



Central Texas *ON THE MOVE*



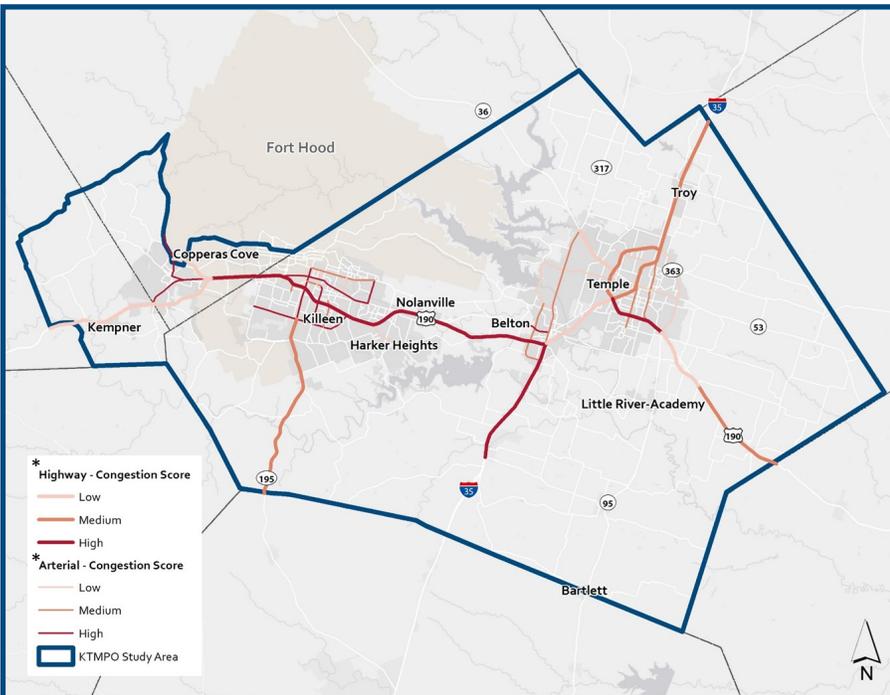
2180 N. Main Street Belton, TX 76513

Winter 2016

Managing Congestion in the KTMPPO Region

This past year, KTMPPO updated the Congestion Management Process, also known as the CMP. The CMP identifies traffic hotspots in the KTMPPO region and provides strategies on how to reduce congestion at these corridors. KTMPPO was able to identify these highly congested corridors by using traffic data, crash data and public input.

KTMPPO used the National Performance Management Research Data Set (NPMRDS), INRIX, Regional Travel Demand Model and Google Traffic to conduct traffic analysis on the network. After the traffic analysis, KTMPPO highlighted corridors in the KTMPPO region where congestion is occurring. These congestion hotspots are shown in the map below. Lighter colors represent areas of low congestion while the dark colors represent areas of high congestion.



*A highway is a type of roadway which has been designed for high-speed vehicular traffic. An arterial road is a road designed to deliver traffic from collector roads to highways.

Contact Us

Contact us for more information about our services.

Killeen-Temple MPO

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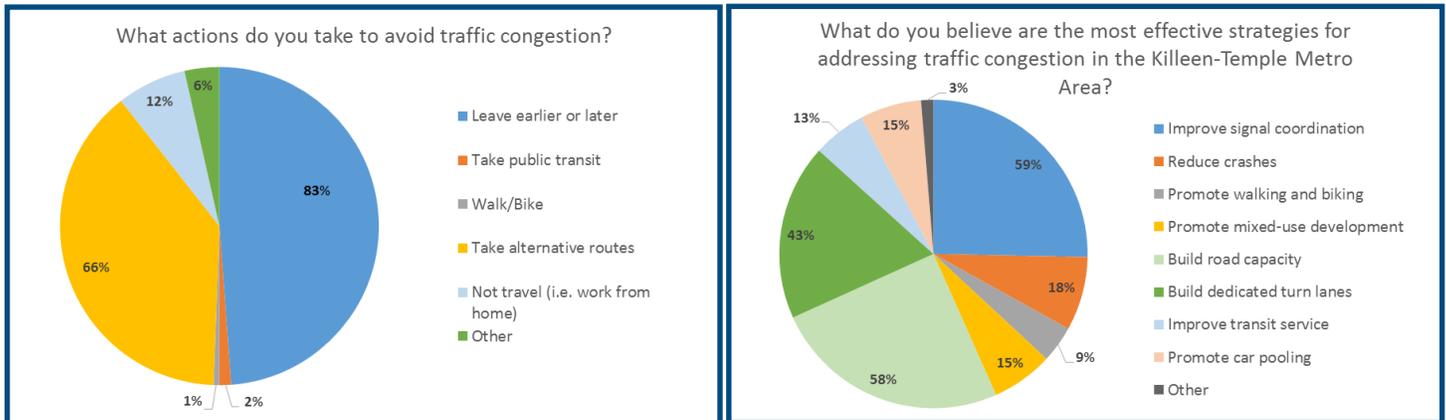
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- Bicycle/Pedestrian Advisory Committee
- I-35 Construction Update

