



# **Bicycle/Pedestrian Advisory Committee Meeting**

**June 14, 2023  
9:30 a.m.**

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# Agenda



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

Wednesday, June 14, 2023

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

**Regular Meeting: 9:30 A.M.**

Virtual Meeting Link: [KTMPPO BPAC Meeting](#)

Call in Number: [+1 \(872\) 240-3212](#)

Access Code: 756-809-085

**AGENDA**

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update: *(pg.6-7)*
  - a) KTMPPO Meetings;
  - b) Other Updates;
  - c) Air Quality.
4. **Action Item:** Regarding approval of minutes from the March 8, 2022, meeting. *(pg.10-12.)*
5. **Discussion and Action Item:** Regarding September Meeting Date. *(pg.14)*
6. **Discussion Item:** Regarding Feedback for Project Scoring Working Group. *(pg.16-25)*
7. **Discussion Item:** Regarding a Presentation on Trails Safe Passing Plan (TSPP) Stop! Speak and Stand Back. *(pg.28-31)*
8. **Discussion Item:** Regarding a Presentation on Parrie Haynes Ranch Equestrian Center. *(pg.34-41)*
9. **Discussion Item:** Regarding Local Update on Bicycle and Pedestrian Activities. *(pg.44-46)*
10. **Discussion Item:** Regarding public input received through May 2023. *(pg.48-49)*
11. Member comments.
12. Next Meeting: September 13, 2023 at 9:30am\*
13. Adjourn.



# **Item 3:**

## **Staff Update**

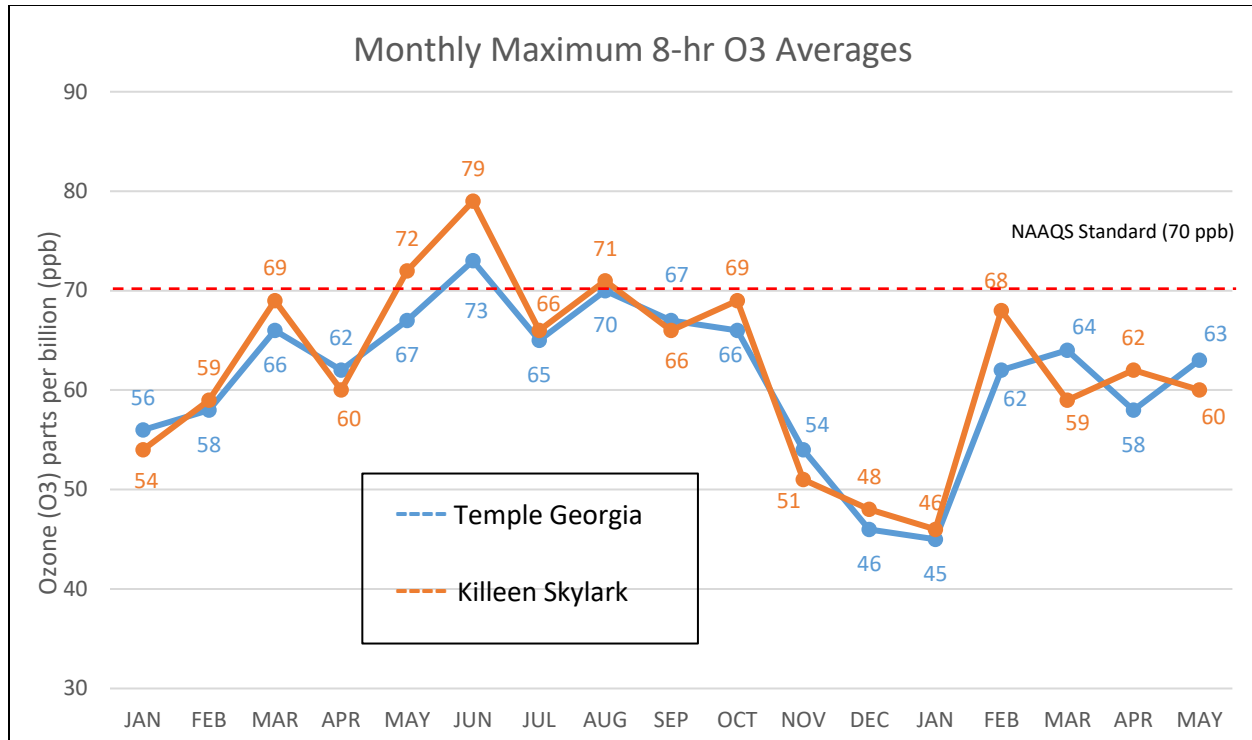
**Staff Update**

- Listed below are the upcoming KTMPO meetings:
  - June 21, 2023 – Transportation Planning Policy Board
  - July 12, 2023– Technical Advisory Committee
  - July 19, 2023 – Transportation Planning Policy Board
  - July 25, 2023 – Freight Advisory Committee @2:30PM\*
  - August 2, 2023 – Technical Advisory Committee
  - August 16, 2023 – Transportation Planning Policy Board
  - September 6, 2023 – Technical Advisory Committee
  - September 13, 2023 – Bicycle and Pedestrian Advisory Committee
  - September 20, 2023 – Transportation Planning Policy Board

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

- Other Updates
  - Reminder for Officer Elections at next meeting
  - KMTPO Bike and Pedestrian Trail Page Update
  - TxDOT Bicycle & Pedestrian Advisory Committee April 24, 2023 ([Agenda Packet Link](#))
    - Connecting Texas 2050 ([Link](#))
    - TxDOT Pedestrian Safety Action Plan – Update
    - Texas A&M Transportation Institute (TTI) on pedestrian safety research
    - Next meeting is on July 21, 2023
  - TxDOT Bicycle Tourism Trail Study ([Link](#))
  - FHWA Bipartisan Infrastructure Law (BIL) website ([Link](#)) and ([Fact Sheets](#)).
  - FHWA HEP Virtual Booth ([Link](#))

- Air Quality



Compliance with EPA Ozone Standard: 4th Highest Annual Value				3-year average (Calculated on June 1, 2023)
	2020	2021	2023*	
Temple	67	67	60	65
Killeen	70	69	60	66

**Action Needed:** No action needed; for discussion only.

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**Item 4:**

**Meeting Minutes**



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

Wednesday, March 8, 2023

9:30 AM

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

**BPAC Voting Members Present**

Chair Jason Deckman – City of Temple  
Vice Chair Kara Escajeda – City of Nolanville  
Joe Dyer for Matt Bates – City of Belton

Jeff Achèe – City of Harker Heights  
Gene Roberts – Fort Hood  
Geary McCabe – Sun Country Cycling

**Others Present**

Kelly T Atkinson – City of Temple  
\*Tara Klein – Four and One Landscape Architecture  
Andrew McCabe – Sun Country Cycling  
Glynda Neuwirth – Citizen Representative  
Yvonne Sanchez – Citizen Representative  
\*Ona Trubee – Parrie Haynes Ranch

\*Uryan Nelson – KTMPO  
Connie Quinto – KTMPO  
James McGill – KTMPO  
Hope Geiger – KTMPO  
Anita Janke – KTMPO

*\*Denotes online attendee*

**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:** KTMPO Meetings; Other Updates; Air Quality

Hope Davis notified the group of upcoming KTMPO meetings through June. Ms. Davis shared information from the January TxDOT BPAC meeting highlighting, Connecting Texas 2050, TxDOT's District Bike Plan pilot program, and TxDOT Pedestrian Safety Action Plan. Air quality for the month of January was 46 parts per billion (ppb) at the Temple station and 47 ppb at the Killeen station.

