



# KTMP

KILLEEN-TEMPLE

metropolitan planning organization

2023 Bell County Thoroughfare Plan  
*Public Engagement Summary and Collection of Comments*

June 9, 2023

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## 1. Introduction

In early 2022, Bell County asked the Killeen-Temple Metropolitan Planning Organization (KTMPPO) to develop a new long-range thoroughfare plan for the County. The updated “2022 Bell County Thoroughfare Plan” (BCTP) will provide a long-range guide for future transportation planning within the County. While the BCTP shows conceptual alignments for the future road network, it does not require or guarantee that any proposed improvements illustrated in the plan be built.

During the development of the draft BCTP KTMPPO staff held two meetings to gather input from stakeholders and the public. The Stakeholder Meeting was held on July 26, 2022, at 1:30 PM, at the Bell County Courthouse in Belton, TX. There were 22 stakeholders and four KTMPPO staff in attendance. A second meeting was held on October 24, 2022, from 4:30 PM – 6:30 PM in Assembly Hall at the Bell County Expo Center in Belton, Texas. This meeting was an in-person meeting open to the public. KTMPPO staff provided large-scale maps of Bell County and colored markers, so the public could provide feedback and draw on a map where roads needed to be widened, improved, or built, and mark ideas for sidewalks, and trails. In attendance were four KTMPPO staff, three elected officials and zero members of the public.

Following these two information gathering meetings KTMPPO held two rounds of public comment for the draft BCTP and Conceptual Map. The first Public Comment Period began December 10, 2022, and ended January 7, 2023. On January 9, 2023, the Bell County Commissioner’s Court met with KTMPPO staff to review comments received during the first Public Comment Period and determined that another Public Comment Period needed to be held. The second Public Comment Period began on February 6, 2023, and ended March 7, 2023.

## 2. Meeting Summary

The public was invited to submit comments on their points of view and interests. Public Comments were accepted by email, telephone, and U.S. Postal Service mail. Early in the process, the only Public Comments received were made on social media; so, they are included in the Response Matrix. The public was also invited to attend any of the Public Meetings.

The public was provided the following options to submit Public Comments:

Email: [ktmpo@ctcog.org](mailto:ktmpo@ctcog.org)

Phone: 254-770-2366

Killeen-Temple Metropolitan Planning Organization [www.facebook.com/KTMPPO](https://www.facebook.com/KTMPPO)

Mail to:

James McGill

Attn: Draft 2022 Bell County Thoroughfare Plan

P.O. Box 729

Belton TX 76513

Notices for the Public Meetings were posted in the Killeen Daily Herald, Temple Daily Telegram and on the KTMPO website on the following dates: December 9, 2022, February 11 and February 22, 2023. Notices and invitations were posted to the Facebook page on December 7, 2022, January 2, February 3, February 7, February 21, March 1, March 2, and May 3, 2023.

The first Public Meeting was held on Monday, December 12, 2022, from 5 PM to 6 PM at the Bell County Courthouse, Belton, Texas. This was an in-person meeting with a live virtual option. The Public Meeting began promptly at 5 PM. KTMPO staff provided copies of the “Draft 2022 Bell County Thoroughfare Plan” and large-scale renditions of the Conceptual Map and were available to answer questions and receive comments. Five KTMPO staff, three elected officials, and two members of the public attended.

The second Public Meeting was held on Wednesday, February 15, 2023, from 6 PM to 7 PM at the Harker Heights Park and Rec Building, 307 Miller’s Crossing, Harker Heights, Texas. The Public Meeting began promptly at 6 PM. This was an in-person meeting only. KTMPO staff provided copies of the “Draft 2022 Bell County Thoroughfare Plan”, large-scale renditions of the Conceptual Map, and sticky notes and were available to answer questions and receive comments. Due to robust public engagement, the meeting did not end until 8:15 PM. In attendance were five KTMPO staff, 1 elected official, and 50 citizens.

The third Public Meeting was held on Thursday, February 16, 2023, from 6 PM to 7 PM at the Bell County Courthouse, Belton, TX. The Public Meeting began promptly at 6 PM. This was an in-person meeting only. KTMPO staff provided copies of the “Draft 2022 Bell County Thoroughfare Plan” and large-scale renditions of the Conceptual Map, and sticky notes and were available to answer questions and receive comments. Due to robust public engagement, the meeting did not end until 9:00 PM. In attendance were four KTMPO staff, 2 elected officials, and 76 citizens.

The fourth Public Meeting was held on Wednesday, March 1, 2023, from 6 PM to 7 PM at Bell County Courthouse, Belton, TX. The Public Meeting began promptly at 6 PM. This was an in-person meeting only. KTMPO staff provided copies of the “Draft 2022 Bell County Thoroughfare Plan” and large-scale renditions of the Conceptual Map, and sticky notes and were available to answer questions and receive comments. Due to robust public engagement, the meeting did not end until 8:00 PM. In attendance were five KTMPO staff, 2 elected officials, and 54 citizens.

The fifth Public Meeting was held on Thursday, March 2, 2023, from 6 PM to 7 PM in the Bernie Beck Lecture Hall at the Texas A&M Central Texas campus, 1001 Leadership Pl, Killeen, TX. The Public Meeting began promptly at 6 PM. This was an in-person meeting only. KTMPO staff provided copies of the “Draft 2022 Bell County Thoroughfare Plan” and large-scale renditions of the Conceptual Map, and sticky notes and were available to answer questions and receive comments. Due to robust public engagement, the meeting did not end until 7:15 PM. In attendance were five KTMPO staff, 2 elected officials, and 39 citizens.

On Monday, May 1, 2023, KTMPO staff presented the Final Draft 2022 BCTP to the Bell County Commissioner’s during the Workshop portion of their regular meeting. The presentation began at approximately 2 PM. There were four KTMPO staff members present and several members of the community. No comments were made by the public during the workshop. The Bell County Commissioner’s

determined that one final Public Hearing for the Final Draft Plan would be scheduled on Monday, May 15, 2023, during the Commissioner's Court Workshop with a Public Comment Period beginning on Wednesday, May 3 and ending Thursday, June 1, 2023.

On Monday, May 15, 2023, KTMPO staff attended the Public Hearing during the Commissioner's Court Workshop. There were four KTMPO staff members present and several members of the community. KTMPO staff gave a brief presentation on the Final Draft BCTP highlighting changes made since the 2<sup>nd</sup> round of public meetings held at the end of February and beginning of March. Staff also noted that the public engagement process worked as designed. Judge David Blackburn opened the Public Hearing following the presentation and invited members of the public to make any comments. Although several members of the community were present, no official comments were made during the Public Hearing.

### **3. Comment Analysis**

This comment analyses focuses on the [Comment Response Matrix](#) and is evaluated by theme. Comments that expressed multiple concerns or questions have been categorized by theme which are summarized in Table 1.

During the first public comment period the strongest themes were concern about property and farmland and a lack of notice for the development of the Plan. Additional concerns included: safety, new development, poor existing infrastructure, opposition to new roads, and suggestions/improvements for the map.

