



Bicycle/Pedestrian Advisory Committee Meeting

**March 9, 2022
9:30 a.m.**

This page intentionally left blank.

Agenda



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

Wednesday, March 9, 2022

Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513

Regular Meeting: 9:30 A.M.

Please join my meeting from your computer, tablet or smartphone.

<https://meet.goto.com/756809085>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update (pgs.6-8):
 - a) KTMPO Meetings;
 - b) Other Updates;
 - c) Air Quality.
4. **Action Item:** Regarding approval of minutes from the December 7, 2021 meeting. (pgs. 10-12).
5. **Discussion and Action Item:** Regarding Resolution 2022-06 Declaring May 2022 as National Bike Month in the Central Texas Region (pgs. 14-16).
6. **Discussion Item:** Regarding update on the Trail Highlight Series project (pg. 18).
7. **Discussion Item:** Regarding ATG presentation on the Regional Bike Share Feasibility Study (pgs. 20-28).
8. **Discussion Item:** Regarding May Bike Month Activities (pg. 30).
9. **Discussion Item:** Regarding Temple's Mobility Master Plan (pgs. 32-40).
10. **Discussion Item:** Regarding Local Update on Bicycle and Pedestrian Activities (pg. 42).
11. Member comments.
12. Next Meeting: June 8, 2022 at 9:30 a.m.
13. Adjourn.

Item 3:

Staff Update

Staff Update

a) Listed below are the upcoming KTMPO meetings:

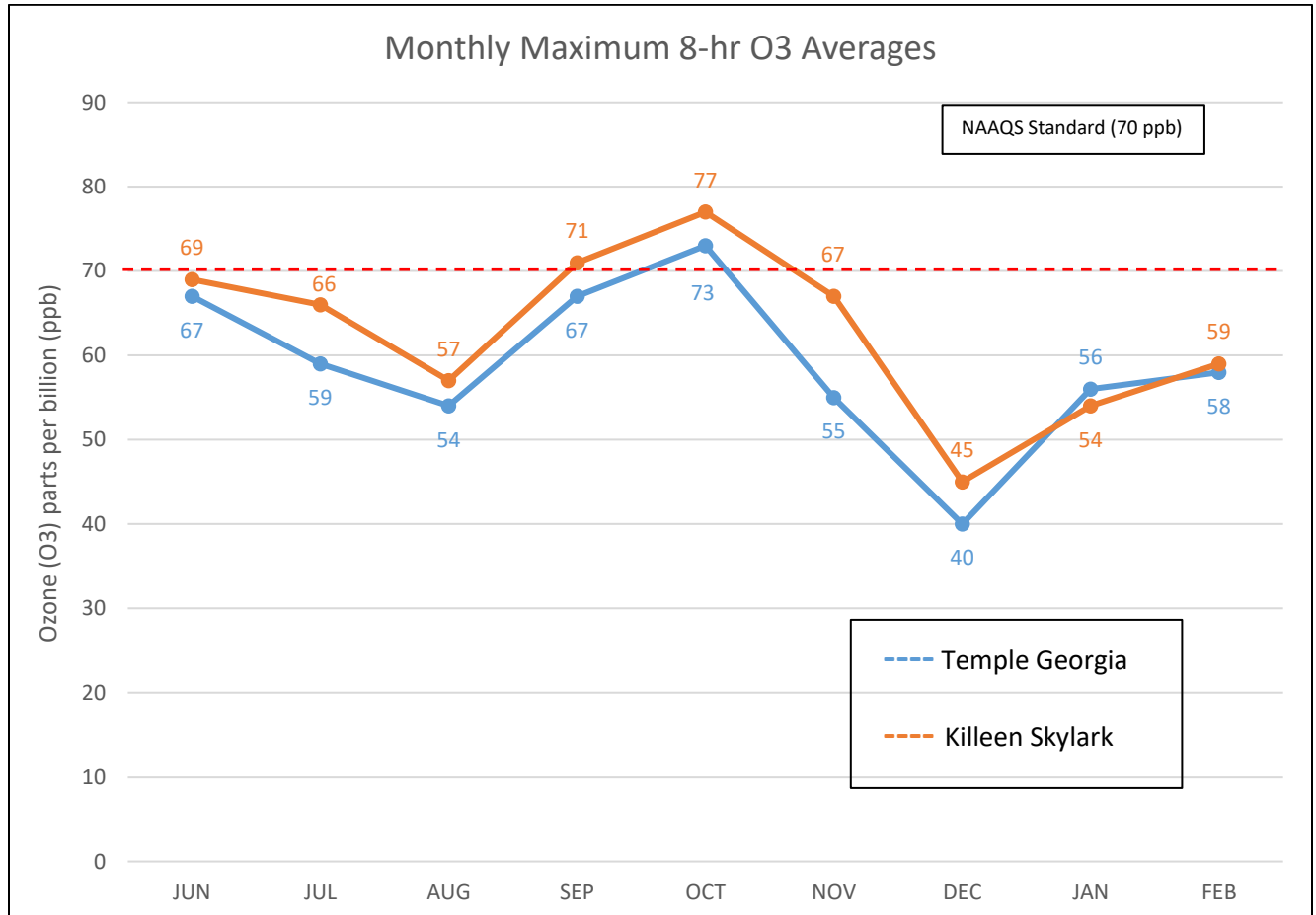
- March 16, 2022 – Transportation Planning Policy Board Meeting
- April 6, 2022 – Technical Advisory Committee Meeting
- April 20, 2022 – Transportation Planning Policy Board Meeting
- May 4, 2022 – Technical Advisory Committee Meeting
- May 18, 2022 – Transportation Planning Policy Board Meeting
- June 1, 2022 – Technical Advisory Committee Meeting
- June 8, 2022- Bicycle Pedestrian Advisory Committee Meeting

All meetings are scheduled for 9:30am at the Central Texas Council of Governments offices in Belton, Texas, unless otherwise noted (ie – electronic meeting).

b) Other Updates

- Update on KTMPO FY23-26 TIP Development
- TxDOT Bicycle & Pedestrian Advisory Committee ([Presentation Link](#))
 - Update on TxDOT Safety Task Force Pedestrian and Bicycle Subcommittee
 - Workshop on updating the Strategic Direction Report for TxDOT's Bicycle and Pedestrian Program
 - Next meeting on April 25th
- FHWA Bipartisan Infrastructure Law (BIL) website ([Link](#)) and ([Fact Sheets](#)).
- FHWA Annual Reports: FY20 Transportation Alternatives ([Link](#)) & 2021 Recreational Trails Program ([Link](#)).
- FHWA Safe System Strategic Plan ([Link](#)).
- FHWA Active Transportation Funding & Finance Toolkit ([Link](#)).
- Bicycle Tourism Trails Study TxDOT ([Link](#)).

c) Air Quality



Compliance with EPA Ozone Standard: 4th Highest Annual Value				3-year average (Calculated on Oct. 9 2021)
	2019	2020	2021	
Temple	63	64	67	65
Killeen	67	63	70	67

Action Needed: No action needed; for discussion only.

This page intentionally left blank.

Item 4:

Meeting Minutes



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

Tuesday, December 7, 2021
9:30 AM

Hybrid Meeting

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

Voting Members Present

Chair Jason Deckman – City of Temple
Vice Chair Matt Bates – City of Belton
Yvonne Spell – City of Harker Heights

Erika Kunkel – TxDOT Waco District
Keller Matthews – BS&W Cycling Club
Mike Anderson for Chad Welch – Tri-City Bicycles

Others Present

Geary McCabe – Sun Country Cycling
Lisa McCabe – Sun Country Cycling
Brigida Gonzalez – TxDOT
Justin Morgan – FHWA
Allison Smith – ATG
Ben Magallon – ATG

Andrea Elenz – Fort Hood
James McGill – KTMPPO
Uryan Nelson – KTMPPO
Kendra Coufal – KTMPPO
Dominic Elizondo – KTMPPO
Hope Geiger – KTMPPO

Meeting Minutes

1. Call to Order: Jason Deckman called the meeting to order at 9:32 a.m.

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

3. Staff Update: KTMPPO Meetings; New Approved KTMPPO Funding Scenario; Federal & State Updates; Air Quality

James McGill notified the group of upcoming KTMPPO meetings through February. Mr. McGill informed everyone that KTMPPO had received additional Cat 7 funds from the Coronavirus Response and Relief Appropriations Act (CRRSAA) and used some of them to add Salado's Williams Rd Sidewalk project to the TIP. Mr. McGill shared some notable bicycle and pedestrian related updates from the federal and state levels. Air quality for the month of November was 55 parts per billion (ppb) at the Temple station and 67 ppb at the Killeen station.

Keller Matthews asked what cities can do to solve the air quality issue. Jason Deckman and Mr. McGill stated that there is no one issue and provided some discussion on possible mitigation actions.

4. Action Item: Regarding approval of minutes from the August 24, 2021 meeting.

Keller Matthews made a motion to approve the August 24, 2021 meeting minutes, seconded by Matt Bates; the motion passed unanimously.

5. Discussion and Action Item: Regarding Update to BPAC Bylaws.

James McGill reminded the group that staff had brought proposed changes to the BPAC Bylaws for review at the last BPAC meeting and that the group had voted to revise the officer term limits in advance of officer elections at the last meeting. Mr. McGill highlighted a revision made by staff following the meeting regarding eliminating member term limits. Jason Deckman confirmed that there is written documentation for the appointment of proxies.

