Active Transportation Advisory Committee Meeting

May 13, 2026
9:30 a.m.

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Agenda

Killeen-Temple Metropolitan Planning Organization
Active Transportation Advisory Committee
Wednesday, May 13, 2026

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

Regular Meeting: 9:30 A.M.

Virtual Link: KTMPO ATAC Meeting

Call in Number: +1 (872) 240-3212
Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. **Action Item**: Regarding approval of minutes from the February 11, 2026, meeting. (pgs.7-11). [Presenter: Joe Dyer, City of Belton; Vice-Chair]
4. **Discussion and Action Item:** Regarding new ATAC membership requests. (pgs.13-15). [Presenter: Joe Dyer, City of Belton; Vice-Chair]
   a) Parker Petersen, Citizen Representative
5. **Discussion and Action Item**: Regarding recommending approval of the Regional Active Transportation Plan, pending any amendments resulting from public or stakeholder feedback received during the public engagement and review process. (pgs.17-73). [Presenter: Anita Janke, KTMPO]
6. **Discussion Item:** Regarding Post-RATP Activities, Project Development, and Committee Focus Areas. (pgs. 75-77). [Presenter: Anita Janke, KTMPO]
7. **Discussion Item:** Regarding National Bike Month Activities (pgs. 79-80).
   a) Adaptive Bike Rodeo [Presenter: Caycee Hauck, City of Copperas Cove]
   b) Ride of Silence [Presenter: Teresa Chandler, City of Nolanville]
   c) Ride of Silence – Who Do You Ride For? [Presenter: Anita Janke, KTMPO]
8. **Discussion Item:** Regarding Recognition of Committee Member Service (pgs. 81-82).
   a) Jason Deckman [Presenter: Anita Janke, KTMPO]
9. **Discussion Item:** Regarding Upcoming Community Activities for the period of May – August, 2026 (pgs. 83-85). [Presenter: Joe Dyer, City of Belton; Vice-Chair]

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10. **Discussion Item:** Regarding recreation and local parks grants. (pgs. 87-96). [Presenter: Ashlynn Uschek, KTMPO]
11. **Discussion Item:** Regarding public input received through April 2026. (pgs. 97-100). [Presenter: Anita Janke, KTMPO]
12. **Staff Update:** (pgs. 101-103). [Presenter: David Lopez, KTMPO]
    a) Webinars;
    b) Air Quality.
13. Member Comments. [Presenter: Joe Dyer, City of Belton, Vice- Chair]
14. Adjourn.

Workshop - To Follow Regular Scheduled Meeting (If Needed)
AGENDA

1. Call to order.
2. Discussion on any KTMPO items (No action will be taken on items discussed).
3. Adjourn.

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Item #3

Meeting Minutes

Killeen-Temple Metropolitan Transportation Planning Organization (KTMPO)
Active Transportation Advisory Committee Meeting
Wednesday, February 11, 2026
9:30 AM

Regular Meeting
2180 North Main Street
Belton, TX 76513

VOTING MEMBERS Y= Attended | Y/A= Alternate Attended | N=Did not attend | *denotes online attendance *Quorum 50%+1*			
Representing	**Member**	**Attended**	**Alternate Member Attended**
Sun Country Cycling	Geary McCabe	Y/A	Lisa McCabe
Cycling Representative	Keller Matthews	N	
Pedestrian Representative	Chair, Kara Escajeda	Y	
Running Representative	KD Hill	*	
Economic Development	Holly Owens	*	
Pedestrian	Vacant		
Equestrian	Vacant		
Youth	Lauren Morrell	Y	
City of Belton	Joe Dyer	Y	
City of Copperas Cove	Jeff Stoddard	N	
City of Harker Heights	Amy Atkins	Y/A *	Kailie Gomez
Municipality	Vacant		
City of Temple	Jason Deckman	Y	
City of Nolanville	Teresa Chandler	Y/A*	Chris Atkinson
TxDOT – Waco	Rachael Perry	Y/A*	Daniel Davilla
Fort Hood	Gene Roberts	N	
HCTD	James Wickham	*	
County	Vacant		
Other	Vacant		

NON-VOTING ATTENDEES			
Vanessa Pleban	Citizen – Sun Country Cycling	Y	N/A
Maria Malone	Texas Parks & Wildlife	Y	N/A
Waleska Gonzalez-Rodriguez	Fort Hood	Y	N/A
Ona Trubee	PHR	Y	N/A
Jeff Kirk	Texas A&M	Y	N/A
Tay Floyd	KTMPO	Y	N/A
Callie Tullos	KTMPO	*	N/A
Kendra Coufal	KTMPO	Y	N/A
Ashlynn Ushek	KTMPO	Y	N/A
David Rodriguez	CTCOG	Y	N/A
Anita Janke	KTMPO	Y	N/A

Meeting Minutes:

1. **Call to Order:** Kara Escajeda called the meeting to order at 9:34 A.M.

2. **Opportunity for Public Comment:** None.

3. **Action Item:** Regarding approval of minutes from the November 12, 2025, meeting.

   Jason Deckman made a motion to approve November 12, 2025, minutes, seconded by James Wickham; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding new ATAC membership requests.

   Anita Janke, KTMPO Regional Planner, introduced Ms. Waleska L. Gonzalez-Rodriguez as a prospective candidate for ATAC membership. Ms. Gonzalez-Rodriguez then provided a brief overview of her background.

   Jason Deckman made a motion to accept the nomination, seconded by Lauren Morrell; the motion passed unanimously.

5. **Discussion and Action Item:** Regarding the 2026 Stakeholder Engagement Schedule and Supporting Resolutions.

   Anita Janke provided an overview of the stakeholder engagement schedule, highlighting events in May that support National Bike Safety Month.

Jason Deckman made a motion to approve the 2026 Stakeholder Engagement Schedule and Supporting Resolutions, seconded by James Wickham; the motion passed unanimously.

6. **Discussion and Action Item:** Regarding rescheduling the November 11, 2026 ATAC meeting.

   Anita Janke informed members that the November meeting falls on Veterans Day and suggested rescheduling to one of the proposed alternative dates. November 4th was selected as the new meeting date.

   KD Hill made a motion to reschedule the November 2026 meeting date from November 11th to November 4th, seconded by Jason Deckman; the motion passed unanimously.

7. **Discussion and Action Item:** Regarding recommending approval of Regional Active Transportation Plan, pending any amendments resulting from public or stakeholder feedback received during the public engagement and review process.

   Anita Janke provided an overview of the draft Regional Active Transportation Plan (RATP), noting that it will be presented to the Policy Board and will include a 40-day public comment period.

   Jason Deckman made a motion to open public involvement process for the RATP with review discussion by TAC and Policy Board during April Meetings and adoption for the May meeting cycle, seconded by James Wickham; the motion passed unanimously.

8. **Discussion Item:** Regarding a presentation on the Texas A&M University-Central Texas Recreational Trails.

   Dr. Jeffrey Kirk, Associate Provost and Associate Vice President for Research and Innovation at Texas A&M University–Central Texas, delivered a presentation to the committee on Forge Trail System Phase 1.

9. **Discussion Item:** Regarding a presentation on Post Oak Ridge State Park, Lampasas County

   Maria Malone, Texas Parks and Wildlife Department Senior Park Planner, delivered a presentation to the committee on Post Oak Ridge State Park in Lampasas County.

DRAFT

10. Discussion Item: Regarding transportation grants.

Kendra Coufal, KTMPO Senior Planner, provided an update on upcoming transportation grants, highlighting the SS4A FY25 grant awarded to KTMPO and explaining its connection to active transportation.

11. Discussion Item: Regarding public input received through January 2026.

Anita Janke provided an overview of public comments received through January 2026, including one expressing appreciation for the work of the committee.

12. Staff Update:

David Lopez, KTMPO Regional Planner, provided an overview of upcoming meetings as well as the air quality rating for the month.

13. Member Comments and Updates on Upcoming Community Activities and Request for ATAC Support.

None

Adjourn: The meeting was adjourned at 11:15 AM

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

ATTEST:

_____ Kara Escajeda, Chair

_____ Uryan Nelson, KTMPO Director

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Item #4

New Membership Request

Active Transportation Advisory Committee Membership Requests

Background

The ATAC shall be comprised of governmental agency staff, non-governmental organizations and citizens in the KTMPO region who express an interest in active transportation. Membership should reflect the diversity of active transportation modes as outlined in Articles I and II of the Bylaws and the interests affected by transportation policy decisions, ensuring that planning considerations are approached from a comprehensive and inclusive perspective.

The ATAC voting membership consists of representatives from the following agencies, and active transportation interests. Membership will be limited to 20 and members may be individuals or represent a group. Eligible members must reside in Bell, Coryell or Lampasas County.

Bicycle	3 representatives
Walking	2 representatives
Equestrian	1 representative
Municipalities	6 representatives
County Government	1 representative
Fort Hood	1 representative
TxDOT Waco District	1 representative
Public Transit	1 representative
Youth	1 representative
Other Active Transportation Interests: • Trail Enthusiast • Tourism Boards • Chambers of Commerce • ADA Advocacy Group • Running Events • Paddle Craft	3 representatives

Nomination Process

The nomination process for ATAC membership will be as follows:

- Municipal and county representatives will be appointed in writing by the mayor, judge, or their designated representative.
- Organizations or individuals wishing to secure a voting position on the ATAC may submit a written request to the chairperson or KTMPO staff, outlining the individual they propose to represent their organization's transportation interests, what that interest is, and their potential contribution. The ATAC members will review each nomination and make a recommendation to the TPPB for approval.

Parker Petersen, Pedestrian | Citizen Representative
Email from Parker Petersen on 5/7/2026:

My name is Parker Petersen, and I am requesting to join the Active Transportation Advisory Committee (ATAC) as a Representative for the Pedestrian Interest. I really like the idea of helping our region become more pedestrian-friendly, and I believe I could represent the interest well given my experience within the community.
I currently live in Nolanville with my wife and our 15-month-old daughter. We frequently go on family walks in Nolanville, using walks as a way to promote an active lifestyle while spending quality family time together. As a father who walks with my family in Bell County, I have a personal stake in the walkability and safety of pedestrian infrastructure within the county. I want to ensure that families like mine can have safe and positive physical activity in their lives.

In addition to walking with my family, I also go on runs with my daughter around the city of Nolanville, during which she rides in a jogging stroller. Our runs often involve us crossing streets and traveling over existing active transportation paths.

I have a background in running and since becoming a father, it is something I have been able to share with my daughter. I am now especially concerned with safety during our runs, and I could bring this perspective to the ATAC if given the opportunity to be a representative.

Overall, my experiences of walking with my family and running with my daughter have fostered an appreciation of active transportation within our community. I could bring a caring and personally invested voice to the ATAC as a representative of the Pedestrian Interest. If you have any questions for me, I can be contacted at 515-720-8321 or parkerspetersen@gmail.com. I appreciate your time and consideration. Have a great day!

Very Respectfully,
Parker Petersen

Action Needed: Following the nomination process in the ATAC bylaws, ATAC members will review each nomination and make a recommendation to the TPPB for approval of Mr. Parker Petersen as a Pedestrian Citizen Representative.

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Item #5

Regional Active Transportation Plan

May 13, 2026

Active Transportation Advisory Committee **Agenda Item # 5**

Regional Active Transportation Plan

Background

KTMPO and the Active Transportation Advisory Committee (ATAC) have developed a Draft Regional Active Transportation Plan (RATP) to guide walking, bicycling, and shared-use path improvements across the region. This plan builds on existing planning efforts, including the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and the 2018 Regional Multimodal Plan (RMP).

Key Plan Elements

- Inventory of existing active transportation facilities based on limited GIS infrastructure
- Recommended projects and implementation strategies
- Integration with local, regional, and state initiatives

Plan Focus and Benefits

- Improves safety and accessibility for all users
- Enhances multimodal connectivity and access to key destinations
- Supports public health, economic vitality, and quality of life
- Provides a project-focused approach that demonstrates planning readiness, strengthens grant competitiveness, supports project prioritization, encourages multimodal integration, and advances funding and implementation

Compared to the 2018 Regional Multimodal Plan, the Draft RATP:

- Focuses solely on active transportation modes
- Provides more detail and is implementation-focused
- Serves as a targeted tool to advance active transportation projects
- Develops a connected regional active transportation network as a primary objective

The RATP was developed through coordination with member jurisdictions, stakeholders, and public input, and serves as a plan to guide future project development and funding pursuits.

The Public Involvement Plan and draft plan are included in the meeting packet for review.

Action Needed: Consideration and recommendation for approval of the Regional Active Transportation Plan, subject to member comments and amendments based on public and stakeholder feedback received during the engagement and review process.

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Public Involvement Plan

Proposed Regional Active Transportation Plan

Public Comment Period

February 23, 2026 – April 13, 2026

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Meeting Agenda

Killeen-Temple Metropolitan Planning Organization

Public Meetings Regarding the Draft Regional Active Transportation Plan

Public Comment Period
February 23, 2026 – April 13, 2026

Public Meetings

Open House Style - In-person Meeting
Wednesday, February 25, 2026
10 AM – Noon
City of Temple Public Library
100 W Adams Ave.
Temple, TX 76501

Saturday, March 14, 2026
9 AM – Noon
Monarch Park
100 Gold Star Ave.
Nolanville, TX 76559

Saturday, April 4, 2026
9 AM – 1:00 PM
Barrow Brewing Company
108 Royal St.
Salado, TX 76571

Friday, April 10, 2026
Texas A&M University
Picnic & Field Games
Killeen, TX 76549

Español

Las actividades de participación pública del Plan Regional de Transporte Activo se llevarán a cabo en inglés.

Si usted necesita un intérprete o un traductor de documentos porque su idioma principal no es el inglés o tiene alguna dificultad para comunicarse eficazmente en inglés, se le proporcionará uno. Si usted tiene alguna discapacidad y necesita ayuda, se pueden hacer arreglos especiales para atender la mayoría de las necesidades. Si usted necesita servicios de interpretación o traducción o usted es una persona con alguna discapacidad que requiera una adaptación para asistir a y participar en public engagement activities, por favor póngase en contacto con Anita Janke, Killeen-Temple MPO, al número 254-770-2364 a más tardar a las 4:00 p.m. hora central, hora central, al menos tres días hábiles antes de la reunión anunciada. Por favor sepa que es necesario dar aviso con anticipación, ya que algunos servicios y adaptaciones pueden requerir tiempo para que Killeen-Temple MPO los organice.

There will be no formal presentation. Staff will be available throughout the event to answer questions and discuss the project.

For more information, visit: http://www.ktmpo.org/meetings

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Background

Regional Active Transportation Plan

Background

KTMPO adopted the Regional Multimodal Plan (RMP) on September 20, 2018. The plan explored ways to adapt to evolving transportation modes by shifting the focus to a broader approach that included biking, walking, and public transit.

In 2020, The Texas Department of Transportation (TxDOT) began the Texas Active Transportation Plan Inventory. In the Fall of 2023, TxDOT conducted a combined outreach effort for the Statewide Active Transportation Plan and the Statewide Multimodal Transit Plan. The Existing State of Active Transportation Report was made available in February 2025.

During the September 11, 2024, BPAC meeting, KTMPO staff recommended developing a Regional Active Transportation Plan that identifies opportunities for multi-jurisdictional trail connections and to promote innovative strategies that support walking, cycling, and other forms of active transportation. The plan will focus on integrating safe routes to school, sidewalks, bike paths, transit stops, parks, and shared-use paths across the region.