During the second public comment period the strongest themes were concern about the Parrie Haynes Ranch Equestrian Center, property and farmland, and suggestions/improvements for the map. Additional concerns included: protected environments (such as floodplains, wildlife habitat, and historical markers), lack of public notice, negative economic impacts, new development, opposition to new roads, safety, funding, and poor infrastructure. One person was in favor of the plan.

The concern for impacts to the Parrie Haynes Ranch Equestrian Center had such a high percentage due to several petitions/email comment campaigns that were organized during the second public comment period. These comments were focused on a single proposed road in the plan that would have bisected the Equestrian Center.

Two other proposed roadways (SH 95 and Temple Outer Loop East) received targeted attention from some members of the public. However, comments regarding these roadways generally fell into several categories (safety, impacts to farmland, lack of public notice etc.) and so are not specifically called out.

While almost all comments were in opposition to the plan, KTMPO staff found during review that most commenters were truly concerned with specific proposed roadways and did not seem to have opposition with other parts of the draft plan or the narrative section as a whole.

During the third public comment period more than 90% of comments were in favor of the plan, a noticeable increase compared to the previous two comment periods. Almost all of these comments had to do with the removal of the proposed road through Parrie Haynes Ranch Equestrian Center.

**Table 1: Public Comment Themes**

Public Comment Theme	Comment Period							
	December 10, 2022 through January 7, 2023		February 6, 2023 through March 7, 2023		May 3, 2023 through June 1, 2023		Totals	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Concern about new development	3	9%	9	1%	-	-	12	2%
Concern about lack of public notice	8	25%	12	2%	1	2%	21	3%
Concern about poor infrastructure	2	6%	4	1%			6	<1%
Concern about property and farmland	11	35%	48	8%	1	2%	60	9%
Concern about safety	3	9%	5	1%	-	-	8	1%
Funding	-	-	5	1%	-	-	5	<1%
In support of the plan	-	-	1	<1%	49	92%	50	7%
Map suggestions/improvements	4	13%	34	6%	-	-	38	5%
Negative economic impacts	-	-	11	2%	-	-	11	2%
No new roads	1	3%	7	1%	-	-	8	1%
Parrie Haynes Ranch Equestrian Center	-	-	460	75%	2	4%	462	67%
Protected Environments (Historical Markers, Wildlife Habitat, Floodplains)	-	-	12	2%	-	-	12	2%
<b>Total</b>	<b>32</b>	<b>100%</b>	<b>608</b>	<b>100%</b>	<b>53</b>	<b>100%</b>	<b>693</b>	<b>100%</b>

#### 4. Comment Response Matrix

Table 2 - Precinct 1 Comments

Comment Number	Date Received	Commenter Name	Source	Comment	KTMPO Response
1	12/12/2022	Bob van Til	In Person	There are some missing proposed major collectors and minor arterials around the southern section of Belton City Limits that are listed in Belton's Comprehensive Plan. Some of these roads move between City Limits and the County's jurisdiction and I think they need to be included in the map.	Thank you for the information. KTMPO verified that the most accurate and up-to-date information was used from the City of Belton's Thoroughfare Plan to add in roads.
2	1/4/2023	Nanci Kelly	Facebook Post	I'm in Academy and off of 436 and old 95. All your proposed roads look like they are killing the farmland around here. That's what I love about where I live. The amount of wildlife that will be forced to move as well. There is already enough traffic where I live. It is a big fat no for me. I get progress is necessary, but there has been so much growth in my area it doesn't feel like the small town I grew up in.	Your opposition to the plan is noted.  BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and public engagement with affected landowners.
3	2/16/2023	Adam Kelly	Comment Card	We would like more information (or the contact into to someone who knows) about the thought-process behind the SH95 bypass to the East of Holland, as opposed to going through the City of Holland. This proposed road goes through our property we would like to know how likely this road is to be built and get a more accurate estimate of where.	Your opposition to the plan is noted.  The SH 95 Loop around Holland has been removed at the direction of the County Commissioners.
4	2/16/2023	Carrie Mackey	Comment Card	Loop around/through Holland. Crosses across our property!! Why does this road not stay on Hwy 95 as it does from	Your opposition to the plan is noted.

				<p>Bartlett to Temple. We have family homes and land that will be destroyed when you could widen hwy 95 and keep the road where it is. WHY build a New Road now through our family farm?? No logical reason to build a new road and not widen 95. You will need to build one hell of a bridge to cross the creek and low land that floods on a regular basis!</p> <p>Communication and notification to land owners who will be affected needs to be improved.</p>	<p>The SH 95 Loop around Holland has been removed at the direction of the County Commissioners.</p>
5	2/19/2023	Nicholas Adam Kelly	KTMOPO Website	<p>Why does SH95 need to loop around Holland? The proposed loop appears to be right through my property. I notice that SH95 will not be looping around Little River-Academy or Bartlett per the proposed plan. I feel that it would be better for the small businesses in Holland (Big Krumnows Doughnut shop, the Coffee Trough, the Healthy Hornet, and others) if SH95 did not bypass the town.</p>	<p>Your opposition to the plan has been noted. The SH 95 Loop around Holland has been removed at the direction of the County Commissioners.</p>
6	3/1/2023	Joyce Martinets	Comment Card	<p>Please DO NOT by pass the City of Holland. We finally have many businesses that are actually thriving. By passing Holland will kill the city.</p>	<p>Your opposition to the plan is noted.</p> <p>The SH 95 Loop around Holland has been removed at the direction of the County Commissioners.</p>
7	3/1/2023	Terry W	Comment Card	<p>Use Barnes Existing Road to 1123, there is no need to go through people property when existing roads are already there.</p>	<p>Your opposition to the plan is noted.</p> <p>The proposed Royal Street to the Barnes Road connector has been removed and replaced with a proposed upgrade to Barnes Road.</p>
8	3/1/2023	Anonymous	Comment Card	<p>Royal does not need to extend to FM 1123. Access from Royal to FM 1123 or 2268 can be achieved by going down</p>	<p>Your opposition to the plan is noted.</p>



				blackberry or the current road of barnes. Your crossing people's land.	See KTMPO Response to Commenter #7.
9	3/1/2023	Carrie Starke Mackey	Email	<p>Regarding the proposed HWY 95 Holland Loop, I am requesting that you consider the major impact the current plan will have on the City of Holland, business owners, home and farm landowners and the infrastructure and environment of the community.</p> <p>Problems with the Process:</p> <p>1. Little or No Input</p> <p>The City of Holland Mayor; Johnny Kallus; the Bell County Commissioner of Precinct 1; Russell Schneider; the City Council, local business owners, land owners, and other citizens of the area have had no representation in the planning, or input into the discussions as to where the improved HWY 95 shall be located.</p> <p>2. No detailed Information on Holland</p> <p>In the nine hundred and thirty page plan, there are several pages that reference HWY 95. On pages 130, 137, and 240, the plan states that the existing lanes of the highway will be widened and a passing lane will be added. However, on page 256, where affected cities are listed alphabetically and projects are listed for each, Holland is not found.</p> <p>Additionally, on page 2 of the plan, it is obvious that Holland has a loop, indicated by a red dotted line, on the east side of the city, which connects FM 2268 to Sunshine Rd, crosses over East Travis Rd, and connects back to HWY 95. However, at the KTMPO meeting on Thursday, February 16th, this proposed loop was not included on the presented map, nor did the speaker seem informed about the existence of the loop.</p> <p>Problems with the Proposed Location:</p> <p>1. Flooding</p> <p>According to recent surveys conducted by ACS Survey Inc. of Temple, Darrs Creek Bottom, which the proposed loop must</p>	<p>Your opposition to the plan is noted.</p> <p>The SH 95 Loop around Holland has been removed at the direction of the County Commissioners.</p> <p>Public engagement is critical and will continue throughout the planning process. To date, public feedback has been helpful in identifying constraints and potential improvement options.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and public engagement with affected landowners.</p>

