE SUPPORTING NATIONAL BIKE MONTH
(MAY 2017) AND ASSOCIATED EVENTS AND DATES**

WHEREAS; The League of American Bicyclists has declared the month of May 2017 as National Bike Month; May 15 through May 19, 2017 as Bike to Work Week; and May 19, 2017 as Bike to Work Day; and

WHEREAS; biking is a healthy, safe, and environmentally-friendly form of transportation and an excellent form of recreation; and

WHEREAS; bicycle commuting is an effective means to reduce air pollution, conserve energy, and promotes the "livability" of communities by reducing traffic, noise, and congestion; and

WHEREAS; bicycle transportation is an integral part of the "multi-modal" transportation system planned by federal, state, regional, and local transportation agencies; and

WHEREAS; National Bike Month promotions, such as Bike to Work Week/Day and Bike to School Day encourage citizens to ride their bicycles, thereby reducing vehicular emissions in Central Texas;

NOW, THEREFORE, BE IT RESOLVED that the City of Nolanville hereby recognizes and supports the month of May 2017 as National Bike Month; May 15 through May 19, 2017 as Bike to Work Week; and May 19, 2017 as Bike to Work Day;

PASSED AND ADOPTED on this 20th day of April, 2017 at a regular meeting of the City of Nolanville, which meeting was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:


Christina Rosenthal, Mayor


Crystal Briggs, City Secretary





PROCLAMATION

WHEREAS, The League of American Bicyclists has declared the month of May 2017 as National Bike Month; May 10, 2017 as Bike to School Day; May 15 through May 19, 2017 as Bike to Work Week; and May 19, 2017 as Bike to Work Day; and

WHEREAS, biking is a healthy, safe, and environmentally-friendly form of transportation and an excellent form of recreation; and

WHEREAS, bicycle commuting is an effective means to reduce air pollution, conserve energy, and promotes the “livability” of communities by reducing traffic, noise, and congestion; and

WHEREAS, bicycle transportation is an integral part of the “multi-modal” transportation system planned by federal, state, regional, and local transportation agencies; and

WHEREAS, National Bike Month promotions, such as Bike to Work Week/Day and Bike to School Day encourages citizens to ride their bicycles, thereby reducing vehicular emissions in Central Texas; and

NOW, THEREFORE, I, Frank Seffrood, Mayor of Copperas Cove, Texas do hereby declare and proclaim the month of May 2017 as

“National Bike Month”

in Copperas Cove, Texas, and I urge all who support bicycling to participate in the events planned and urges all road users to share the road safely with bicyclists.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Copperas Cove to be affixed this 2nd day of May 2017.

Frank Seffrood, Mayor

Attest:

Lucy C. Aldrich, City Secretary



Why Do We Ride?

**To HONOR those who have been injured
or killed while cycling**

To RAISE AWARENESS that we are here

To ask that we all SHARE THE ROAD

**"Alone we are but a whisper, together we shall speak loudly
through a Silence that will resonate around the world."**

The ride is **FREE** and open to everyone. Helmets must be worn
Route is less than 2 miles long and pace will be ~10-12 mph

Date: May 17, 2017

Time: 7:00 PM - Please arrive by 6:30 PM

Place: Lion Junction Park Temple Texas
500 South 5th Street
Temple Texas 76502

**Tonight we number many but ride as one
In honor of those not with us...
The dark sunglasses cover our tears
Remembering those we held so dear
Tonight's ride is to make others aware
The road is there for all to share
To those not with us or by our side,
May God be your partner on your final ride**

<http://www.rideofsilence.org>

501 (c) 3 non-profit charity





Rare Cancer 5K

SALADO, TX
MAY 20, 2017

ONE-IN-A-MILLION



Adrenal Cortical Carcinoma

ATLAS RIDE

JUNE 3RD, 2017

FIGHT CANCER WITH TEXAS 4000 RIDERS



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BBQ, WINE, & BEER AT THE FINISH

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GATESVILLE EXCHANGE CLUB

**22nd Annual
100K Tour
Gatesville, Texas
Saturday,
June 10, 2017**



START, LOCATION & REGISTRATION: Saturday, June 10, 2017. Ride starts at 8:00 a.m.

GATESVILLE CIVIC CENTER (formerly Coryell Activities Center)
301 VETERANS MEMORIAL LOOP (east side of town; softball fields there)
Gatesville TX 76528

RIDE PACKET PICK-UP: Day of the ride, Saturday, June 10, beginning at 6:30 a.m. through 8:00 a.m.

COST: Prior to Saturday, June 3, \$25.00. Late fee, postmarked AFTER June 3, and on-site, \$30.00.

RIDE ROUTES: Approximately 11 miles, 31 miles, 48 miles, and 100K (62.5 miles). All routes will be on paved county roads. WE REQUIRE ALL PARTICIPANTS TO WEAR HELMETS AND SAFETY GEAR. Sag Stations will be provided. There are no repair facilities on site. We also strongly urge all riders to carry water bottles. Sag Wagons will be patrolling all routes.

FREEBEES: The first 200 to register will receive a courtesy packet with this year's Fire-Ant 100K T-shirt. ALSO a free pass to Gatesville Fitness Center, to shower & change (bring your own towels), and to use the indoor pool. ALSO a free pass to the city's outdoor swimming pool, downtown near the Court House.

REST STOPS: Sag Stations will be placed at 10-mile intervals, and at the start-finish area. Porta-potties will be available at all Sag Stations. The COOKIE QUEEN of Gatesville will have her "world famous" homemade cookies at each Sag Station.

OVERNIGHT INFO: Limited RV spaces are available at historic Faunt LeRoy Park, south of the Court House, \$20 per night; make reservation with the Gatesville Police Department at (254) 865-2226. Motels: Rodeway Inn (Chateau Ville), Ramada Inn, Regency Inn, Holiday Inn Express, and Gatesville Inn. Additional information available from Matt Speck at (254) 216-2359. Pre-registration form is available on Exchange Club's website: www.gatesvilleexchangeclub.org.