**4. Action Item:** Regarding approval of minutes from the December 14, 2022, meeting.

**Chair Jason Deckman made a motion to approve the December 14, 2022, meeting minutes by general consensus; the motion passed unanimously.**

**5. Discussion and Action Item:** Regarding recommending approval of Resolution 2023-04 National Distracted Driving Month April 2023.

Hope Davis gave background on why April is considered National Distracted Driving Month.

Jason Deckman made mention of vehicle technological developments ~~of cars~~ and that it's no longer just changing dials that cause distractions but screens and that we could educate consumers to avoid using them while driving.

**Kara Escajeda made a motion to recommend approval of Resolution 2023-04 National Distracted Driving Month April 2023, seconded by Jeff Achee; the motion passed unanimously.**

**6. Discussion and Action Item:** Regarding recommending approval of Resolution 2023-05 National Bicycle Safety Month May 2023.

Hope Davis presented on the National Bicycle Safety Month sponsored by The League of American Bicyclists. Ms. Davis provided the following activities and dates to be recognized during the month of May: May 3rd Bike & Roll to School Day; May 7th Ride a Bike Day; May 15th - 21st Bike to Work Week and May 19th is Bike to Work Day. Kara Escajeda mentioned the annual Ride of Silence happening in Nolanville on May 17<sup>th</sup>, 2023 starting at 6:00pm. Geary McCabe mentioned different bike clinics being held before National Bike Month. Jeff Achee highlighted Harker Heights hosting a Bike camp for special needs in July. Ms. Escajeda made a recommended for the resolution to include the annual Ride of Silence date.

**Kara Escajeda made a motion to recommend approval of Resolution 2023-05 National Bike Month May 2023 with the above recommendation, seconded by Geary McCabe; the motion passed unanimously.**

**7. Discussion Item:** Regarding ADA and the Built Environment Presentation.

Tara Klein from Four and One Landscape Architecture presented on ~~her work with~~ the James Driver Inclusive Park and the power of implementing "above and beyond" typical ADA.

**8. Discussion Item:** Regarding Nolan Creek Hike & Bike Trail Marker Project.

Kelly T Atkinson the Senior Neighborhood Planner and Historic Preservation Officer for the City of Temple presented on ~~her work with~~ the Nolan Creek Hike and Bike Trail Markers Project.

**9. Discussion Item:** Regarding update on the Collaborative Community Page.

Hope Davis presented the current changes to the Collaborative Community page and vision for what the page would like to look like in the future.

Kara Escajeda asked about the Corp of Engineers map development of Dana Peak Park and putting it on the BPAC webpage (Collaborative Community Page).

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

Anita Janke presented how the public and BPAC members can stay informed about local events by following the KTMPO Facebook page. Ms. Janke presented KMTPO's social media schedule highlighting the monthly recurring events. Ms. Janke mentioned adding equestrian related activities to the social media schedule.

**11. Discussion Item:** Regarding public input received through February 2023

KTMPO has been receiving a significant amount of public input regarding the Draft Bell County Thoroughfare Plan.

Kara Escajeda mentioned the importance of the comments about the Parrie Haynes Ranch and that BPAC should support those areas and encourage KTMPO to reevaluate that road suggestion. Anita Janke mentioned the purpose of adding equestrian activities to the social media schedule was to support Parrie Haynes Ranch and other equestrian organizations.

**12. Member Comments.**

Ona Trubee "Thank you for inviting me and I would love to help where I can."

**13. Next Meeting: June 14, 2023, at 9:30 a.m.**

**14. Adjourned:** The meeting adjourned at 10:55 a.m.

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

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Jason Deckman, BPAC Chair

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Uryan Nelson, KTMPO Director



**Item 5:**

**September Meeting Date**

**Quarter 3 Meeting Date**

Currently the BPAC Quarter 3 meeting is scheduled for September 13<sup>th</sup>, 2023. Staff will be unavailable during that time. KTMP staff are proposing two alternatives for this meeting.

- September 27<sup>th</sup>, 2023
- October 11<sup>th</sup>, 2023

**Action Needed:** Approval of Quarter 3 meeting date.

**Item 6:**

**Project Scoring Feedback**

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**Feedback for Project Scoring Working Group**

KTMPO has created a workgroup to help staff prepare for KTMPO's Call for Projects scheduled for this fall. Currently the project scoring working group is reviewing the project scoring process and guidelines. BPAC adds value to how we score livability projects. Staff want to bring feedback from the BPAC to this scoring working group.

During the 2020 project call, BPAC gave input and ranked the livability projects in order of importance. That recommendation was provided to the Policy Board to help guide their decision on how to best prioritize projects submitted under the "Transportation Choices and Livability" track.

Staff is asking for feedback from committee members on how bicycle and pedestrian projects are scored, in order to ensure that their participation continues to have a regional impact.

Supporting documentation from the current project scoring guidelines are included.

**Action Needed:** No action needed; for discussion only.

## Transportation Choices and Livability Evaluation Track

### 1 Connectivity & Service Gaps

**0 to 5 points each; 35 points maximum**

#### Part A: Connections to Major Activity Centers

**0 to 5 points—Objective**

This criterion considers the project's ability to reduce peak period traffic congestion and its ability to provide connectivity to defined major activity centers. The defined major activity centers are sites (malls, hospitals, colleges, airports, Fort Hood, large commercial developments, and schools), typically with high concentrations of employment, which generate high levels of traffic in the peak period. Projects that are close to and connect multiple special generators would have a greater ability to reduce peak period traffic, and so would score higher. This is an objective criterion.

	Points
2 or more activity centers within 0.5 miles	5 points
1 activity center within 0.5 miles	3 points
Does not connect to a major activity center	0 points

#### Part B: Eliminates Barriers

**0 to 5 points each; 15 points maximum—Subjective**

This criterion evaluates how a project addresses the barriers to active transportation which were identified in the KTMPPO Regional Thoroughfare and Pedestrian/Bicycle Plan. Barriers are defined in terms of movements crossing a facility, not travel on it. The categories of barriers include, but are not limited to:

- Crossings of grade-separated arterials
- Crossings of multilane arterials with at-grade intersections
- Bridge crossings at overpasses and water features
- Railroad track crossings

Examples of barriers reference the Regional Thoroughfare and Pedestrian/Bicycle Plan. Categories relate to benefit to specific users, communities, or active transportation trip generators. This is a subjective criterion.