Objective

- Develop a comprehensive GIS-based inventory to support the creation of a Regional Active Transportation Plan, prioritizing safety, sidewalk infrastructure around schools, and neighborhood connectivity. The inventory will identify existing infrastructure, gaps, and opportunities for walking, biking, and rolling (micromobility), with a focus on creating safe, accessible, and convenient routes for children and families.
- The Regional Active Transportation Plan will support healthier lifestyles, reduce traffic congestion near schools, and foster stronger, more connected communities.
- Utilize public engagement, TAC/PB and ATAC to prioritize desired connectivity in the development of the regional Active Transportation Plan.
- The plan demonstrates planning readiness, improves grant competitiveness, will help prioritize projects and encourages multimodal integration.

June 23, 2025 – July 21, 2025 Update

As the first round of public engagement concluded (June 23, 2025 – July 21, 2025), it became evident that the schedule underestimated the time required for data collection, processing, and analysis, and did not fully account for the level of detail and coordination involved.

- GIS Limitations.
- Some communities involved in the project have limited GIS infrastructure, which has slowed progress on spatial analysis. Additionally, we are in the process of transitioning to a new GIS platform, which will enhance our capabilities, but the full switch is expected

to occur within the next six months. Until then, mapping and analysis will remain constrained.

- Mapping and Data Interpretation Challenges
- To streamline the process, staff combined two plans into a single survey. While this approach aimed to increase efficiency, it ultimately resulted in less clarity. Although we received over 70 responses, many lacked specific location data (such as intersections), making them difficult to map accurately. As a result, a significant portion of the feedback is open to interpretation.

January 2026 Update

Momentum for the Regional Active Transportation Plan continued to build with two exciting developments that strengthen regional collaboration and connectivity:

- **Post Oak Ridge State Park Integration**
    - Texas Parks and Wildlife Department (TPWD) is advancing plans for Post Oak Ridge State Park in Lampasas County. Staff are exploring opportunities to include the park as a connector within the Regional Active Transportation Plan creating a win for everyone by linking recreation and mobility. TPWD will wait to share any data until after the first round of public meetings to ensure consistent messaging across the project. They are also consulting with their IT and Legal teams to confirm the appropriate protocols before releasing any GIS layers. There will be a public meeting in Lampasas on Thursday, January 15, 2026, from 6:00-8:800 PM at the Lampasas County Annex.
- **Texas A&M–Central Texas**
    - Texas A&M University–Central Texas requested a letter of support for a Texas Parks and Wildlife Department Recreation Grant. In response, we extended an offer to involve KTMPO as a project partner. This collaboration demonstrates planning readiness, strengthens grant competitiveness, and promotes multimodal integration, a win for both organizations.

Digital Map

The digital map illustrates the three-mile Walk–Play–Work radius, includes hiking and trail icons, and incorporates limited existing sidewalk facilities. (Digital Map Link)

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From Best Practices to Implementation

From Best Practices to Implementation

While best practices have long provided the foundation for effective regional active transportation planning, the tools, technologies, and research shaping the field continue to evolve. To keep pace, we must shift from simply understanding these principles to actively applying them.

To keep our region moving forward, KTMPO recommends implementing the following:

- Conduct a Regional Trail Study.
- Collaborate with municipal parks and recreation departments and state agencies, such as Texas Parks and Wildlife, to integrate parks and recreation master plans with regional active transportation plans, advancing shared goals for walkable, connected outdoor spaces through coordinated, community-driven implementation.
- Implement a connected active transportation network to create safe, continuous routes for multimodal travel. A regional system of sidewalks, shared-use paths, and bike lanes along key arterial and collector corridors, enhanced by off-street trails that link parks, recreational spaces, and other key destinations will support seamless mobility and encourage recreational walkers and cyclists to become confident everyday commuters.
- Conduct meaningful, ongoing public and stakeholder engagement throughout planning and implementation processes to ensure transportation investments reflect community priorities, lived experience, and local context.
- Continue to engage the Active Transportation Advisory Committee in applying data-informed criteria to help prioritize projects that advance safe, walkable, and bikeable communities across the region.
- Encourage the planning, design, and implementation of Complete Streets and connected networks that reduce stress, increase comfort, and expand multimodal access for people of all ages and abilities.
- Recommend coordinating with CTCOG's 9-1-1 program to improve trail user safety, emergency response efficiency, and overall navigation by establishing standardized signage and wayfinding guidelines across the region. Aligning trail markers, location identifiers, and emergency reference points with 9-1-1 addressing and GIS systems ensures that users can be accurately located during emergencies and provides a consistent, reliable experience across jurisdictions.
- Use automated pedestrian and bicycle count technology to identify high-use corridors, address network gaps, and monitor safety and performance trends over time.
- Recommend applying a Vision Zero–aligned approach to trail and active transportation project evaluation. This includes using crash data, risk factors, and context-sensitive design principles to identify high-injury locations and prioritize projects that reduce conflict points, slow vehicle speeds, and improve safety for people walking, biking, and rolling.

- Maintain and advance interactive dashboards and GIS tools to monitor multimodal performance and safety countermeasures, adapting to new technologies over time.
- Model after proven nonprofit-led trail initiatives by engaging major employers, anchor institutions, and local foundations to co-fund trail extensions, wayfinding, and visitor-oriented programming that drive trail tourism and economic development and vitality.

Together, these recommended actions translate best practices into a coordinated, data-driven, and community-responsive approach for advancing active transportation across the region. By aligning planning, partnerships, technology, and engagement, KTMPO can move from vision to implementation, delivering connected, safe, and accessible multimodal networks that support everyday mobility, recreation, tourism, and long-term economic vitality.

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3-Mile Walk-Play-Work Areas

KTMPO ATAC Regional Trails

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Legend

- Parks and Trails
- 3-Mile Walk–Play–Work Radius
- Parks & Recreational Areas
- Trails Segements
- Sidewalks
- Bike Lanes
- Rivers and Streams
- Lakes

Cities

- BARTLETT
- BELTON
- COPPERAS COVE
- HARKER HEIGHTS
- HOLLAND
- KEMPNER
- KILLEEN
- LITTLE RIVER
- MORGANS POINT RESORT
- NOLANVILLE
- ROGERS
- SALADO
- TEMPLE
- TROY
- Fort Hood

Outcomes

Our Objectives

The objectives of this Public Comment Period are to:

- Inform the public that KTMPO is proposing a draft Regional Active Transportation Plan.
- Create meaningful opportunities for early and ongoing participation by providing pertinent information, actively listening, and seeking to understand the desires of the community.
- Provide opportunities for the public to offer feedback on the proposed Regional Active Transportation Plan, as well as share broader regional transportation concerns, insights, and ideas.
- Collect and share the public's comments and concerns with the KTMPO decision-making bodies.
- Help build trust by educating the public on how transportation decisions affect their lives, while also gathering valuable input to guide future planning efforts.

Tools and Techniques

Public Comments were accepted via email, the KTMPO website, telephone, social media, the survey (English and Spanish), U.S. Postal Service mail, and in person at the public meetings. The Public Comment Period, as outlined in KTMPO's Public Engagement Plan (PEP) Appendix K, was 45 days and began June 23, 2025 – July 21, 2025 and February 23, 2026 – April 13, 2026.

The Plan Adoption Schedule **(Table 1)** outlines all the various ways the public could participate in the process, either by attending a public meeting, submitting comments or completing the survey.

- Both the first and second round of public comment periods offered three public meetings, for a total of six meetings, in a Meet-and-Greet / Open House Style – In Person format, where attendees could provide conversational feedback in addition to completing the digital surveys.

Table 1

Public Involvement Plan: Regional Active Transportation Plan	
Dates	**Task**
June 23 – July 21, 2025	30-day Public Comment Period – Inventory Map Layers
June 23 – July 21, 2025	Comments may be received in any of the following ways: Email: ktmpo@ctcog.org Phone: 254-770-2364 U.S. Postal Service: Killeen-Temple MPO C/O Anita Janke, RATP P.O. Box 729, Belton, TX 76523 Comments must be received or postmarked by Monday July 21, 2025 to be included in the official record of public meeting.
June 26, 2025 **10:00 AM – 12:00 PM**	Helping Hands Ministry of Belton 2210 Holland Rd. Belton, TX 76513
June 26, 2025 **2:00pm-3:00 AM**	Virtual Meeting Join from your computer, tablet, or smartphone. https://meet.goto.com/938515829 *Get the app now and be ready when your first meeting starts:* https://meet.goto.com/install You can also dial in using your phone. Telephone Number: +1 (224) 501-3412 Access Code: 938-515-829
June 28, 2025 **10:00 AM-1:00 PM**	Copperas Cove Public Library 501 S. Main St. Copperas Cove, TX 76522
June 27, 2025 **6:30 – 7:30 PM**	City of Killeen Parks & Recreation Bike Rodeo 2201 East Veterans Memorial Blvd., Killeen, TX 76543
February 11, 2026	ATAC Review via Email Begins
February 23 – April 13, 2026	45-day Public Comment Period – Review Draft Regional Active Transportation Plan
February 23 – **April 13, 2026**	Comments may be received in any of the following ways: Email: ktmpo@ctcog.org Phone: 254-770-2364

	U.S. Postal Service: Killeen-Temple MPO C/O Anita Janke, RATP P.O. Box 729, Belton, TX 76523 Comments must be received or postmarked by Monday, April 13, 2026 included in the official record of public meeting.
Wednesday, February 25, 2026 10:00 AM - Noon	Open House Style – In Person City of Temple Public Library 100 W Adams Ave., Temple, TX 76501
Tuesday, March 10, 2026 Noon – 1:15 PM	Virtual Meeting GoTo Meeting Link: https://meet.goto.com/938515829 Call in Number 1 (224) 501-3412 Access Code: 938-515-829
Saturday, March 14, 2026 9:00 AM - Noon	Open House Style – In Person Monarch Park 100 Gold Star Ave., Nolanville, TX 76559
~~**Saturday, April 4, 2026 9:00 AM – 1:00 PM**~~	**RAINED OUT** ~~Open House Style – In Person Barrow Brewing Company 108 Royal St. Salado, TX 76571~~ **RAINED OUT**
Friday, April 10, 2026 Time TBD	Texas A&M University Picnic & Field Games Killeen, TX 76549
March 11 & 24, 2026	TAC/PB Initial Review
April 1 & 15, 2026	TAC/PB Final Review
May 13, 2026	ATAC recommends adoption, pending any amendments resulting from public or stakeholder feedback received during the public engagement and review process
May 6 & 20, 2026	TAC/PB Recommend Plan Adoption

KTMPO staff utilized the following one-way communication channels to inform the public within three business days of the public comment period, thereby satisfying federal notice requirements:

- Posted public meeting notice on KTMPO website and in the lobby of the Central Texas Council of Governments (CTCOG); and
- Submitted public meeting notices to the Texas Register and regional county clerks **(Figures 1, 2, 3, 4, and 5)**.
- Placed public meeting notice advertisements in two of the largest regional newspapers with general circulation on February 21, 2026, (Temple Daily Telegram, **Figure 6;** and Killeen Daily Herald, **Figure 7**).

- To support language accessibility during the public meeting, CTCOG contracted with VOIANCE, a telephone-based translation service provider, to ensure interpretation services were available if needed. Additionally, the survey was offered in English, with the option to request a Spanish version in advance.
    - No requests for Spanish-language services were received prior to or during any meetings.

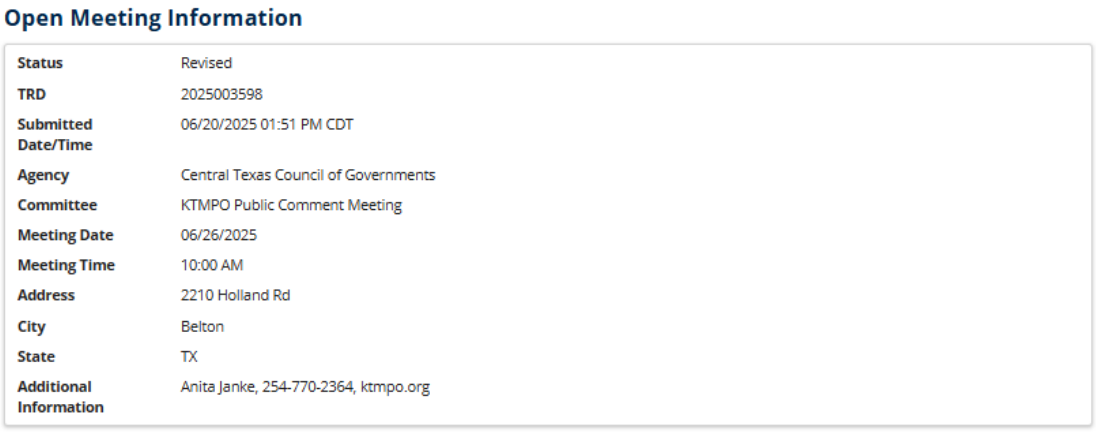
Using two-way communication channels, KTMPO staff provided opportunities for the public to submit written comments as part of the federal notice requirements.

A single public comment was received from an advisory committee member **(Figure 8).**

As supplemental outreach exceeding federal notice requirements, KTMPO staff also utilized the following two-way communication channels:

- Shared organic posts on Facebook that included a link to a web map, KTMPO website calendar, and a short survey for gathering public feedback (**Figure 9, 10, 11 and 12**);

Figure 1 Helping Hands Ministry



Open Meeting Information

Status	Revised
TRD	2025003598
Submitted Date/Time	06/20/2025 01:51 PM CDT
Agency	Central Texas Council of Governments
Committee	KTMPO Public Comment Meeting
Meeting Date	06/26/2025
Meeting Time	10:00 AM
Address	2210 Holland Rd
City	Belton
State	TX
Additional Information	Anita Janke, 254-770-2364, ktmpo.org

Figure 2 Copperas Cove

Open Meeting Information

Status	Accepted
TRD	2025003602
Submitted Date/Time	06/20/2025 01:59 PM CDT
Agency	Central Texas Council of Governments
Board	KTMPO Public Comment Meeting
Meeting Date	06/28/2025
Meeting Time	10:00 AM
Address	501 S. Main St
City	Copperas Cove
State	TX
Additional Information	Anita Janke, 254-770-2364, ktmpo.org

Figure 3 City of Killeen Parks & Recreation Bike Rodeo

Open Meeting Information

Status	Accepted
TRD	2025003601
Submitted Date/Time	06/20/2025 01:58 PM CDT
Agency	Central Texas Council of Governments
Board	KTMPO Public Comment Meeting
Meeting Date	06/27/2025
Meeting Time	06:30 PM
Address	2201 East Veterans Memorial Blvd
City	Killeen
State	TX
Additional Information	Anita Janke, 254-770-2364, ktmpo.org

Figure 4 City of Temple Public Library

Open Meeting Information

Status	Accepted
TRD	2026000992
Submitted Date/Time	02/17/2026 04:59 PM CST
Agency	Central Texas Council of Governments
Committee	KTMPO - Public Meeting | Regional Active Transportation Plan
Meeting Date	02/25/2026
Meeting Time	10:00 AM
Address	City of Temple Public Library 100 W. Adams Ave
City	Temple
State	TX
Additional Information	https://ktmpo.org/meetings/public-meeting-comment-period-proposed-regional-active-transportation-plan/

Figure 5 Virtual Meeting

Open Meeting Information

Status	Accepted
TRD	2026000993
Submitted Date/Time	02/17/2026 05:01 PM CST
Agency	Central Texas Council of Governments
Committee	KTMPO - Public Meeting | Regional Active Transportation Plan
Meeting Date	03/10/2026
Meeting Time	12:00 PM
Address	Virtual Meeting
City	Belton
State	TX
Additional Information	https://ktmpo.org/meetings/public-meeting-comment-period-proposed-regional-active-transportation-plan/