				<p>travel across if the plan is completed as shown, is zoned as an AE Regulatory floodway, and is at a constant high risk for flooding. In order for the loop to be built, it must be elevated in some way to avoid it being flooded during rain storms.</p> <p>2. Building Up the Land Building up the land for the HWY 95 Holland Loop, across the Darrs Creek bottom land, would effectively create a dam, trapping the floodwater and causing major flooding on the farmland and homes on East Travis Road. Most of the runoff rainwater in town runs downhill through drain lines and ditches towards Darrs Creek. Building the HWY 95 Holland Loop and slowing down the draining process through town, will flood the town, creating Lake Holland.</p> <p>3. Building a Bridge The land on the south side of Darrs Creek and Cathey Creek is at a much higher elevation than the north side. Building a bridge from this area that also travels over the floodplain to connect back to HWY 95 will be enormously expensive.</p> <p>4. Building Exit Ramps and On Ramps On or Off Ramps to East Travis Road, that would need to be constructed, would also create a flooding issue.</p> <p>5. Land In Agriculture Will Be Split The proposed loop will divide land in half for many landowners and make it even more difficult to continue to raise cattle and farm the land.</p> <p>6. East Travis Road is a Dead-End Road The proposed HWY 95 Holland Loop crosses East Travis Road. As East Travis road is a dead end road, an overpass or underpass would have to be built for a handful of landowners to access their property.</p> <p>7. No Future Development on East Travis at the HWY 95 Holland Loop</p>	
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				<p>The land where you are proposing to cross with the HWY 95 Holland Loop and East Travis Road, is in a flood plain. The development that is there has restrictions. No tract can be less than ten acres, no commercial business, single family housing, in 1D1 Agriculture, filed with Bell County. The landowners, at the proposed loop site, are in the process of building their forever homes and have no intention of incorporating their land into the city or selling their land for future development of strip centers with charging stations.</p> <p>Problems with the Potential Impact to the City:</p> <ol style="list-style-type: none"> <li>1. The City Limits Will Not Be Able to Grow The City of Holland already struggles with the existing installation and maintenance of water lines and roads and does not have the funds or tax base to build or install new utilities. The landowners on East Travis have no intention to incorporate their land into the city or give easements across their land for major utilities for future development.</li> <li>2. Loss of Business Re-routing HWY 95 would cause business owners to lose business from travelers which would not only have an impact on their income but also, strain the city economy.</li> </ol> <p>Problems with the Perceived Plan:</p> <ol style="list-style-type: none"> <li>1. Major Arterial The plan calls for a Major Arterial Loop to be built, described as, limited access to land use, four lanes, possibly 160' for six lanes, built for a population of 50,000 to 100,000. Holland has one of the smallest populations listed in the KTMPO plan and decreased in size in the KTMPO research. Holland does not need a six lane 80 MPH loop around the town.</li> <li>2. "Traffic" One reason given for the construction of the proposed loop, given at the previous KTMPO meeting on February 16, was that it would alleviate "traffic" in the area. Currently, Holland has one major intersection on HWY 95, and this</li> </ol>	
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				<p>intersection only has one blinking traffic light to aid motorists. "Traffic" has yet to ever be a problem in the community. A major loop that destroys homes, farmland and takes business away from a small town seems extreme and invasive, when widening the current road and putting in a red light would alleviate most future traffic issues. Moreover, if future "traffic" is the concern, the proposed plan has no such loops for other communities that HWY 95 passes through. These communities, Academy and Bartlett, are larger than Holland, and presumably would have even greater future traffic concerns, yet a loop around their communities has not been proposed. The HWY 95 construction is limited to the current route.</p> <p>3. Bicycle Lane</p> <p>Bicyclers are mentioned many times in the plan and have much more representation and thought given their way than the citizens of Holland.</p> <p>4. Destroying Historical Landmarks and Underground Springs</p> <p>Mountain Home, the first community of Holland, established in 1830, is a registered Historical Landmark in the State of Texas, and the proposed plan will build directly through it. Mackinac Springs, an underground freshwater resource, is also in the path of the proposed loop and will be destroyed or polluted by the roadway.</p> <p>5. Paleontology, Geological, Entomological, Malacological and Herpetological concerns</p> <p>Within recent years, the Dallas Museum of Natural History, has excavated remains of a Mosasaur on the Darrs Creek. Studies have not been conducted and will need to be made to determine the environmental impact on the land and local wildlife.</p> <p>Problems for the People:</p> <p>1. Landowners</p>	
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				<p>Landowners in Holland have inherited the land which has been passed down through hard working families, blood, sweat, tears, and years of dedication for generations. Recently, new families have purchased land with the hopes and dreams of building their forever home, embracing the country life, growing a garden, raising their families, and retiring. This proposed loop will create floods that will destroy their property, split the land in half that they have purchased, pollute the air and water as well as create sound and light pollution, and ruin the peaceful life that they seek.</p> <p>2. Community Business Owners</p> <p>Small business owners in Holland, most of which are located directly on HWY 95 currently, depend on every sale they make to pay the bills and stay in business. These business owners are the backbone of the community by providing needed services to the community. More than this, they are the first to help when donations are needed and the last to close when the community is in a crisis. With the proposed loop, motorists will no longer travel through Holland which will kill any extra revenue that these businesses depend on to survive and put the city in greater despair.</p> <p>The Illogical HWY 95 Holland Loop will Destroy “The American Dream” for Business Owners, Families and Farmland Ownership in Holland!</p> <p>Keeping HWY 95 in the existing location through Holland, making improvements by widening, putting in a traffic light and giving better access to business along the current road:</p> <ul style="list-style-type: none"> <li>* Preserves the businesses economy in Holland.</li> <li>* Provides opportunity for business growth in Holland.</li> <li>* Prevents destroying family land and agriculture in Holland.</li> <li>* Improves the Community of Holland.</li> </ul>	
10	3/3/2023	Harold & Joan Kurtz	Email	<p>1. SH 95 - Highly opposed to constructing a bypass loop around City of Holland. There is no such bypass proposed in Academy to the north or Bartlett to the south. This bypass</p>	Your opposition to the plan is noted.