	Points
Eliminates barrier in the bike/ped network	0 to 5 points
Eliminates barrier in the EJCOG	0 to 5 points
Eliminates barrier within 1 mile of a special generator	0 to 5 points

**Part C: Active Transportation Network Connectivity**

**0 to 5 points—Subjective**

The connectivity of the network determines the ease of movement from origin to destination and the alternative routes available to bypass congestion. This criterion measures how well the project improves that connectivity or closes a gap in the overall network. Scores are subjective and cumulative. A project receives 2 points for closing a gap in the roadway network that supports transit or active transportation and additional points for closing gaps in the pedestrian/bike or transit network. A project receives an additional point if it serves a role in promoting overall regional multimodal connectivity. This is a subjective criterion.

	Points
Closes a gap in the roadway network that supports transit or active transportation.	2 points
Closes a gap in the bike – pedestrian	+1 point
Closes a gap in the transit network	+1 point
Supports regional active transportation system connectivity	+1 point

**Part D: Addresses a Documented Need**

**0-5 points each; 10 points maximum—Subjective**

As part of the narrative submitted for a project, the member should document how active transportation needs have defined the project. The narrative should describe how the submitted project will address the referenced needs. This is a subjective criterion.

	Points
Documented need in EJCOG	0 to 5 points
Documented need in region	0 to 5 points

**2 Access to Jobs**

**0 to 5 points each; 10 points maximum—Subjective**

This criterion evaluates a project based on how well it supports active transportation facilities which enhance the connection to employment opportunities. Projects focused on Environmental Justice Communities of Concern can score higher. This is a subjective criterion.

**Part A: Provides Access to Jobs in EJCOG**

**0 to 5 points – Subjective**

Projects that promote access to jobs to low income and minority populations support social equity and allows all residents of the region to participate in the regional economy. Promoting job growth in underserved communities is both a regional, state, and federal priority.

**Part B: Provides Access to Jobs in Region**

**0 to 5 points – Subjective**

FAST Act goals include developing and maintaining a transportation system that supports and helps to sustain the economic vitality of the region. One element of achieving this goal, is providing improved access to jobs to allow all residents to fully participate in the regional economy.

	Points
Provides access to jobs in EJCOG	0 to 5 points
Provides access to jobs in region	0 to 5 points

### 3 Safety 0 to 5 points each; 20 points maximum—Objective and Subjective

This criterion rates a project on how it enhances the safety of pedestrians or bicyclists on the active transportation network. This criterion is scored cumulatively with four different criteria of up to 5 points each. The first three criteria are subjective, and the fatality and serious injury rates scoring is objective.

	Points
Provides an exclusive path on an arterial	0 to 5 points
Provides an active transportation connection to a school	0 to 5 points
Mitigates or eliminates identified hazards	0 to 5 points

#### Part A: Exclusive Path 0 to 5 points—Subjective

An exclusive path is defined as being separated from vehicular traffic with a physical barrier such as bollards, curbs, landscaped areas, or on-street parking. Projects on roads with a functional class of minor arterial or higher in the KTMPPO Regional Thoroughfare Plan are eligible for these points.

#### Part B: Connection to a School 0 to 5 points—Subjective

Projects which enhance safety by providing active transportation facilities which directly connect to or serve a school.

#### Part C: Mitigates or Eliminates Identified Hazards 0 to 5 points—Subjective

Identified hazards include, but are not limited to, locations with five or more documented crashes between pedestrians or bicycles and other transportation modes within the past five-year period. Other hazards include physical and operational conditions which would contribute to safety issues, such as storm water grate designs which could trap bicycle tires. Scoring is based on project potential to remove or reduce the hazard with design improvements. Such as new pedestrian signals, mid-block crossings, or pedestrian refuge islands.

#### Part D: Fatality / Serious Injury Rate 0 to 5 points—Objective

This criterion measures the project location's number of fatalities and serious injuries per 100 million vehicle miles travelled against the statewide 5-year rolling average. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 2.5 points for this criterion for meeting the statewide average rates. This criterion is objective.

	Points
More than 10% higher than statewide fatality rate	4 points
0 to 10% higher than statewide fatality rate	3 point
0 to 10% lower than the statewide fatality rate	2 points
More than 10% lower than statewide fatality rate	1 point
Non-vehicular fatalities	+1 point

#### **4 Linkage to MTP or Other Plan**

#### **0 to 5 points—Objective/Subjective**

This criterion references the project's inclusion in the current MTP or other plans. This criterion demonstrates a project's history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criterion is both objective and subjective.

	Points
In the current MTP funded project list	2 points
In the current MTP regionally significant/unfunded List	1 point
In current Regional Multimodal Plan	1 point
On a segment of the current Congestion Management Process network	1 point

#### **5 Local Priority & Support**

#### **0 to 5 points each; 10 points maximum**

The local priority & support category of evaluation criterion is designed to define the extent of local commitment to a project.

##### **Part A: Local Priority**

#### **0 to 5 points—Objective/Subjective**

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects within each respective evaluation track are listed in order by the member. KTMP staff will use the preference list as an objective criterion to score each project within its appropriate evaluation track.

	Points
Preference #1	5 points
Preference #2	4 points
Preference #3	3 points
Preference #4	2 points
Preference #5	1 point
Preference #6 and lower	0 points



Part B: Local Support

**0 to 5 points—Subjective**

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criterion that will be scored based on the submitting member's documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

**6 Project Scope**

**0 to 5 points each; 45 points maximum**

Part A: Scope of Benefit

**1 to 5 points—Subjective**

A submitting member's narrative should be used to evaluate the project's scope of benefits. Factors to be considered include, but are not limited to, the project's geographic scale, functional class of the project roadway (if the active transportation project is adjacent to a roadway) and connecting roadways, and the roadway's significance within the region. This is a subjective criterion.

	Points
Regional Benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local Benefit	1 to 2 points

Part B: Environmental Justice

**0 to 5 points—Subjective**

The purpose of Environmental Justice (EJ) is to ensure that all communities, regardless of race, color, national origin, or income, live in a safe and healthful environment and receive fair treatment. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

Environmental Justice Communities of Concern (EJCOC) are defined by KTMPO. The criterion for defining an EJCOC are a Census Tract where the Low-Income Index was in the 85% percentile and above, a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 35% of the population self-identified as Hispanic or Latino descent.

This is a subjective criterion that will be scored based on the submitting member's documentation. If a project positively impacts an EJ area it will score higher, but if it has no benefit to an EJ area it will score 0 points. If during the preliminary screening by staff, a project is identified as having a potentially negative impact on an EJ area, the project may not be scored until the project sponsor identifies and adds project components designed to eliminate or mitigate the negative impacts.