Figure 6 TDT

Publisher's Affidavit

State of Texas
County of Bell

Before Me, The Undersigned Authority, this day personally appeared Jane Moon after being by me duly sworn, says that she is the Classified Manager, Inside Sales of the Temple Daily Telegram, a newspaper published in Bell County, Texas and that the stated advertisement was published in said newspaper on the following date(s):

February 21, 2026

For: CTCOG
Ad #: 16702256
Cost: $55.58
Times Published: 1

Jane Moon
Classified Manager Inside Sales

Killeen-Temple Metropolitan Planning Organization Public Meetings

Regarding the Draft Regional Active Transportation Plan

Open House Style - In-person

February 25, 2026
10 AM – Noon
City of Temple Public Library
100 W Adams Ave, Temple, TX 76501

March 14, 2026
9 AM – Noon
Monarch Park
100 Gold Star Ave, Nolanville, TX 76559

Virtual Meeting

March 10, 2026
Noon – 1:15 PM

http://www.ktmpo.org/meetings or call 254-770-2200

Subscribed and sworn to before me,
this day: March 27, 2026

Notary Public in and for
Bell County, Texas

(Seal)

JACQUELINE HARTNESS NOTARY PUBLIC STATE OF TEXAS ID 135519076 EXP. 06-07-2029

Figure 7

Killeen-Temple Metropolitan Planning Organization

Public Meetings Regarding the Draft Regional Active Transportation Plan

Open House Style - In-person

February 25, 2026
10 AM – Noon
City of Temple
Public Library
100 W Adams Ave.
Temple, TX 76501

March 14, 2026
9 AM – Noon
Monarch Park
100 Gold Star Ave.
Nolanville, TX 76559

Virtual Meeting

March 10, 2026
Noon – 1:15 PM

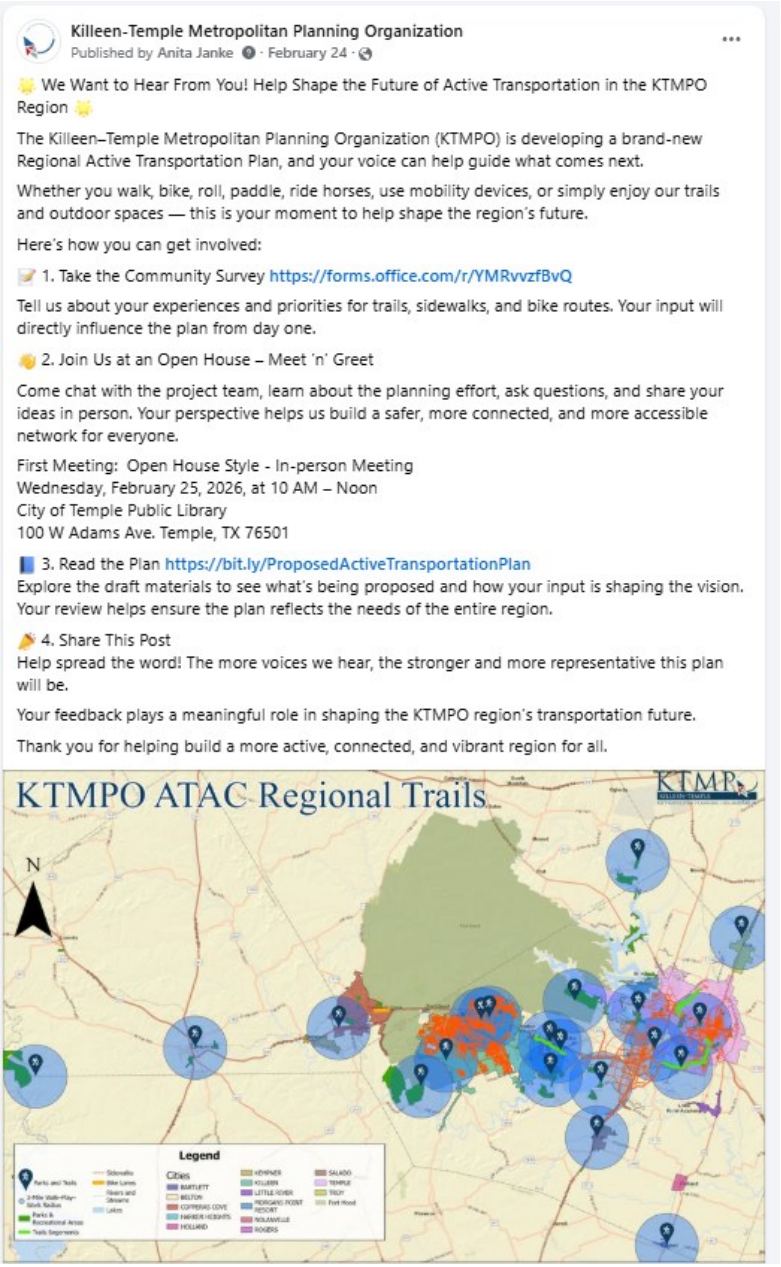
http://www.ktmpo.org/meetings
or call 254-770-2200.

(Legal Notice published in the Killeen Daily Herald on February 21, 2026.)

Figure 8

Public Comments							
2026							
Date Received	Source	Topic	Jurisdiction	Comment	Is the Project in the 2050 MTP?	KTMPO Response	Name
3/11/2026	Public Comment Period	Proposed Regional Active Transportation Plan	KTMPO	1. Trail Investments - The section that mentions the Georgetown RR Trail is an inner-city trail - it would be an inter-city trail between Temple and Belton. 2. Data-driven process - Does CTCOG have someone with a Strava account to access that data? With an account, you can download a fairly rich data set for both cycling and running. 3. Best Practices (Chapter 4?) Recommend having a graphic or table with all of the major goals/objectives in one place. A concise summary is a great way to start the chapter.	N/A	Thank you for your comment. We will implement the changes for items 1 & 3; as KTMPO does not have a Strava account.	JD

Figure 9



Killeen-Temple Metropolitan Planning Organization
Published by Anita Janke · February 24 ·

🌟 We Want to Hear From You! Help Shape the Future of Active Transportation in the KTMPO Region 🌟

The Killeen–Temple Metropolitan Planning Organization (KTMPO) is developing a brand-new Regional Active Transportation Plan, and your voice can help guide what comes next.

Whether you walk, bike, roll, paddle, ride horses, use mobility devices, or simply enjoy our trails and outdoor spaces — this is your moment to help shape the region's future.

Here's how you can get involved:

📝 1. Take the Community Survey https://forms.office.com/r/YMRvvzfBvQ

Tell us about your experiences and priorities for trails, sidewalks, and bike routes. Your input will directly influence the plan from day one.

👋 2. Join Us at an Open House – Meet 'n' Greet

Come chat with the project team, learn about the planning effort, ask questions, and share your ideas in person. Your perspective helps us build a safer, more connected, and more accessible network for everyone.

First Meeting: Open House Style - In-person Meeting
Wednesday, February 25, 2026, at 10 AM – Noon
City of Temple Public Library
100 W Adams Ave. Temple, TX 76501

📘 3. Read the Plan https://bit.ly/ProposedActiveTransportationPlan
Explore the draft materials to see what's being proposed and how your input is shaping the vision. Your review helps ensure the plan reflects the needs of the entire region.

📣 4. Share This Post
Help spread the word! The more voices we hear, the stronger and more representative this plan will be.

Your feedback plays a meaningful role in shaping the KTMPO region's transportation future.

Thank you for helping build a more active, connected, and vibrant region for all.

Figure 10



Killeen-Temple Metropolitan Planning Organization
Published by Anita Janke · February 25 ·

Whether you walk, bike, roll, use mobility devices, paddle or ride a horse - we are here at the City of Temple, Texas Public Library to talk active transportation.

We are ready to listen and answer questions.

#KTMPOcares | #ActiveTransportation

Figure 11

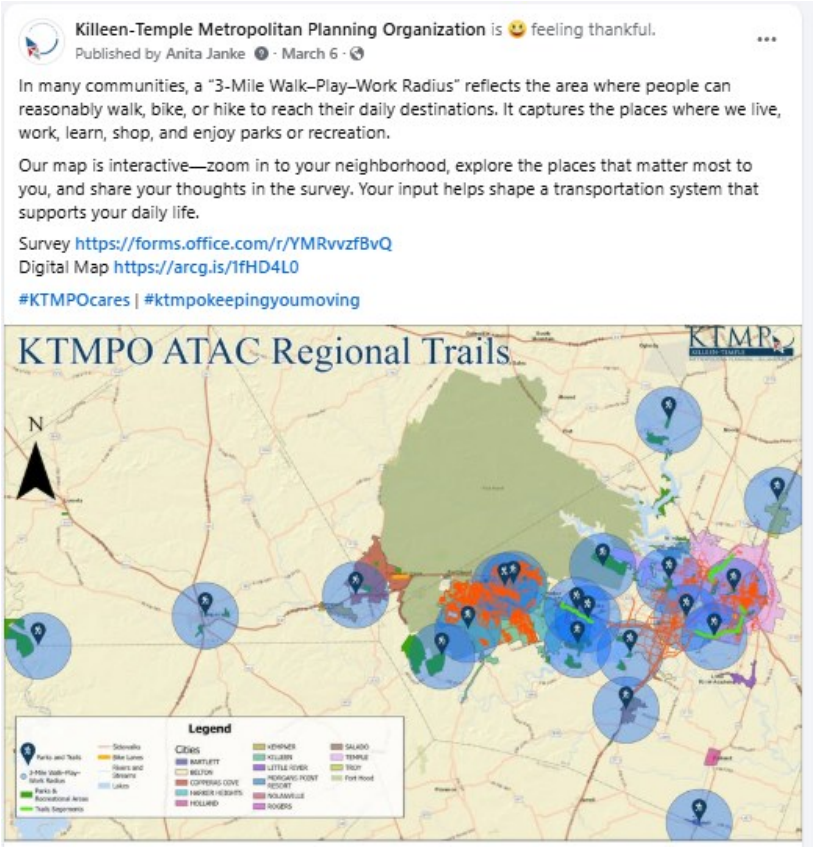


Figure 12



SURVEY RESPONSES

During the first round of public comments, conducted June 23, 2025 through July 21, 2025, for the draft Regional Active Transportation Plan, survey results demonstrated a strong and consistent community appetite for shared-use trails and active transportation facilities. Although many respondents reported that they do not currently use active transportation, their comments show that this is due to existing conditions rather than a lack of interest. Residents want to walk, bike, and roll, but are discouraged by safety concerns and gaps in connectivity. The primary barrier is not interest, but the lack of safe, connected infrastructure. Respondents repeatedly identified the need for trails, sidewalks, crossings, and safe connections to parks, schools, and everyday destinations. These findings support development of an Active Transportation Plan that prioritizes connected trail networks, safe crossings, and access to key community destinations **(Table 2).**

Table 2

ID	I live in	Active transportation refers to using non-motorized or low-motorized methods to get from one place to another. In the past month have you used any form of active transportation to travel from one place to another (not just for recreation)?	If you selected "Yes" please select all that apply:	If you selected "No," please indicate the reasons why (select all that apply):	Is there a specific area, street, park, shopping center or route to school where you would like to see improvements for active transportation? Please use the map link to help find and identify t...	Did we miss anything on the map, like a school, park, or other important place? Let us know!	Have you taken a transportation survey in the past twelve months?	I'm interested in learning more about transportation options. Please add my email to the distribution list to receive updates and resources.
1	Kempner	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;I live in a county or rural area where active transportation is not a viable option;	The map doesn't work... A connector or protected crosswalk where Southpark in Copperas Cove and Ogletree Gap Preserves could safely be linked to improve walkability and make the most of both outdoor spaces.		Yes	No - I'm not interested in receiving emails
2	Village of Salado	No		I use a car ;Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;Weather conditions;	connectivity in nolanville from the elementary school to the middle school along warriors path	no	No	No - I'm not interested in receiving emails
3	Belton	Yes	Electric wheelchair or mobility scooter;		milk and main street	no	No	Yes
4	Temple	Yes	Walking;		charter oak in temple sidewalks	no	Yes	Yes
5	Belton	Yes	Walking;electric bike;		#3 Connell st easements always		Yes	Yes
6	Belton	No		I use a car ;	cant think of any at the moment	no	No	No - I'm not interested in receiving emails
7	Temple	Yes	Biking;Walking;		wider paths in general everywhere		No	No - I'm not interested in receiving emails
8	Belton	Yes	Walking;Biking;				No	Yes
9	Killeen	No		I'm rely on someone else;	The city of Killeen is putting new sidewalks where I live near Chaparral Rd & Featherline And we are happy about it		No	No - I'm not interested in receiving emails
10	Killeen	Yes	Walking;		Looks good	looks good to me	No	No - I'm not interested in receiving emails
11	Belton	Yes	Walking;		Simmons drive needs walkable or sup to go Still House Hollow we walk it twice a week.	Simmons road is not walkable	No	Yes
12	Belton	No		Safety concerns (traffic, crime, wildlife, etc.);I use a car ;I use public transportation ;	millhouse subdivision; new duplexes don't have sidewalks		No	No - I'm not interested in receiving emails
13	Belton	Yes	Walking;Biking;		no sidewalks at all we use grass with my Littles and a strollrer	they started redoing a road by stillhouse hollow and thats a good thing	No	No - I'm not interested in receiving emails
14	Belton	Yes	Walking;		limit walking because of safety		No	No - I'm not interested in receiving emails
15	Belton	No		I use a car ;	better sidewalks on Main Street , 13th street main bridge Four lanes going into twog		No	Yes
16	Belton	Yes	Walking;		mostly in Temple by the Headstart where my son goes	see above	No	No - I'm not interested in receiving emails
17	Temple	No		I have a physical or mobility limitation ;i have an electric wheelchair but can't use it because I have no ramp for car;			No	No - I'm not interested in receiving emails

18	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);I use a car ;	Subdivision connectors for easier school access, a bridge over vet mem Blvd on fort hood street (I've contacted Pflueger over that one, because the Federal Government should pay for that), sidewalks within 1 mile of all schools, sidewalks on north side of Elm near Shoemaker, connect up more park paths with each other, easements to install small sidewalks out of subdivisions on the far side, WS Young going over the train is unwalkable, create a bridge at the end of the hike and bike trail to go over it, or improve the underpass to the West to then connect up with Greenwood Ave.	Not aware	No	Yes
19	Copperas Cove	Yes	Walking;				Yes	Yes
20	Nolanville	Yes	Biking;Walking;		Bike lane and bollards for it on FM 539 to E Rancier to FT Hood. Safer crossing from Warriors Path Rd across Knights Way to Comanche Gap Road. Extend the sidewalk along Comanche Gap Road down to Dana Peak Trail Head (often see people walking on the shoulder of the road or biking on the road where people drive very fast to access the amenities; could reduce people driving there).		Yes	No - I'm not interested in receiving emails
21	Holland	No		I use a car ;	Stop light at SH 95 and FM 2268		No	No - I'm not interested in receiving emails
22	Copperas Cove	Yes	Walking;		Copperas Cove City and South Parks		Unsure	Yes
23	Temple	Yes	Walking;		2305 from Morgan's point Blvd to Temple Lake Park. Sidewalks and widen the roadway for safety.		No	Yes
24	Temple	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;I have a physical or mobility limitation ;Weather conditions;			No	No - I'm not interested in receiving emails
25	Copperas Cove	Yes	Walking;Biking;		bike lane in Copperas Cove on highway 190 is not safe, People still use the sidewalk because it isn't safe.		Yes	No - I'm not interested in receiving emails
26	Copperas Cove	No		I use a car ;			No	No - I'm not interested in receiving emails
27	Copperas Cove	Yes	Walking;			I would like Less stop signs, more roundabouts with vegetation especially near the cc bypass and any intersection the round abouts should be considered	No	No - I'm not interested in receiving emails
28	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Mostly public parking, I live close to the new trail nolanville put out but there isn't a ton of good parking from what I've seen;	See above answer. I'd love to have side walks in the neighborhood (existing neighborhood off the Nola Ruth exit		No	No - I'm not interested in receiving emails
29	Copperas Cove	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;Weather conditions;Don't wanna be around smelly bus people;			No	No - I'm not interested in receiving emails