				<p>would kill or severely cripple the Holland business community. This proposed change is opposed by City Council, Chamber of Commerce, and general population. We cannot understand why the State of Texas wants to destroy our community.</p> <p>2. FM 2268 - There is concern about how widening this road will affect how it connects with SH 95. The current route travels through a Holland residential neighborhood, then T's with FM 1123, turns onto Main Street, and proceeds to intersect with SH 95.</p> <p>3. Roberts Road (Connector between FM 1123 and SH 95 north of Holland) - As landowners, we are very opposed to widening this road. We do not want developers throwing up subdivisions on Roberts Road. Resurfacing the existing road would be greatly appreciated.</p>	<p>The SH 95 Loop around Holland and widening of Roberts Road has been removed at the direction of the County Commissioners.</p> <p>The connection from FM 2268 into Holland on the west side is a TxDOT maintained roadway. Any future expansion decisions will be made by TxDOT and will require additional studies to address environmental, safety, and alignment concerns.</p>
11	3/3/2023	Vanessa Decker	FB Page	No one in Holland wants this. We don't want to sell our land or lose our small town.	<p>Your opposition to the plan is noted.</p> <p>The SH 95 Loop around Holland has been removed at the direction of the County Commissioners.</p>
12	3/5/2023	Carroll and Sharon Houston	Email	the following comments are from carroll and sharon houston, property owners on stag road. we are not interested in 3 or 4 lane highways, toll roads and subdivisions taking over or running through our property. we live in the country and would like it to stay that way. please take your progress somewhere else.	<p>Your opposition to the plan is noted.</p> <p>The proposed upgrade of Stag Rd has been removed at the direction of the County Commissioners.</p>
13	3/6/2023	Lillian Spinn	Email	<p>Please reconsider the route you have specifically for the end of Stag Rd where it T's at Campbell Hill and Center Lake Rd. Our house is on Stag Rd right before it intersects. . You have the road going on top of our house or directly in front of it.</p> <p>██████████ is our house location. Please consider that my</p>	<p>Your opposition to the plan is noted.</p> <p>The proposed upgrade of Stag Rd has been removed at the</p>

				<p>husband and I are retirement age and have our house paid for so we can enjoy our future on this beautiful peaceful area of Bell County.</p> <p>Neither my neighbors nor us want Stag Rd to be expanded in any way.</p> <p>Please leave Stag Rd out of any changes!</p>	<p>direction of the County Commissioners.</p>
14	3/6/2023	Wendy and Marcin Czerwinski	Email	<p>My spouse spoke with you briefly after the recent courthouse meeting regarding planned rural roadways in Bell County.</p> <p>We truly appreciate the opportunity to express our concerns with the current road development plan. We had previously reached out to Mr. Jason Deckman regarding our concerns. I think he may have relayed some of these to your office; however, we wanted to personally report these as well.</p> <p>We live at [REDACTED], Holland. Sullivan road centers many long-standing family homesteads the historic area of Sparks. The proposed road construction of concern is the E/W connector crossing FM2184 just north of Roberts road.</p> <p>We can certainly identify several reasons why this would not be an ideal location for this connector:</p> <p>1. The proposed road would cross Runnels creek 4 times ( first crossing US95, then on Volo Rd, then twice more prior to Little River). This is a major creek, with a bed over 100' wide in many areas, and its banks have been shifting greatly in its location over the past 20 years. During our time here, some areas of the creek on our property have shifted by over 80' due to extensive erosion. Each of these bridges would need to be a major bridge. The road would also cross</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. The SH 95 to FM 2184 connector would only be constructed in the future as needed. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p>

				<p>the Little River which would also require a major bridge due to the height of the banks and width of the bed. We don't appreciate these waterways marked on the planning map.</p> <p>2. A great deal of this area is river bottom laying within the 100 year flood plain. Our entire bottom field, where the roadway is proposed floods 2-3x each year since we have lived here. Neither our creek bridge or the field are passable during this time.</p> <p>3. As noted above, the proposed path would traverse many homesteads/dwellings of families that have been in the area for generations. These surrounding lands are currently farmed and used for cattle raising, both commodities that are becoming scarce in our area.</p> <p>4. Portions of this area are very historic. We are fortunate to live on the family homestead of Ma Ferguson, the 1st female governor of Texas. There is a Texas historic sign marker at our front gate and a small family cemetery on our land in which her sister is buried. I have attached some photos we have previously taken that capture this rich history. The current plan for our area would undoubtedly disrupt this historic site.</p> <p>6. FM2268 traverses the same E/W route and is only 7 miles south of this proposed new connector. It travels unimpeded back to the 437 without flood plain or water crossing issues and could be easily widened. Another option would be to construct a road slightly more north, connecting Stag Rd with Reed Cemetery Road north of Runnels Creek completely avoiding the creek bottom and requiring construction of only one bridge across the Little River.</p> <p>7. Rogers sits on the 190 connector already. To our understanding, there are no foreseeable developments planned in the intervening area between Sparks and Rogers. There is no water development in this entire area with only</p>	
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				<p>wells accessible. Thus, the likelihood of needing a connector in this area is miniscule.</p> <p>We appreciate you taking into account this critical information in your future planning.</p> <p><i>Note: See Appendix A Exhibit 1 included with this comment.</i></p>	
15	3/7/2023	Robert Spiegelhauer	Email	<p>I am concerned about and strongly opposed to the section of proposed road in South Bell County that runs along Lindemann Road from Highway 95 to Goosneck Road especially the area nearest to Highway 95. This proposed route goes through one of Bell County's greatest natural resources its black land soils and affiliated watersheds. This proposed route would greatly harm this valuable resource. In addition to this, this road would divide our centuries old farm in a manner such that it is no longer possible to continue as an agricultural operation and would create hazardous conditions with large farm machinery trying to maneuver the same roads as increased high speed traffic.</p>	<p>Your opposition to the plan is noted.</p> <p>The proposed road that ran along Lindemann Road from HWY 95 to Armstrong Road was removed at the direction of the County Commissioners and replaced by a proposed upgrade to Lindemann Road following its current alignment.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p>
16	3/7/2023	Cedalia Kurtz	Email	<p>As a citizen of Bell County and the city of Holland, I am opposed to the widening of Roberts Road. But the biggest concern for me is the proposed loop around Holland that the state has in mind. I realize that the county is not in control of state roads but I want my objection known. This loop would kill the small businesses we have on SH 95.</p>	<p>Your opposition to the plan is noted.</p> <p>The SH 95 Loop around Holland and widening of Roberts Road has been removed at the</p>

					direction of the County Commissioners.
17	3/7/2023	Michael Spiegelhauer	Email	I am concerned about and strongly opposed to the section of proposed road in southern Bell county that runs along Lindemann road from highway 95 to Gooseneck road, especially the area nearest to highway 95. This proposed route goes through one of Bell county's greatest natural resources, its blackland soils and affiliated watersheds. This proposed route would greatly harm this valuable resource. In addition, this road would divide our centuries old farm in a manner such that it would no longer be possible to continue as an agricultural operation. This would also create hazardous conditions to anyone on, or operating near the road due to large farm machinery trying to utilize the same roads as high speed traffic.	Your opposition to the plan is noted. Please see KTMPO Response to Commenter #15.
18	3/7/2023	Alan Spiegelhauer	Email	I am not in favor of the 2023 Bell county thoroughfare plan specifically regarding a minor arterial planned along Lindemann Rd. This road will split my families farm in half and make it almost impossible to farm our land. The Texas blacklands are an important part of Texas and does not need to be turned into houses and roads.	Your opposition to the plan is noted. Please see KTMPO Response to Commenter #15.
19	Various	Multiple Commenters Anonymous (3)	Sticky Note	<ol style="list-style-type: none"> <li>1. Why is this bypassing (SH95) Holland instead of going through?</li> <li>2. No Loop in Holland Stay on 95</li> <li>3. Stay on 95 No Loop through Holland</li> </ol>	Your opposition to the plan is noted. Please see KTMPO Response to Commenter #6.
20		Russ Nelson	Sticky Note	Property Development occurring on Hartrick Bluff and proposed housing between Old 95 and Hwy 95.	Your comment is noted. Hartrick Bluff Road and Old Highway 95 Road are proposed to be upgraded to major collectors in the Bell County Throughfare Plan.