Matt Bates made a motion to approve the proposed revisions to the BPAC Bylaws, seconded by Keller Matthews; the motion passed unanimously.

6. Discussion and Action Item: Regarding nomination of new BPAC Member.

James McGill shared with the group that Mr. Geary McCabe had requested membership on BPAC at the recommendation of Keller Matthews. Mr. McCabe briefly introduced himself.

Keller Matthews made a motion to approve Geary McCabe's request for BPAC membership, seconded by Mike Anderson; the motion passed unanimously.

7. Discussion Item: Regarding update on the Trail Highlight Series project.

James McGill updated the group on the status of the Trail Highlight Series project since the last meeting. Staff showed a draft page for the KTMPO website with the information and requested input for how to improve the page.

Multiple members suggested a variety of ideas for improvements including an interactive map with bicycle/pedestrian related layers, links to other groups pages and city websites, grouping the trails listed by city, and having a banner at the top with information for that month's highlighted trail.

8. Discussion Item: Regarding ATG presentation on the Regional Bike Share Feasibility Study.

Ben Magallon with Alliance Transportation Group (ATG) gave a brief presentation on the Regional Bike Share Feasibility Study that they are conducting for KTMPO. Several BPAC members made comments regarding areas in the region that have positive bike connectivity and areas that have negative bike connectivity for further study.

9. Discussion Item: Regarding TxDOT TA Call for Projects Update.

James McGill updated the group on the status of the Temple and Bartlett projects submitted to the 2021 TxDOT Transportation Alternatives (TA) Call for Projects. Mr. McGill stated that the Bartlett had been awarded Safe Routes to School (SRTS) funding for a project near Bartlett Elementary and Temple was not awarded funding.

10. Discussion Item: Regarding TxDOT Active Transportation Plan Inventory Tool.

James McGill informed the group that TxDOT had recently launched an Active Transportation Plan Inventory Tool that will work as a central repository for plans from cities and counties across the state. Mr. McGill encouraged representatives of the entities at the meeting to upload their plans to the database for others to use and access.

11. Discussion Item: Regarding Local Update on Bicycle and Pedestrian Activities.

James McGill shared the list of upcoming events staff had found with the group. Geary McCabe mentioned that there are weekly events not listed and that he would email staff the information for further dissemination.

12. Member Comments.

Jason Deckman notified the group that the next public meeting for the Temple Mobility Master Plan was scheduled for January 19th.

13. Next Meeting: March 8, 2022 at 9:30 a.m.

14. Adjourned: The meeting adjourned at 10:41 a.m.

These meeting minutes were approved by the BPAC members at their meeting on _____.

Jason Deckman, BPAC Chair

James McGill, Regional Planner

Item 5:

Resolution 2022-06

Resolution 2022-06 Declaring May 2022 as
National Bike Month in the Central Texas Region

May is National Bike Month in America. Established in 1965, National Bike Month is promoted by the League of American Bicyclists. It provides an opportunity to promote and show all of the benefits of biking in America, as well as encourage individuals to try biking. The Center for Safe Routes to School also partners with the League of American Bicyclists each year to host National Bike to School Day in May.

In 2022, Ride a Bike Day (a new initiative) will be Sunday, May 1st; Bike to School Day is Wednesday, May 4th; Bike to Work Week will be from May 16th – 20th; and Bike to Work Day is Friday, May 20th.

Action Needed: Approve Resolution 2022-06 Supporting May as National Bike Month in the Central Texas Region.



RESOLUTION NO. 2022-06

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION SUPPORTING NATIONAL BIKE MONTH (MAY 2022) AND ASSOCIATED EVENTS AND DATES

WHEREAS; The League of American Bicyclists has declared the month of May 2022 as National Bike Month; May 1, 2022 as Ride a Bike Day; May 16 - May 22, 2022 as Bike to Work Week; and May 20, 2022 as Bike to Work Day; and

WHEREAS; the National Center for Safe Routes to School hosts National Bike to School Day, which will occur on May 4, 2022; 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 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 2022 as National Bike Month; May 1, 2022 as Ride a Bike Day; May 4, 2022 as Bike to School Day; May 16 through May 22, 2022 as Bike to Work Week; and May 20, 2022 as Bike to Work Day; and

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

PASSED AND ADOPTED on this 20th day of April 2022 at a regular meeting of the KTMP Policy Board meeting which was held in compliance with the Open Meetings Act, Texas Government Code, 551.001, *et seq.*, and at which meeting a quorum was present and voting.

ATTEST:

Mayor Spencer H. Smith, Chair

Uryan Nelson, KTMP Director

This page intentionally left blank.

Item 6:

Trail Highlight Series Update

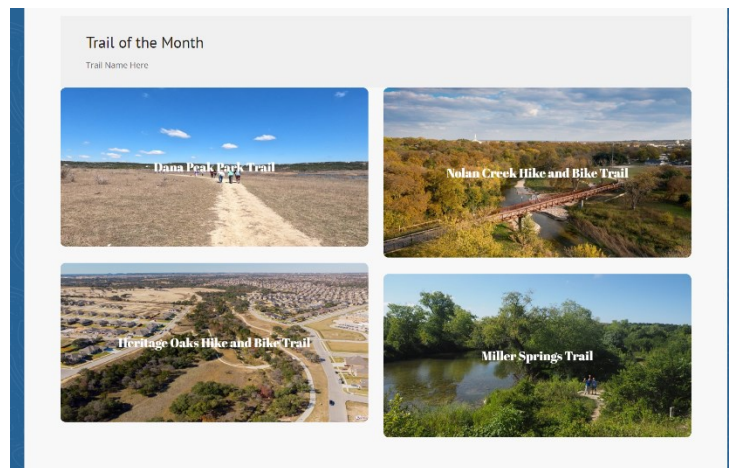
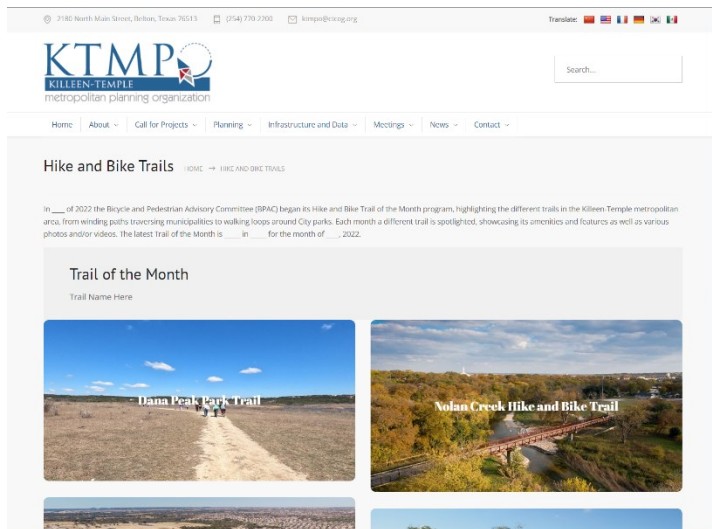
Trail Highlight Series Update

Since 2019 KTMPO has been working with the BPAC on Trail of the Month Highlight series effort as a way to promote regional trails to the public. The now defunct CenTex Trails App provided an avenue for promotion, but ultimately was deemed insufficient for KTMPO's purposes.

Earlier this year, the BPAC suggested that staff use the KTMPO website as a method of promoting these regional facilities. In October staff reached out to the Cities of Belton, Killeen, Harker Heights, Temple, and Copperas Cove for photos and videos of major trails. Staff received media for:

- Dana Peak Park, Harker Heights: Photos, Videos
- Heritage Oak Trail, Killeen: Photos
- Miller Springs Trail, Belton: Photos
- Nolan Creek Hike and Bike Trail, Belton: Photos

Staff has created a draft Hike and Bike Trail Highlight page on the KTMPO website under the Bike & Pedestrian section. We will be discussing the look and feel of the page as well as a plan for staff to proceed with promotion. A screenshot of the page is included below and staff will provide a live look during the meeting.



Action Needed: No action needed; for discussion only.

Item 7:

**Regional Bike Share Feasibility
Study Presentation**

ATG Bike Share Feasibility Study

Alliance Transportation Group (ATG) is currently conducting a Bike Share Feasibility Study of the region for KTMPO. The study involves the evaluation of bike share models, desire and need in the KTMPO region, and recommendations for planning and implementation going forward.