	<b>Points</b>
Provides specific benefits directed to an EJ area	3 to 5 points
Provides general benefit to region including EJ Areas	1 to 2 points
provides no benefit to an EJ Area	0 points

**Part C: Environmental Mitigation**
**0 to 5 points—Subjective**

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMP region are identified in the 2045 MTP to include natural or recreational areas, archaeological sites, historic structures, landfills, watersheds, aquifers, and endangered species. Actions that are defined as acts of environmental mitigation include avoiding, minimizing, rectifying, reducing over time, and compensating for impacts. Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO<sub>2</sub> or VOC should be considered under this criterion. This is a subjective criterion that will be scored based on the submitting member's documentation. If a project is not in an environmentally sensitive area and has no negative impacts on the environment (including regional air quality impacts) and no mitigation is needed, then the project scores 5 points. If a project is in a sensitive area or has negative environmental impacts the project scores between 0 and 4 points depending on the level of the environmental impacts and the level and effectiveness of mitigation proposed to off-set those impacts.

	<b>Points</b>
No negative environmental impacts (including AQ)	5 points
Minor negative impacts with substantial mitigation / elimination of impacts	3-4 points
Moderate negative impacts / adequate offsetting mitigation	2-3 points
Substantial negative impacts / adequate offsetting mitigation	1-2 points
Substantial negative impacts / little or no mitigation	0 points*
* Sponsor may be asked to revise and strengthen mitigation plan before the project is scored	

**Part D: Economic Development including Travel/Tourism**
**0 to 5 points—Subjective**

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also travel and tourism through providing access to all modes of transportation, allowing all types of tourists to easily navigate throughout the area. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member's narrative.

	<b>Points</b>
Supports creation of new permanent jobs	0 to 2 points
Supports travel/tourism	0 to 2 points
Supports economic activity	0 to 1 point

Part E: Multimodal Support

**0 to 5 points—Subjective**

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on whether or not it accommodates additional modes. Example linkages include connections from road projects to transit, pedestrian, or bicycle facilities or networks. Projects may also receive points for features which promote or accommodate other modes' operations or facilities or improve the safety of other modes' interaction with the road network. This is a subjective criterion that will be scored based on the submitting member's documentation.

	Points
Supports additional modes	1 to 5 points
Supports only the highway mode	0 points

Part F: Security + Reliability

**0 to 5 points—Subjective**

This criterion supports the ability of the transportation network to recover from emergency situations and to mitigate their effects. A project's score under this criterion may consider facilities lying on an evacuation corridor or facilities which provide access to an evacuation corridor or emergency services site.

Transportation Systems Management and Operations (TSMO) projects, which often use intelligent transportation system (ITS) strategies such as variable message signs and active lane control are key components of most security and reliability strategies and would be expected to score high in this category.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268. Emergency services sites relevant to active transportation modes include access to hospitals and designated shelters.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion to be scored based on the submitting member's documentation.

	Points
Lies on a designated evacuation corridor	0 to 1 point
Enhances access for emergency services and other first responders	0 to 2 points
Provides or promotes use of alternate or bypass routes	0 to 1 point
Promotes communication / management of traffic	0 to 1 point

**Part G: Resiliency**
**0 to 5 points—Objective/Subjective**

Resiliency is the ability of a transportation facility to survive or, in the alternative, recover from natural disasters such as floods, fires, and other major weather events. Resiliency is a hybrid category that has two points. The roadway or other transportation facility receives a vulnerability assessment score using available GIS data (e.g. flood insurance rate maps (FIRM)) and the FHWA vulnerability assessment tool to provide a vulnerability score. The TAC project evaluation team then scores the project based on its anticipated ability to address or mitigate this vulnerability. The two factors are combined to calculate the final score.

	<b>Points</b>
Project does not reduce vulnerability	0 points
Project has some features likely to contribute to a moderate/general reduction in vulnerability	up to 2.5 points
Project provides specific resiliency enhancements targeted to significantly reduce vulnerability	up to 5.0 points

**Part H: Transportation Enhancements & Livability**
**0 to 5 points—Subjective**

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criterion continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, storm water management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) storm water systems should score higher for this criterion.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion to be scored based on the submitting member's documentation.

	<b>Points</b>
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part I: Sustainability

**0 to 5 points—Subjective**

This criterion measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multi-modalism in transportation, such as FHWA’s Context Sensitive Solutions, the FHWA’s INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure’s Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

Scoring is cumulative to a maximum of 5 points. This is subjective criterion to be scored based on the submitting member’s documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

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**Item 7:**  
**Trail Safe Passing Plan**  
**(TSPP)**

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**Trails Safe Passing Plan (TSPP) Stop! Speak and Stand Back Presentation**

Jenny Cook is the Michigan Trails Advisory Council Equestrian Representative (MTAC) and the SW Michigan Equestrian Trails Subcommittee Representative (ETS). Jenny has over 40 years of all-around recreational trail and horse experience. She enjoys helping others and animals. Jenny recognized the need to educate pedestrians, cyclists, and motor-cross enthusiasts on what to do when encountering people with horses on the trail. In partnership with the Roaring Fork Valley Horse Council (RFVHC) in Aspen - Snowmass, Colorado, and the Equine Land Conservation Resource (ELCR) in Lexington, Kentucky, she authored the Trails Safe Passing Plan (TSPP) Stop! Speak and Stand Back.

Jenny will speak about the importance of using the Trails Safe Passing Plan (TSPP) Stop! Speak and Stand Back and how you can get FREE access to the copyrighted trail sign and all the educational resources from Roaring Fork Valley Horse Council (RFVHC) at <https://www.rfvhorsecouncil.org/trails-safe-passing-plan-tspp.html>.

**Action Needed:** No action needed; for discussion only.





1

www.roaringforkvalleyhorses.com. A small number '2' is at the bottom right."/&gt;

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**EQUINE LAND CONSERVATION RESOURCE**

## A Horse's Body

The horse's body structure is designed to carry people perfectly.

Horses can carry up to 20% of their weight (approximately 220 pounds) and pull up to twice their weight (approximately 2,200 pounds).

Each of their gaits (walk, trot, and run) simulate our gaits, providing people essential industry, therapy, and transportation partners.




Photo courtesy of Joe Gali Photography, Silver Lake State Park, Mifflin, Michigan

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**EQUINE LAND CONSERVATION RESOURCE**

## A Horse's Senses

Horses can hear better than people as they can rotate each ear independently in nearly all directions.

Horses have a stronger sense of smell than people, so they will notice people, other wildlife, and objects before people.

Horses are exceptional search and rescue partners.




Photo courtesy of L. Kight Photo, Muskegon State Park, Muskegon, Michigan

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**EQUINE LAND CONSERVATION RESOURCE**

## Horses Have Blind Spots

Horses have eyes on the sides of their heads so they can look for predators and danger in a 350-degree radius.

Horses have blind spots up close, between their eyes, and directly behind them.

Always ask horse owners before approaching their horses. Please approach horses at their sides, not directly at their faces or behind them.



Photo courtesy of Pure Michigan, Fort Custer Recreation Area, Augusta, Michigan

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**EQUINE LAND CONSERVATION RESOURCE**

## A Horse's Field of Vision

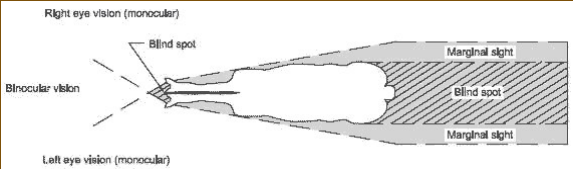


Figure 1-10: A horse's fields of vision.  
—Courtesy of American Youth Horse Council. The original figure was edited for clarity.