21	3/4/2023	Michael Collins	Email	<p>After reviewing the plan proposed for the new Major Collector Roadway system beginning at Royal Drive and connecting on FM 1123. After a meeting with several residents of the area being affected strongly disagree with the proposed roadway plan. The following residents of this area are Michael &amp; Sybil Collins, John and Linda Roberts, Carlos &amp; Guadalupe Davis, Terry &amp; Connie Knaus and Mark and Rose Arthur strongly disagree with your proposed plan for the new roadway connecting to FM 1123.</p> <p>Objections to the proposed road are listed below;  1. The proposed new road would have a projected Right of Way (60 – 80 feet) to tie Royal Street to FM 1123 which destroys property values and makes some of the land useless. This new proposed road affects five different families along the proposed route. Many of these properties have livestock and installation of the new roadway would make it difficult to move livestock between properties unless cattle crossings under the roadway were installed. If cattle crossing are not installed livestock would have to be trailered between pastures. New water supply will have to be installed so animals can have water. With this new road you are creating dead spaces of land between your proposed new road and Barnes Road.  2. To move traffic onto FM 1123 which is already a congested road thoroughfare and contains five S curves would not be feasible if you really want to have a West to East Roadway that will help support traffic flow safely. At the proposed intersection you are wanting to tie Royal Street into FM 1123 has been a very dangerous curve. In the past twenty years we have had West bound vehicular traffic take out our fence along the roadway nine times with one fatality. This alone should be a warning sign that this plan was not reviewed carefully.</p>	<p>Your opposition to the plan is noted.</p> <p>The proposed Royal Street to Barnes Road connector has been removed and replaced with a proposed upgrade to Barnes Road.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, alignment concerns and public engagement with affected landowners.</p>
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				<p>3. The other consideration is you are going to be crossing the headwaters of moon creek which is tributary to Salado Creek which feeds into the Lampasas River. Other areas of impact to consider is the Water Supply line of Central Texas Water Supply Company (Water Line 14 inch) which is on the Southside of Barnes Road where your proposed roadway would be installed. Other utilities would have to be relocated is ONCOR Electric Lines.</p> <p>4. Another area of concern is possible disclosure of our existing properties showing a proposed plan for future Roadway expansion based on your 2022 Draft Bell County Thoroughfare Plan Map affecting our properties with a proposed road going through all of our properties. Understanding this is a proposed plan that may or may not take place in the next twenty-five years could potentially affect each and everyone's land value.</p> <p>5. If all of the proposed Roadways and Thoroughfare are accepted and passed by the commissioner court, our area on this side of the County will have four major collectors Roadways within five miles of each other. This is a five mile span from Elmer King Road to FM 2268. If the County really needs that much for traffic flow then we need to focus on expanding some of our current roadways and not adding new ones.</p> <p>*** This is some of the reasons that we think this current proposed 2022 Bell County Thoroughfare Plan Map for roadway tie of Royal Street to FM 1123 be changed to another route.</p> <p>The Route that we are proposing is going from Royal Street across the other properties to Roberts Road which is the same objective that you had in your previous plan. Please review the attached map showing a straighter roadway plan</p>	
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				<p>without destroying homes and property for a future roadway.</p> <p>We would appreciate you responding back with us regarding your redesign of the new roadway.</p> <p><i>Note: See Appendix A Exhibit 2 included with this comment.</i></p>	
22	5/5/2023	Geoffrey Gibbs	Email	<p>Greetings,</p> <p>Was told to send any input to the plan to this email. In reviewing the 2022 Final Map (link below), there are still plans to make SH-95 a Major Arterial. Additionally, the design documents show a "Major Arterial" to be an unnecessarily very wide footprint as depicted on the attached image:</p> <p>Currently, SH-95, which I live on, is nowhere near capacity and I believe an expansion as per the depicted design is excessive. The significant bottlenecks on SH-95 have always been the narrowing at the bridges where the greatest preponderance of accidents occur.</p> <p>I would propose the biggest focus should be placed on widening the bridges and if anything else, add an additional Southbound lane in the West side of SH-95. Any additional expansion would IMO be a waste of taxpayer dollars and an unnecessary imposition on property owners along SH-95.</p> <p>To my understanding, the widening of SH-95 is under State jurisdiction with TXDOT having purview over the bridges. Anything you could do to advocate for a reasonable approach (only widen bridges and possibly ONLY add a single Southbound lane) would be greatly appreciated as well as any feedback you could provide. Many thanks.</p> <p><i>Note: See Appendix A Exhibit 18 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>SH 95 through Holland is a TxDOT facility. Any future expansion decisions will be made by TxDOT and will require additional studies to address environmental, safety, and alignment concerns.</p> <p>KTMPO will share your concerns with TxDOT.</p>

**Table 3 - Precinct 2 Comments**

<b>Comment Number</b>	<b>Date Received</b>	<b>Commenter Name</b>	<b>Source</b>	<b>Comment</b>	<b>KTMPO Response</b>
23	2/17/2023	Michael Finch	Email	<p>As a resident who bought property and began building a house last year off 2484 in the Woods of Salado, I oppose the change of 2484 to a minor arterial between Brewer Road and Crows Ranch Road.</p> <p>Neighborhoods and homes are already close to the road on this stretch of 2484 and any widening to meet the definition listed in the plan of a minor artery (Minor Arterial are designed for fast, heavy traffic and are generally provided in a grid system. General design standards call for a minimum right-of-way of 80' for three lanes, increasing to 110' for four lanes. The desirable right-of-way is 120', which will accommodate five lanes) would be dangerous. There is certainly not enough room for five lanes as your definition states. Also, "fast, heavy traffic" (I assume is meant to define trucks from Killeen Crushed Stone) should be incentivized to take your other proposed route of extending FM 3481 to Brewer Road in order to reach I35. This keeps the dangerous traffic off 2484 where commissioners have already approved residential land development (Salado Springs, The Woods of Salado, Spring Creek, and the new development going up across from Spring Creek).</p> <p>I'm all for growth but am concerned that this plan does not marry up to the land zoning decisions being made ahead of this thoroughfare plan, specifically for that stretch of the road.</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan.</p> <p>FM 2484 is a TxDOT maintained roadway. Any future expansion decisions will be made by TxDOT and will require additional studies to address environmental, safety, and alignment concerns.</p>
24	3/2/2023	Megan Gill	Comment Card	My family came directly from England to the cattle land we live on today. My son is the 8th generation living on our	Your opposition to the plan is noted.