30	Copperas Cove	No		The distance I need to travel is too far;I use a car ;	Ave d in Copperas by the RR track and school - there are no sidewalks		No	No - I'm not interested in receiving emails
31	Copperas Cove	Yes	Walking;		Reduce the speed limit on FM 116 And Sommers Rd leaving Cove driving into the County. The speed limit should especially be reduced to 35 mph on W Ave B to Sommers Rd (Fires station) to 35 mph f up to the fire station. Also on FM 116 and Lutheran Church Rd. at House Creek school there are no sidewalks		No	No - I'm not interested in receiving emails
32	Village of Salado	Yes	Walking;Biking;		FM roads to Holland, Florence, Academy would all need bicycle lanes. Big wide ones because the speed limit is so high it is dangerous when cars/trucks scoot by vulnerable bicycles if they do not have good cushion		Yes	Yes
33	Killeen	Yes	Electric wheelchair or mobility scooter;Walking;				Unsure	No - I'm not interested in receiving emails
34	Temple	Yes	Walking;		North side		No	No - I'm not interested in receiving emails
35	Killeen	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);I use a car ;	Intersection of Elms Road and S Fort Hood Street crossing. (East to West)	Parks for walking in Southwest Killeen or Bike lanes on Elms or Stan Schlueter loop.	No	No - I'm not interested in receiving emails
36	Copperas Cove	Yes	Walking;Biking;		A bicycle/pedestrian path from cove to Killeen		No	No - I'm not interested in receiving emails
37	Killeen	No		Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;I live in a county or rural area where active transportation is not a viable option;			No	No - I'm not interested in receiving emails
38	Killeen	Yes	Walking;		Knight's Way/MLK Blvd, Veterans Memorial		No	Yes
39	Temple	Yes	Walking;		Rancier		No	No - I'm not interested in receiving emails
40	Killeen	Yes	Walking;		Clear Creek, Stan Schlueter, W. S. Young		No	Yes
41	Copperas Cove	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);Weather conditions;I use a car ;	I would like to see overall improvement items like the ones listed above, especially near parks, shopping centers and downtown.	No	No	No - I'm not interested in receiving emails
42	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;Weather conditions;	Modoc Dr in Harker Heights has become a major thoroughfare for speeding cars from the Central Texas Expwy/Walmart to the middle school. There are no sidewalks; the on-street parking, poor lighting conditions, speeding cars, and the cars ignoring stop signs make for dangerous walking conditions. It creates unsafe conditions for the kids & families walking/riding to/from the schools/YMCA/park.		No	No - I'm not interested in receiving emails

43	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);	We desperately need more sidewalks, crosswalks, bike lanes, and safer walking areas to major points of interest. Pedestrian and bike traffic on FM 2410, Indian Trail, Stillhouse, Cedar Knob, Warriors Path, Old Nolanville Road, Veterans Memorial are not safe and do not give enough options for people who are disabled or do not have access to a car. The bus stops are few and far between and not reliable at all. I see people walking and biking down these major roadways every day and are often in the way of cars, or putting themselves at risk for injury. It's a liability and quite frankly antiquated. If we are embracing growth as a city, then we need to pay attention to roadways and transportation of the future and that does not involve cars.	The Harker Heights Library is not labeled on the map.	Yes	Yes
44	Killeen	Yes	Walking;Biking;		I would like to see a trail on the entire length of Rosewood, there are places were there isn't even a sidewalk. This would be great because it would connect both trails (Heights park and Rosewood) as well as connect to the I14 Rosewood intersection. I would also like to see a completed sidewalk on all sections of Centex Expressway along I14 especially in Killeen and into Harker Heights. I always see people walking on the shoulder and it is completely dangerous.		Yes	No - I'm not interested in receiving emails
45	Harker Heights	No		Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);I use a car ;Weather conditions;	We need more sideway in Harker Heights	Not that I see.	No	No - I'm not interested in receiving emails
46	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);	Getting to the Market Heights shopping center		No	No - I'm not interested in receiving emails
47	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);	FM 2410 By Indian Trial up to the school		No	No - I'm not interested in receiving emails
48	Harker Heights	No		The distance I need to travel is too far;I use a car ;			No	No - I'm not interested in receiving emails
49	Village of Salado	Yes	Walking;				No	No - I'm not interested in receiving emails
50	Harker Heights	Yes	Walking;		Idk	No	No	No - I'm not interested in receiving emails
51	Killeen	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);Weather conditions;	Yes! There are no sidewalks on major parts of Clear Creek just near the Hemingway building towards to airport and many spots on Stan Schleuter to Clear Creek. We need consistent sidewalks.		No	No - I'm not interested in receiving emails
52	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;	The grass is so high near stillhouse around Tuscany meadows and Harker heights community park. I should not go through a jungle and worry about snakes when trying to enjoy my town. Cut the grass!!	Yes cut all the grass. I pay taxes, the grass should not be over growing on top of the already dilapidated sidewalks.	No	No - I'm not interested in receiving emails
53	Temple	Yes	Walking;Biking;	Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);I use a car ;	We need safe paths for pedestrians, bikes, etc over major roads like I35, Stan Schuster Loop, etc.		Yes	No - I'm not interested in receiving emails
54	Village of Salado	Yes	Biking;Walking;		mill creek		No	Yes

55	Temple	Yes	Walking;	Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;	Pink area West Temple		No	No - I'm not interested in receiving emails
56	Harker Heights	Yes	Walking;		The fuller lane area in harker heights		No	No - I'm not interested in receiving emails
57	Village of Salado	No		Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;I live in a county or rural area where active transportation is not a viable option;	Thomas Arnold Elementary + Thomas Arnold Rd to Main Street, Salado Middle School and Salado HS		No	No - I'm not interested in receiving emails
58	Harker Heights	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;Weather conditions;			No	No - I'm not interested in receiving emails
59	Killeen	Yes	Walking;Biking;	Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);Safety concerns (traffic, crime, wildlife, etc.);	Killeen and Harker Heights need more trail options overall that are runner and bike friendly that are also longer. We have small 1.0 mile loops, nothing over 3 miles unless I run on a road. East trimmier and chaparral have no side walks, nor does all of stagecoach. Rosewood has a side walk on one side for running halfway down. Lions club park is nice but always crowded and the route is too short and not shaded.	Your map is difficult to navigate on a handheld device	No	Yes
60	Village of Salado	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;	Every main commercial corridor in the KTMPO area should prioritize non-vehicular travel. Overreliance on vehicles decreases economic viability, which leads to stagnating economic conditions. As these conditions persist, blight sets in making redevelopment difficult or non-existent. Every single development that is considered (whether residential or commercial) should be examined for it's walkability. Any development that will necessitate vehicular travel should have to pay a premium traffic impact fee.	NO.	Yes	No - I'm not interested in receiving emails
61	Copperas Cove	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);I use a car ;	Sidewalks along Lutheran Church Road by House Creek Elementary would be great. Not only have I had to walk on uneven ground, but I see kids doing it to get to gas stations and new Dollar General Market.		Unsure	No - I'm not interested in receiving emails
62	Copperas Cove	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);	In copperas cove around holy family Catholic Church. The streets around it have very poor maintained sidewalks or no side walks. People are constantly walking on the road to get to church which has causes accidents in the past.	Holy family catholic church	No	No - I'm not interested in receiving emails
63	Harker Heights	Yes	Biking;		Add bike lanes to Chapparal, Stillhouse Hollow Rd, and FM 2484. Add hike and bike trail connecting Oakridge to neighborhoods north of the hills and to Comanche Gap.		No	Yes

64	Harker Heights	Yes	Walking;Biking;		Chaparral rd going towards chaparral HS needs sidewalks. FM 2410 going towards Comanche gap also needs sidewalks so that we can ride our bikes to those trails. Stillhouse rd the sidewalk runs out and then you turn into chaparral rd and there's no sidewalks to get on. Unable to get onto rosewood safely or those gas stations back there.	Skipcha subdivision the whole thing needs sidewalks not just where skipcha elementary is.	Yes	Yes
65	Belton	No		Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;I use a car ;I live in a county or rural area where active transportation is not a viable option;	Simmons road, Belton- needs sidewalks to walk/bike down to the lake Magnolia Road, Belton- sidewalks!!!		No	Yes
66	Temple	No		Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;	crosswalks! even though we're in the outskirts of town, there is still plenty of proposed walkability. We have the SAMPSON-HOWARD ELEMENTARY SCHOOL nearby, tractor supply and a cefco gas station that we'd like to walk to, but given the limited sidewalks, i really don't want to take my kids to walk on a major road. crosswalks, street lighting, or at least pedestrian indicators would be nice.	RIGHT outside the map is SAMPSON-HOWARD ELEMENTARY SCHOOL by the prairie ridge neighborhood on old hwy 95 on east/south temple.	No	No - I'm not interested in receiving emails
67	Morgan's Point Resort	No		Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);Safety concerns (traffic, crime, wildlife, etc.);The distance I need to travel is too far;I use a car ;	Bike lanes on 317 and 2483 between high point elementary and crossroads. Also north point		No	No - I'm not interested in receiving emails
68	Temple	No		Safety concerns (traffic, crime, wildlife, etc.);Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);The distance I need to travel is too far;American Car Brains are not safe to ride with without sidewalks and bike lanes;	Everywhere. Green spaces we can walk to. Markets within walking distance of residential homes. I want bus lines, a downtown walkable green space with business and public transport to get there. HAVING to own a car is a gross attitude this country relies on.		Unsure	No - I'm not interested in receiving emails
69	Temple	No		I use a car ;	Alongside H K Dodgen Loop in Temple as I regularly see pedestrians moving across and alongside. Along Main Street in Belton.		No	Yes
70	Temple	No		Lack of safe routes (ex: sidewalks, crosswalks, bike lanes, trails);Safety concerns (traffic, crime, wildlife, etc.);The distance I need to travel is too far;I use a car ;	More sidewalks overall would be nice, particularly in proximity to downtown areas, schools, and shopping plazas. Bike lanes should be planned very carefully. Just plopping them in random places may not only cause a nuisance for automobilze drivers but safety concerns for bike riders. Urban planning of bike paths should fall more in tune with "bikeable cities" instead of "cities with bike lanes". Bike lanes should have more separated lanes away from cars to not cause nuisance and safety concerns. Washington DC has really good active transportation planning that could be looked at for reference.		No	Yes

The second round of public engagement was conducted after completion of the draft Regional Active Transportation Plan (February 23 - April 13, 2026) to confirm public understanding, assess alignment with recommended strategies, and evaluate community support for implementation. Survey responses indicate strong validation of the plan's direction, with broad support for its priorities and a demonstrated willingness among residents to use walking, biking, and rolling for everyday travel if recommended improvements are implemented **(Table 3**).

Strong Support for Plan Priorities
Across jurisdictions and age groups, respondents consistently rated the plan's core strategies as Extremely Important or Very Important, including:

- Building a safe, connected network of sidewalks, bike lanes, and off-street trails
- Designing Complete Streets for people of all ages and abilities
- Coordinating transportation planning with schools, cities, and park agencies
- Prioritizing projects that reduce crashes, slow vehicle speeds, and improve safety
- Advancing a comprehensive regional trail network that includes ADA-accessible features

Willingness to Change Travel Behavior
Respondents indicated they would be more likely to walk, bike, or roll for everyday trips if conditions were safe, convenient, and connected. This finding reinforces earlier engagement results and confirms that limited active transportation use today is driven by infrastructure constraints rather than lack of interest.

Table 3

Did you know that the T	I live in	What is your age group	Have you taken an Activ	Which of the following	When did your household	Do you expect your hou	How easy or difficult wa	Do you consider yourse	How often do you walk	How often do you use a	Looking at the map of t	If walking, biking, bikin	How important is it to y	How important is it to y	Would a fully connecte	How important is it for	How valuable would it	How important is it to y	Would you find it helpf	How supportive would	Please rank the following regional active transportation strategies base
	Belton	18-24	No	Car purchase or monthly payments;	More than 5 years ago	Yes	Neutral	Yes, I hike recreationally;Yes, I walk recreationally;	Daily		Most days	Somewhat likely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Building a safe, connected network of sidewalks, bike lanes, and off-street trails;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
	Belton	18-24	No	Insurance;	Never purchased a new vehicle	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;	Daily		Most days	Somewhat likely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
Yes	Nolanville	35-44	Yes	Car purchase or monthly payments;Maintenanc e or repairs;	More than 5 years ago	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	Daily	I don't	Rarely	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
No	Outside city limits of Copperas Cove	65 or older	No	None of these;	1-3 years ago	No	Neutral	Yes, I walk recreationally;	A few times a week	I don't	Rarely	Somewhat likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;

No	Community of Topsey	55-64	No	None of these;	1-3 years ago	Maybe	Neutral	Yes, I walk recreationally;	Rarely	I don't	Rarely	Somewhat likely	Neutral	Somewhat important	Possibly	Neutral	Very valuable	Extremely important	Somewhat helpful	Neutral	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
No	Burnet County	55-64	No	None of these;	3-5 years ago	Maybe	Somewhat easy	Yes, I walk recreationally;	A few times a week	Rarely	A few times a month	Somewhat unlikely	Extremely important	Extremely important	Possibly	Somewhat important	Not sure	Somewhat important	Yes, very helpful	Somewhat supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;
Maybe	Lampasas County	65 or older	No	I do not own a vehicle;	Within the past year	Yes	Somewhat easy	No;	Rarely	I don't	Rarely	Neither likely nor unlikely	Extremely important	Extremely important	No	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;
No	Briggs	45-54	No	None of these;	More than 5 years ago	Maybe	Somewhat easy	No;	Rarely	Rarely	Rarely	Neither likely nor unlikely	Neutral	Neutral	No	Extremely important	Very valuable	Extremely important	Not sure	Somewhat supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;

No	Harker Heights	45-54	No	None of these;	1-3 years ago	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;	A few times a week	I don't	Rarely	Somewhat likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Somewhat helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
No	Killeen	35-44	No	Insurance;Car purchase or monthly payments;	1-3 years ago	Maybe	Difficult	No;	I don't	I don't	Never	Somewhat unlikely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
No	Belton	Prefer not to answer	Unsure	Insurance;	More than 5 years ago	Maybe	Neutral	Yes, I walk recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;Yes, I hike recreationally;	Daily	I don't	Most days	Neither likely nor unlikely	Extremely important	Extremely important	Not sure	Extremely important	Not sure	Extremely important	Somewhat helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
No	Kempner	35-44	No	Car purchase or monthly payments;Maintenance or repairs;	More than 5 years ago	Yes	Difficult	Yes, I walk recreationally;	A few times a week	I don't	Most days	Very unlikely	Somewhat important	Extremely important	No	Extremely important	Very valuable	Extremely important	Yes, very helpful	Somewhat supportive	Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;
No	Burnet County	55-64	No	None of these;	Within the past year	No	Difficult	Yes, I walk recreationally;	Daily	I don't	Never	Somewhat likely	Somewhat important	Somewhat important	No	Somewhat important	Very valuable	Somewhat important	Somewhat helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;