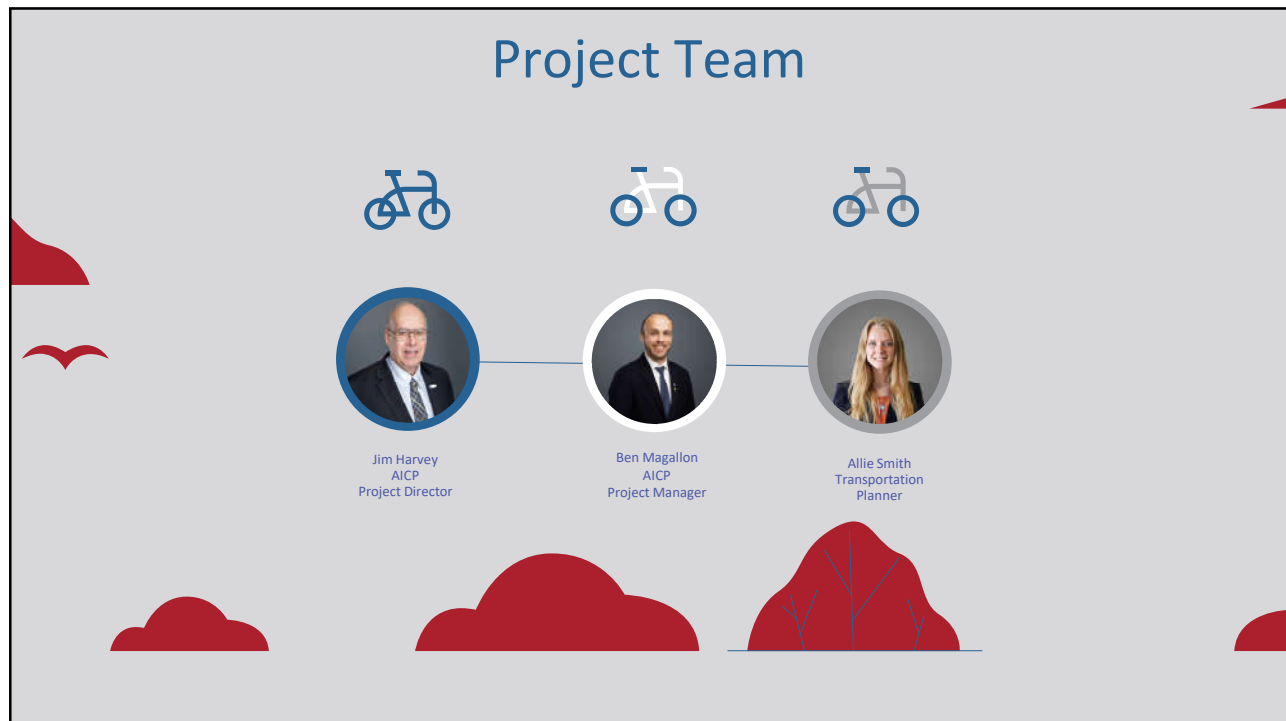
ATG presented their preliminary findings and requested feedback from the BPAC at the December 7, 2021 meeting. Since then, ATG has conducted further market research and evaluated different bike share models that could potentially be utilized in the KTMPO region.

ATG will present on their findings and analysis, request feedback from the Committee, and discuss next steps at the meeting.

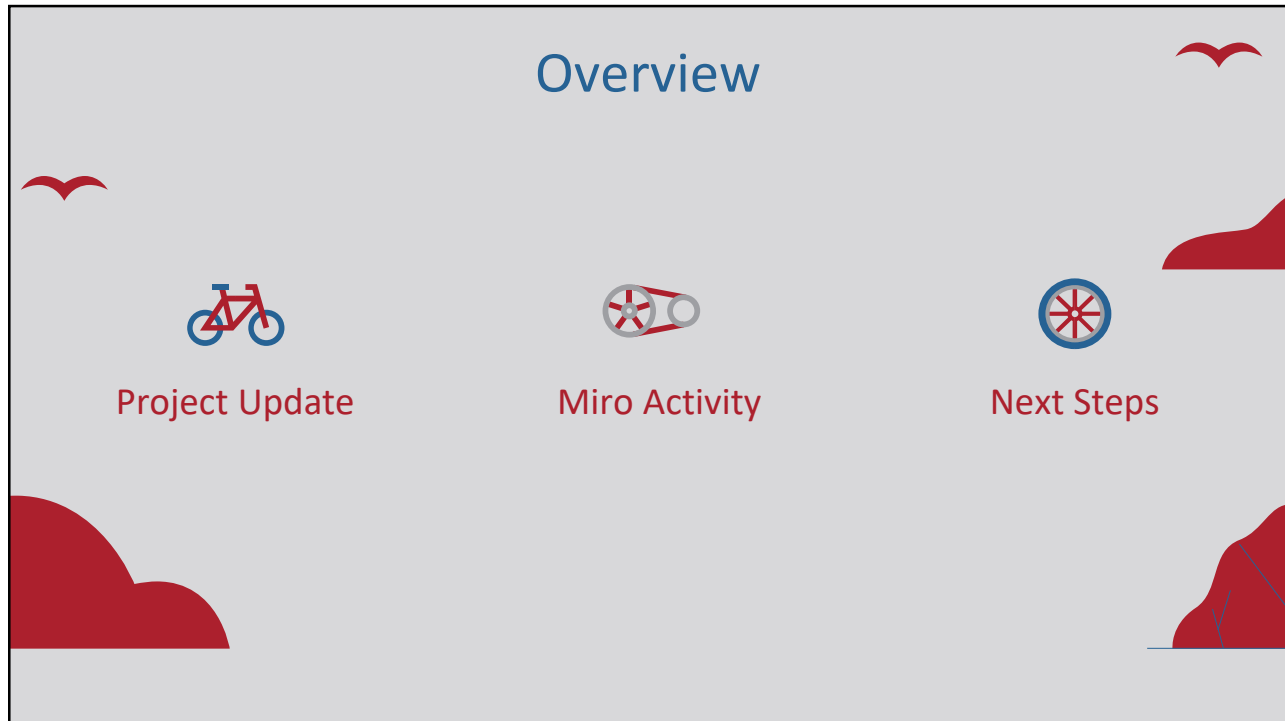
Action Needed: No action needed; for discussion only.