TO PRE-REGISTER AND PAY VIA CREDIT CARD, SEE WEBSITE www.gatesvilleexchangeclub.org.
Please be aware that your credit card company may charge you \$2 "convenience charge."

TO PAY BY CHECK OR MONEY ORDER, PLEASE MAIL NOW TO:

FIRE-ANT 100K RIDE REGISTRAR
Attention: Phyllis Jacobs, Treasurer, P.O. Box 1022, Gatesville TX 76528

Rider #: _____
Date: _____
Amt: _____
Pmt: _____

LAST NAME _____ FIRST NAME _____

MAILING ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE (include Area Code): HOME _____ CELL: _____

Please include your

E-MAIL ADDRESS: _____

T-SHIRT SIZE NEEDED: ADULT: ☐ SMALL ☐ MEDIUM ☐ LARGE ☐ XL ☐ XXL ☐ XXXL

(PLEASE SPECIFY) CHILD: ☐ SMALL ☐ MEDIUM ☐ LARGE

LENGTH OF RIDE: ☐ 11 MILES ☐ 31 MILES ☐ 48 MILES ☐ 100K (Maps available at registration)

PLEASE TELL US WHERE YOU LEARNED ABOUT OUR EVENT

☐ THIS MAILOUT ☐ WEBSITE ☐ TX BICYCLE COALITION ☐ CYCLIST MAGAZINE ☐ OTHER

HOW MANY TIMES HAVE YOU COME TO THE FIRE-ANT 100K ?

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 11 ☐ 12 ☐ 13 ☐ 14 ☐ 15 ☐ 16 ☐ 17 ☐ 18 ☐ 19 ☐ 20 ☐ 21

PHOTOCOPIES OF THIS FORM ARE ACCEPTED. NO GOODY BAGS MAILED. NO REFUNDS. RIDE WILL BE HELD, RAIN OR SHINE.

**Item #9: Discuss Statewide
MPO Bike/Pedestrian
Initiatives**

Discuss Statewide MPO Bike/Pedestrians Initiatives

KTMPO is compiling a list of activities that other statewide MPO Bicycle and Pedestrian Advisory Committees are doing. Below is a list of MPO's Bike/Pedestrian Advisory Committees and their actions.

Alamo Area MPO:

- Partner with Cities with Bike Races;
- Community Updates/Presentations;
- Complete Streets Resolution;
- Walkability Community Workshops.

Hidalgo County MPO:

- School Safety Demonstrations;
- Community Updates/Presentations.

Houston-Galveston Advisory Council:

- Presentations;
- Worked with the City of Houston to install permanent Pedestrian/Bicycle counters;
- Community Updates;
- Special District Studies.

North Central Texas COG:

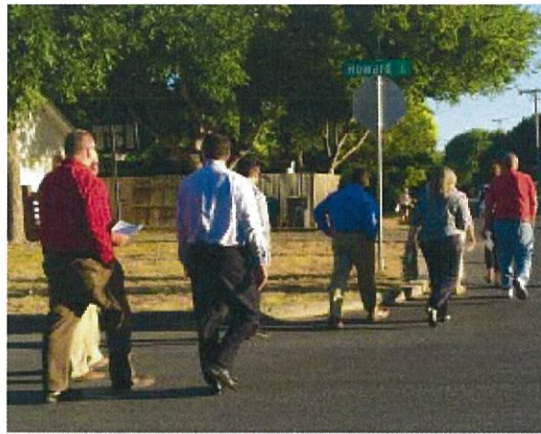
- General Survey;
- Community Updates/Presentations;
- Safe Routes to Transit Studies;
- Bicycle and Pedestrian Counter Programs.

Walk Waco (Non-MPO):

- Coordinating with officials on connecting neighborhoods separated by I-35.

Discussion Item: Statewide bicycle and pedestrian committee actions.