For more horse behavior, characteristics, and information, please refer to this helpful resource:

*Equestrian Design Guidebook for Trails, Trailheads and Campgrounds*

[https://www.fs.fed.us/landmanagement/recreational\\_trails/publications/fs\\_publications/07232816/page03.cfm#visi](https://www.fs.fed.us/landmanagement/recreational_trails/publications/fs_publications/07232816/page03.cfm#visi)

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**EQUINE LAND CONSERVATION RESOURCE**

## A Horse's Sense of Sight

Horses can see movement, such as a bike approaching better than people.

Horses only have one-dimensional vision, so they have difficulty with depth perception, such as how far away a bike is or how deep the water is at water crossings.



Photo courtesy of Pure Michigan, Fort Custer Recreation Area, Augusta, Michigan

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**EQUINE LAND CONSERVATION RESOURCE**

## Horses Communicate

Horses provide clear communication through their physical body language of ears, head, and tail positions, and eye expressions.



Photo courtesy of Pure Michigan, Fort Custer Recreation Area, Augusta, Michigan

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**Horses Are Transportation**



Horses provided our first autonomous modes of transportation. They have excellent situational awareness and self-preservation skills. They will take care of both themselves and their rider.

Horses can react a quarter of a second faster than people, putting people with horses at risk of injuries when swift, semi-silent bikes are approaching, which could simulate the speeds and sounds of potential predators.

Photo courtesy of Sally Austin, Roaring Fork Valley Horse Council, Aspen, Colorado

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**Horses Are Herd Animals**



Horses prefer to be in a herd because there is safety in numbers.

People with horses often camp and travel in groups on the trails to keep their horses calm and comfortable.

Photo courtesy of Pure Michigan, Roaring Fork Valley Horse Council, Aspen, Colorado

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**Horses Are Low Impact**



Horses have a four-beat hoof pattern and prey scent, so even with a rider on their back horses disturb other wildlife less than all other user groups, including hikers.

Horses are passive, lightweight, and low-impact trail users in even the most sensitive environments.

Photo courtesy of Aspen/Snowmass, Roaring Fork Valley Horse Council, Aspen, Colorado

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**Risk of Injury**



People with a horse have more risks of injuries as they are in sitting positions, on live creatures, over eight feet above the ground. Bikers and hikers are in upright positions, on objects, or on the ground, and are less likely to fall or have injuries.

Photo courtesy of Pure Michigan, Roaring Fork Valley Horse Council, Aspen, Colorado

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**Please Remember The Trails Safe Passing Plan Stop! Speak and Stand Back**



**STOP:**  
Horses are prey animals and naturally can be afraid of unfamiliar people and objects. People with horses should pass at a walk while other trail users remain STOPPED, until passed. When approaching horses from behind, please STOP! SPEAK to announce your location and pass slowly when the people with horses are prepared. STOPPING allows TIME for everyone to prepare for safe trail passing.

**SPEAK:**  
Please ANNOUNCE your presence. Please SAY "Hi" when we pass by. Speaking helps horses identify you as a person and will help keep them calm.


**STAND BACK:**  
Please STAND BACK with your whole group on the same side of the trail. Please contain children and dogs. Please do not hide or stand behind a tree, as these actions may cause horses to fear you are a predator planning an attack.

**SMILE:**  
Enjoy the safe, happy trails! Please contact the Roaring Fork Valley Horse Council for the use of Stop! Speak and Stand Back sign at [info@roaringforkvalleyhorsecouncil.com](mailto:info@roaringforkvalleyhorsecouncil.com)

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**Thank You**



Thank you for following the TRAILS SAFE PASSING PLAN of STOP, SPEAK, and STAND BACK and learning about the natural instincts and gifts of horses.

Understanding these horse facts will drive out fears of horses, give compassion and respect for horses and people with horses, and provide a plan of action when you encounter horses and people with horses.

Equine Land Conservation Resource would like to thank the following:

Jenny Cook, Michigan Equine Trails Representative (MTAC)  
[jennycook@mtac.org](mailto:jennycook@mtac.org), Jena Cook, and Lynsey Cook for developing the TRAILS SAFE PASSING PLAN of STOP SPEAK, and STAND BACK educational presentation <http://www.roaringforkvalleyhorsecouncil.com>

Roaring Fork Valley Horse Council of Aspen/Snowmass, Colorado, for the use of the Stop, Speak and Stand Back sign <https://www.aspenjournal.org/Photo-Coverage-469441.aspx>

For more information on equine access to public trails, visit [www.elfc.org](http://www.elfc.org)

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**Item 8:**  
**Parrie Haynes Ranch**  
**Equestrian Center**

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**Presentation by Parrie Haynes Ranch Equestrian Center**

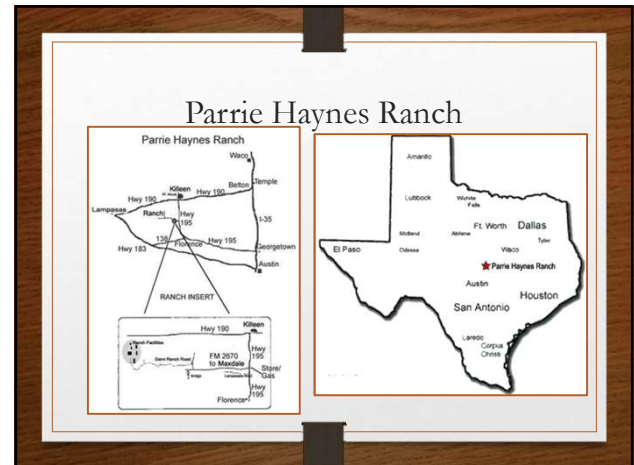
Ona Trubee from Parrie Haynes Ranch Equestrian Center will be sharing about the history of Parrie Haynes Ranch and why people travel hundreds of miles to visit the ranch and why it is an ideal place for all outdoor lovers to explore the natural beauty of Texas.

Ona Trubee has been in Central Texas since 1978 and retired from Army Aviation in 1997. She and Charlie are both Combat Veterans. They met in 1996 and have been by each other's side since. Ona has been riding at Parrie Haynes Ranch Equestrian Center for 25 years and has been the Owner/Operator since 2011. She can't remember a time when she didn't love horses, mules, and donkeys.

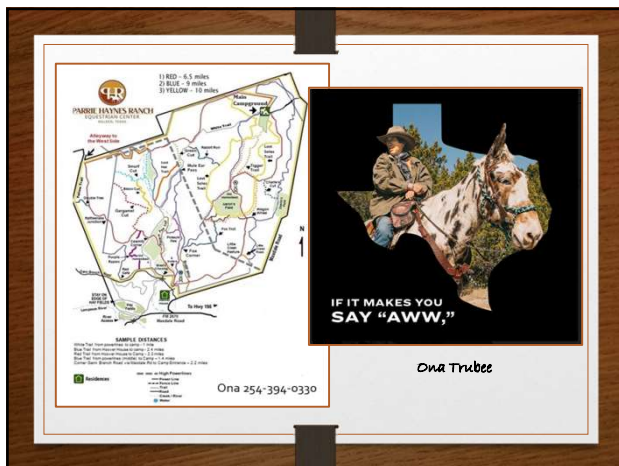
**Action Needed:** No action needed; for discussion only.