Yes	Village of Salado	35-44	No	Car purchase or monthly payments;Insurance;Fuel;Maintenance or repairs;	1-3 years ago	Yes	Very Difficult	No;	Rarely	I don't	Never	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Somewhat helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
Yes	Temple	65 or older	No	None of these;	3-5 years ago	No	Neutral	Yes, I bike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a week	I don't	Never	Neither likely nor unlikely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
Yes	Temple	35-44	No	I do not own a vehicle;	Never purchased a new vehicle	No	Neutral	Yes, I walk recreationally;	Daily	I don't	A few times a week	Somewhat likely	Somewhat important	Somewhat important	No	Somewhat important	Somewhat valuable	Not important	Not sure	Somewhat supportive	Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
No	Harker Heights	Prefer not to answer	No	None of these;	More than 5 years ago	Yes	Somewhat easy	Yes, I bike recreationally;	A few times a week	I don't	A few times a week	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);

Yes	Harker Heights	45-54	No	None of these;	Within the past year	Yes	Somewhat easy	Yes, I hike recreationally;Yes, I walk recreationally;Yes, I bike recreationally;Yes, I am an equestrian;	A few times a week	I don't	A few times a month	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
Maybe	Kempner	55-64	Yes	Car purchase or monthly payments;	1-3 years ago	Maybe	Very Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;	A few times a week	I don't	Rarely	Somewhat likely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;
Yes	Temple	55-64	No	Car purchase or monthly payments;	Never purchased a new vehicle	Yes	Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a week	I don't	Never	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
No	Kempner	55-64	No	None of these;	1-3 years ago	No	Somewhat easy	Yes, I walk recreationally;Yes, I hike recreationally;	A few times a week	I don't	Rarely	Neither likely nor unlikely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;

No	Kempner	55-64	No	None of these;	1-3 years ago	Yes	Somewhat easy	Yes, I walk recreationally;	A few times a week	I don't	Never	Somewhat likely	Extremely important	Somewhat important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
Yes	Copperas Cove	45-54	No	None of these;	More than 5 years ago	No	Neutral	Yes, I walk recreationally;	Daily	I don't	Never	Somewhat likely	Somewhat important	Somewhat important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Somewhat supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
Yes	Morgan's Point Resort	65 or older	No	None of these;	3-5 years ago	No	Somewhat easy	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;Yes, I bike recreationally;	Daily	I don't	Most days	Very likely	Extremely important	Extremely important	Yes	Neutral	Somewhat valuable	Extremely important	Yes, very helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
No	Harker Heights	25-34	No	Maintenance or repairs;Insurance;	Within the past year	No	Neutral	Yes, I walk recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;Yes, I use in-line skates and/or skateboard ;	A few times a month	I don't	A few times a month	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);

Yes	Killeen	35-44	No	Car purchase or monthly payments;Maintenance or repairs;	More than 5 years ago	Maybe	Difficult	No;	I don't	I don't	Never	Very unlikely	Neutral	Extremely important	No	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;
No	Belton	45-54	No	None of these;	More than 5 years ago	Yes	Somewhat easy	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	Daily	I don't	A few times a month	Very likely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Somewhat helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
Maybe	Troy	35-44	No	Car purchase or monthly payments;Fuel;Insurance;Maintenance or repairs;	More than 5 years ago	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I am an equestrian;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a month	I don't	Rarely	Neither likely nor unlikely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;
No	Harker Heights	55-64	No	Insurance;Fuel;Maintenance or repairs;Car purchase or monthly payments;	3-5 years ago	No	Very Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;	A few times a week	I don't	A few times a week	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;

Yes	Harker Heights	Prefer not to answer	No	None of these;	More than 5 years ago	No	Neutral	No;	Rarely	I don't	Rarely	Somewhat unlikely	Somewhat important	Neutral	No	Extremely important	Not sure	Somewhat important	Somewhat helpful	Somewhat supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
No	Williamson County	45-54	No	Car purchase or monthly payments;Insurance;	1-3 years ago	Maybe	Neutral	Yes, I bike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a week	I don't	A few times a week	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Neutral	Yes, very helpful	Very supportive	Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
Yes	Troy	45-54	No	Maintenance or repairs;Fuel;	More than 5 years ago	Maybe	Very Difficult	Yes, I bike recreationally;Yes, I walk recreationally;Yes, I hike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a week	I don't	A few times a week	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;
Yes	Lampasas County	35-44	No	Maintenance or repairs;	1-3 years ago	Yes	Extremely easy	Yes, I walk recreationally;	A few times a month	I don't	Rarely	Somewhat unlikely	Somewhat important	Extremely important	No	Extremely important	Somewhat valuable	Extremely important	Not sure	Somewhat supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;

No	Harker Heights	65 or older	No	Maintenance or repairs;Car purchase or monthly payments;	1-3 years ago	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;	A few times a week	I don't	A few times a week	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
Yes	Copperas Cove	55-64	No	None of these;	Within the past year	Yes	Extremely easy	Yes, I walk recreationally;	A few times a week	I don't	A few times a week	Somewhat likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;
Yes	Copperas Cove	45-54	No	Car purchase or monthly payments;Maintenance or repairs;Insurance;	More than 5 years ago	Yes	Difficult	Yes, I bike recreationally;	A few times a month	I don't	A few times a month	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
Yes	Nolanville	65 or older	No	None of these;	3-5 years ago	Yes	Neutral	Yes, I walk recreationally;	A few times a week	I don't	A few times a month	Somewhat likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;

Yes	Troy	65 or older	No	None of these;	1-3 years ago	Maybe	Somewhat easy	Yes, I walk recreationally;Yes, I bike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a week	I don't	A few times a month	Somewhat likely	Extremely important	Extremely important	Yes	Extremely important	Somewhat valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails;_Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
No	Belton	65 or older	No	None of these;	More than 5 years ago	No	Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;	A few times a week	I don't	A few times a week	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails;_Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
No	Copperas Cove	45-54	No	None of these;	Within the past year	No	Extremely easy	No;	Rarely	I don't	Never	Very unlikely	Neutral	Somewhat important	No	Somewhat important	Very valuable	Somewhat important	Not helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails_Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
Maybe	Copperas Cove	35-44	No	None of these;	3-5 years ago	Yes	Very Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I am a person with a disability, and I use an assistive device;	A few times a month	A few times a month	Never	Neither likely nor unlikely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Somewhat helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails_Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;

No	Harker Heights	45-54	No	None of these;	3-5 years ago	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;	A few times a week	I don't	A few times a month	Very unlikely	Neutral	Somewhat important	No	Somewhat important	Somewhat valuable	Somewhat important	Somewhat helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
No	Copperas Cove	65 or older	No	Car purchase or monthly payments;Insurance;Fuel;Maintenance or repairs;	1-3 years ago	No	Neutral	Yes, I walk recreationally;	Daily	I don't	Never	Neither likely nor unlikely	Not important at all	Extremely not important	No	Somewhat not important	Not valuable	Neutral	Not sure	Not supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
No	Copperas Cove	65 or older	No	Car purchase or monthly payments;Insurance;Maintenance or repairs;	Within the past year	No	Somewhat easy	Yes, I bike recreationally;	A few times a month	I don't	Most days	Very likely	Somewhat important	Somewhat important	Yes	Somewhat important	Somewhat valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;
Yes	Lampasas County	55-64	No	None of these;	More than 5 years ago	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	Rarely	I don't	Rarely	Somewhat unlikely	Neutral	Extremely important	Not sure	Somewhat important	Very valuable	Extremely important	Yes, very helpful	Somewhat supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;

Yes	Copperas Cove	55-64	Unsure	None of these;	1-3 years ago	No	Somewhat easy	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a month	I don't	Most days	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;
No	Copperas Cove	65 or older	No	None of these;	3-5 years ago	No	Neutral	No;	Rarely	I don't	Rarely	Somewhat unlikely	Neutral	Neutral	Not sure	Extremely important	Very valuable	Extremely important	Somewhat helpful	Neutral	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
Yes	Belton	45-54	No	None of these;	1-3 years ago	No	Extremely easy	Yes, I hike recreationally;Yes, I bike recreationally;Yes, I walk recreationally;	A few times a month	I don't	A few times a month	Very likely	Somewhat important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
Yes	Temple	25-34	No	Car purchase or monthly payments;Insurance;Fuel;Maintenance or repairs;	More than 5 years ago	Yes	Difficult	Yes, I walk recreationally;Yes, I hike recreationally;	A few times a month	I don't	Most days	Somewhat likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Somewhat helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;

Yes	Temple	55-64	No	None of these;	3-5 years ago	No	Somewhat easy	Yes, I walk recreationally;	A few times a week	I don't	A few times a month	Somewhat likely	Extremely important	Extremely important	Possibly	Extremely important	Somewhat valuable	Somewhat important	Somewhat helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;
Maybe	Harker Heights	45-54	Unsure	Maintenance or repairs;Car purchase or monthly payments;	More than 5 years ago	Yes	Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;	A few times a week	I don't	A few times a month	Somewhat likely	Extremely important	Extremely important	Possibly	Extremely important	Somewhat valuable	Extremely important	Somewhat helpful	Somewhat supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);
Yes	Killeen	25-34	Yes	None of these;	3-5 years ago	Yes	Somewhat easy	Yes, I walk recreationally;Yes, I bike recreationally;	A few times a week	I don't	Most days	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
No	Copperas Cove	55-64	No	Car purchase or monthly payments;Insurance;Maintenance or repairs;	1-3 years ago	Yes	Very Difficult	Yes, I walk recreationally;	A few times a week	I don't	A few times a month	Somewhat likely	Somewhat important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Somewhat helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;

No	Belton	35-44	No	Car purchase or monthly payments;	1-3 years ago	Yes	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a month	I don't	Most days	Somewhat likely	Extremely important	Extremely important	No	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;
Yes	Copperas Cove	55-64	No	None of these;	Within the past year	No	Extremely easy	No;	A few times a month	I don't	Rarely	Very unlikely	Neutral	Somewhat important	No	Extremely important	Very valuable	Neutral	Somewhat helpful	Somewhat supportive	Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;
	Temple	25-34	No	Maintenance or repairs;	3-5 years ago	Maybe	Neutral	Yes, I walk recreationally	A few times a week		Most days	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	
No	Copperas Cove	55-64	No	Car purchase or monthly payments;	1-3 years ago	No	Neutral	Yes, I walk recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;	A few times a week	Rarely	Never	Somewhat likely	Neutral	Somewhat important	Possibly	Neutral	Somewhat valuable	Somewhat important	Yes, very helpful	Somewhat supportive	
Maybe	Copperas Cove	45-54	No	Car purchase or monthly payments;	3-5 years ago	Yes	Difficult	Yes, I am a person with a disability, and I use an assistive device;	A few times a month	A few times a month	Never	Somewhat likely	Somewhat important	Neutral	Possibly	Somewhat important	Very valuable	Somewhat important	Somewhat helpful	Neutral	
Yes	Copperas Cove	55-64	No	Car purchase or monthly payments;Insurance;Maintenance or repairs	1-3 years ago	No	Difficult	Yes, I walk recreationally	A few times a week	I don't	Rarely	Somewhat likely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Somewhat important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities
Yes	Harker Heights	25-34	No	Maintenance or repairs	1-3 years ago	No	Difficult	Yes, I hike recreationally;Yes, I walk recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard	A few times a month	I don't	A few times a month	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.

No	Temple	45-54	No	Insurance	Within the past year	No	Somewhat easy	Yes, I walk recreationally;Yes, I bike recreationally;Yes,	A few times a month	I don't	Rarely	Somewhat unlikely	Somewhat important	Neutral	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities
No	Copperas Cove	35-44	No	Insurance;Fuel	Within the past year	No	Very Difficult	No	I don't	Daily	A few times a month	Somewhat unlikely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.
Yes	Harker Heights	35-44	No	None of these	More than 5 years ago	Maybe	Neutral	Yes, I walk recreationally;Yes, I bike recreationally;Yes,	A few times a week	I don't	Most days	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces
No	Nolanville	25-34	No	Car purchase or monthly payments;Insurance;Maintenance or repairs	More than 5 years ago	Maybe	Difficult	Yes, I walk recreationally;Yes, I bike recreationally	A few times a week	I don't	Rarely	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk

Yes	Village of Salado	55-64	No	None of these	3-5 years ago	No	Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard	A few times a month	Rarely	A few times a month	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk
No	Nolanville	25-34	No	None of these	Within the past year	No	Extremely easy	Yes, I use in-line skates and/or skateboard ;Yes, I walk recreationally	A few times a week	I don't	Rarely	Somewhat unlikely	Somewhat important	Somewhat important	No	Somewhat important	Somewhat valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Designing Complete Streets and connected networks for all ages and abilities;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination)
Yes	Temple	35-44	No	Fuel;Insurance;Maintenance or repairs	1-3 years ago	Yes	Difficult	Yes, I walk recreationally	A few times a month	I don't	A few times a month	Very likely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails .;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities
No	Morgan's Point Resort	35-44	No	Fuel	3-5 years ago	No	Extremely easy	Yes, I walk recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard	A few times a month	I don't	Never	Somewhat likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.