Public input was another tool that KTMPPO used to identify congested corridors. KTMPPO received a total of 222 surveys to gather feedback on how travelers define congestion and the location of perceived congestion hotspots in the KTMPPO region. The public identified WS Young at US 190, FM 2410 at US 190, and Trimmier Rd at US 190 as the top three worst congestion locations. For the worst congested segments, W. Adams Ave came in first followed by WS Young Dr. and Trimmier Rd.

KTMPPO also received input on what actions the general public took to avoid traffic congestion. The top two responses were leaving earlier or later to avoid congestion (83%) or taking alternate routes (66%). The top two strategies the public believed to be the most effective for addressing traffic congestion are improving signal coordination and increasing road capacity. Results to these questions can be found in Exhibit A on the following page. Please note that survey respondents were allowed to choose three possible actions to avoid traffic congestion and three possible strategies to address congestion.

Exhibit A-Survey Questions



Prioritized List of Congestion Hotspots

To prioritize congestion hotspots, KTMPo developed the following criteria and weights, shown in the chart to the lower left. The lower center and lower right tables show the resulting top 5 priority ranking for both highways and arterial roadways respectively.

| Criteria | Weight | Final Prioritized list of Congestion Hotspots—Highways | Final Prioritized list of Congestion Hotspots—Arterials |
|------------------|--------|--|---|
| Congestion | 30% | 1) US 190 from SH 9 to FM 3470/ Stan Schlueter Loop | 1) Trimmier Rd from FM 3470/Stan Schlueter Loop to Hallmark |
| Volume | 20% | 2) US 190 from FM 3470 to Business 190 | 2) FM 3470/Stan Schlueter Loop from SH 201/ Clear Creek to US 190 |
| Crashes | 15% | 3) US 190 from Business 190 to IH 35 | 3) Business 190 from US 190 Bypass W to US 190 Bypass E |
| Rear-End Crashes | 10% | 4) IH 35 from FM 2268 to US 190 | 4) Rancier Ave from Fort Hood St to Roy Reynolds Dr |
| Transit | 15% | 5) IH 35 from S Loop 363 to US 190 | 5) Fort Hood St from FM 3470/Stan Schlueter Loop to Rancier |
| School | 5% | | |
| Public Input | 5% | | |

Congestion Mitigation Strategies

The CMP is a tool to be utilized in the KTMPo region to address persistent congestion problems and prioritize transportation investments. The CMP identifies the following congestion strategies that can be used to mitigate congestion in the KTMPo region.

| | | | |
|--|---|--|--|
| New Infrastructure | Constructing bypasses like the US 190 Bypass in Copperas Cove can relieve congestion and increase connectivity. | | |
| Technology Efficiency Improvement | Signs can provide timely updates when there is an accident. | | |
| Non-Motorized Improvements | Encouraging and facilitating active transportation can help reduce the number of trips, thus reducing congestion. | | |
| Infrastructure Operations | Fixed route transit service can decrease congestion within the KTMPo region. | | |
| Non-Infrastructure Improvements | Preferential parking for vehicles that carry more than a single occupant can encourage ride sharing. | | |

To view the CMP, please visit www.ktmpo.org/planning/plans.

Comprehensive Plan & Thoroughfare Plan Update

The City of Copperas Cove, with the assistance of Lockwood, Andrews & Newnam, Inc. (LAN) Engineering Firm, is developing a new Transportation Master Plan. As the region's population continues to grow, transportation issues will become increasingly important and complex. The effort is meant to lay out a framework for how the City will spend money and make decisions on roads, sidewalks, trails, and transit over the next decade. Developing a comprehensive plan will promote efficient use of future funding and resources with the goal of achieving an improved and sustainable transportation future. Further, the City of Copperas Cove is working with K Friese + Associates to update the Comprehensive Plan to address the City's future infrastructure needs.

What do we have?

What do we want?

How do we get there?