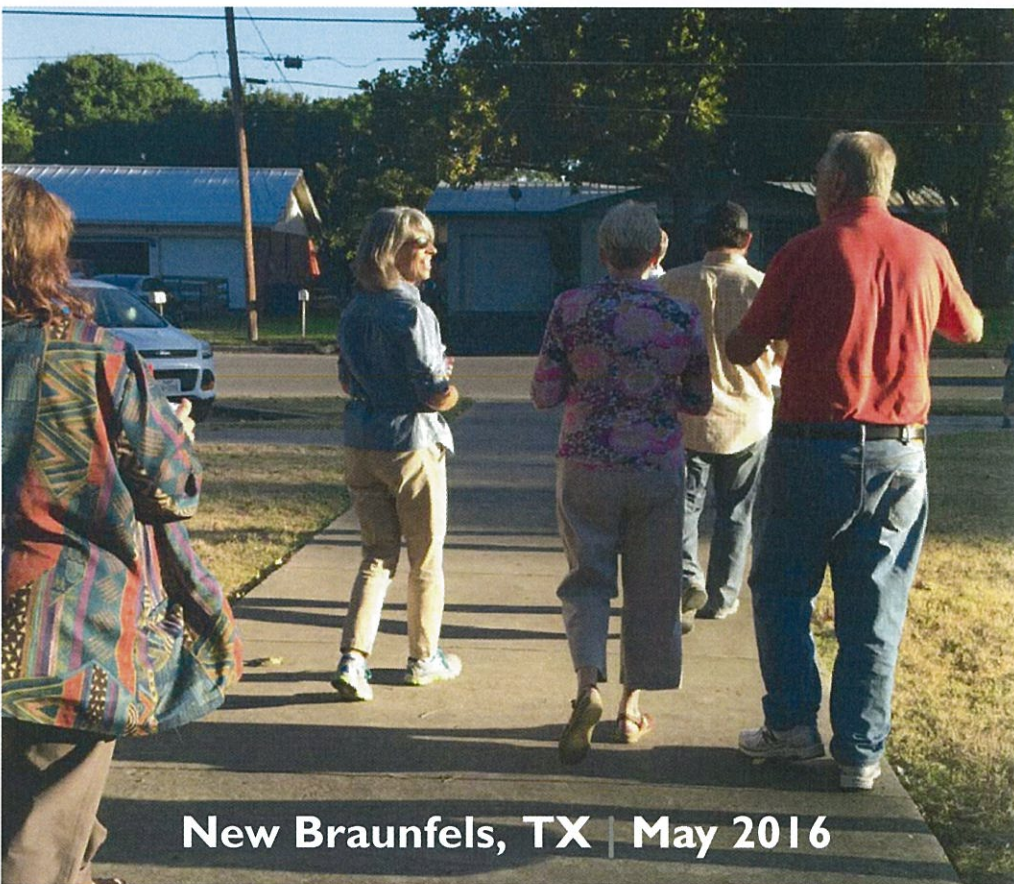
Examples of Initiatives



Walkable Community Workshop: California and Lakeview Area



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📧 www.alamoareampo.org



New Braunfels, TX | May 2016

What is a Walkable Community Workshop (WCW)?

WCWs can be flexed to the needs of the community. Workshops begin with an educational presentation on what makes a community walkable and may include a walking audit of a surrounding street or streets. Participants are then tasked with a mapping exercise to identify existing challenges to walking and biking in their community and potential solutions. The process concludes with a report summarizing the feedback from workshop participants and recommendations for realistic next steps that the community can take to achieve their ideas.

A traditional workshop includes:

Part 1: Presentation – AAMPO’s Active Transportation Planner talks to the group about why walkability matters and the elements that encourage or discourage walkability. The planner provides examples of programs, policies and projects that can create walkable communities.



Figure 2: AAMPO staff present to attendees of a Walkable Community Workshop

Part 2 (optional): Walking Audit – The walking audit gives participants a chance to walk through the area and connect what they learned from the presentation to the actual challenges they experience when using the street as a pedestrian.



Figure 3: Groups experience a walk to nearby destinations

Part 3: Mapping – During the mapping exercise, the planner divides participants into small groups to document on maps where they observe challenges to biking and walking – either from the walking audit or in their day-to-day use of the area. Each small group is asked to prioritize their Top 3 potential connections identified during the mapping exercise and report these back to the group.



Figure 4: Participants map challenges to biking and walking

California & Lakewood Area Workshop

Area Background

The MPO collaborated with The Institute for Public Health and Research (TIPHER) and the City of New Braunfels to facilitate this workshop focused on bicycle and pedestrian mobility in the area adjacent to New Braunfels High School.

The workshop was held from 5 p.m. to 7 p.m. on May 10, 2016, at New Braunfels High School. The study area is bounded by Loop 337 on the north, Lakeview Boulevard on the south, the Panther Canyon Nature Trail on the west and the railroad tracks on the east (see Figure 5). City of New Braunfels Councilmen Ron Reaves, District 3, and Chris Monceballes, District 4; Comal County Commissioners Donna Eccleston, Precinct 1, and Jen Crownover, Precinct 4; Texas Representative Doug Miller, House District 73; and Texas Senator Donna Campbell, M.D., Senate District 25, represent the workshop area.

The neighborhood is home to many community gathering spaces including the high school, Panther Canyon Nature Trail, EdenHill retirement community, and an access point into Landa Park. It is also situated across Loop 337 from the future site of the Veramendi master-planned community. Sixteen residents, community organizations and transportation professionals attended the WCW. Councilman Monceballes also participated in the workshop.

The workshop coincided with construction projects ongoing or scheduled along the perimeter of the community. These include:

- Pedestrian and bike facility enhancements on Landa Street from N. Walnut Avenue to California Boulevard (TxDOT Project ID 021502056) ⁵
- Expansion of Loop 337 from two lanes to four lanes divided, including sidewalk and bike accommodation, between River Road and SH 46 (TxDOT Project ID 021601055)

Additionally, New Braunfels was one of the focus areas of AAMPO'S 2016 Regional Bicycle/Pedestrian Planning Study (www.alamoareampoint.org/studies). In April 2016, the City of New Braunfels began a Landa Park & Arboretum Master Plan (www.nbtexas.org/landaparkmasterplan) and, later in the year, is kicking off a two-year Comprehensive Planning process.

⁵ For updates on this and other TxDOT projects, visit <http://www.txdot.gov/inside-txdot/projects/project-tracker.html>