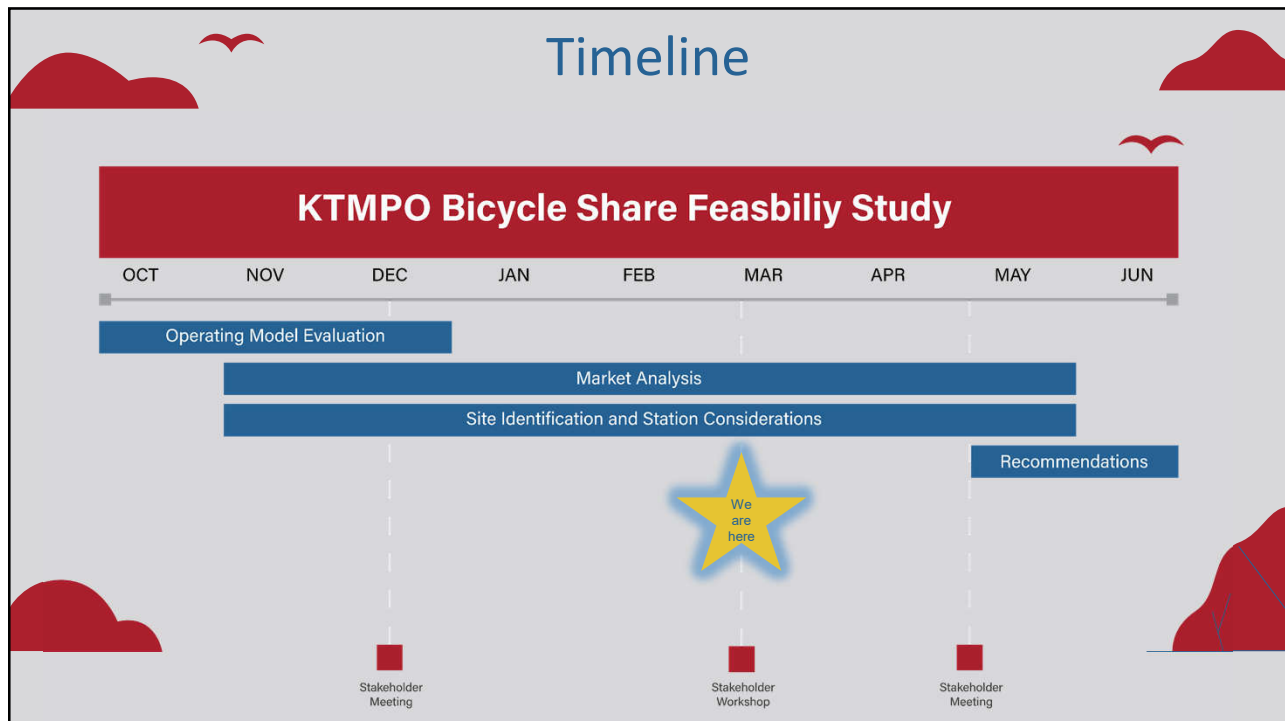
1



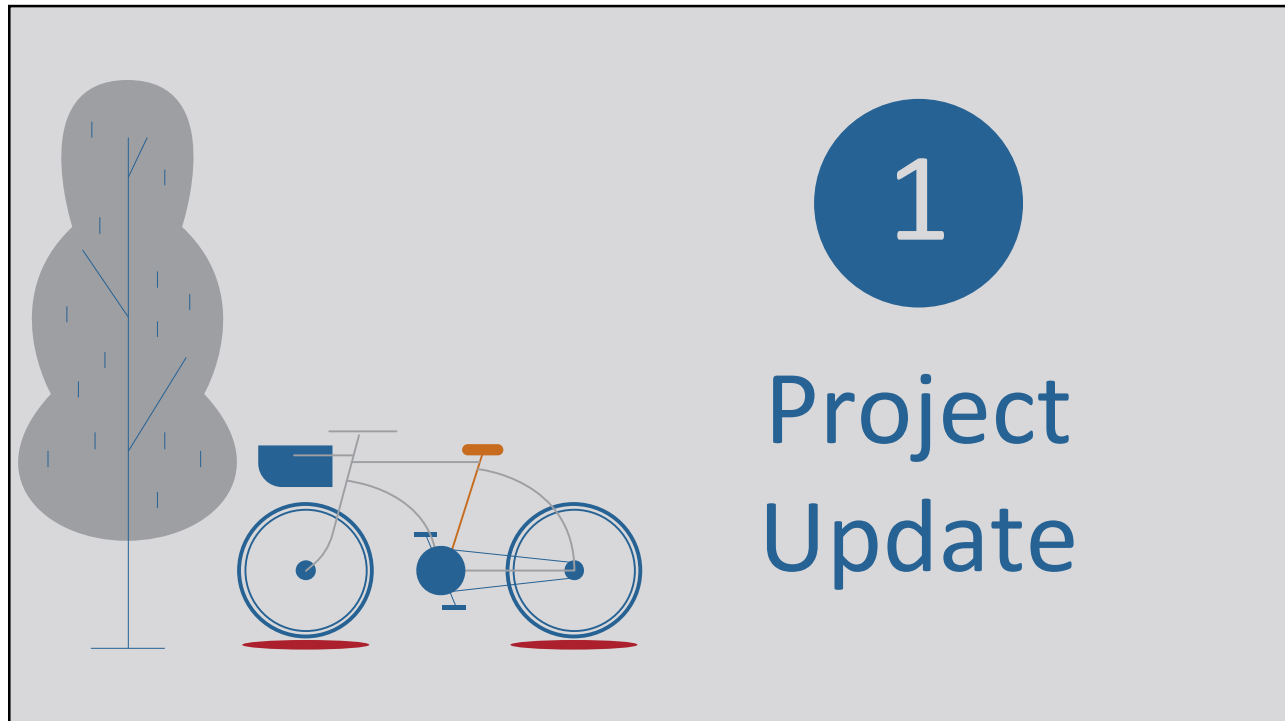
2



3



4



5

Case Study Research

PeaceHealth Bikes, Eugene
Sponsored by PeaceHealth, a local health system in Eugene, Oregon.

Pricing
As long as you bring the bike back, there is no additional charge.

Out of pocket fee (adding on your bike rental the system cost)

- \$1 for 15 minutes
- \$15 for a month
- \$5 for a month

Public Health
The partnership with PeaceHealth supports the organization's goal of public health of the community. The bikes are primarily for use by people who are not able to afford a car. While the public health system is not a profit-making organization, it is a public good. In Eugene, PeaceHealth bikes are used to provide a public good.

Business Model
PeaceHealth Bikes operates as a nonprofit organization, which has helped the organization become a public good. The organization is a public good in the City of Eugene in the sense that it provides a public good to the community. The organization is a public good in the sense that it provides a public good to the community.

Connectivity
Eugene is required to stay off sidewalks and not obstruct the view of the intersection. The organization has a system in place to ensure that the bikes are not obstructing the view of the intersection. The organization has a system in place to ensure that the bikes are not obstructing the view of the intersection.

Economic Opportunity
PeaceHealth Bikes provides a public good to the community. The organization is a public good in the sense that it provides a public good to the community. The organization is a public good in the sense that it provides a public good to the community.

Safety
PeaceHealth Bikes has a safety system in place to ensure that the bikes are safe to use. The organization has a system in place to ensure that the bikes are safe to use. The organization has a system in place to ensure that the bikes are safe to use.

Equity Practices
PeaceHealth Bikes offers a discounted program for individuals receiving social aid benefits. However, they go through a vetting process to ensure that the bikes are used for the intended purpose. The organization has a system in place to ensure that the bikes are used for the intended purpose.

6

Nonprofit Owned/Private Operated

Profits/Fundraising



- Nonprofit retains or splits profit for improvement, advocacy or expansion.
- Fundraising comes from grants, tax revenue, membership, sponsorship, etc.

Staff Capacity



Nonprofit employees are dedicated to the mission of bike sharing.

Benefits



- Board representation can reflect the specific biking community.
- The nonprofit staff can focus on delivery the bicycle share mission without the drive to make profit.
- More likely to acknowledge to issues on system equity and promotion of public health.
- Profits can be reinvested into the system for expansion.
- Ability to lower bike share costs depending on the success of fundraising.

Challenges



- Government grant monies must be brokered through government agencies therefore the nonprofit cannot generate as much funding.
- Need to be profitable may limit ability to prioritize equity and delivering the best product.
- With a larger system (>200 bikes), nonprofit may have difficulty assembling experienced staff, more of a learning curve.
- Less likely for bike share to become fully integrated into transportation system without connections to other transit providers.

7

For Profit Business

Profits/Fundraising



Private company retains profit. Fundraising comes from private investment, user revenues, sponsorship and advertising.

Staff Capacity



Small business with entrepreneurial mentality.

Benefits



- A private company takes on risks in terms of financing and safety, relieving the public sector portion of the company.
- Can assemble capital relatively quickly.
- The focus on profitability will increase service and efficiency in high demand areas (especially those frequented by visitors and tourists).
- A private experienced company has more knowledge on operational issues from other systems.
- Can mobilize equipment and staff from other systems if needed.

Challenges



- Government grant monies must be brokered through government agencies, therefore the private business is not eligible.
- Need to be profitable may limit ability to prioritize equity and delivering the best product.
- Foundation grants and donations less likely.
- Less public transparency.

8

Publicly Owned/Private Operated

Profits/Fundraising



- Agency retains or splits profits for improvement, advocacy or expansion.
- Agency responsible for fundraising; a mix of federal, state, local grants; memberships; sponsorships; and user revenues.

Staff Capacity



Requires agency staff capacity for fundraising and oversight of the system but makes use of the private sector experience for operations.

Benefits



- Highest level of public control and transparency of all the business models.
- Profits could be returned to the City or regional entity as revenue or reinvested into the system.
- For a multi-jurisdictional system, a regional agency has greater ability to coordinate among the jurisdictions.
- Higher likelihood to coordinate a unified bike share and public transit hub/technology/passes.

Challenges



- Concern may exist about potential liability to the city, county, etc. if the program fails to be successful.
- Requires significant time commitment by agency staff.
- Some corporate or institutional sponsors are less likely to donate to a government agency.
- Costs related to staffing and union rules will likely make operations more expensive.
- Multi-jurisdictional bike share programs require multi-jurisdictional agencies to cooperate and coordinate.

9

Publicly Owned & Operated

Profits/Fundraising



- Agency retains or splits profits for improvement, advocacy or expansion.
- Agency responsible for fundraising; a mix of federal, state, local grants; memberships; sponsorships; and user revenues.

Staff Capacity



Requires agency staff capacity for fundraising and oversight of the system but makes use of the private sector experience for operations.

Benefits



- Highest level of public control and transparency of all the business models.
- Profits could be returned to the City or regional entity as revenue or reinvested into the system.
- For a multi-jurisdictional system, a regional agency has greater ability to coordinate among the jurisdictions.
- Higher likelihood to coordinate a unified bike share and public transit hub/technology/passes.

Challenges



- Same as previous slide
- Minimal precedent - few cities in the US have used a public agency or regional transit authority to operate their bike share systems
- Costs related to staffing and union rules will likely make operations more expensive

10

Nonprofit Owned & Operated

Profits/Fundraising



- Agency retains or splits profits for improvement, advocacy or expansion.
- Agency responsible for fundraising; a mix of federal, state, local grants; memberships; sponsorships; and user revenues.

Staff Capacity



Requires agency staff capacity for fundraising and oversight of the system but makes use of the private sector experience for operations.

Benefits



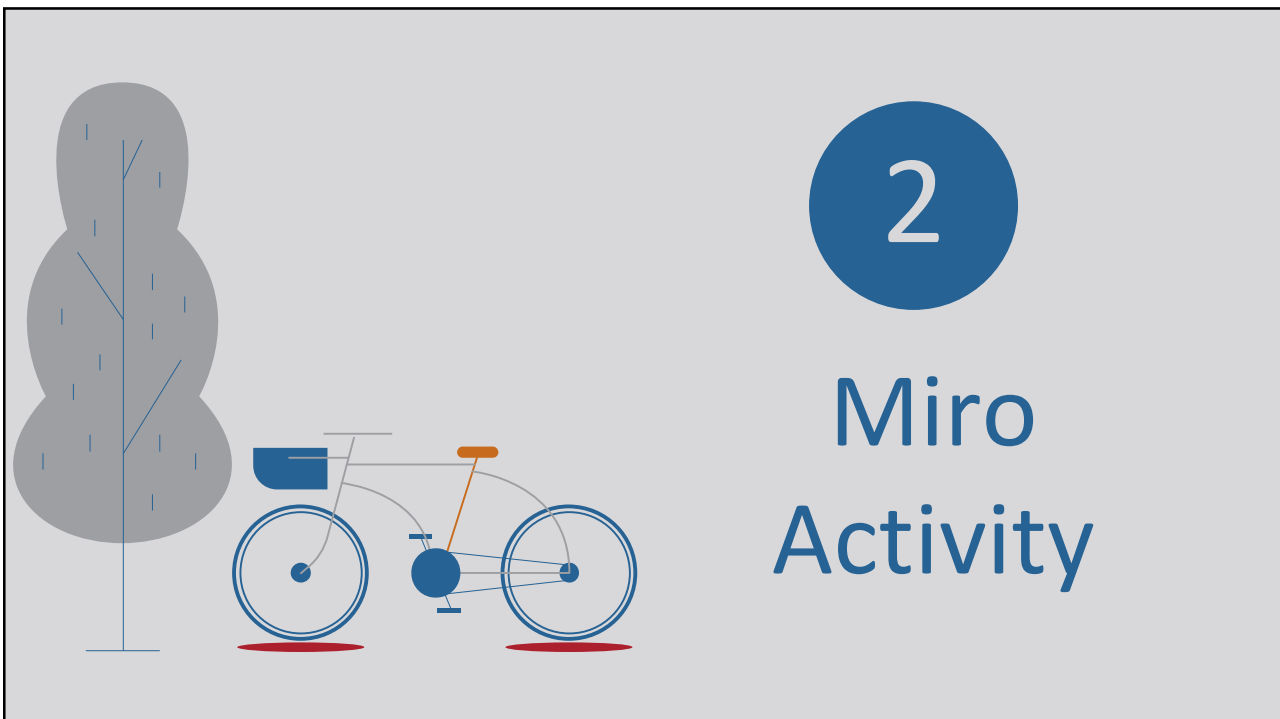
- Board representation can reflect the specific biking community.
- The nonprofit staff can focus on delivery the bicycle share mission without the drive to make profit
- Corporate or institutional sponsors often work with non-profits, potential for partnerships. • Profits can be reinvested into the system for expansion.
- Ability to lower bike share costs depending on the success of fundraising.