				<p>homestead. I have a great great uncle &amp; aunt, two cousins &amp; their parents, as well as my parents, all live on our land. We run cattle &amp; farm corn. We've been doing that on this same land since John Townsend &amp; his brother (my great great great ....grandfather) came here from England. He married a Texas girl (Mary) &amp; made their life. We continue that tradition. My son &amp; my cousins kids play in the pasture &amp; fish in the creek where my grandmother swam as a girl. I now live in my great grandmother's house, where my grandmother lived before me. My cousins built their house next to the live oak grove where my grandmother was born in a clapboard house. I am a 4th generation alumni from the UMHB. Our roots go incredibly deep on our land - in fact they start there. This is our only home &amp; has always been our only home. The developers keep eating up land &amp; putting up neighborhoods that cause so much light pollution that we can't see the stars very well anymore. The proposed road between 2268 &amp; Harold Clark that connects to 2115 would go directly through the middle of our property as planned. At best it would break up our family land &amp; heritage. At worst it would evict my cousins &amp; their parents from their homes. I may not have as many cattle as Mr. Schwetner, or a bank in my name, or family in the state government, or a town named after me, but I am every bit as much a daughter of Texas. I am proud of that, &amp; I want to continue that tradition for my son &amp; his children.</p>	<p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p>
25	3/5/2023	Sylvia Culler	Email	<p>I have attended KTMPO planning meetings and am following guidance and filing a formal request to have the four lane artery from I35 to 95 relocated off so many small farmer and landowner's properties. All of which noted that you met in advance with our "large landowner" neighbor's for their input in advance while the new map released came as a surprise to most of the small landowners.</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to</p>

				<p>My address: [REDACTED]  My daughter's address: [REDACTED]</p> <p>My sister's land is to the west of my address.  My Uncle's joins ours and faces Gooseneck Road, Salado  My Cousin's land joins both my land and my Uncles.</p> <p>The point is this. My Great-Great-Great Grandfather came from England and settled on this land. The Townsend family has farmed and passed down this land to the next generation since the late 1870s. My father was born in a cabin on a spot the new artery is planned to plow through.</p> <p>Our hearts are broken. My children and grandchildren's inheritance will be destroyed. Land broken into chunks with cows and farms gone and cars zooming by at high speeds through what is left on both sides.</p> <p>In my daughter's case it looks like your road will go over her home they built six years ago. Their forever home. Why would she think anything else? We would never have dreamed of this possibility. I built my home one year ago to retire here as well.</p> <p>I am taking the time to write this because our hearts are broken and we feel both sorrow and anger that something that we have loved so much could be taken away.</p> <p>We all feel after attending meetings that our tiny efforts are in vain, but I could not sleep without at least stating our feelings and concerns.</p>	<p>address environmental, safety and alignment concerns and public engagement with affected landowners.</p>
26	3/7/2023	Ryan Hodge	Email	"Between Brewer Road & FM 2484 1. New Eagle Ranch and Subdivision Approved & Signed Off by County, not setup for	Your opposition to the plan is noted.



				<p>a thoroughfare. 2. Multiple family homes. 3. Multiple canyons and creeks that would cost a fortune to cross.</p> <p><i>Note: See Appendix A Exhibit 3 included with this comment.</i></p>	The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.
27		LaDawn Borja	Sticky Note	I agree 2484 between FM 3481 to I35 needs to be widened but 2843 doesn't need to be.	Thank you for your comment.
28		Anonymous	Sticky Note	Upgrade to minor arterial? (Crows Ranch Rd)	Your comment is noted. A portion of Crows Ranch Road is proposed to be upgraded to a minor arterial and a portion to a major collector in the BCTP.
29		Christopher & Megan Gill	Sticky Note	Proposed Road Between FM 2115 And Harold Clark Road Would Intersect our Family Property	Your opposition to the plan is noted. Please see KTMOPO response to Commenter #23.
30	3/1/2023	Joyce	Comment Card	[between] Salado and Holland. FM 2268 need to be widened now. It can't wait 20 years. Many, many house are being constructed	Your comment is noted. Your concerns will be shared with the County Commissioners and TxDOT staff.

**Table 4 - Precinct 3 Comments**

<b>Comment Number</b>	<b>Date Received</b>	<b>Commenter Name</b>	<b>Source</b>	<b>Comment</b>	<b>KTMPO Response</b>
31	1/7/2023	Rhonda Henson	Email	<p>I am against some of the major reclassification of roads in this plan.</p> <p>My husband and I just received a text from a neighbor today letting us know that there are MAJOR road changes coming to our area and others. No one that I know in this area along and between SH 53, SH 36/190, FM 3117, and FM 437 had any knowledge of the planning organization and the possible changes that may be coming. I had guessed that type of expanding of SH 53 might be occurring since there were orange flag marking some type of utility. My thought was a possibility of a center turn lane, but that was just a guess. I had no idea of the span of the work that was being discussed.</p> <p>Now it appears that several of the road in this area are going to undergo tremendous changes, such as Seaton Road, Shaw Road, Stringtown Road, and Wedel Cemetery Road. I am against the expansion of these road as it will cause a definite hardship on the local owners and possible increase the number of accidents. With the proposed expansion up to a major collector (Page 32-33), that would mean more land will be taken out of agriculture purposes (but you obviously do not care about that with all of the decisions that have been made so far) and a definite increase in traffic along these roads. There is a large number of animals, both domestic and wild, that could be on those roads, along with farm equipment. The speeds that would be allowed (and not followed) would increase the likely hood of more accidents happening. People do not currently follow the posted speed</p>	<p>Your opposition to the plan is noted.</p> <p>Public engagement is critical and will continue throughout the planning process. To date, public feedback has been helpful in identifying constraints and potential improvement options.</p> <p>KTMPO held an additional 30-day public comment period and 4 more public meetings to ensure that all Bell County citizens had the opportunity to submit feedback regarding the plan.</p> <p>The statement regarding the "Plan Does NOT" change ownership or land use is accurate. The location of proposed roadways is conceptual only.</p> <p>The purpose of the BCTP is to provide Bell County with an idea of potential future</p>