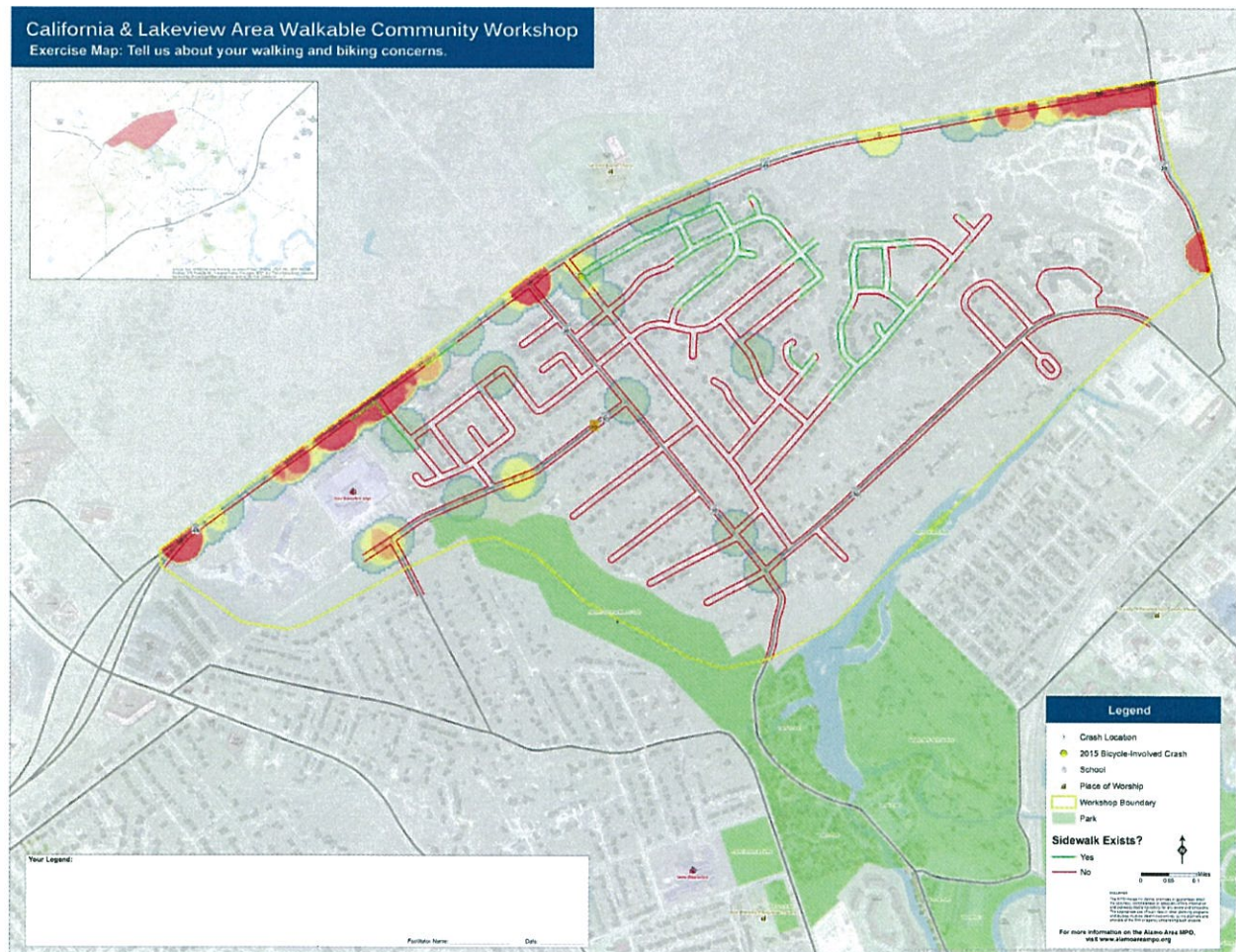


Figure 5: Map of the study area boundary for the California & Lakeview Area workshop

The Workshop

The workshop began with a presentation on the building blocks and benefits of walkable communities. Following the presentation (attached in Appendix A), participants divided into three groups to provide comments about the walkability and bikeability of the neighborhood. Each group drew their comments on a map of the study area. The map identified where sidewalks exist, current posted speed limits, as well as the locations of automobile crashes during 2014-2016. The group's ideas for improving bicycling and walking are listed below and visualized in the map shown in Figure 8.

To summarize the discussion, the workshop participants prioritized their top priorities for bicycle and pedestrian connections they believed could make a large impact on the walkability of that neighborhood. These priorities are noted below in **bold**.

List of All Neighborhood Concerns Identified

Access to Landa Park	<p>California Blvd from Lakeview Blvd to Landa Park is narrow and bordered by a guardrail and steep terrain. All three groups voiced a strong need for more comfortable access from the neighborhood to Landa Park, with two groups calling it their top priority. Residents pointed out how close they live to the community asset, but how uncomfortable it is to walk or ride a bike to it.</p> <p>Participants suggested:</p> <ul style="list-style-type: none">• Making it more comfortable for people walking and biking by building a sidewalk or shared use path out from the edge• Considering limiting traffic on that section of California Blvd by restricting it to people walking, biking or using golf carts
Traffic Calming	<p>Residents identified speeding issues on Oakwood Blvd from Loop 337 to Lakeview Blvd. They suggested bike lanes and/or speed humps to narrow the roadway and slow traffic on this wide, straight roadway. Other roadways residents desired to see traffic slowed, suggesting speed humps, included California and Lakeview Blvds.</p> <p>Residents proposed converting the intersection of Lakeview and California Blvds into a roundabout to calm traffic. Currently, a stop sign on Lakeview Blvd stops cross-traffic on that street.</p> <p>Residents suggested continuing the new road diet along Ohio Avenue from New Braunfels High School all the way through to California Blvd</p>

Table continued on next page

<p>Safe places to walk and bike</p>	<p>Residents called for a shared use path on one side of Lakeview Blvd from California Blvd to River Road as a high priority, noting that there are lots of people who walk and bike along this road and that there appears to be plenty of right-of-way</p> <p>There was some debate on where sidewalks are needed. One group observed that there are no sidewalks on side streets of California Blvd and that they are not necessarily needed there. Another group listed sidewalks as their top priority, including on some side streets. The streets residents wished to see sidewalks along include:</p> <ul style="list-style-type: none"> • Ohio Avenue from New Braunfels High School to California Blvd • California Blvd from Loop 337 to Lakeview Blvd • Oakwood Blvd from Loop 337 to Lakeview Blvd • Lakeview Blvd from California Blvd to the workshop boundary • Texas Avenue between California and Oakwood Blvds • Side streets of Lakeview Blvd, including Lakeview Terrace, Lakeview Circle, Tuscan Ridge and continuous sidewalks in Eden Hill retirement community
<p>Crossings</p>	<p>Residents suggested installing traffic lights at these intersections:</p> <ul style="list-style-type: none"> • Loop 337 at Oakwood Blvd • Loop 337 and California Blvd • Loop 337 and Castlewood Drive