Challenges



- Government grant monies must be brokered through government agencies therefore the nonprofit cannot generate as much funding.
- Need to be profitable may limit ability to prioritize equity and delivering the best product.
- If operations performance is poor, it may be difficult for a non-profit to change course quickly.
- With a larger system (>200 bikes), nonprofit may have difficulty assembling experienced staff, more of a learning curve.
- Less likely for bike share to become fully integrated into transportation system without connections to other transit providers.

11



12

Workshop Activity

Feel free to put answers in the chat!



The graphic features a light gray background with stylized red clouds and a blue bird icon. In the center, there is a white box containing a list of organizations and services, each represented by a colored square icon. To the left of this box, there are icons of two people (a woman and a man) with a red speech bubble above them. The list of organizations includes:

- Yellow squares: Texas Department of Transportation, Texas Department of Health Services, Texas Department of Criminal Justice, Texas Department of Insurance, Texas Department of Agriculture
- Orange squares: OnBase, Jump, Lime
- Green squares: Veo, Wing Bikes, k30, Zoomer
- Blue squares: KTMBP, Texas DPW, BPAC
- Pink squares: State Bar and Area, Texas Department of Transportation, Texas Department of Criminal Justice, Texas Department of Insurance, Texas Department of Agriculture

13

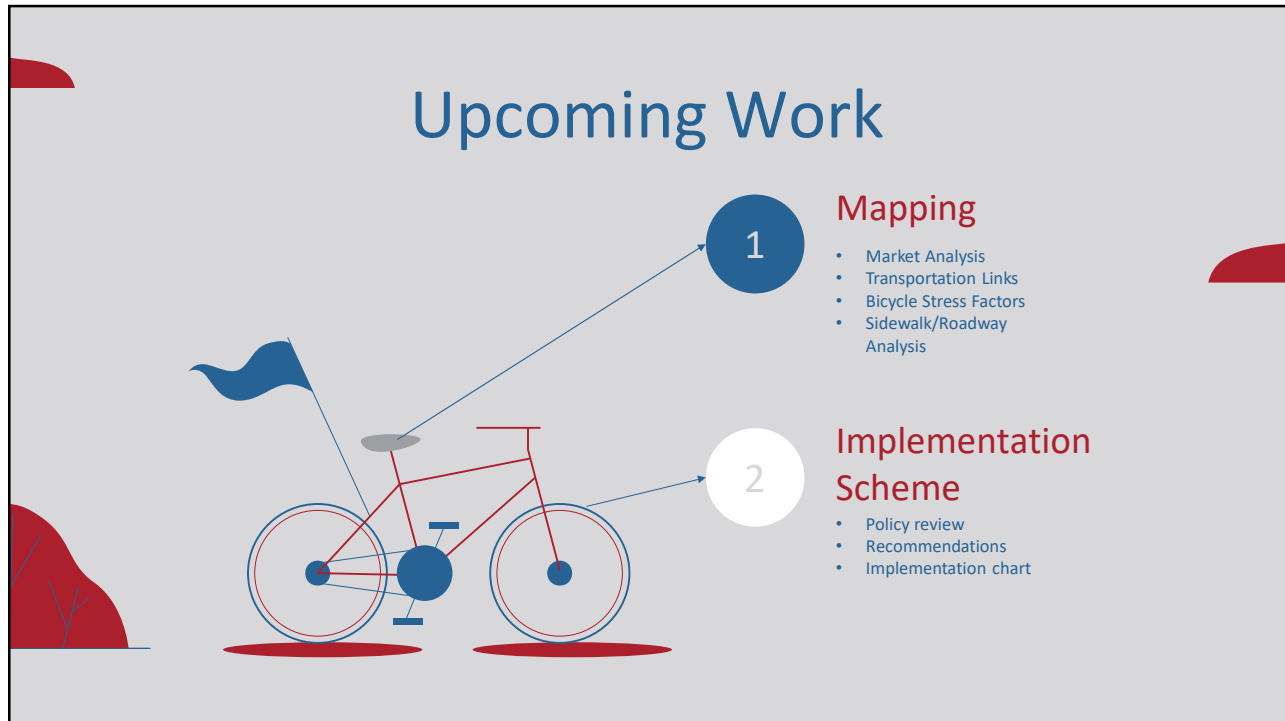
3

Next Steps

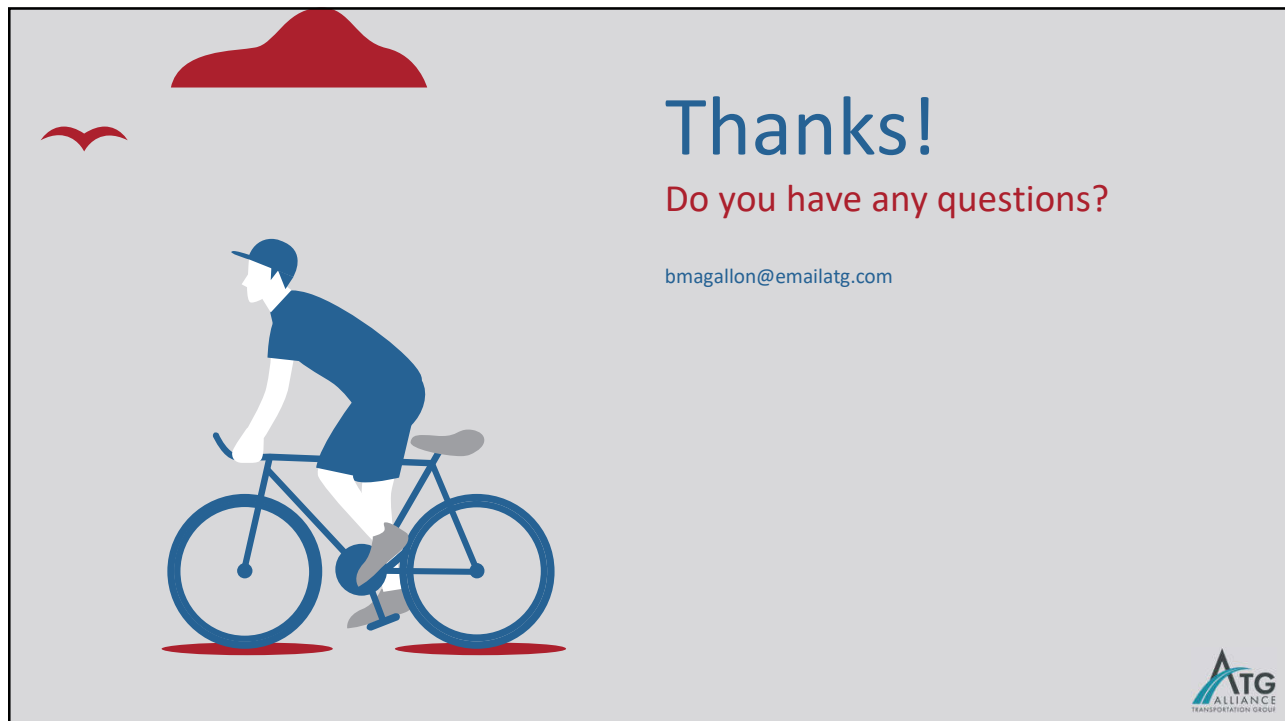


The graphic features a light gray background with a stylized gray tree on the left and a blue bicycle with orange handlebars and a blue seat in the center. The number '3' is displayed in a large blue circle in the upper right corner, and the text 'Next Steps' is written in a large blue font below it.

14



15



16

Item 8:

Bike Month Activities

May Bike Month Activities

Each year BPAC takes time to discuss potential projects or initiatives that could further promote bicycling during National Bike Month. Possible ideas from previous years are listed below:

- Event Advertisement and Publicity: Create flyers to distribute to schools and businesses. Advertise on KTMPO website.
- Route Mapping Assistance: Provide links or maps on entity websites highlighting common bike-friendly routes.
- Bike to School Train: Work with school districts to organize a bike-pool or bike train for parents and students for Bike to Work and School Day.
- Local Bike Challenge: Create and promote a bike challenge in the Central Texas Region.
- Bike Rodeos: Work with school districts to create bike rodeos for children to learn bike safety and handling skills, while also sharing the rules of the road.
- Smart Cycling Classes: Find and promote any bike safety courses occurring in the coming months.
- Bike Fair: Have someone from public safety talk about Bike safety. Local Bike Shops share their knowledge and business. Informational flyers and bike swag.
- Bike Down Main: Create an event path that utilizes Main Street and Nolan Creek Trail. Tentatively held May 21 (Which coincided with Belton Market Day, potentially may bring attraction to both events).