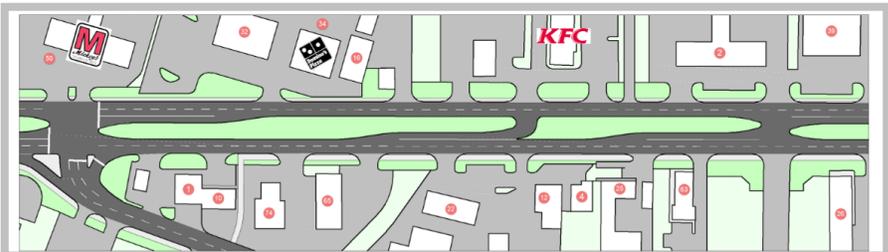


Business Highway 190 Project

Gateway to the City

Highlights

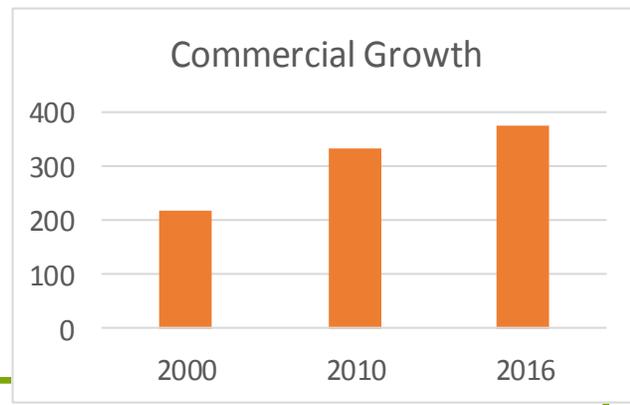
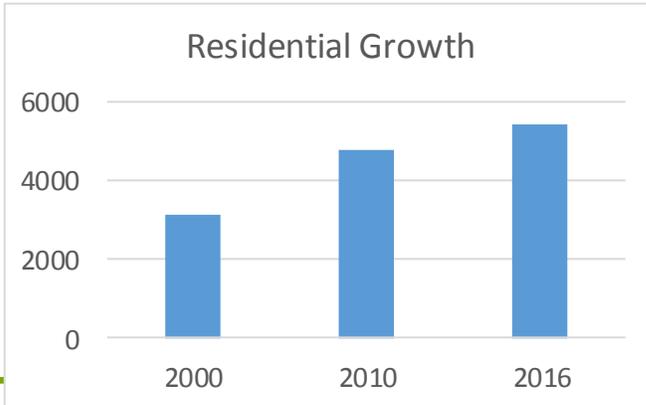
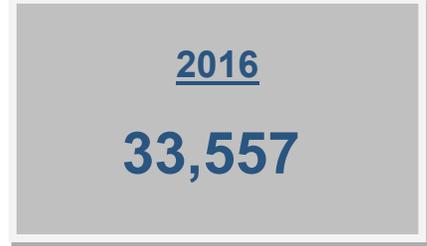
- *Controlled Access/ Landscaped Medians.*
- *Multi—modal: Pedestrian/ Bicycle Friendly Intersections and Sidewalks, Transit Stops.*
- *Façade, Signage & Parking Lot Standards.*



Economic Growth



POPULATION



What's on the Horizon

- *Utility Fee Study —Examining the impact of a Transportation User Fee*
- *New Ordinances Re: Legalization of all Alcoholic Beverages*
- *Business Highway 190 Overlay District & Corridor Project*

Copperas Cove SE Bypass

The Copperas Cove Bypass project began in the 1980's and was three decades in the making. It was designed to relieve traffic congestion through the interior of the City by offering a direct, access controlled thoroughfare to the southeast. The bypass also opened up tremendous economic development opportunities along the way. The City was able to get the \$46.5 Million bypass project completed by using an innovative concept that has since been adopted throughout the state: paying the money up front and allowing the state, via TxDOT, to pay the City back over time.

20+ Businesses in 3 Years!



Ozone...Good Up High, Bad Nearby

On September 30, 2016, the State of Texas submitted recommended designations for the 2015 ozone standard to the EPA. For a county to remain in-attainment with the ozone standard, the Design Value cannot exceed 70 parts per billion (ppb). The latest Design Value for the Killeen-Temple-Fort Hood (KTF) region is 69 ppb, based on a three year average (2013—2015). Once data for the 2016 ozone season is complete, it will be certified by the Texas Commission on Environmental Quality (TCEQ) and submitted to the EPA by May of 2017. When making its final determination regarding area designations, the EPA will consider monitoring data for the 2014—2016 period. It is anticipated that the designations will be finalized by October 1, 2017. Note charts below.