No	Morgan's Point Resort	55-64	No	Insurance	3-5 years ago	Maybe	Neutral	Yes, I walk recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;Yes, I hike recreationally	A few times a week	I don't	A few times a month	Somewhat likely	Extremely important	Extremely important	No	Extremely important	Somewhat valuable	Extremely important	Somewhat helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk
Yes	Morgan's Point Resort	45-54	No	Maintenance or repairs;Fuel	More than 5 years ago	Yes	Very Difficult	Yes, I hike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard	A few times a month	I don't	Never	Somewhat likely	Somewhat important	Extremely important	Yes	Extremely important	Somewhat valuable	Extremely important	Yes, very helpful	Very supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination)
No	Morgan's Point Resort	45-54	No	None of these	Within the past year	Yes	Somewhat easy	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard	A few times a month	I don't	Rarely	Very likely	Extremely important	Somewhat not important	Yes	Extremely important	Somewhat valuable	Somewhat important	Yes, very helpful	Somewhat supportive	
No	Morgan's Point Resort	45-54	No	Insurance;Fuel;Maintenance or repairs;Car purchase or monthly payments	More than 5 years ago	No	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally	A few times a week	Rarely	A few times a month	Somewhat likely	Neutral	Somewhat important	Possibly	Somewhat important	Somewhat valuable	Somewhat important	Somewhat helpful	Somewhat supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk
No	Temple	45-54	No	Car purchase or monthly payments;Insurance;Fuel;Maintenance or repairs;I do not own a vehicle	More than 5 years ago	Yes	Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally;Yes, I am an equestrian;Yes, I kayak, canoe and/or use a stand-up paddleboard;Yes, I use in-line skates and/or skateboard	Daily	I don't	Never	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk

Yes	Killeen	55-64	No	Car purchase or monthly payments;Insurance;Maintenance or repairs	1-3 years ago	Yes	Difficult	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I bike recreationally	Daily	Rarely	A few times a week	Very likely	Somewhat important	Somewhat important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces
No	Morgan's Point Resort	45-54	No	None of these	Within the past year	Yes	Extremely easy	Yes, I walk recreationally;Yes, I kayak, canoe and/or use a stand-up paddleboard;Yes, I hike recreationally	A few times a week	I don't	Most days	Somewhat likely	Somewhat important	Somewhat important	Possibly	Neutral	Very valuable	Somewhat important	Somewhat helpful	Very supportive	Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities
No	Killeen	35-44	No	None of these	1-3 years ago	No	Neutral	Yes, I hike recreationally;Yes, I walk recreationally;Yes, I bike recreationally	Daily	A few times a month	Rarely	Very likely	Extremely important	Extremely important	Yes	Extremely important	Very valuable	Extremely important	Yes, very helpful	Very supportive	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Designing Complete Streets and connected networks for all ages and abilities;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.
No	Nolanville	25-34	No	Insurance;Fuel;Maintenance or repairs;Car purchase or monthly payments	More than 5 years ago	Yes	Very Difficult	Yes, I walk recreationally	A few times a month	I don't	Rarely	Neither likely nor unlikely	Extremely important	Extremely important	Possibly	Extremely important	Very valuable	Extremely important	Yes, very helpful	Neutral	Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Designing Complete Streets and connected networks for all ages and abilities

No	Killeen	25-34	No	Maintenance or repairs	More than 5 years ago	Maybe	Neutral	Yes, I walk recreationally;Yes, I hike recreationally;Yes, I use in-line skates and/or skateboard ;Yes, I bike recreationally	A few times a week	I don't	A few times a month	Somewhat likely	Somewhat important	Extremely important	Possibly	Extremely important	Very valuable	Somewhat important	Yes, very helpful	Somewhat supportive	Coordinating with cities, school districts, and state agencies to connect schools, parks, and outdoor spaces;Improving parks and trail safety and emergency response through consistent signage and wayfinding (including 9-1-1 coordination);Conducting a regional, comprehensive trail study that includes sidewalks, bicycle infrastructure, and ADA-accessible features to identify opportunities for expanding and connecting parks and trails.;Designing Complete Streets and connected networks for all ages and abilities;Prioritize projects that reduce crashes, slow vehicle speeds, and improve safety at locations where people walking, biking, and rolling are most at risk

Public comments were collected through completion of an online survey, which respondents accessed at public meetings via QR codes and through social media and email outreach **(Table 4**).

Table 4

Activity	Date	Responses
Survey Results Round 1	6/23/2025 – 7/21/2025	70
Survey Results Round 2	2/23/2026 – 7/21/2026	79
Email	3/11/2026	1

Social media outreach supported the second round of public engagement by amplifying the draft Regional Active Transportation Plan and directing users to the online survey. While overall reach varied by post, smaller-audience posts consistently generated higher engagement rates, indicating that targeted outreach was effective at driving action, including clicks to the draft Active Transportation Plan and survey **(Table 5).**

Table 5

Outreach Activity	Platform	Reach	Likes	Shares	Link Clicks	Total Engagements	Engagement Rate
Draft Plan Promotion 2/24	Facebook	1460	7	15	15	37	2.5%
Draft Plan Promotion – 2/25	Facebook	60	2	0	0	2	3.3%
Draft Plan Promotion – 3/6	Facebook	106	3	0	6	9	8.5%
Draft Plan Promotion – 3/14	Facebook	56	1	0	3	4	7.1%
Total / Aggregate	—	**1682**	**13**	**15**	**24**	**52**	**3.1%**

CONCLUSION

Results from Round 2 public engagement affirm and validate the desires of the community to have a Regional Active Transportation Plan as a guiding document. Respondents support the plan's vision, priorities, and recommended strategies, and express a clear expectation that implementation will focus on safety, connectivity, lifestyle and well-being, and regional coordination. The feedback indicates public readiness to support and use a connected active transportation system once improvements are delivered.

Editorial and analytical support was provided using Microsoft 365 Copilot, powered by the GPT 5 chat model. Human review, interpretation, and final decision making were performed by KTMPO staff. Conversations began on June 2025 through May 5, 2026.

End of Packet

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Item #6

Post RATP Activities, Project Development & Committee Focus Areas

Post Regional Active Transportation Plan Activities, Project Development, and Committee Focus Areas

The Regional Active Transportation Plan establishes a strong foundation rooted in best practices—but its true value lies in what happens next. This section translates those principles into deliberate, forward-looking actions that position the region to compete for funding, deliver meaningful projects, and improve safety and connectivity for all users.

As data, technology, and community needs continue to evolve, so must our approach. The actions outlined below reflect a proactive and coordinated path forward, equipping KTMPO and its partners to move from planning to implementation with confidence. Together, these focus areas emphasize collaboration, innovation, and measurable outcomes, ensuring that today's ideas become tomorrow's connected, safe, and vibrant active transportation network.

- Conduct a Regional Trail Study.
- Collaborate with municipal parks and recreation departments and state agencies, such as Texas Parks and Wildlife, to integrate parks and recreation master plans with regional active transportation plans, advancing shared goals for walkable, connected outdoor implementation. spaces through coordinated, community-driven
- Implement a connected active transportation network to create safe, continuous routes for multimodal travel. A regional system of sidewalks, shared-use paths, and bike lanes along key arterial and collector corridors, enhanced by off-street trails that link parks, recreational spaces, and other key destinations will support seamless mobility and encourage recreational walkers and cyclists to become confident everyday commuters.
- Conduct meaningful, ongoing public and stakeholder engagement throughout planning and implementation processes to ensure transportation investments reflect community priorities, lived experience, and local context.
- Continue to engage the Active Transportation Advisory Committee in applying data-informed criteria to help prioritize projects that advance safe, walkable, and bikeable communities across the region.
- Encourage the planning, design, and implementation of Complete Streets and connected networks that reduce stress, increase comfort, and expand multimodal access for people of all ages and abilities.
- Recommend coordinating with CTCOG's 9-1-1 program to improve trail user safety, emergency response efficiency, and overall navigation by establishing standardized signage and wayfinding guidelines across the region. Aligning trail markers, location identifiers, and emergency reference points with 9-1-1 addressing and GIS systems ensures that users can be accurately located during emergencies and provides a consistent, reliable experience across jurisdictions.

• Use automated pedestrian and bicycle count technology to identify high-use corridors, address network gaps, and monitor safety and performance trends over time.
• Recommend applying a Vision Zero–aligned approach to trail and active transportation project evaluation. This includes using crash data, risk factors, and context-sensitive design principles to identify high-injury locations and prioritize projects that reduce conflict points, slow vehicle speeds, and improve safety for people walking, biking, and rolling.
• Maintain and advance interactive dashboards and GIS tools to monitor multimodal performance and safety countermeasures, adapting to new technologies over time.
• Model after proven nonprofit-led trail initiatives by engaging major employers, anchor institutions, and local foundations to co-fund trail extensions, wayfinding, and visitor-oriented programming that drive trail tourism and economic development and vitality.

Action Needed: Committee discussion and feedback on proposed post-plan priorities, implementation focus areas, and key strategy ideas, including project prioritization, data-driven decision-making, partnership opportunities, and grant positioning to guide phased implementation over the next 1–3 years and support funding strategy.

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Item #7

National Bike Month Activities

National Bike Month Activities

The Killeen-Temple Metropolitan Planning Organization recognizes May 2026 as National Bike Month, a time to highlight the important role bicycling plays in strengthening our communities. The resolution was signed by the KTMPO Director and Policy Board Chair on April 15, 2026. It affirms KTMPO's commitment to promoting safe, accessible, and sustainable transportation options across Central Texas. By encouraging residents to participate in events such as the Adaptive Bike Rodeo in Copperas Cove and the Ride of Silence in Nolanville, we not only celebrate cycling as a healthy and environmentally friendly mode of travel but also raise awareness about roadway safety and the shared responsibility of all users.

a) Adaptive Bike Rodeo

b) Ride of Silence

Date: Wednesday, May 20, 2026
Time: 6:30 – 8PM
Location: 101 N. 5th St, Nolanville, TX 76559

c) Ride of Silence – Who Do you Ride For?

As we prepare for the Ride of Silence, we invite our community to reflect and share their stories by answering a simple but meaningful question: *Who do you ride for?*

As we prepare for the Ride of Silence, we want to honor the lives of those who have been seriously injured or died because of a bicycle crash. If you know of a loved one who was seriously injured or died while riding a bicycle, we invite you to reach out to us privately. Your loved one's life matters, and sharing their story, if you are comfortable, helps us remember them, honor their life, and continue working toward safer roads for everyone.

Action Needed: No action needed, for discussion only.

Item #8

Recognition of Committee Member's Service

Recognition of a Committee Member's Service

Jason Deckman, Municipality Representative

Since January 2017, Jason has been a dedicated and influential part of our bicycle and pedestrian planning efforts, helping shape the direction of this committee and the region as a whole. Today, we would like to recognize an extraordinary advocate for bicycle and pedestrian mobility and safety as he begins a new chapter serving another city. Though this may be more of a "see you soon" than a goodbye, we want to take a moment to acknowledge the tremendous impact he has had on this region and our committee.

Over the years, he has served in nearly every capacity imaginable, including as a valued member of CTCOG staff and as BPAC Chair, while remaining a consistent, passionate voice for active transportation.

He's truly our "data king," pairing deep analytical expertise with a caring heart and a genuine commitment to improving safety across our region. His ability to turn data into meaningful action, combined with his dedication, leadership, and collaborative spirit, has left a lasting impact on our planning efforts and community partnerships.

While we know his talents will continue making a difference wherever he goes, we are grateful for the time, energy, and leadership he has shared with us here, and we certainly hope our paths cross again real soon.

Thank you for leading with compassion and using data as your guiding compass, setting a lasting standard that will continue to inspire us all.

If you would like to send Jason a note of thanks, here is his email: JDeckman@killeentexas.gov

Action Needed: No action needed, for discussion only.

Item #9

Upcoming Community Activities

Upcoming Activities from May – August 2026

Supporting local run and bike events strengthens more than just physical health, it brings people together and builds stronger, more connected communities. These events also boost local economies, support small businesses, and showcase the partnerships between organizations, volunteers, and participants that make these experiences possible. Our goal is always regional representation, and we rely on our members to share details about upcoming events, either via email or through social media.

May 16, 2026
Fallen Heroes 5K | Andy K Wells Hike & Bike Trail | Killeen

May 23, 2026
Rucks on Main | 10K Ruck March | Temple

2026 CEN-TEX Race Series

DATE	RACE	LOCATION
JAN 17	Y5K RUN TO THE POLAR BEAR PLUNGE	Copperas Cove
JAN 24	AJ HOWARD MEMORIAL 5K	Belton
FEB 28	SALADO LIONS ROAR 5K	Salado
MAR 7	SHAMROCK SALUTE 5K	Harker Heights
APR 4	STAN WEIK 5K CANCER STOMP	San Saba
APR 11	MPR ROSES FOR HOSES 5K	Morgan's Point Resort
MAY 9	JACKRABBIT RUN 5K & 10K	Copperas Cove
MAY 16	FALLEN HEROES 5K	Killeen
JUN 6	F3 5K	Copperas Cove
JUN 20	JUNETEENTH 5K	Killeen
JUL 11	TOUGHEST 10K IN TEXAS 5K & 1 MILE FUN RUN	Lampasas
JUL 25	CALIENTE 5K	Killeen
AUG 8	COMMUNITY CONNECTION 5K	Killeen
AUG 29	STEPS 2 STABILITY	Copperas Cove
SEP 12	FLAMINGO 5K	Copperas Cove
SEP 26	NOLANVILLE FOX TROT 5K	Nolanville
OCT 10	MK5K	Killeen
OCT 17	ROTARY MONSTER DASH 5K	Harker Heights
NOV 7	TURKEY TROT 5K	Killeen
NOV 14	SALADO BAND MUSTACHE DASH 5K	Salado
DEC 5	JINGLE BELL DASH 5K	Killeen
DEC 19	HALF MARA-FUN	Killeen

CONTACT

centexrace@killeentexas.gov
(254) 501-6390

PARKS & RECREATION

www.killeentexas.gov/centex

Scan QR code for registration, point system, and race contact info.

The Carlson Law Firm
ATTORNEYS AND COUNSELORS AT LAW
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Item #10

Recreation and Local Park Grants

Recreation and Local Parks Grants

Moving forward, securing and aligning funding will become a central priority in our efforts, ensuring that resources directly support our regional goals and strategic vision. By intentionally connecting funding opportunities to implementation, we can move from planning to action—advancing projects that strengthen infrastructure, enhance mobility, and improve quality of life across our communities. This approach reinforces our commitment to coordinated, results-driven progress that reflects the needs and priorities of the region.

Local Park Grant Program Consultations

General Application Timeline:

May 1, 2026: Applications open in Recreation Grants Online (RGO)
August 3, 2026: Application Deadline
Fall 2026: Applications are reviewed and scored
January 2027: Funding recommendations presented to TPWD Commission

Overview

Provider: Texas Parks and Wildlife Department (TPWD).
Purpose: The Local Park Grants Program supports local governments in acquiring, developing, or renovating public outdoor recreation areas and facilities across Texas. The program aims to expand and improve access to public parks and recreation opportunities.

Eligible Project Types

Projects related to public park acquisition, development, and renovation, including:

Acquisition of land for new parks
Development of new outdoor recreation areas
Renovation or expansion of existing park facilities
Construction or improvement of recreation amenities such as:
Trails | Playgrounds | Pavilions and picnic areas | Restrooms
Sports fields/courts | Community recreation facilities
Indoor recreation spaces (for eligible categories)

- https://www.signupgenius.com/go/10C0945ACAF22A5FDC34-62214679-local#/

Action Needed: No action needed, for discussion only.

Recreation Grants

We assist recreation providers with expansion and development of public recreational opportunities through the responsible management of federal and state grant funds. Our grants have assisted hundreds of communities across Texas with their recreation needs. From the largest metropolis to the smallest rural community our grant opportunities help to build new parks, conserve natural resources, provide access to water bodies, develop educational programs for youth, and much more.

GRANT OPPORTUNITIES










Boating Access Grants

Assistance to local governments for the construction of new, or renovation of existing, public boat ramps that provide access to public waters for recreational boating.

Boating Infrastructure Grants (BIG)

Assistance to tax-exempt organizations, commercial entities, and local municipalities for the construction, renovation, or maintenance of boating infrastructure for transient (those staying at a facility for 15 days or less) recreational vessels at least 26 feet long that are used primarily for pleasure.

Clean Vessel Act (CVA) Grants

Assistance to commercial entities and local municipalities for installation of boat sewage pumpout stations.

Community Outdoor Outreach Program (CO-OP) Grants

Assistance to tax-exempt organizations for programming that engages under-represented populations in TPWD mission-oriented outdoor recreation, conservation and environmental education activities.

Local Park Grants

Assistance to local government entities for the acquisition and/or development of public park and recreation areas and facilities.

Recreational Trails Grants

Assistance to federal, state and local government entities and non-profit organizations for motorized and non-motorized recreational trail projects such as the construction of new recreational trails, improvement of existing trails, development of trailheads or trailside facilities, and acquisition of trail corridors.

Target Range Grants

Assistance to tax-exempt organizations, commercial entities, and local municipalities for the development of safe, public, accessible shooting facilities that align with TPWD hunter education activities and programs.