Action Needed: No action needed; for discussion only.

Item 9:

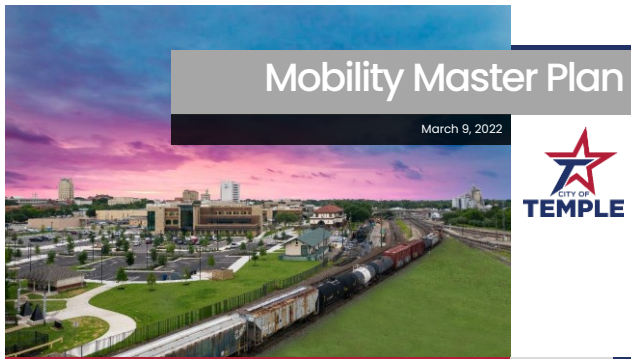
Temple's Mobility Master Plan

Temple's Mobility Master Plan

The City of Temple has been developing a Mobility Master Plan over the past year. The goal of the plan is to guide the development and implementation of a multimodal transportation system in Temple that can best serve the transportation needs of citizens and the growth of the city.

Jason Deckman will give a presentation on plan efforts to date and what is next.

Action Needed: No action needed; for discussion only.



1

What We've Heard So Far

CHALLENGES

- Sit in traffic too long
- Difficulty getting across town
- Walking to work, school, or grocery stores
- Transit difficult to use or not available
- Accessibility

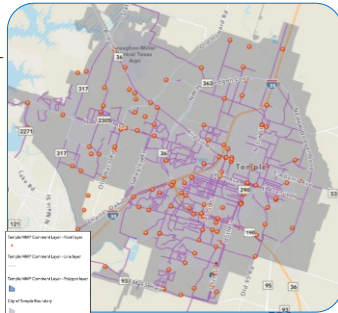
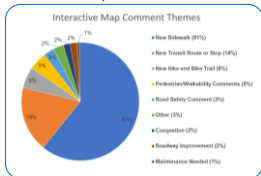
NEEDS

- More pedestrian/bike facilities
- Safer pedestrian infrastructure
- Handicap transportation, including accessible sidewalks and vehicles
- More efficient and available transit system
- Actionable Plan

2

Public Engagement Summary

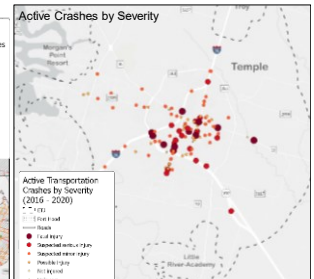
- Public Meeting #1 190 attendees
- Public Meeting #2 129 attendees (50 in-person)
- Project website 1,596 unique visitors
- Online survey 350 responses
- Written comments 43 forms
- Interactive map 428 comments



3

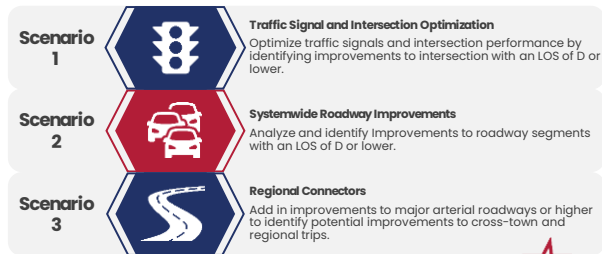
Comprehensive System Assessment

ACTIVE TRANSPORTATION



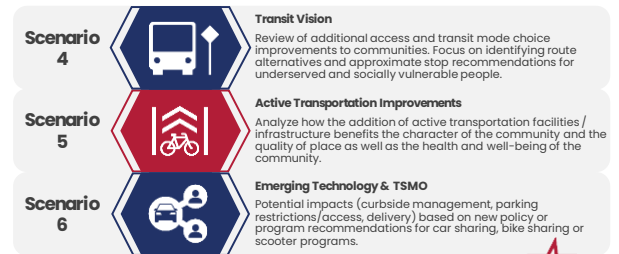
4

Scenario Analysis



5

Scenario Analysis



6

Active Transportation

Gaps, Potential Connections, and solutions in context with neighborhood

STREET	FROM	TO	NOTES
S 24th St	Adams Ave/S3	E Avenue N / S MLK Jr Dr	24th St railroad overpass
S MLK Jr Dr	E Avenue E	King Circle or Trail Crossing	
W Avenue P	S MLK Jr Dr	S 25th St	
S 25th St	WH Ave	W Avenue E	Includes RR crossing
W Avenue E	S 25th St	S 31 St	Tie into trail or sidepath on S 31 St
Standford Dr	Hickory Rd	Waterford Park	
S 8th St	Friars Creek Trail	Temple College	Ped Overpass at US 190?
W Adams Ave	Hillard Rd	N Kegley Rd	Safety Improvements to upgrade from sidewalk to trail - with signage and crossings
W Adams Ave	Morgan's Point Rd	317	Safety Improvements to upgrade from sidewalk to trail - with signage and crossings
E Avenue H	S MLK Jr Dr	Henderson St	Expand sidewalk and add bike lanes on railroad overpass, potential link to 14th St improvements

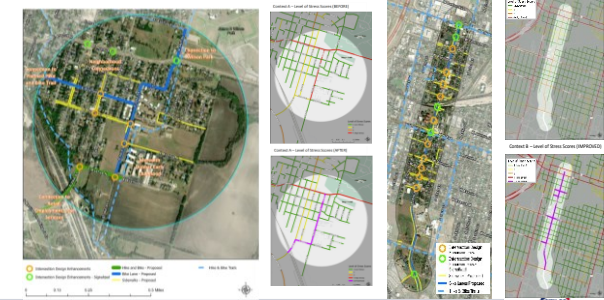
- ½ mile walk zones, 1 mile bike zone
- Sidewalks – scaled to surroundings
- Bike Lanes – striping, colored pavement, crossing zones
- Hike & Bike Trails – separate from traffic for safety and aesthetics
- ADA accessibility, traffic calming, lighting, pedestrian signals at intersections



TEMPLE 7

7

Context Locations – reduced Level of St



Mobility Master Plan – Public Meeting #2

TEMPLE 8

8

Contact Information

Temple.MMP@emailatg.com



• Richard E. Wilson, P.E., CFM
Project Manager
City Engineer
rwilson@templetx.gov
(254) 298-5667

• Jason Deckman
Project Manager
Senior Transportation Planner
jdeckman@templetx.gov
(254) 298-5668



9

Slides from Public Meeting #2



Mobility Master Plan – Public Meeting #2

10

10

Meeting Agenda



Project Schedule



Scenario Analysis



Public Engagement Efforts



Preliminary Recommendations



Comprehensive System Assessment Review



Next Steps



11

11

How to Submit Your Comments

Submit Your Comments

There are a variety of ways available to you for providing input.

1

Fill out the comment form.

Write your comments on the provided and drop it in the comment box.

OR

Complete the comment form on the project website: temple.gov/mobility

2

Fill out the survey.

Complete the survey and drop it in the comment box.

OR

Complete the survey with a provided laptop at the meeting.

OR

Use the QR code to complete the survey with your own device.

3

Comment on the map.

Leave your comments on the city map website.

OR

Leave your comments on the interactive map with a provided laptop at the meeting.

OR

Leave your comments on the interactive map on the project website: temple.gov/mobility

Mobility Master Plan – Public Meeting #2

12

12

34

2

What is a Mobility Master Plan?

"A strategic plan to improve the movement of people and goods in a community."



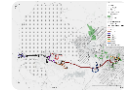
Mobility Master Plan - Public Meeting #2



13

13

Temple Mobility Plan Report



Transit Vision Plan



Active Transportation Plan



Thoroughfare Plan

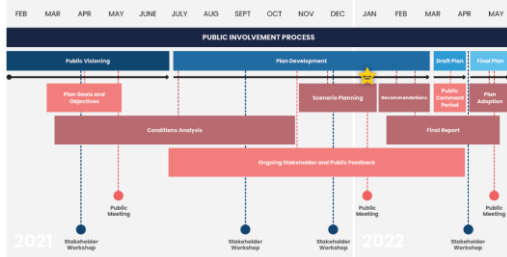


Mobility Master Plan - Public Meeting #2

14

14

Project Schedule



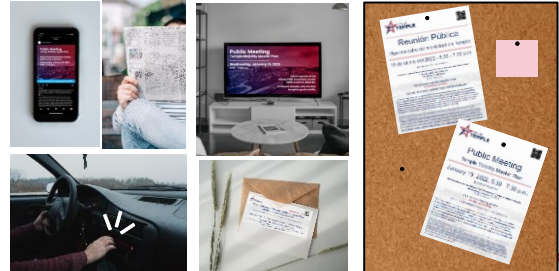
Mobility Master Plan - Public Meeting #2



15

15

Public Engagement Efforts



Mobility Master Plan - Public Meeting #2

16

16

What We've Heard So Far

CHALLENGES

- Sit in traffic too long
- Difficulty getting across town
- Walking to work, school, or grocery stores
- Transit difficult to use or not available
- Accessibility

NEEDS

- More pedestrian/bike facilities
- Safer pedestrian infrastructure
- Handicap transportation, including accessible sidewalks and vehicles
- More efficient and available transit system
- Actionable Plan

Mobility Master Plan - Public Meeting #2



17

17

Vision

An inclusive and equitable multimodal transportation network that provides safe, well connected, mobility choices to the City of Temple.