Figure 6: Residents within the workshop study area identified ways to improve walking and bicycling

Potential Treatments

The MPO's Pedestrian Safety Action Plan (PSAP) contains profiles of 43 street treatments for improving safety for people walking. The full PSAP may be downloaded at www.alamoareampo.org/Studies. Based on residents' expressed desire to improve access within the neighborhood, we recommend traffic calming treatments (in **bold**) for the area such as:

Mini traffic circles are circular islands installed in the center of appropriate residential street intersections to reduce traffic speeds and collisions (PSAP, p. 108-09). Ideal candidates for this type of traffic calming feature are intersections of residential streets that are designated bicycle routes or where a wide, straight street makes it easy to speed through, resulting in a history of crashes. Examples may be the intersection of California and Lakeview Blvds. Installation depends on a traffic study. While traffic circles require drivers to reduce speed, they still allow for continuous traffic flow and can be installed in lieu of signals or stop signs (Figure 12). Larger vehicles that make wider turns can be accommodated by building traffic circles with mountable curbs.

Another feature that calms the flow of traffic are **chicanes** (PSAP, p. 106-07). By extending the curb at the corner or mid-block, chicanes narrow the width of the street to one lane, causing drivers to slow their speed to navigate around the feature or yield to another driver (Figure 13). This kind of traffic calming feature is recommended when there is a high volume of high-speed cut-through traffic and on routes that are frequented by children walking or biking to school. Chicanes work best as part of a comprehensive neighborhood traffic calming program where other features are also being installed.



Figure 7: A traffic circle with a mountable curb slows vehicle speeds while still allowing continuous traffic flow and emergency vehicle access



Figure 8. Chicanes are combined with a mini traffic circle at a "T" intersection, similar to the intersection of California Blvd and Ohio Avenue

Existing vehicle lane widths can be wider than needed. On roadways where vehicle lane widths are greater than needed, a **lane diet** may be a good solution (PSAP, p. 100-01). The term lane diet refers to reducing vehicle lane widths, which encourages slower vehicular speeds and reduces crossing widths, improving conditions for people walking. It may also provide sufficient space for installing a bicycle lane or constructing/widening sidewalks.

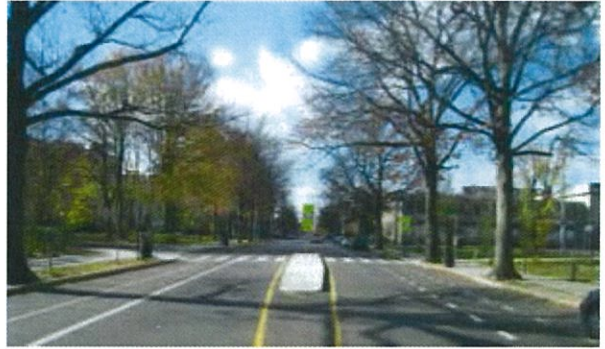


Figure 9: In a lane diet, travel lanes are narrowed to create space for a crossing island and bike lanes

Sidewalks and walkways (PSAP, p. 64-65) provide people with space to travel within the public right-of-way that is separated from motor vehicles. Sidewalks are associated with significant reductions in pedestrian collisions with motor vehicles. The recommended minimum clear width (free from obstructions) for a sidewalk or walkway is 5 feet, which allows two people to pass comfortably or to walk side-by-side (Figure 14). Wider sidewalks should be prioritized near schools and in downtown areas where many people walk. Sidewalks should be continuous along both sides of a street, fully accessible to all pedestrians, including those in wheelchairs, and buffered from the street's curb.



Figure 10: Sidewalks should be at least five feet wide, which allows two people to walk side-by-side

AAMPO's 2016 Regional Bicycle/Pedestrian Planning Study (pg 35-51 of Ch. 5) recommends:

- A side path wide enough for both walking and biking on one side of California Blvd from Lakeview Blvd to Landa Park entrance
- Sidewalks and bike lanes on both sides of California Blvd from Loop 337 to Lakeview Blvd (first priority)
- Sidewalks and bike lanes on both sides of Lakeview Blvd from California Blvd to E Torrey Street (second priority)
- Bike lanes on Ohio Avenue from New Braunfels High School to California Blvd (second priority)
- A side path on the north side of Loop 337 from SH 46 to River Road (first priority)
- A sidewalk on the south side of Loop 337 from Castlewood Drive to the future Veramendi development (second priority)

The Seattle Department of Transportation unveiled a proposal in October 2015 ⁶ that would increase the number of sidewalks throughout Seattle by utilizing more cost-effective designs and materials. Some examples include:

- Cheaper asphalt sidewalks that are dyed and stamped to look like brick
- Installing a raised curb or line of parking stops to create a new dedicated walking space
- Building a sidewalk on just one side of the street that is integrated with gardens to catch and filter rainwater



Figure 11: The Seattle Department of Transportation is considering cost-effective designs and materials such as dyed asphalt (left) and parking stops (right)

The methods of traffic calming described above are ways of “moving the curb” to extend the space allocated to active transportation modes and improve the experience of walking and bicycling. Quick, temporary options to implement these treatments include painting chicanes and holding Open Streets events where streets are temporarily closed to car traffic.

Potential funding sources and programs for more permanent solutions are described below.

⁶ Office of the Mayor. “Mayor unveils proposal to build more sidewalks in Seattle neighborhoods.” *Seattle.gov*. Oct 21, 2015. <http://murray.seattle.gov/mayor-unveils-proposal-to-build-more-sidewalks-in-seattle-neighborhoods/>.

Next Steps

Copies of this report are provided to the elected officials and appropriate departments within the City of New Braunfels, Comal County and TxDOT. This report is also available on the MPO's website at www.alamoareampo.org.