Steps for Calculating the Design Value

1. Ozone readings are taken every hour
2. Daily Value calculation = Highest 8-hour average for that day
3. Annual Value calculation = 4th highest daily value for the year
4. Design Value calculation = 3 year average of annual values

How did our region do?

Bell County was recommended as “in-attainment” for the 2015 ozone standard with a Design Value of 69 ppb at the Killeen station. Data was only used from the Killeen station because the Temple station does not have a full year of data for 2013. When the EPA looks at the Design Value for 2014-2016, both stations will be considered and the station with the highest Design Value will be used to finalize ozone designations for Bell County. The other counties in our region—Coryell, Hamilton, Lampasas, Milam, Mills, and San Saba—do not have monitoring stations and were recommended as unclassifiable/attainment.

Monitoring Stations in Bell County: Temple Georgia and Killeen Skylark 4th Highest Ozone Concentration Per Year for 2014—2016



For 2016, the 4th Highest 8-hour ozone average was 64 ppb at the Temple station and 66 ppb at the Killeen station. These values are shown in red in the charts above.

Do your share for cleaner air!

There are many ways that you can help keep our region in-attainment with the ozone standard. Conserving energy by turning off lights, taking shorter showers and recycling can help reduce ground-level ozone. When you're low on gas, refuel in the evening when it is cooler and make sure your gas cap is on tightly. These steps can prevent harmful fumes being emitted into the air. Other steps include combining errands into one trip, carpooling or taking public transportation, and avoiding idling as much as possible.

Central Texas Air and Information Research Advisory Committee

Through the Rider 7 Grant, the Central Texas Air and Information Research (CTAIR) Advisory Committee was created to perform technical studies, create public awareness projects, and conduct outreach activities to help ensure the Central Texas region does not fall into the “non-attainment” category. With help from the KTMPO Bicycle/Pedestrian Advisory Committee (BPAC), CTAIR is in the process of purchasing bike racks for several communities in our area. CTAIR is also in the process of purchasing traveling trunks with educational information available for teachers and others to check out and conducting a poster contest to educate area students about ground-level ozone. For more information regarding the CTAIR committee, please visit www.ctair.org.

Freight Advisory Committee

KTMPO is in the process of developing a Freight Advisory Committee. This committee will provide insight and information on freight related issues and needs. Currently, the Freight Advisory Committee has 11 members from area cities, Baylor Scott & White and Belton Independent School District. KTMPO is continuing to seek members from the private sector to be part of this committee to help identify transportation problems.

Bicycle/Pedestrian Advisory Committee

This past year, the Bicycle/Pedestrian Advisory Committee (BPAC), has been busy promoting bicycle and pedestrian usage throughout the KTMPO region. The BPAC committee has supported National Bike Month, Walk to School Month and Day, and the Vulnerable Road User Ordinance. BPAC members are developing the Fitness Friendly Business Program. This program recognizes area businesses as being “bike and pedestrian friendly” by offering bicyclists and pedestrians certain amenities when they are out and about.

For Information on our committees, please visit www.ktmpo.org.



Construction Update



SALADO Pre-Construction: I35 South as a 4-lane divided highway at Thomas Arnold Road Exit.



SALADO Post Construction: I35 North as a 6-lane divided highway at Thomas Arnold Road Exit.



My35 provides updates on traffic delays, accidents, road closures and other construction information. You can also sign up for text alerts by visiting www.my35.org/.

Anticipated Completion Dates:

Troy: Fall 2017 Temple: Spring 2019

15th Annual Smokin' Spokes Bike Ride

The Village of Salado VFD will be hosting their 15th Annual Smokin' Spokes Bike Ride on March 25, 2017. For more information, please visit www.saladospokes.com/.

Have you Checked These Out?



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



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

How You Can Get Involved

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

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

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

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

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

Meeting Dates:

Technical Advisory Committee (TAC):

- First Wednesday of every month

Transportation Planning Policy Board (TPPB):

- Third Wednesday of every month

For all KTMPO meeting dates, please visit: <http://www.ktmpo.org/meetings/>

KTMPO Staff:

- Cheryl Maxwell: KTMPO Planning Director
- Kendra Coufal: Senior Regional Planner
- Jason Deckman: Regional Planner/GIS Technician
- Jim Martin: Regional Planner
- John Weber: Regional Planner

Check out our Bicycle/Pedestrian Web Map!

This map allows users to identify and recommend bike and pedestrian infrastructure. Visit www.ktmpo.org/mapsanddata to make your edits.