Goals:



18

18

Comprehensive System Assessment Review



Mobility Master Plan - Public Meeting #2



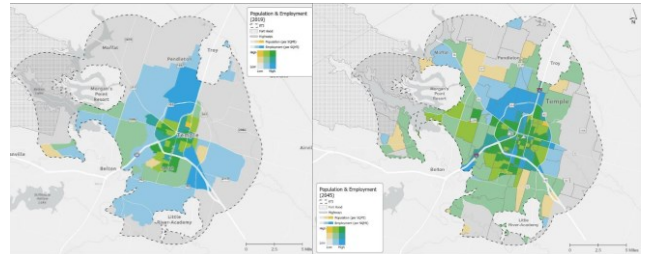
19

19

Comprehensive System Assessment

POPULATION AND EMPLOYMENT (2019)

POPULATION AND EMPLOYMENT (2045)



Mobility Master Plan - Public Meeting #2



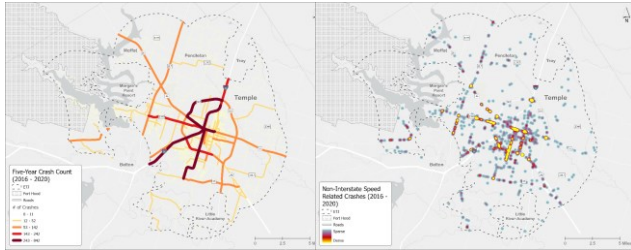
20

20

Comprehensive System Assessment

SAFETY ANALYSIS

SPEEDING-RELATED CRASHES



Mobility Master Plan - Public Meeting #2



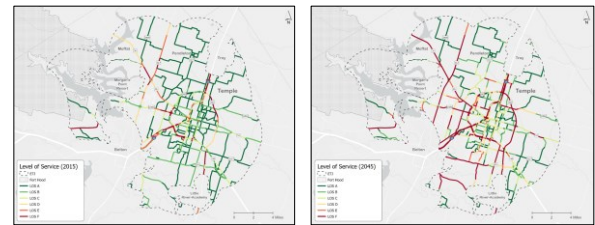
21

21

Comprehensive System Assessment

2015 LEVEL-OF-SERVICE

2045 LEVEL-OF-SERVICE



LEVEL OF SERVICE DEFINITION: THE OPERATING CONDITIONS OF A ROADWAY BASED ON FACTORS SUCH AS SPEED, TRAVEL TIME, MANEUVERABILITY, DELAY, AND SAFETY.

Mobility Master Plan - Public Meeting #2



22

22

Comprehensive System Assessment

TRANSIT EXISTING CONDITIONS



Route 510 Ridership by Stop

Route 530 Ridership by Stop

Mobility Master Plan - Public Meeting #2



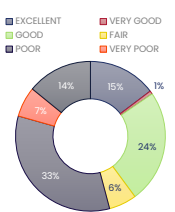
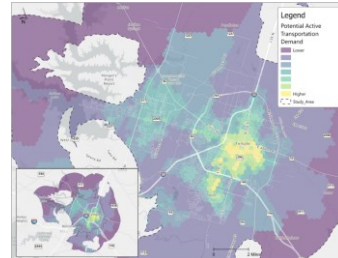
23

23

Comprehensive System Assessment

ACTIVE TRANSPORTATION

Sidewalk Condition in City of Temple



Mobility Master Plan - Public Meeting #2

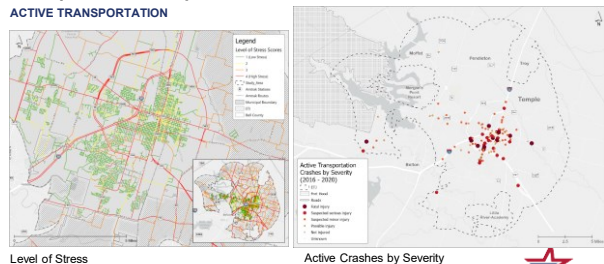


24

24

Comprehensive System Assessment

ACTIVE TRANSPORTATION



Level of Stress

Active Crashes by Severity



Mobility Master Plan - Public Meeting #2

25

25

Existing Conditions Analysis

FREIGHT NETWORK



COMMODITY FLOWS

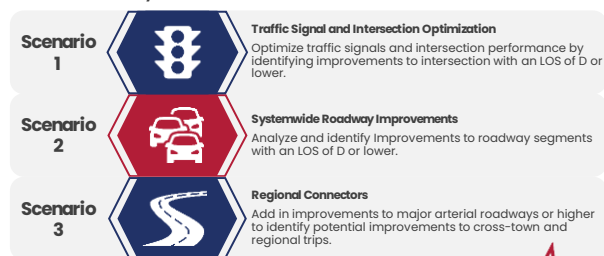


Mobility Master Plan - Public Meeting #2

26

26

Scenario Analysis

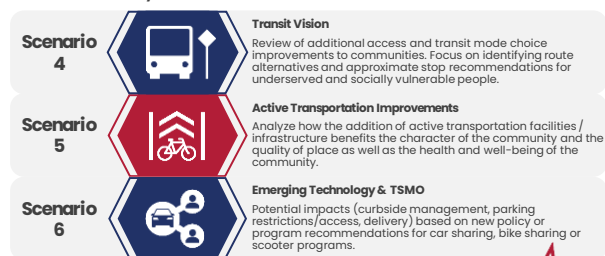


Mobility Master Plan - Public Meeting #2

27

27

Scenario Analysis



Mobility Master Plan - Public Meeting #2

28

28

Preliminary Recommendations

TRAFFIC CONGESTION AND LEVEL OF SERVICE



Scenario	Number of Intersections below dead Level of Service	
	Prior to Signal Optimization	After Signal Optimization
AM Baseline Conditions	45	29
PM Baseline Conditions	55	39

- Remaining Intersections reviewed for Operational and Planning Level Design Improvements
- 32 Intersections upgraded from failing to a passing level-of-service



Mobility Master Plan - Public Meeting #2

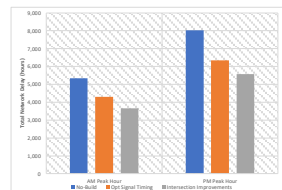
29

29

Preliminary Recommendations

TRAFFIC CONGESTION AND LEVEL OF SERVICE RESULTS

	Total Network Delay (hours)			
	AM Peak Period	PM Peak Period	PM to Evening Period	PM to Night Period
No-Build	6,347.3	8,028.8	-	-
Phase 1 Optimize Signal Timing	4,908.8	6,334.4	-15%	-21%
Phase 2 Intersection Improvement	3,652.9	5,568.7	-15%	-12%
Total Reduction	-1,694.4	-2,460.1	-45%	-44%



Mobility Master Plan - Public Meeting #2

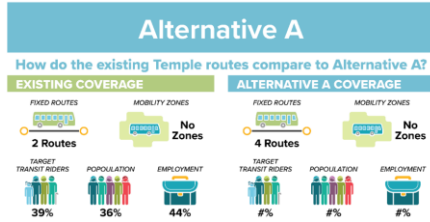
30

30

Preliminary Recommendations

TRANSIT

- Route and Stop Analysis



Mobility Master Plan – Public Meeting #2



31

31

Preliminary Recommendations

TRANSIT

- Microtransit/Mobility Zones



Microtransit, or on-demand transit is comparable to a fixed route bus.

- Passengers walk to meet a vehicle at a 'virtual bus stop' that may be up to ¼ or ½ of a mile from their requested location.
- When booking a ride using the app, passengers will be able to clearly see a map showing the geographic zone in which service is offered.
- Requesting a trip beyond this zone is not possible, so passengers always know where the microtransit service is available.

Mobility Master Plan – Public Meeting #2



32

32

Preliminary Recommendations

EMERGING TECHNOLOGIES - POLICY AND PROGRAM RECOMMENDATIONS:

- Micromobility and Shared Micromobility:
 - Policy Recommendations can be broken down to different categories where this modality changes the current regulatory and physical landscape: their physical presence and usage data. May publications list best practices for regulating and engaging with micromobility companies; they are listed below in the Resources section.
- Pilot Programs:
 - Pilot program utilizing emerging technologies to address transit needs. Review cities of similar scale as a model to look to for their pilot project work.
- Curbside Management and ADA Accessibility:
 - Standardize policies for the space between the sidewalks and streets to help the city understand, allocate, and manage curbside space more effectively. The management will inventory, optimize, and dedicate this space to maximize mobility, safety, and access for the wide variety of curb demands.
- Data:
 - From NACTO: "Data is a Public Good: Cities require data from private vendors operating on city streets to ensure positive safety, equity, and mobility outcomes on streets and places in the public right-of-way."²¹

Emerging Mobility Data is a joint product of the National Association of City Transportation Officials (NACTO) and the International Municipal Computer Association (IMCA). Retrieved from <https://nacto.org/emerging-mobility-systems/>