TEXAS PARKS & WILDLIFE

RECREATION GRANTS

www.tpwd.texas.gov/rec-grants

CONTACT:

rec.grants@tpwd.texas.gov

(512) 389-8224

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Local Park Grants

Purpose

Provide grant assistance to local units of government for the acquisition and/or development of indoor and outdoor public recreation areas and facilities. All fund-assisted sites must be well-maintained, open to the public, and dedicated as parkland in perpetuity.

Funding Sources

Federal Funding: National Park Service – Land and Water Conservation Fund – Federal off-shore oil and gas royalties.

State Funding: Texas Parks and Wildlife Department – Texas Recreation and Parks Account, and the Texas Large County and Municipality Parks Account – dedicated portion of the state sales tax collected on sporting goods.

Partners

National Park Service, Land and Water Conservation Fund.

Funding Limits

Local Park Program	Eligible Populations	Award Ceiling
Small Community	<20,000	$150,000
Non-Urban Outdoor	<500,000	$1.5 million
Non-Urban Indoor	<500,000	$1.5 million
Urban Outdoor	500,000+	$1.5 million
Urban Indoor	500,000+	$2 million

Match Requirements

Matching grant 50/50: 50% TPWD, 50% local responsibility.

Cost Reimbursement

Yes, sponsor must document expenditures and request reimbursement.

Eligible Applicants

Political subdivisions of the State of Texas: cities, counties, river authorities, municipal utility districts, and other special districts.

Eligible Facilities & Activities

Include but not limited to: baseball/softball fields, soccer fields, basketball courts, splashpads/pools, skateparks/BMX tracks, piers/kayak launches, dog parks, playgrounds, picnic facilities, site amenities, trails, pavilions, tennis courts, volleyball courts, horseshoe/washer pits, golf/disc golf, native landscaping, interpretive signage, RV/camping facilities, recreation centers, natatoriums, environmental education centers, and support facilities.

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Target Range Grants

Purpose	Supports the development of safe, accessible, and public shooting facilities that align with TPWD hunter education activities and programs.
Funding Sources	This federally funded program is derived from the Wildlife Restoration Program and funded by the Pitman-Robertson Act – a dedicated excise sales tax collected on manufacturers of certain sporting goods.
Partners	U.S. Fish and Wildlife Service, Federal Aid in Wildlife Restoration Act.
Funding Limits	$150,000 to $1,500,000 for a two-year project.
Match Requirements	Matching grant 90/10: 90% TPWD, 10% local responsibility.
Cost Reimbursement	Yes, sponsor must document expenditures and request reimbursement.
Eligible Applicants	Political subdivisions of the State of Texas: cities, counties, river authorities, municipal utility districts, and other special districts; tax-exempt organizations, and commercial entities.
Eligible Facilities & Activities	Field and indoor archery ranges, field and indoor air rifle ranges, outdoor pistol and rifle ranges, indoor pistol and rifle ranges, long-range outdoor ranges, skeet and trap shooting, sporting clays course, rimfire ranges, introduction to archery training courses, introduction to shotgun/ rifle courses, shooting proficiency courses, and/or hunter education training courses.

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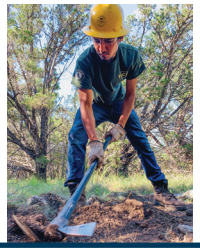
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Recreational Trails Grants

Purpose

Provides funding for motorized and non-motorized recreational trail projects such as the construction of new recreational trails, improvement of existing trails, development of trailheads or trailside facilities, and acquisition of trail corridors.

Funding Sources

Federal Highway Administration – National Recreational Trails Fund – Rebate of federal gas taxes paid on fuel used in off-highway vehicles. State Funding: $1,000,000 from Sporting Goods Sales Tax annually.

Partners

Federal Highway Administration (FHWA), Texas Department of Transportation (TXDOT).

Funding Limits

$300K non-motorized recreation, $500K motorized recreation.

Match Requirements

Matching grant 80/20: 80% TPWD, 20% local responsibility.

Cost Reimbursement

Yes, sponsor must document expenditures and request reimbursement.

Eligible Applicants

Political subdivisions and agencies in the State of Texas: federal agencies, state agencies, cities, counties, river authorities, municipal utility districts, and other special districts; non-profit organizations.

Funding Priorities and Competitive Submissions

- Cost-effective and sustainably designed trail projects with high recreational value and/or improved access to existing opportunities.
- Multiple-use trail systems and/or accessibility accommodations for barrier-free access.
- Partnership with a qualified Youth Corps organization is encouraged.
- Proposal includes clearly presented maps and site information.
- Proposal includes sustainable plans for maintenance and operations for at least 20 years of public access.
- Proposal includes demonstration of community benefit and support.

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Community Outdoor Outreach Program (CO-OP)

Purpose

Engage under-represented populations in TPWD mission-oriented outdoor recreation, conservation, and environmental education activities. Grants can be used to fund programming expenses such as outdoor recreation equipment, environmental education supplies, travel, personnel, participant liability insurance, food and camping fees.

Priorities

Engage under-represented audiences in the following:

Outdoor Recreation:

- Accommodate high-quality participation in mission-oriented outdoor recreation activities.
- Facilitate access to TPWD owned and operated facilities including state parks, wildlife management areas, state natural areas, state historic sites, and fish hatcheries and centers.

Environmental Education:

- Provide hands-on environmental and cultural resource education for Texas natural resources and ecosystems.
- Integrate TPWD education programs to develop life-long behaviors consistent with the agency's mission.

Conservation:

- Cultivate citizen participation in science-based stewardship of natural and cultural resources that results in tangible conservation benefits.
- Develop the next generation of natural resource leaders and professionals.

Funding Sources

This state funded program is derived from a dedicated portion of the state sales tax collected on sporting goods.

Funding Limits

$5,000 – $100,000

Match Requirements

No match or sponsor contribution required.

Grant Payments

Cost reimbursement or advanced payment methods available.

Eligible Applicants

Tax-exempt organizations.

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Boating Access Grants

Purpose	Provides grant assistance to local governments for the construction of new, or renovation of existing, public boat ramps that provide access to public waters for recreational boating.
Funding Sources	This federally funded program derived from the federal gasoline tax generated by sales of gasoline for recreational motorboats and a federal excise tax on the sales of fishing tackle and trolling motors.
Partners	U.S. Fish and Wildlife Service, Federal Aid in Sport Fish Restoration Act.
Funding Limits	$500,000.
Match Requirements	Matching grant 75/25: 75% TPWD, 25% local responsibility.
Cost Reimbursement	Yes, sponsor must document expenditures and request reimbursement.
Eligible Applicants	Political subdivisions of the State of Texas: cities, counties, river authorities, municipal utility districts, and other special districts.
Eligible Facilities & Activities	Boat ramps, paddle launches, courtesy docks, access roads, parking areas, fish cleaning stations, restrooms, pavilions, picnic tables, benches, dredging.

TEXAS PARKS & WILDLIFE

RECREATION GRANTS

www.tpwd.texas.gov/rec-grants

CONTACT:

rec.grants@tpwd.texas.gov

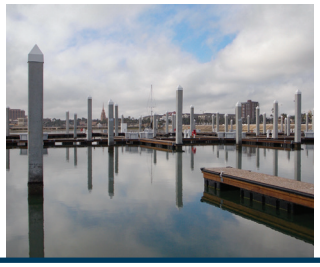
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Boating Infrastructure Grants (BIG)

Purpose

Provides grant assistance for the construction, renovation, or maintenance of boating infrastructure tie-up facilities for transient recreational vessels (those staying at a facility for 15 days or less) at least 26 feet or more in length.

Funding Sources

This federally funded program derived from the federal gasoline tax generated by sales of gasoline for recreational motorboats and a federal excise tax on the sales of fishing tackle and trolling motors.

Partners

U.S. Fish and Wildlife Service,
Federal Aid in Sport Fish Restoration Act.

Funding Limits

Tier 1 – State

- Individual projects cannot exceed $200,000 in federal funding
- States may limit the maximum funding request further

Tier 2 – National

- $1.5 million federal funding is the limit per award/project
- Compete against all other projects nationwide

Match Requirements

Matching grant 75/25: 75% TPWD, 25% local responsibility.

Cost Reimbursement

Yes, sponsor must document expenditures and request reimbursement.

Eligible Applicants

Political subdivisions of the State of Texas: cities, counties, river authorities, municipal utility districts, and other special districts; tax-exempt organizations and commercial entities.

Eligible Facilities & Activities

Boat slips, courtesy docks, restrooms, showers, washer and dryer facilities.

TEXAS PARKS & WILDLIFE

RECREATION GRANTS
www.tpwd.texas.gov/rec-grants

CONTACT:
rec.grants@tpwd.texas.gov
(512) 389-8224

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Clean Vessel Act (CVA) Grants

Purpose	Provides grant assistance for pumpout stations and waste reception facilities to safely dispose of recreational boater sewage.
Funding Sources	This federally funded program derived from the federal gasoline tax generated by sales of gasoline for recreational motorboats and a federal excise tax on the sales of fishing tackle and trolling motors.
Partners	U.S. Fish and Wildlife Service, Federal Aid in Sport Fish Restoration Act.
Funding Limits	Subject to availability.
Match Requirements	Matching grant 75/25: 75% TPWD, 25% local responsibility.
Cost Reimbursement	Yes, sponsor must document expenditures and request reimbursement.
Eligible Applicants	Political subdivisions of the State of Texas: cities, counties, river authorities, municipal utility districts, and other special districts; public and private marinas, yacht clubs.
Eligible Facilities & Activities	Installation, operation, and maintenance of pumpout facilities, pumpout boats, and educational programs involving keeping Texas waters clean.

TEXAS PARKS & WILDLIFE

RECREATION GRANTS

www.tpwd.texas.gov/rec-grants

CONTACT:

rec.grants@tpwd.texas.gov

(512) 389-8224

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Item #11

Public Input

Public Input Received through the Previous Month

KTMPO has been collecting public comments received online, via emails, public meetings, workshops, community activities, social media platforms, web maps, and other forms of communication. Staff bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and have the opportunity to respond accordingly.

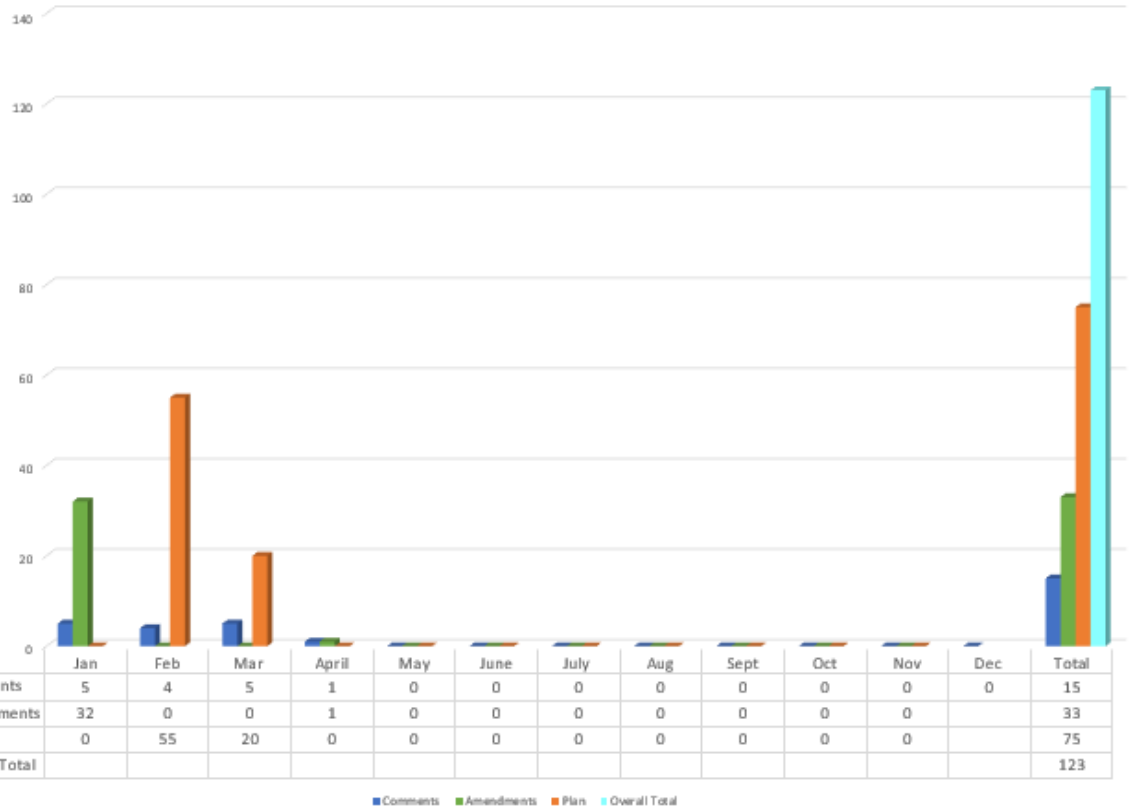
Date & Time	Regarding	Location
May 22, 2026	Federal Certification Review	Public Comment Period Ends

Public input received through the previous month is included in the meeting packet.

Action Needed: No action needed; for discussion only.