			<p>limit so what is to stop them from going even faster when the road is enlarged!</p> <p>On page 4 of the KTMPO Plan, it states that the "Plan Does NOT" change ownership or land use. How can this be a true statement when roads are planned for extensions across farm/ag land and small two lane "county roads" are being turned into five lane Major Collectors. How does this not change ownership or land use? Land will be turned into asphalt! How can cows graze or crops grow on asphalt? What will happen to the frontage property of land owners when land will be "taken" from them for this construction? How will they be able to access their land or even IF they will be able to access it?</p> <p>Again, a major change coming to East Bell County and no obvious notification of it. A phone call to just one or two people about plans would help--we could spread the word if we only knew about it!</p> <p>Please try to be more transparent, more obvious with notifications, and to make a few phone calls about major topics. The people in our area feel as if it is intentional that we are not given that consideration and a chance to voice our opinion.</p>	<p>infrastructure needs in response to development. Proposed upgrades to roads in the Troy area would only be constructed in the future as needed.</p>
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32	1/7/2023	Leigh Welch	Email	<p>I attempted to submit my comments on the general comment form but it would not submit. My personal information and comments are listed below.</p> <p>Message:  I have lived in Bell County my entire life, specifically <b>Troy</b>. This proposal would rob our community of irreplaceable farmland and history. Watching the many changes occurring in Bell County is absolutely heartbreaking. The "small town" feel has been replaced with concrete, houses and roads. I feel like nobody is considering one very important factor-farmland. The land that KTMO plans to destroy and pour concrete on top of, is land that has been farmed for multiple generations. This land provides grain to help feed us all. The last time I checked, food is an essential part of every human life. This land can NOT be replaced. Once you destroy it with these roads, it can never return to what it is now. This land has been cared for, loved and preserved for many generations. Leave it alone!!!</p> <p>This land serves as my family's livelihood. My husband is a 5th generation farmer/rancher.  In your planning process, do you take into consideration how this construction project will destroy people's livelihood?</p> <p>100% of Bell County agriculture commodities return to YOU in some form or fashion at HEB and Walmart. The next time YOU sit down to enjoy a good steak, chicken or a glass of milk, please remember that YOU are about to destroy the very land that helped produce these products for YOU to enjoy.</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan.</p> <p>The purpose of the BCTP is to provide Bell County with an idea of potential future infrastructure needs in response to development. Proposed upgrades to roads in the Troy area would only be constructed in the future as needed.</p>
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33	1/7/2023	Alison Teal	Email	<p>My husband and I bought our house located at [REDACTED] [REDACTED] for our homestead in 2012. It was a 32-acre property with a 4BR/4BA 2200 square foot home with a stock tank, and my favorite part- a windmill. Our house was in shambles. No lights, no floors, holes in the walls, snakes in the attic, rodents in the house, no improved pastureland. But none of that mattered. We were elated to find a piece of property in the school district we wanted, at a price we could afford. Our own little piece of the American dream. We knew that with hard work, it could be our dream home. In the last eleven years, we have poured every fiber of our beings into making our home a place we can be proud of. We added a shop, a barn, and entered into a contractual agreement with the USDA/NRCS for pasture improvement to remove the mesquite trees and sprig the land with coastal grass. Our three sons raise commercial steers in our barn to show at the Bell County Youth Fair and have started Teal Brothers Beef to market their product. We installed floors and lights in our house. We have recently started remodeling our 1981-style kitchen. We continue to build the American dream every day on our property. Our home was not purchased as an investment property. It was purchased to raise our children, raise our cattle, and raise our spirits. By changing the road in front of our house to a thoroughfare, the terms and conditions of our dreams change. No longer do we live in rural Bell County; we live on a path between Point A and Point B for commercial truckers. No longer do farmers and ranchers continue to work land that has been in their families for hundreds of years; their land is castrated in the name of progress. Understandably, the anecdotal reasons for preserving our way of life are more important to us than they are to people that don't live here. Bell County is growing, and progress is inevitable. Change is necessary for any civilization to survive.</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan.</p> <p>The purpose of the BCTP is to provide Bell County with an idea of potential future infrastructure needs in response to development. Proposed upgrades to roads in the Troy area would only be constructed in the future as needed.</p> <p>Public engagement is critical to the planning process.</p> <p>Public Notices and Public Comment Periods were posted in the Temple Daily Telegram on December 9, 2022, February 11 and 22, 2023.</p> <p>KTMPO held an additional 30-day public comment period and 4 more public meetings to ensure that all Bell County citizens had the opportunity to submit feedback regarding the plan.</p>
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				<p>However, change should be made through a democratic process, not through government overreach and land grab. Not only will mandates be issued for landowners to unwillingly sell their land, mandates will be made for how landowners can use their land. KTMPO made no attempt to contact landowners whose land would be affected by these changes. They claim to have posted these proposed changes in an unnamed newspaper. Certainly, it was not posted in the Temple Daily Telegram, which my neighbor scours every day to find these exact type of notices that have already affected his business in Temple. Incidentally, the 'Public Comment' Section was not available through January 7th as stated. Several of us who tried to submit comments on January 7th were unable to do so, even though we had only found out about the proposed changes on that same day. In a time where government mandates have forced me to stay in my home, wear a mask, told me where I can shop by only permitting select businesses to open, and told me a vaccine is absolutely necessary... it just feels like too much. Enough. Overreach stops here. Progress must happen. But a snatch and grab sneak attack on our way of life will never be a means to build public trust in our elected officials.</p>	
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34	2/15/2023	Patricia Simecek	Email	<p>I oppose the Temple East Outer Loop Project. I oppose making FM 2086 and Apple Cider Road major collectors. Land owners in this area do not want to lose our homes and our properties to this project.</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>The proposed Apple Cider Road upgrade has removed from the BCTP at the direction of the County Commissioners.</p> <p>FM 2086 is a TxDOT maintained roadway. Any future expansion decisions will be made by TxDOT and will require additional studies to address environmental, safety, and alignment concerns.</p>
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35	2/16/2023	Anonymous	Comment Card	East outer loop does not follow any current existing roads! Extend HKDodgen Loop 363 to 4-6 lanes and overpasses.	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>Your comment regarding HK Dodgen Loop has been shared with TxDOT.</p>
36	2/17/2023	Melinda Bulls	KTMPO Website	I do not support the building of an East Outer Loop which will allow the City to encroach on NON City land and disrupt rural Bell County agriculture. What will it take for City of Temple, KTMPO, Reinvestment Zone, Kasberg Engineering, and TXDOT to all publish identical maps?	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p> <p>The BCTP shows general location of the East Outer Loop</p>



					project and not any specific alignments, which will be determined by additional studies.
37	2/17/2023	Jodie Folsom	Email	<p>Last night I attended a public meeting at the Bell County Courthouse to discuss the proposed outer loop on the west side of I35. We thought the city would send representatives that would discuss how this new road would impact us and when the construction would begin. Instead, we were shown maps that were designed over 10 years ago. The meeting representatives stated many times, "we may never build to this plan". When we got up to look at the maps at the end of the meeting, we saw that these were not the plans we received from Ed Kolacki on Feb 3. They seem to be hiding that information. A group from Holland had the same issue. They had received an updated plan that no one would talk to. So it was a huge waste of time to attend a meeting when no one was going to be honest and address our concerns. It appears that they are showing a plan that they know they won't build so they can avoid having an honest discussion.</p> <p>So here's my concerns, based on what I have been told by Ed. This new plan creates new roads that go through peoples' lands and pastures.</p> <p>The current Loop 363 has never been built to the plan of 4 lanes with shoulders. The road coming off Loop 363 onto Gun Club is a lumpy mess. It's not maintained to accommodate any increased traffic, so if you build in phases and stop at Gun Club Rd, it will cause a huge traffic problem when that traffic has to go South. There is a load zoned bridge to the south, too. There is not a turn lane to turn onto Gun Club Rd from Loop 363. There is a subdivision being started on Loop 363 down from Buc cees. They</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p> <p>Your comments regarding Loop 363 have been shared with TxDOT.</p>