Mobility Master Plan – Public Meeting #2

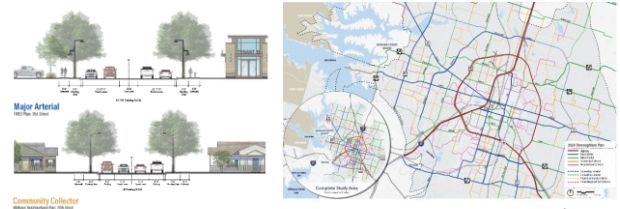


33

33

Upcoming Recommendations

THOROUGHFARE PLAN



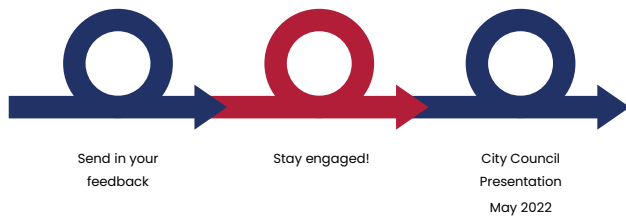
Mobility Master Plan – Public Meeting #2



34

34

Next Steps



Mobility Master Plan – Public Meeting #2



35

35

Provide Your Input

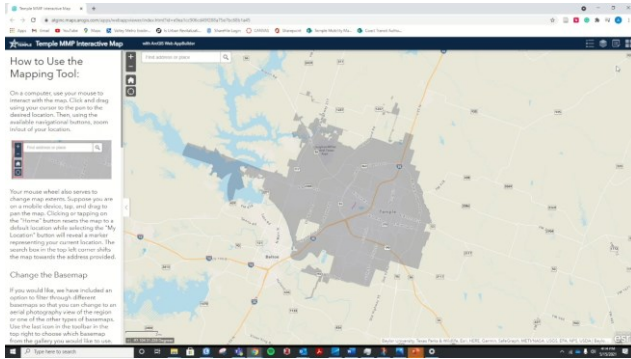
- Written comments** may be submitted at tonight's meeting
- or by email to: temple.mmp@emailatg.com
- or mailed to:
Alliance Transportation Group
c/o Jerry Dille, PMP
11701 Stonehollow Dr., Ste. 100
Austin, TX 78758
- An **online comment form and printable version** are available at templetx.gov/mobility
- An **Interactive map** with comment function is available online at templetx.gov/mobility



Mobility Master Plan – Public Meeting #2

36

36



37

Short Survey

Temple MMP Survey - Public Meeting #1

Click on the Register button to register for the Survey (Public Meeting #1)

First Name:

Last Name:

Phone:

Address:

City:

State:

Zip:

Submit

1. Click the link in the meeting chat box
2. Or visit <https://forms.office.com/r/4yhAuWEfB9>
3. Or scan this QR code with your mobile device



Mobility Master Plan - Stakeholder Workshop #1



38

38

Comprehensive System Assessment

TRANSIT EXISTING CONDITIONS



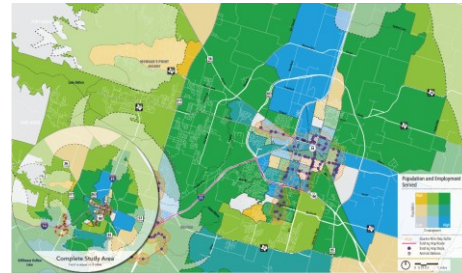
Target Transit Riders Served

Mobility Master Plan - Public Meeting #2



39

39



Mobility Master Plan - Public Meeting #2

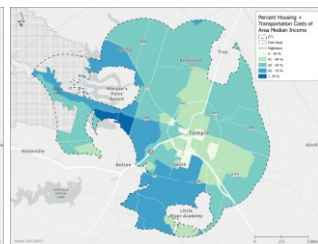
40

Comprehensive System Assessment

ENVIRONMENTAL JUSTICE ZONES



HOUSING AND TRANSPORTATION COSTS



Mobility Master Plan - Public Meeting #2



41

41

This page intentionally left blank.

Item 10:

**Local Update on Bicycle and
Pedestrian Activities**

Local Update on Bicycle and Pedestrian Activities

Local updates on bicycle and pedestrian activities are a standing item for staff and BPAC members to discuss and share information regarding recent local and regional Bicycle and Pedestrian events, activities, news, etc.

Below are some recent events that staff are aware of:

- Bikes and Brews @ Barrow Brewing – every Sunday, Tuesday, & Thursday ([Link](#))
- Trail Party Pro Camps: Spring Break at Spider Mountain – March 15-March 19 in Burnet ([Link](#))
- Casa St. Patrick's Day 5k Family Fun Run – March 19th in Temple ([Link](#))
- 34th Annual AdventHealth Silver Classic – March 20th in Killeen ([Link](#))
- Roger Tx, Grand Prix Road Edition – March 26th in Rogers ([Link](#))
- Jeremiah's Ice Spring Leap 10k and Fun Run – March 26th in Temple ([Link](#))
- Lions Roar 5K Run/Walk – April 30th in Salado ([Link](#))
- Belton Lions Club: Stampede on the Chisholm Trail Bicycle Ride 2022 – April 30th in Belton ([Link](#))
- ASCO Spartacus Dash – May 28th in Belton ([Link](#))
- Rucks on Main Memorial Day Ruck March – May 28th ([Link](#))

Action Needed: No action needed; for discussion only.

BPAC Member Listing

**Chair Jason Deckman**

Temple Senior Planner - Transportation
Phone: (254) 298-5668
2 North Main Street, Temple, TX 76501
Email: jdeckman@templetx.gov
Alternate: Brian Chandler, Kelly Atkinson

Vice Chair Matt Bates

Belton Park and Recreation Director
Phone: (254) 317-0687
P.O. Box 120
401 N Alexander, Belton, TX 76513
Email: mbates@beltontexas.gov

Kara Escajeda

Nolanville City Manager
Phone: (254) 317-5004
101 North 5th Street, Nolanville, TX 76559
Email: kescajeda@nolanvilletx.us

Yvonne Spell

Harker Heights Senior Planner
Phone: (254) 953-5643
305 Miller's Crossing, Harker Heights, TX 76548
Email: yspell@harkerheights.gov

Heather Buller

Killeen Assistant Director of Recreation Services
Phone: (254) 501-8841
2201 E Veterans Memorial Blvd, Killeen, TX 76543
Email: hbuller@killeentexas.gov

Jeff Stoddard

Copperas Cove Parks & Recreation Director
Phone: (254) 542-2719
1206 W Ave B, Copperas Cove, Texas 76522
Email: jstoddard@copperascovetx.gov

Erika Kunkel

TxDOT Waco District
Phone: (254) 867-2728
100 S. Loop Drive, Waco, TX 76704
Email: Erika.Kunkel@txdot.gov

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE**Gene Roberts**

Ft. Hood
Phone: (254) 458-6678
Email: edward.e.roberts4.civ@army.mil

Pamela Terry

Citizen Representative
Email: plterry1@yahoo.com

Carlos Santiago

Fort Hood Riders and Roadkill Cycling Club Representative
Phone: (720) 521-2653
Email: cl.santiago_83@yahoo.com

Keller Matthews

BS&W Cycling Club/Citizen Representative
600 S 25th St, Temple, TX
Email: kellbiker@gmail.com

Geary McCabe

Sun Country Cycling/Citizen Representative
Phone: (254) 447-7793
Email: geary.mccabe@gmail.com

John Wiist

King of the Mountain Cyclery
Phone: (254) 444-0566
100 A North Main St, Nolanville, TX 76559
Email: 1komjohn@gmail.com

Chad Welch

Tri-City Bicycles/Citizen Representative
112 N East St, Belton, TX 76513
Email: welchc01@live.com
Alternate: Mike Anderson

Mike Anderson

Tri-City Bicycles/Citizen Alternate
Email: mikeande@att.net

Upcoming Webinars & Grant Opportunities

Upcoming Webinars

Upcoming webinars regarding bicycle and pedestrian transportation are listed below. All of these webinars are free to the public.

- Exploring Data Fusion Techniques to Derive Bicycle Volumes on a Network
March 10th ([Link](#))
- Recreation Impact Monitoring Systems (RIMS) Mobile Application
March 24th ([Link](#))
- Engaging Kids on Trails
June 2nd ([Link](#))
- Research In Shared Micromobility
June 7th ([Link](#))

Upcoming Conference

Texas Trails and Active Transportation Conference

- Virtually on April 27-29, 2022
- Early Bird Cost: \$250 + fee (ends March 18, 2022)
- Link to register - [TTAT Conference 2022](#)

Grant Opportunities

The Texas Department of Agriculture administers the Community Development Fund, which is the largest fund category in the TxCDBG Program. Funds may be used for public infrastructure, street and drainage improvements, and various other opportunities. More information regarding this grant may be found here:

Community Development Block Grant Program([Link](#))

The Texas Parks and Wildlife Department administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. More information regarding this grant may be found below:

Community Outdoor Outreach Program Grant ([Link](#))

This grant provides funding to tax-exempt organizations for programming that engages under-served populations in TPWD mission-oriented outdoor recreation, conservation, and environmental education activities.

Deadline: November 1st (annually)

Award Amount: \$5,000-\$60,000. This is a reimbursement grant program.

Local Parks Grant ([Link](#))

This grant assists with the acquisition and/or development of public recreation areas and facilities. All grant assisted sites must be dedicated as parkland, be properly maintained, and open to the public.

Deadline: October 1st (annually)

Max Award Amount: \$1.5 million for urban areas, \$750,000 for non-urban areas, and \$150,000 for small community recreation.

Match: up to 50%

End of Packet