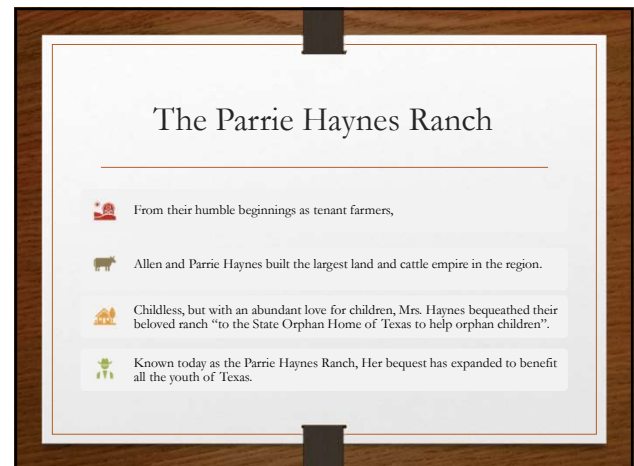
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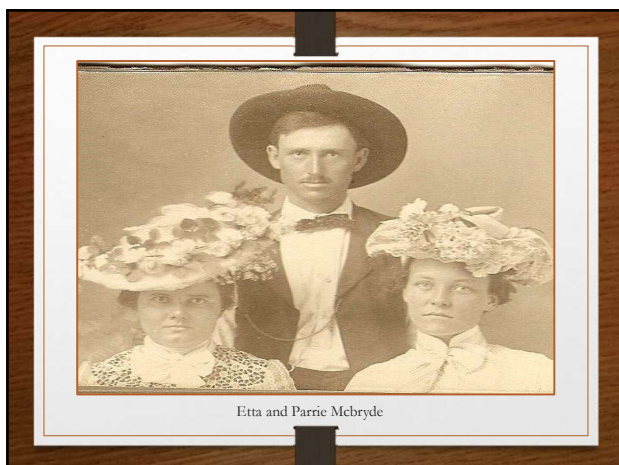
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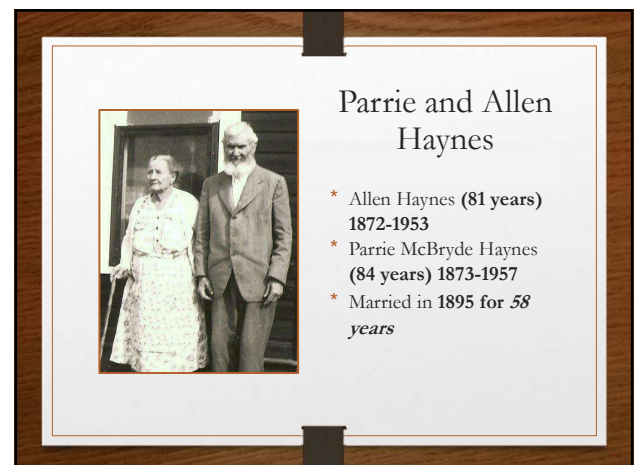
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## History of Land

### *How it All Began*

- \* When Allen and Parrie married in **1895**, she had significant land holdings
- \* Allen purchased more and eventually the ranch totaled over **8000** acres
- \* Currently **4450** acres in two parcels connected by a land bridge

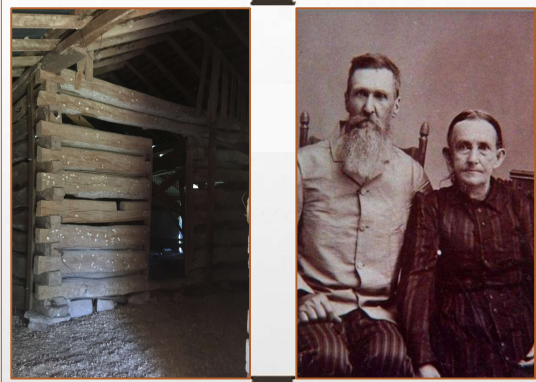
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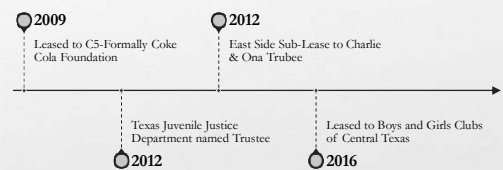


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## Trustee and Organizations History



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## Parrie Haynes Equestrian Ranch Center

- \* 40 Miles of Trails
- \* Fully Equipped Campground
- \* Horse pens (over 90)
- \* Obstacles
- \* Cabins
- \* Homestead Ruins
- \* Dry Cotton & Hay Fields
- \* 5 Sisters oak mot
- \* River Access
- \* Cowboy Cabin Sharecroppers House
- \* Dry Stacked Walls from WPA Era
- \* PHR Museum
- \* Clubhouse with Kitchen, Dining Room, Meeting Room & Patio

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East side  
Equestrian Camp Fee  
Area



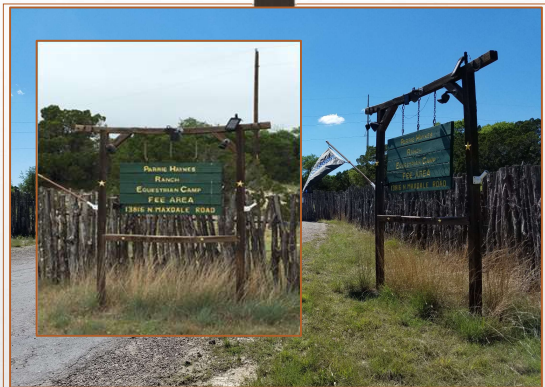
West side  
Hilltop Complex

Soon-Nature Explore  
Third Activity Area

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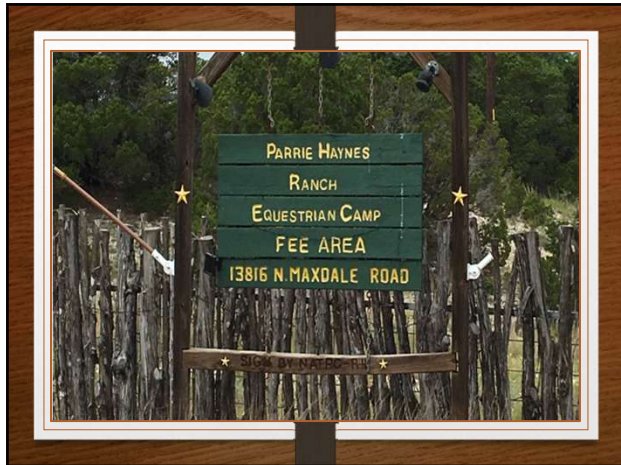