Here are some steps you can take after your community's Walkable Community Workshop to build interest, momentum and get desirable results:

- ☐ Share the report: talk to neighbors, community leaders and other stakeholders who could not attend the WCW.
- ☐ Identify community and individual actions that can help move your community in the right direction towards implementation.
- ☐ Use your community's report as a resource. It includes contact information for agencies and individuals who can help.
- ☐ Take small steps towards accommodating safe walking and biking, such as promoting safe crossing and riding practices.
- ☐ Partner with local groups on events that promote safety and accessibility for non-motorized transportation.
- ☐ Advocate for necessary policy changes that support safe and walkable communities.
- ☐ Work with the city to include provisions for non-motorized facilities in the transportation element of the Comprehensive Plan.
- ☐ Attend government meetings to express interest in having more walking and bicycle facilities and improvements to existing facilities.
- ☐ Contact your Legislators to address specific non-motorized concerns in your area.
- ☐ Develop support at your neighborhood level with groups such as the PTA to assist in advocacy activities and implementation.
- ☐ Get the media involved in bringing awareness to the problems and highlighting solutions. Be specific about the issues and use a variety of communication strategies.

Planning for the future is a dynamic process, and planning for an environment that encourages safe and active transportation ensures a healthy, safe and vibrant community.

MPO Contact Information:

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E-mail: aampo@alamoareampo.org
Website: www.alamoareampo.org



A Resolution Supporting a "Complete Streets" Policy

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers (of all ages) and is conducive to efficient movement of people; and

WHEREAS, "Complete Streets" policies support the San Antonio-Bexar County Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan mission statement which states "The San Antonio metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations"; and

WHEREAS, "Complete Streets" policies support the goals of the MPO's adopted Regional Bicycle Master Plan; and

WHEREAS, "Complete Streets" policies support the MPO's Walkable Community Program, the Walk and Roll Program; and

WHEREAS, "Complete Streets" supports national and local public health efforts by recognizing the linkages between the built environment and human health and calls on public officials to participate in local and regional land use and transportation support planning and policy making processes; and

WHEREAS, "Complete Streets" may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time; and

WHEREAS, "Complete Streets" policies and plans have been adopted by the United States Department of Transportation, other Texas MPOs including Capital Area Metropolitan Planning Organization and Houston-Galveston Area Council and cities including San Francisco, Sacramento, San Diego, Boulder, Chicago, Seattle and Portland.

NOW, THEREFORE BE IT RESOLVED that the San Antonio-Bexar County Metropolitan Planning Organization's Transportation Policy Board, in order to ensure all transportation options are available, and to improve air quality and the quality of life for residents in our communities, strongly encourages decision makers in all jurisdictions to adopt and implement similar "Complete Streets" policies and practices that:

- Serve as guiding principles to design, construct, operate and maintain the region's roadway system to promote safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all abilities, as well as motor vehicle drivers and freight;
- Create a comprehensive, integrated, connected transportation network planned for people and the principles be incorporated into existing policies such as the Regional Bicycle Master Plan;
- Incorporate the "Complete Streets" policy except in unusual or extraordinary circumstances;
- To the extent possible, apply policies to both new and retrofit projects,
- Recognize the need for flexibility and identify "Complete Streets" solutions that fit in with the context of the community;

PASSED AND APPROVED this 23rd day of March 2009.


Sheila McNeil, Chair

San Antonio-Bexar County Metropolitan Planning Organization


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Regional Bicycle and Pedestrian Traffic Monitoring Program

To support effective bicycle and pedestrian planning in the region, NCTCOG is collecting data on bicycle and pedestrian facility usage throughout the region. Data about actual non-motorized travel volumes helps:

- Inform the public and decision makers about actual usage and travel patterns
- Analyze trends
- Evaluate the impacts of specific projects (before and after) with mobile counts



Mobile Equipment for Short-Term Counts:
 NCTCOG has mobile equipment available for loan to local jurisdictions to conduct short-term counts of bicyclists and pedestrians on either shared use paths or streets. To learn about conducting short-term counts, please review our [Mobile Counter Site-Selection Best Practices Guide](#).

To express interest in borrowing NCTCOG's mobile counting equipment, please contact Daniel Snyder at dsnyder@nctcog.org or (817) 608-2394.

[Bicycle and Pedestrian Traffic Data and Annual Report](#)

For more information about NCTCOG's bicycle and pedestrian traffic monitoring program, please click on the expandable blue bars below:

How will we count?

- [Permanently installed equipment](#) on shared use paths will provide
 - Continuous 24/7 count information for both bicycles and pedestrians.
- [Mobile count equipment](#)
 - Shared use paths (bicycles and pedestrians) – minimum two-week duration
 - On-Street (bicycles only) – minimum two-week duration

- Sidewalks (pedestrian only) - minimum two-week duration



Where do counts occur?

- NCTCOG and several jurisdictions have installed permanent equipment in the cities of Dallas, Fort Worth, North Richland Hills and Plano. In addition, short-term counts are occasionally collected as requested by partnering cities.
- Regionally significant locations and corridors (e.g. those that cross multiple jurisdictions, connect with major employment centers, education and transit facilities, etc.) that are used for transportation purposes.
- A range of urban core and suburban locations:
 - Regional Veloweb shared use paths/sidepaths (not including park "loop" recreation paths)
 - On-Street facilities (e.g. bike lanes and cycle tracks) – could include before and after improvement counts

Why collect active transportation traffic data?