Public Comments							
2026							
Date Received	**Source**	**Topic**	**Jurisdiction**	**Comment**	**Is the Project in the 2050 MTP?**	**KTMPO Response**	**Name**
4/1/2026	Social Media	TIP & MTP Amendments | Proposed Plan	Multi	I appreciate you taking the time to meet with the community this past Tuesday and for discussing the future plans along US 190. I attended specifically because the intersection at Leonhard Street and US 190 directly impacts our business, Sims Automotive Repair, as well as several other businesses in that area. I would like to formally share several concerns and requests following that meeting. First, I would like to request the engineering plans and design documents for the proposed improvements at US 190 and Leonhard Street. Our business is located just behind Advance Auto Parts, and we rely heavily on accessible traffic flow for customers, as well as delivery access for freight trucks bringing in parts such as engines and transmissions. It is critical that any proposed design ensures safe, practical, and unobstructed access for both customers and commercial vehicles. Second, before any additional medians are constructed, I strongly believe the existing medians need to be addressed. Based on both personal experience and community feedback, there are several issues with the current design and condition: • Visibility concerns — In multiple locations, drivers cannot clearly see oncoming traffic when attempting U-turns. In particular, opposing vehicles attempting U-turns block each other's line of sight, creating a dangerous situation. • Turning limitations — Larger vehicles, including one-ton dually trucks like I drive, cannot safely complete U-turns without mounting curbs or encroaching on sidewalks. • Design inefficiencies — The current U-turn configurations do not follow common traffic design practices where vehicles pass each other to maintain visibility of oncoming traffic. • Maintenance issues — Medians are not being properly maintained. There are weeds growing through them, brick sections are buckling, and drainage appears inadequate. Water sits and drains for extended periods after rainfall, which is already contributing to asphalt deterioration around those areas. Additionally, I am aware of at least one accident personally involving visibility issues caused by the current median design. While safety may have been the original intent, these design flaws appear to be creating new hazards. There are also placement concerns that could have been better addressed during initial construction. For example, the median opening near Dewald's Automotive and Discount Tire would have been far more effective if aligned with the higher-traffic Discount Tire entrance rather than forcing traffic through Dewald's property. Given the current design challenges, it may be worth revisiting and correcting placements like this. From a broader perspective, I have lived in Copperas Cove my entire life (45 years), and prior to the installation of the medians, traffic functioned efficiently for our community. If future medians are going to be implemented, it is essential that they are designed correctly, placed strategically, and properly maintained. At present, the condition of existing medians reflects a lack of ongoing upkeep, which is concerning. I would also like clarification on the long-term maintenance plan. Who is responsible for maintaining these medians, and what is the plan to ensure they do not continue to deteriorate? Lastly, I would like to understand the reasoning behind the current bike lane design. There appears to be a bike lane heading eastbound out of town, but not a corresponding westbound lane. I would appreciate clarification on the intent and planning behind this. **To summarize:** • Please provide the engineering/design plans for US 190 and Leonhard Street • Address and correct the existing median design and maintenance issues before adding new ones • Ensure business access and commercial vehicle flow are not negatively impacted • Provide a clear plan for ongoing median maintenance • Clarify the design and intent of current bike lane infrastructure I appreciate your time and your willingness to engage with the community. I look forward to reviewing the plans and continuing this discussion to ensure the best outcome for both safety and local businesses.	Yes	Thank you again for taking the time to attend the recent public meeting and for following up with such thoughtful and detailed comments regarding the proposed improvements along US 190. We appreciate your engagement and the perspectives you shared, particularly as they relate to Leonhard Street (Project ID: C50 04d) and the impacts on Sims Automotive Repair and other nearby businesses. Your comments will be formally documented as part of the public engagement record for this Transportation Improvement Program (TIP) amendment and shared with the KTMPO Technical Advisory Committee, the KTMPO Transportation Planning Policy Board, and TxDOT engineers. In keeping with our mission to foster two way communication that connects the public's points of view and interests to the transportation decision making process, we will aim to keep this conversation ongoing as additional information becomes available. To address the items you summarized: •Engineering and design plans: I am currently researching the appropriate process for obtaining available engineering and design materials related to the US 190 and Leonhard Street improvements (Project ID: C50 04d). •Existing median design and maintenance concerns: Your comments regarding the design, condition, and operational performance of the existing medians will be shared for awareness and consideration. •Business access and commercial vehicle flow: We understand the importance of maintaining safe and functional access for businesses and commercial vehicles, and your concerns will be noted as part of the discussion surrounding this project. •Bicycle lane design and intent: Your questions regarding the bicycle lane design and any potential impacts will be documented and shared with TxDOT and local partners for clarification. •Long term median maintenance: Questions related to ongoing median maintenance responsibilities and processes will be shared with the City of Copperas Cove, as this area typically falls under local jurisdiction. I will keep you informed as I learn more and am able to share or forward relevant updates. As always, KTMPO meetings are open to the public. Here is a link to our next meeting. KTMPO Transportation Planning Policy Board Meeting	BS
3/31/2026	Email	Safety	TxDOT - Waco	I am a resident of the High Crest neighborhood in Belton, TX, and I am requesting a safety review and traffic evaluation for the intersection of FM 439 and High Crest Dr / Bowles Ranch Rd. Currently, vehicles turning right from FM 439 must slow in the through lane. This often causes vehicles behind the right-turning car to veer left into oncoming traffic to avoid slowing down, sometimes entering the left-turn lane into the neighborhood. This behavior creates a significant risk of head-on collisions, especially during morning and evening rush hours. Additional observations include: • Vehicles stacking in the main lane while waiting to turn right • Multiple near-miss incidents due to lane-weaving to avoid slowing A dedicated right-turn deceleration lane at this location would: • Reduce the risk of collisions caused by unsafe lane changes • Improve traffic flow on FM 439 • Enhance overall safety for motorists and residents We respectfully request that TxDOT conduct a traffic study to evaluate this improvement. While FM 439 is a state-maintained road, we are copying the City of Belton and regional planning representatives to ensure local coordination and community support.	No	Staff is researching. TxDOT response *"Thank you for your email regarding concerns at FM-439 and High Crest Drive.* *Your letter is quite timely because TxDOT already has plans to make improvements in this area. The following tasks will be accomplished in the next few months:* *• TxDOT will be adding a right turn lane for WB traffic turning from FM-439 onto High Crest Drive.* *• From High Crest Drive to approx. Westfield Road to the west, the roadway will be resurfaced with a fresh sealcoat and restriped to provide a two-way center left turn lane to allow cars to move out of the through traffic lanes when making a left turn lane.* *I hope these actions meet your safety expectations and want to thank you for your advocacy in this important transportation issue."*	MS
3/29/2026	Social Media	Safety	Village of Salado	No barrier wall? No bollards? No significant curbing? Why is it so hard to make sure those things are the minimum standards when designing these things? Cost? What's a life cost? Sure it's separate dedicated space so that's progress for pedestrians and cyclists but dang, one inattentive driver at a moderate speed is driving right over that.	Yes	As the Killeen-Temple Metropolitan Planning Organization (KTMPO), our role is to establish regional priorities, coordinate funding, and adopt long-range transportation plans and programs. While the MPO does not design projects, comments like yours play an important role in elevating safety considerations and will be shared with the project sponsor for awareness as the project moves forward toward design. We also encourage you to review the region's Safe Streets and Roads for All (SS4A) Plan, which focuses on best practices to reduce serious injuries and fatalities for people walking and biking. The SS4A Plan can serve as a valuable resource if you wish to engage directly with the project sponsors—the Village of Salado and the Salado Independent School District—about potential future safety enhancements. In addition, the Proposed Regional Active Transportation Plan is currently open for public comment and helps inform best practices for pedestrian and bicycle infrastructure, including bike lanes. Input received through these planning efforts is shared with the Technical Advisory Committee (TAC), the Policy Board (PB), and the appropriate jurisdictions. Finally, to further elevate safety considerations across the region, the Active Transportation Advisory Committee—made up of citizen and community representatives—was recently invited to participate in project scoring. Their input brings an important, community-informed perspective focused on safety and comfort for people using active modes of transportation. We always welcome community members to get involved and share their voices in this process, which represents a positive step forward and a meaningful win for our region.	SB
3/25/2026	Public Comment Form	Outside of Scope	CTCOG	I'm Nicola with MetroMint Janitorial, helping businesses in Belton keep their offices clean, healthy, and professional. I'd be happy to stop by and provide a complimentary cleaning bid—no obligation. "They deep cleaned our floors and I've never seen them look this good. Very responsive and the price was perfect!" — Stacy J. Clark Would a quick visit this week work for you?	N/A	Thank you for your comment. This request is outside the scope of the KTMPO's work and has been forwarded to the CTCOG administration for review. If applicable, they may contact you directly.	NC
3/3/2026	Public Comment Form	Public Transit	HCTD | CTRTAG	Where do you pick up at? How long does it take to get a response?	Unknown	Thank you for reaching out regarding public transit pick up options. I wanted to share that KTMPO is an MPO (Metropolitan Planning Organization), which means we focus on regional transportation planning rather than operating transit services directly. We work closely with Hill Country Transit District (The HOP), the agency that provides public transit in our region. They have been included on this email so they can assist you with the specific pick up information you're looking for. Please feel free to reach out anytime—we're always glad to help connect you with the right resources.	AL
3/2/2026	Email | Phone | Website	Safety	City of Copperas Cove	A citizen reported that fire hydrants in the neighborhood were not functioning, an issue discovered only after a house fire could not be controlled and the home was lost. When staff returned the phone call, the citizen reported that the fire occurred in the area of Hunter Dr., Harrell Dr., and Julia Dr. in Copperas Cove. He also expressed frustration about school buses causing roadway damage and noted that his home address is incorrect in the 9-1-1 system.	N/A	Staff attempted to actively listen and gather additional information; however, the citizen escalated during the conversation and hung up. After reviewing the situation, staff determined that the citizen's address is located within the City of Copperas Cove, outside the scope of CTCOG's 9-1-1 addressing authority, and will forward the information to the appropriate jurisdiction. In addition, it was unclear which roadway the citizen reported as being damaged by school bus traffic. Staff will forward comments to City of Copperas Cove and Coryell County PB/TAC. F/U: YC of CTCOG will forward information to CC 9-1-1 Addressing.	JK

PUBLIC COMMENTS BY THE NUMBERS



	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Comments	5	4	5	1	0	0	0	0	0	0	0	0	15
Amendments	32	0	0	1	0	0	0	0	0	0	0		33
Plan	0	55	20	0	0	0	0	0	0	0	0		75
Overall Total													123

Item #12

Staff Update

Staff Update

Listed below are the upcoming KTMPO meetings:

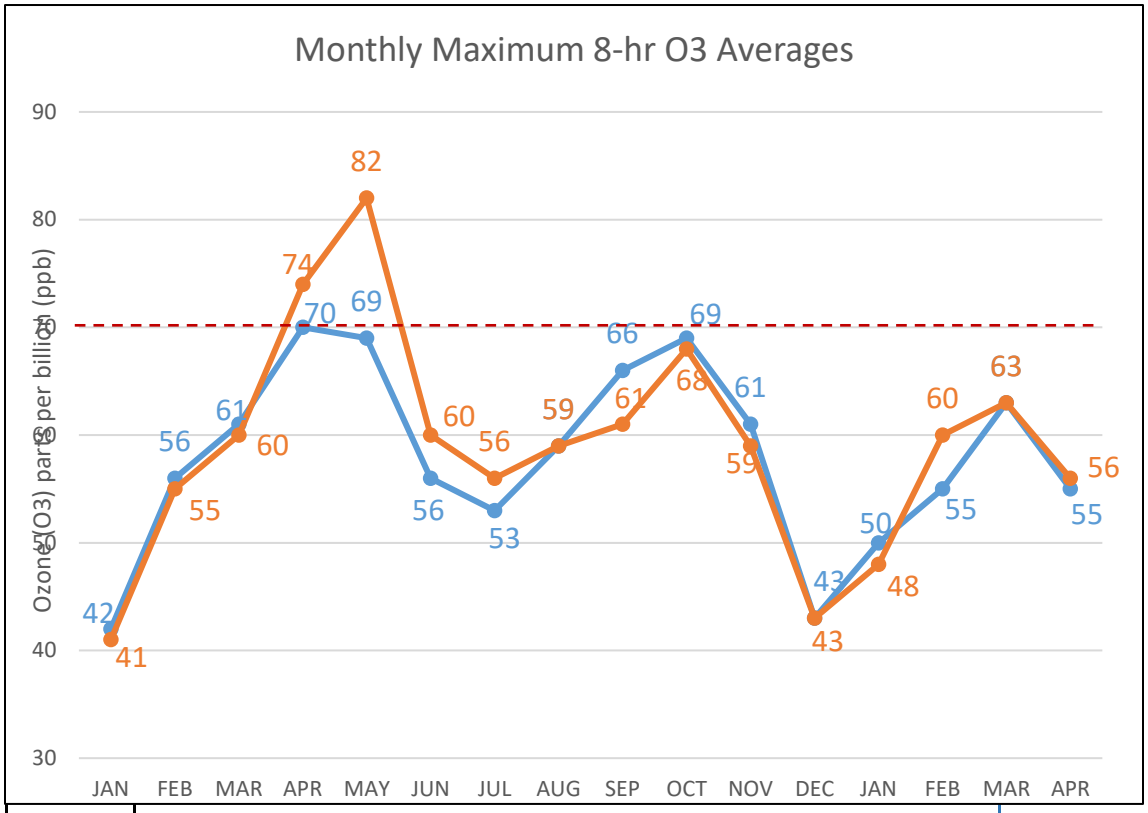
Date	Meeting
May 13, 2026	Active Transportation Advisory Committee Meeting
May 20, 2026	Transportation Planning Policy Board Meeting
June 3, 2026	Technical Advisory Committee Meeting
June 17, 2026	Transportation Planning Policy Board Meeting

The next ATAC meeting is scheduled for Wednesday, August 12, 2026

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

Webinars
Celebrating Safety Month: How Trails are Making Active Transportation Networks Safer
June 17 | 2:00 pm ET

Air Quality



2026

Compliance with EPA Ozone Standard:
4th Highest Annual Value

3-year average (Calculated on April 28, 2026)

	2024	2025	2026*	
Temple	61	68	55	61
Killeen	71	71	57	66

Action Needed: No action needed; for discussion only.

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Member Comments

Meeting Attendance

ATAC Meeting Membership Attendance for FY24-FY26

Entity | Interest	Name	Date Appointed	2/12/2025	5/14/2025	8/13/2025	11/12/2025	2/11/2026
Pedestrian Interest	Kara Escajeda, Chair (11/2025)	Sep-24	-	M	M	M	M
City of Belton	Joe Dyer, Vice Chair (6/24)	Nov-23	M	-	M	M	-
Cycling Interest	Geary McCabe	Dec-23	M	M	M	M	P
Cycling Interest	Keller Matthews	Dec-23	M	M	M	M	-
City of Temple	Jason Deckman	Mar-21	M	M	-	M	M
City of Copperas Cove	Jeff Stoddard	Dec-23	M	M	-	-	-
City of Nolanville	Tersa Chandler	Jun-24	O	O	-	O	P
Fort Hood	Mario Perez	Dec-23	M	O	O	-	-
Hill Country Transit District	James Wickham	Dec-24	O	O	O	O	O
TxDOT Waco District	Daniel Davilla	Feb-25	O	O	O	M	M
City of Harker Heights	Amy Atkins	Feb-25	-	O	O	O	P
Other: Running Events	KD Hill w/Barrow Brewing	Feb-25	M	O	O	-	O
Other: Economic Development	Holly Owens	Feb-25	M	-	O	-	O
Youth Interest	Lauren Morrell	May-25	N/A	N/A	M	-	M
Equestrian Interest	Vacant		N/A	N/A	N/A	N/A	N/A
Pedestrian Interest	Vacant		N/A	N/A	N/A	N/A	N/A
Municipality	Vacant		N/A	N/A	N/A	N/A	N/A
County	Vacant		N/A	N/A	N/A	N/A	N/A
Other	Vacant		N/A	N/A	N/A	N/A	N/A
Cycling Interest	Vacant		N/A	N/A	N/A	N/A	N/A

Attendance Legend	
Member	M
Proxy	P
Online	O
Provided Advanced Notice	-
Not Present	-

Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPO	**TMA**
Killeen – Temple Metropolitan Planning Organization	Transportation Management Area
TPPB (KTMPO)	**MAP - 21**
Transportation Planning Policy Board	Moving Ahead for Progress in the 21st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPO)	**SAFETEA – LU**
Technical Advisory Committee	Safe, Accountable, Flexible, Efficient Transportation Equity Act
FHWA	**MPO**
U.S. Department of Transportation Federal Highway Administration	Metropolitan Planning Organization
FTA	**UPWP**
U.S. Department of Transportation Federal Transit Administration	Unified Planning Work Program
TxDOT	**MTP**
Texas Department of Transportation	Metropolitan Transportation Plan
TCEQ	**TIP**
Texas Commission on Environmental Quality	Transportation Improvement Program
TTI	**STIP**
Texas A&M Transportation Institute	Statewide Transportation Improvement Program
CTCOG	**STP-MM**
Central Texas Council of Governments	Surface Transportation Program – Metropolitan Mobility
HCTD or "The HOP"	**TAP**
Hill Country Transit District	Transportation Alternatives Program
CTRTAG	**UTP**
Central Texas Regional Transportation Advisory Group	Unified Transportation Program
BPAC	**CMAQ**
Bicycle and Pedestrian Advisory Committee	Congestion Mitigation and Air Quality Improvement Program
	UA or UZA
	Urbanized Area
	EJ or "Title VI"
	Environmental Justice
	CMP
	Congestion Management Process
	ITS
	Intelligent Transportation Systems
	NAAQS
	National Ambient Air Quality Standards

A comprehensive listing with definitions is available under Transportation Planning Resources at www.ktmpo.org. Pages 61-65 of the publication "The Transportation Planning Process… is a great resource for commonly used Transportation terms.

End of Packet