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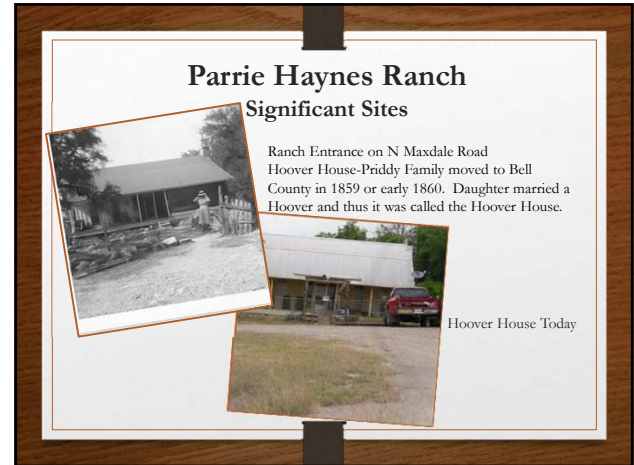


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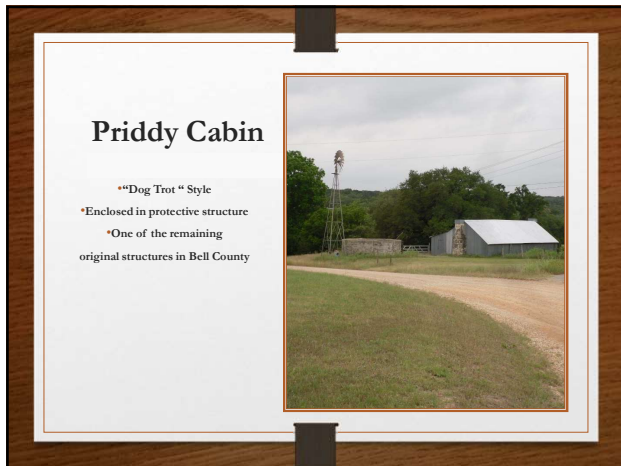




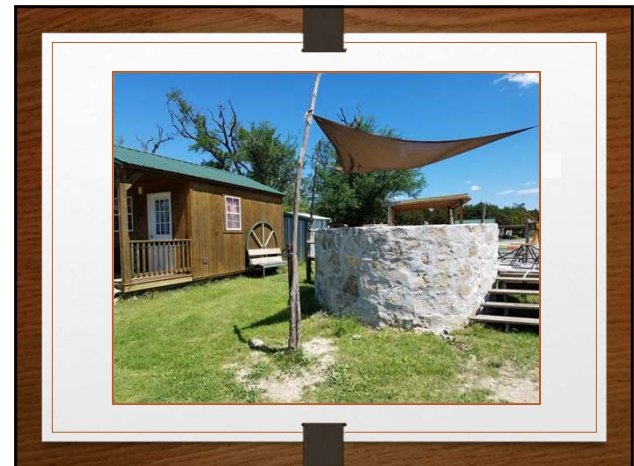
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## Parrie Haynes Ranch Current Users

- \* Boys & Girls Club
- \* KISD, CCISD
- \* Spring breakers
- \* Boy Scouts, Girl Scouts
- \* Hikers & Runners groups
- \* Church groups
- \* Military groups
- \* Horse riding groups
- \* Horse Therapy
- \* Bikers
- \* Weddings
- \* Family reunions
- \* Search and Rescue training

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### Parrie Haynes Ranch Future Plans

- \* Endangered Species Habitat improvement
- \* Land restoration – Ash Juniper removal, reestablish native grasslands

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### Cowbird Control Program



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### Ash Juniper Abatement Program



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### Feral Hog Management



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Ona Trubee

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**Item 9:**

**Local Update on Bicycle  
and Pedestrian Activities**

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### **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, equestrian activities, outdoor news, and local and state parks, etc.

Due to the ever-evolving landscape of bicycling and pedestrian activities and to provide consistent, up-to-date information, KTMPO staff recommends utilizing various social media channels, primarily KTMPO Facebook ([Link](#)) to communicate local and events, activities, and news, etc.

KTMPO staff will continue to organically promote community partners and stakeholders via Facebook according to the schedule (schedule page 29).

- Bell County Outdoor Adventures ([Link](#));
- Sun Country Cycling, Running and Walking Groups Calendar ([Link](#));
- Sun Country Cycling, 5K/10K Training Program ([Link](#))
- Harker Heights Parks & Recreation ([Link](#))
- CENTEX Race Series ([Link](#));
- Walk with a Doc ([Link](#));
- Parrie Haynes Equestrian Center Events ([Link](#))
- Parrie Haynes Equestrian Center ([Link](#))
- Texas State Parks *Celebrating 100 years of State Parks* ([Link](#))
- McLane Children's Baylor Scott & White Annual Bike Rodeo & Safe Kids Day. They are looking for volunteers to put bike together and to hosts safety booths. To get involved call 254-935-4915 or email [MCMCTraumaService@BSWHealth.org](mailto:MCMCTraumaService@BSWHealth.org)





It should be noted that social media is ever evolving and KTMPO staff will analyze posts and trends and adjust scheduling accordingly.

For this document, “Shareable” is defined as sharing a post that a community partner or stakeholder has posted on their Facebook page and “Create” is defined as marketing content that has been created by KTMPO staff.

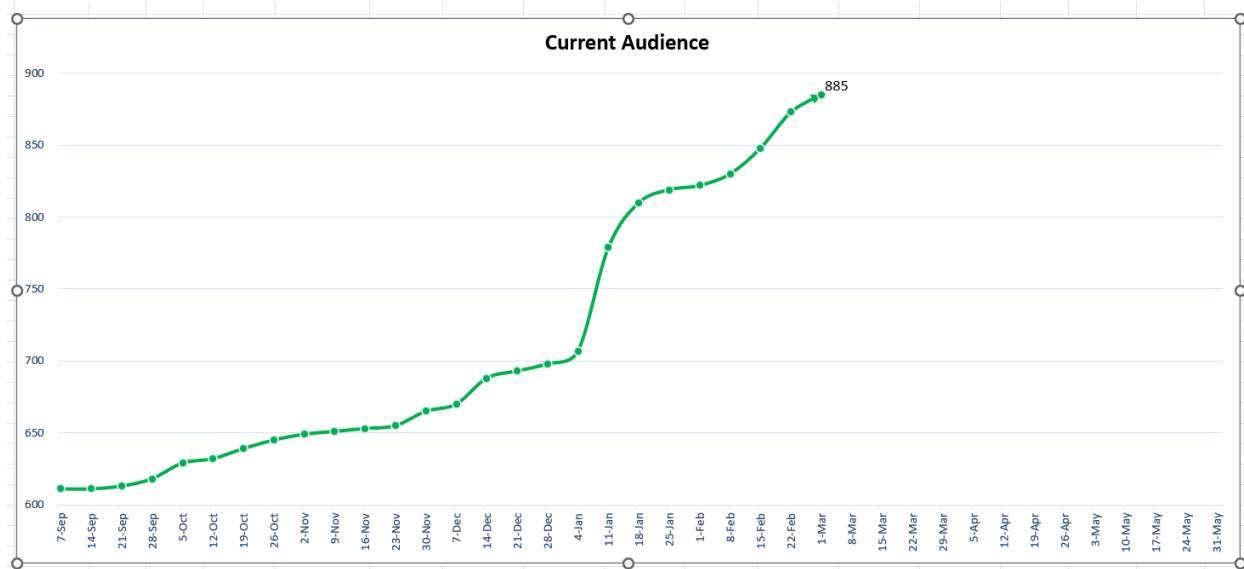
\*BPAC Strategy is highlighted in the table.