- To address Mobility 2035 performance measures in active transportation
- To obtain new baseline data for purposes of updating Air Quality calculations used for measuring benefits of bicycle and pedestrian facilities
- To provide the Regional Transportation Council (RTC), other elected officials, and local jurisdictions with more informed data related to non-motorized travel volumes and routes in the region
- To establish regional count/data collection procedures and practices for consistent application by local jurisdictions/count programs throughout the region
- To serve as the regional clearinghouse for multi-modal user count data
- To support local jurisdictions in establishing and maintaining local count programs
- To establish a baseline of continuous count data in targeted regionally significant locations/corridors that are supplemented by local count programs
- To identify non-motorized commuting patterns
- To initiate non-motorized travel data collection that could be integrated with regional travel models in the future

Presentations and Media Coverage

[Presentation to the Regional Transportation Council - July 10, 2014](#) (Item12 - Video)

[Presentation to the Surface Transportation Technical Committee - May 23, 2014](#)

[Dallas Morning News: Biking Data Could Inform City Planning - July 20, 2014](#)

Research and Best Practices

NCTCOG received technical assistance from the Federal Highway Administration (FHWA) through the Volpe Center to host a two-day peer exchange. The exchange included researchers and national representatives of active programs in geographically large and diverse regions. Full Report [Here](#)

NCTCOG is participating with the Rails-to-Trails Conservancy (RTC) in a nationwide data collection effort for the Trail Modeling and Assessment Platform (T-MAP). T-MAP is a three-year initiative by the Rails-to-Trails Conservancy to develop a set of methodologies and analytical tools to help local communities plan for urban trails. By participating in T-MAP, the Rails-to-Trails Conservancy purchased and donated two permanent counters, which were installed in Fort Worth along the Trinity Trail System maintained by the Tarrant Regional Water District. As RTC performs future research and analysis, NCTCOG will be able to implement the methodologies and analysis tools for active transportation planning. For more information about the Trail Modeling and Assessment Platform, please visit [RTC's T-MAP project web page](#)

For more information please contact Kevin Kokes at kkokes@nctcog.org or (817) 695-9275.

1/23/2017 MM/DD/YYYY REV

North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888
Main Operator: (817) 640-3300 | Fax: (817) 640-7806

Mobile Counter Site Selection Best Practices Guide

Developed by the North Central Texas Council of Governments

Several issues should be considered when selecting an appropriate site to install mobile counters. The guidelines below are intended to assist with identifying a suitable location to installing the equipment and ensuring accurate data collection.

A. General Site Characteristics

1. Conduct a field visit of the proposed location to understand the nature of traffic and turning movements occurring in the area.
2. Avoid areas with poor drainage or the potential to be subject to storm water runoff. While the equipment is waterproof, there is the possibility of permanent damage to the inside of the pneumatic tube unit box when exposed to or submerged by heavy rainfall. Pooled water on roads or shared-use paths may distort traffic data by causing pedestrians and/or bicyclists to avoid the mobile counter's range of detection.
3. Avoid scheduling a mobile count when the lawn around the installed equipment will be mowed. Lawn mowers will damage the pneumatic tubes if they pass over the location where the tubes are placed.
4. Equipment installed on corridors under or along electric transmission lines or substations may experience interference and have difficulty transmitting traffic data. While traffic data will be collected, precautions need to be in place to ensure the equipment is actively working.

B. Counting Bicyclists On-Street

Site-Specific Best Practices:

1. On-street tube units are installed on both sides of the road. Choose a location where there are street lights, posts, or utility poles on both sides of the street in order to align the counters directly across from each other.
2. The count location must be along a straight segment of roadway. Avoid immediate curves and steep slopes. Tubes must be installed perpendicular to the flow of traffic.
3. Install tubes where there is a continual flow of traffic. Avoid locations near intersections or where cars may slow down and stop on the tubes (including on-street parking, heavily congested areas, and bus stops).
4. Prior to conducting mobile counts on a state roadway, cities must receive written approval from TxDOT.
5. NCTCOG developed bicycle/pedestrian [crash data heat maps](#) that can be used by cities to identify potential count locations along dangerous corridors. Collecting average daily bicycle traffic volume can provide insight into how dangerous a road may be (ex: a high crash corridor with low bicycle traffic volume indicates a potential area of high risk for bicyclists and may warrant an engineering study on safety countermeasures).

Installation-Specific Best Practices:

6. Tubes from a single unit do not stretch across the entire width of the street. Both sets of tubes on each side of the street are stretched and installed either to the middle or edge of the outside lane (please see "*Pneumatic Tube Installation Guide (Short Version)*" for diagrams).
7. If the roadway features a bike lane, extend tubes across the bike lane to the edge line (not into the travel lane).
8. Avoid on-street count locations along streets with decaying or poor pavement quality. Deteriorating pavement will not securely hold nails in place. A firm pavement surface will ensure that tubes and anchors will stay in place, won't require maintenance, and will accurately collect data.

9. Tubes should be tight when stretched across the street. Road tape should be applied to the tubes in order to help anchor them to the ground (please see “*Pneumatic Tube Installation Guide (Short Version)*” for diagrams). The tubes should be installed one foot (twelve inches) apart from each other.
10. If installing equipment among on-street parallel car parking spaces, select the middle of the parking space where car tires are unlikely to park on the tubes.
11. Cities can avoid making new trips to install on-street mobile counters by incorporating the installation with their regularly scheduled local motor vehicle traffic count program. For an archive of where motor vehicle traffic data has been collected in the past throughout the region, please visit the [NCTCOG historical motor vehicle traffic count data web map](#).

C. Counting Bicyclists and Pedestrians on Shared-Use Paths

Site-Specific Best Practices:

1. The count location must be along a straight segment of shared-use path. Avoid immediate curves and steep slopes. Tubes and infrared sensor must be installed perpendicular to the flow of traffic.
2. Install equipment where there is a continual flow of traffic. Avoid locations near intersections or where pedestrians may stop and block the infrared sensor or where bicyclists may slow down and stop on the tubes.
3. Avoid locations adjacent to destinations or furniture such as benches where people congregate or loiter, as this will skew pedestrian data.
4. Avoid installing mobile counters along a shared-use path with a parallel facility (such as a soft surface jogging path). Traffic data on the parallel facility will be outside the equipment’s range and will not be collected.
5. If interested in counting pedestrians on a sidewalk or sidepath parallel to a roadway, identify a post or pole in between the facility and the curb in order to orient the infrared sensor away from motor vehicle traffic.

Installation-Specific Best Practices:

6. Tubes should be tight when stretched across the shared-use path. Road tape should be applied to the tubes in order to help anchor them to the ground. The tubes should be installed one foot (twelve inches) apart from each other.
7. The infrared sensor must be installed 27 – 30 inches above the ground on a square or circular post or pole with a circumference between 6 – 35 inches. The popularly used u-channel post for traffic signs cannot be used to install mobile counters. Square and circular posts or poles are best. The infrared sensor can be attached to railings.
8. Avoid bent or crooked posts or poles. A straight post will allow the sensor to be level at hip height.
9. The range of the infrared sensor is 13 feet. Choose a post or pole at the edge of the shared-use path or sidewalk to ensure all pedestrians traveling the width of the facility are counted.
10. If no post or poles exist in the desired count area, cities may opt to install a temporary post.
11. Check to see if there is soil on both sides of the shared-use path to hammer spikes for anchoring tubes, otherwise local staff must drill nails into the pavement to anchor the tubes.
12. Avoid pointing the infrared sensor:
 - At objects that will generate heat (leaves, metallic surfaces, cars);
 - Where it will be affected by external interferences (such as overhanging branches continually passing in front of it);
 - At a reflective surface or metallic plate (including the surface of water that may reflect sunlight at a certain time of day.)

D. Other Considerations

1. Select locations, such as regionally significant corridors, that are suitable for reoccurring counts to track changes over time.
2. Schedule mobile counts during periods when no special events will occur.
3. A minimum of two- to three-week count periods are recommended.
4. Local staff is responsible for performing a recommended manual validation count to determine the equipment is properly functioning and evaluating its accuracy. The purpose of a validation count is to compare real-time observations to the data collected from the equipment.
5. Local staff is responsible for checking the equipment once a week to ensure there has been no tampering. NCTCOG receives daily updates alerting if the equipment collected a large increase or decrease of traffic data. In the event this occurs, NCTCOG will notify city staff. If the tubes become loose, city staff will be responsible for re-installing the equipment as quickly as possible to resume data collection.
6. Local staff are encouraged to notify their local police department of where the equipment will be installed and the anticipated duration it will be out. Citizens may call the police if they don't understand the purpose of the equipment.



**North Central Texas
Council of Governments**

Item #10: Discuss Vulnerable Road User Ordinance

Feedback on Vulnerable Road User Ordinance

In 2016, BPAC members drafted a Vulnerable Road User Ordinance which was approved by TPPB in June 2016. The Vulnerable Road User Ordinance provides a buffer between motor vehicles and anyone who is considered a vulnerable road user such as a cyclists and pedestrians. KTMPO encourages area cities to enact a similar ordinance as they see fit.

The City of Copperas Cove has pursued passing a vulnerable road user ordinance, however issues were encountered. Issues include how the ordinance is different from what is stated in the Texas Transportation Code and how to properly enforce a Vulnerable Road User Ordinance.

KTMPO is looking for feedback on the Vulnerable Road User Ordinance.

Discussion Item: Feedback on Vulnerable Road User Ordinance.

Vulnerable Road User Information Sheet

SUBJECT

One of the Bicycle and Pedestrian Advisory Committee (BPAC) goals is 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 is not limited to pedestrians, joggers, runners, bicyclist, highway construction and maintenance workers, and emergency personnel. Each year, hundreds of pedestrians, bicyclists, 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, including Austin, Houston, Denton, and San Antonio, in order 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 advised that in order to provide the greatest amount of safety, 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, the southern part of Coryell County, and the 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 transportation mode, create a healthy, livable, and safe community, and increase economic revitalization, while addressing congestion issues and decreasing traffic accidents, injuries, and deaths.

PRIOR AND FUTURE ACTION

At the March 9th, 2016 BPAC meeting, KTMPO staff was directed to draft a Vulnerable Road User Ordinance. At the May 10th, 2016 BPAC meeting, BPAC members made a recommendation to approve the Vulnerable Road User Ordinance. Once action has been taken from the Technical Advisory Committee and Transportation Planning Policy Board, staff will forward the Vulnerable Road User Ordinance to the cities and encourage the cities to adopt a similar ordinance.

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 THE ERECTION OF PROPER SIGNAGE; 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 bicyclists; 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, and 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 forth 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 personal 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 personnel.
- (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 roadway with two or more marked lanes may ride as near as practicable to the left curb or edge of the roadway.

- (3) Persons operating bicycles on a roadway may ride two abreast. Persons riding two abreast on a lane roadway 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 roadway 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 prosecution under this section that at the time of the offense, the vulnerable road 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 thereof shall be deemed guilty of a misdemeanor and upon conviction shall be fined.

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

Item #11: Feedback on KTMPO Bike/Pedestrian Web Map

Feedback on KTMPO Bike/Pedestrian Web Mapping Tool

KTMPPO Bike/Pedestrian Web Map is a way for the public to provide input on bicycle and pedestrian infrastructure. Members of the public can look up the existing network, provide recommendations on where bicycle and/or pedestrian infrastructure is needed and tell us where we are missing data. KTMPO is asking for feedback from the BPAC on how to make it more user friendly.

Discussion Item: Discuss feedback on KTMPO Bike/Pedestrian Web Mapping Tool.

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March 8, 2017



Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPO Killeen – Temple Metropolitan Planning Organization	TMA Transportation Management Area
TPPB (KTMPO) Transportation Planning Policy Board	MAP - 21 Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPO) 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