### Social Media Schedule

Day	Title	Content	Shareable /Create	Strategy Focus
Sunday	Shout Out Sunday	Highlighting and celebrating community milestones related to all KTMPO activities or community #dogood news	Shareable	Celebrate and Inform
Monday	#EndTheStreakTX #BuckleUpTX	Safety tips and educational post provided by TxDOT	Collaborative	Safety and Education
Tuesday	Terrific Trails	Local trails (self-guided tours), outdoor space, State Park activities, hiking tips, #LeaveNoTrace	Shareable	Safety, Community Engagement
Wednesday	Wondering What is Happening This Weekend?	Highlights pedestrian, cycling, equestrian, bike rodeo activities and safety tips	Shareable	Safety, Community Engagement
Thursday	Think About It Thursdays	Reimagining transportation to include historical facts and updates on regional transportation like HOP	Shareable	Education, Vision Casting, Community Engagement
Friday	Freight Fridays	Freight current events	Shareable	Education and Information
Saturday	Walking in Your Neighborhood	Promotes using the Walkability Checklist to determine how walkable a community is and how to improve the walkability score through community engagement. <a href="#">(Link)</a>	Create	Education and Community Engagement

**Action Needed:** No action needed; for discussion only.

Facebook Audience



**Item 10:**  
**Public Input Received**

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**Public Input Received**

KTMPO has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. Staff bring these to the BPAC, TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and can respond accordingly. Public input received through the previous meeting is included in meeting packet.

**Action Needed:** No action needed; for discussion only.



KTMP Public Comments

FY23

Date	Name	Means of Public Comment	Public Comment	Date Comment First Presented to TAC/TPPB	Public Comment Topic	Jurisdiction
4/4/2023	Matthew Blake	Facebook Post	It's time to rebuild Adams avenue bridge where the service road comes up to the traffic light instead of what is currently in place. And there should be an on-ramp from airport to Adams before Adams not way down the road where the traffic accidents happen from people coming on at Adams to the loop. Old designs you don't help modern traffic flows and population.	5/3/2023	Adams Avenue Bridge	City of Temple
4/4/2023	Adam Welborn	Facebook Post	This [Adams Avenue Bridge] spot has always been excessively dangerous. I myself have dodged being hit over 5 different times when exiting the loop. This has been due to the lack of drivers yielding, as they should, to exiting traffic. I do not have faith that this will resolve the issue. It's just a badly designed exit, even with the new paint on the road.	5/3/2023	Adams Avenue Bridge	City of Temple
5/12/2023	Nick Craig	Email	I am writing in concern for an intersection in Killeen that I've seen reckless driving almost regularly on each day now. It is where FM 2484 meets Fort Hood Street/SH 195. There is a yield there for drivers coming from FM 2484 however it is now routine that drivers will ignore the yield and make that turn going 50-60mph and merging themselves into northbound traffic by force. This can easily be fixed by changing it to a stop sign or actual traffic light. In the past week alone, I saw three vehicles almost get side-swiped on my way into Fort Hood.	5/17/2023	FM2484 and Fort Hood Street/SH195	City of Killeen & TxDOT
5/23/2023	Shared by Uryan Nelson	FB Community Page chat	The narrow bridges on 95 are definitely hazards, but of particular concern are the ones with turn-offs where left turns sometimes bring traffic to a complete halt with no space on the bridge for driving around the stopped vehicle. The only one that I know of in this area is the Sullivan/95 intersection 5 miles north of Holland. That is my street. And my father owns the land right at that bridge. He was told that construction to widen that bridge would begin in May, but we've not seen anything yet.	6/7/2023	Safety	TxDOT Waco

# **BPAC**

## **Meeting Attendance**

<b>Name</b>	<b>Entity</b>	<b>3/9/2022</b>	<b>6/8/2022</b>	<b>9/6/2022</b>	<b>12/14/2022</b>	<b>3/8/2023</b>
Jason Deckman	Temple	X	X	X	X	X
Kara Escajeda	Nolanville			X	X	X
Erika Kunkel	TxDOT Waco District	X	X	X		
Yvonne Spell/Jeff Achee	Harker Heights	X		X	X	X
Matt Bates	Belton	X	X	X	X	X
Heather Buller	Killeen	X				
Jeff Stoddard	Copperas Cove					
Gene Roberts	Fort Hood	X	X	X	X	X
Carlos Santiago	Fort Hood Riders/Citizen					
Keller Matthews	BS&W Cycling Club/ Citizen					
Chad Welch	Tri-City Bicycles/Citizen	X	X			
Geary McCabe	Sun Country Cycling/ Citizen	X	X	X	X	X
John Wiist	King of the Mountain Cyclery/Citizen					

# **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.

- Developing a Program to Reduce Trail Conflicts  
June 22, 2023 ([Link](#))
- Helping Wheelchair Hikers Find Hiking Trails  
June 29, 2023 ([Link](#))
- Trail-Specific Insurance Town Hall ([Link](#))  
July 13, 2023
- Creative Trails Programming Through Public-Private Partnerships ([Link](#))  
August 17, 2023
- Porous Flexible Pavement, Asphalt, or Porous Asphalt ([Link](#))  
August 24, 2023
- Engaging, Enabling, and Motivating Families and Diverse Trails ([Link](#))  
September 28, 2023

### **Upcoming Conference**

2023 NOHVCC Annual Conference ([Link](#))

- October 5-7 in St. George, Utah

Texas Trails and Active Transportation Conference- Recording

- Link to access - [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:

# **BPAC Member Listing**



**Chair Jason Deckman**

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Phone: (254) 298-5668

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Alternate: Brian Chandler, Kelly Atkinson

**Vice Chair Matt Bates**

Belton Park and Recreation Director

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Nolanville City Manager

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**Jeff Stoddard**

Copperas Cove Parks & Recreation Director

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Ft. Hood

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**Carlos Santiago**

Fort Hood Riders and Roadkill Cycling Club Representative

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Email: [cl.santiago\\_83@yahoo.com](mailto:cl.santiago_83@yahoo.com)

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BS&W Cycling Club/Citizen Representative

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Sun Country Cycling/Citizen Representative

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**John Wiist**

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**Chad Welch**

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Alternate: Mike Anderson

**Mike Anderson**

Tri-City Bicycles/Citizen Alternate

Email: [mikeande@att.net](mailto:mikeande@att.net)

**End of Packet**