				<p>already put in a turn lane for them, but didn't put one in for Gun Club.</p> <p>There is another subdivision on SH 95 that will use Loop 363 and increase traffic.</p> <p>Can you share the studies you have done to show a need to go through people's properties on Gun Club Road? I'd like to see the study that shows you need a Loop that is less than 2 miles away from the current loop.</p> <p>Why have the people affected not been contacted? Just because you haven't published the plans?</p> <p>One of the people that will be affected per the new secret plan only has 10 acres. So if you take 2-3 acres, he will lose his ag exemption.</p> <p>I'd like to see the plan that affects my property at the next meeting and it would be nice to have someone there that isn't afraid to talk about it.</p>	
38	2/17/2023	Skeebo Reichert	Email	<p>Thank you for letting me speak with you at last night's meeting. I have attached two maps. A detailed map showing the 14 houses 3 businesses and the Power Substation that I believe would be affected by the yellow line of the City of Temple map. I can give you further information about this area if you would like.</p> <p><i>Note: See Appendix A Exhibit 4 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p>

39	2/19/2023	Robert Sherwood	Email	<p>I recently attended the KTMPO meeting about the proposed outer loop in Temple. Upon arriving at the courthouse there was no signage to direct you to the proper place. Also the materials you brought to the meeting were not sufficient for the amount of people in attendance. Obviously you didn't expect the number of people that came to voice their opinion on this proposed action. We were told the meeting was announced on "Facebook" what about folks that don't have Facebook. Wouldn't it have been better to announce this important meeting some other way. I also believe a better solution would be to expand the existing inner loop with more lanes. Have traveled the outer loop on the west side and it won't line up with any existing road as stated by the people in charge of this meeting, also where the outer loop is proposed there is a spring there that will not support a road of this type. the people in charge also spoke of using existing roads when possible but the proposed route doesn't look like it's using any existing roads on any of the maps provided. Will be attending the future meetings in hopes that you will be better prepared for them. Also, the towns affected by their own proposed bypasses should hold their own meetings. I.E. Holland and Rogers. the folks that will be affected by this proposal on the east side of 35 have worked hard to have the land they have and work and some have had the land in their families for generations.</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p>
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40	2/19/2023	Ruth Sherwood	Email	<p>I attended your KTMPO Public meeting on February 16th concerning the 2022 Draft Bell County Thoroughfare Plan. Like many attendees, I was sadly disappointed in the lack of planning and information available at this meeting. Also, I found it unfair to be invited to your meeting and many folks wanting to speak, were cut short because of time or you didn't want to discuss it.</p> <p>I live on Berger Rd, so of course the East Outer Loop is a major concern for me and my neighbors. We have had your life altering 'PLAN' hanging over our heads for a while now and we were expecting to be informed about the County's intentions. So far all we have seen is a very vague map that has raised all of our stress levels, but it sounds like you don't really have a PLAN, just a possible idea that has only disrupted our lives.</p> <p>I fail to understand why you would even be thinking about the east side, when so much remains to be done around Temple. And why don't you expand the east inner loop. right now it's hardly even close to what a loop should be. Expand to more lanes, similar to the west loop.</p> <p>I believe, building the outer loop through valuable farmland is a bad idea. And I, like my neighbors, don't want our homesteads to be removed from existence. We have spent our lives planting our roots here and maintaining our homesteads for our future generations. Destroying that is not progress.</p> <p>We are not in favor of your PLAN.</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>Loop 363 is a TxDOT maintained facility. KTMPO staff has shared your comments about Loop 363 with TxDOT.</p>
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41	2/28/2023	John Snow	Email	<p>I attended the KTMPO transportation meeting a couple of Thursday evenings ago and would like to offer a comment on the proposed route of project T45-15.</p> <p>The proposed route crosses the west side of my property as shown in the "Final Alignment" map. The property has been in my family since the 1880s. That in and of itself is no consequence other than the sentimental value of the property. However I do have the best working knowledge of the property itself. That said, it should be known that somewhere on the hilltop at approximate coordinates 31.14 latitude by -97.30 longitude there is a grave. The exact location is unknown and was never marked too my knowledge but everyone in the family when I was growing up maintained a man was buried on the hill somewhere around the house he lived in at that location since he was hired help for my ancestors. Let me know if you have any questions.</p>	<p>Your comment is noted.</p> <p>KTMPO has shared the information with the City of Temple, as they evaluate alignments for the East Outer Loop project.</p>
42	3/1/2023	Cheri Loew	Comment Card	<p>Frustration by many that the map is not enlarged for us to see details for the Temple East Loop. Could this part of the plan be enlarged for the next meeting for us to see and discuss the plans?</p>	<p>Your comment is noted.</p>
43	3/1/2023	Skeebo Reichert	Comment Card	<p>On the corner of little flock and Hwy 53 there are 13 houses, 5 business, and Brazos Electric Power Station that will be disrupted.</p>	<p>Your comment is noted.</p> <p>Please see KTMPO response to Commenter #37.</p>
44	3/2/2023	Kristen Reichert	Email	<p>I was at the meeting last night and had a couple of questions before I submit a comment on this project.</p> <p>1. It was stated that City of Temple or Belton plans could not be changed. Does this mean that the County Commissioners have no input in the plans made by the cities, even if the land that's being taken over for roads are not part of the current city limits? If that's the case, what's the point of this project as those of us living in these areas outside the city limits have no representation if our county commissioners</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p>

				<p>aren't decision-makers?</p> <p>2. Who can I contact at the City of Temple regarding the East Outer Loop plan?</p>	<p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p>
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45	3/2/2023	Melinda Bulls	Email	<p>Please submit my comments</p> <p>1) I think Loop 363 east needs to be finished with turning lanes and at least 6 lanes. The infrastructure is already there</p> <p>2) I think Loop 363 needs a traffic study. ASAP. Daily, there are near wrecks due to speed and no turning lanes. I almost was rear-ended at least 3 times in the last month.</p> <p>3) Review maps 3, 3a, 3b for alternative route suggestions. They are tabloid size so they will not print very well without adjusting printer settings, fyi.</p> <p>I spent about 2 hours looking up properties. The majority of these 3 suggested paths DO NOT HAVE HOMES ON THEM AND NO ONE LIVES ON THESE PROPERTIES AND THE OWNERS DON'T EVEN LIVE EAST BELL COUNTY and my proposed routes DO NOT CROSS COTTONWOOD CREEK. The 2 "maps" that I have seen, the first map wipes out millions of dollars worth of properties and crosses Cottonwood Creek and the 2nd map affects generational family lands and crosses cottonwood creek which would disrupt all of the wildlife that lives out there. Why didn't the "planners/engineers do the same thing? Why didn't the persons who drew a line on the map go out and look at the properties affected? Why didn't they research each lands impact on a new road? I am assuming the goal of a road is to</p> <p>a) not to tear down any homes or bldgs. b) try not to disrupt the farms of these families c) use as much city property as possible d) take the least amt of land with all affected e) try to keep peace with all who are affected f) and not cross major creeks</p> <p>Going East on Berger, veer to the right of Little elm water towers (In the City limits) taking road frontage from Cargill and avoid the water towers. There are ugly power lines across Cargill anyway. A road under those lines won't really</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p> <p>Loop 363 is a TxDOT maintained road. KTMPO staff has shared your comments about Loop 363 with TxDOT.</p>
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			<p>matter.</p> <p>Go South on Lower Troy Road ( in the City limits)take road front from cargill and leave the properties across the street alone!</p> <p>At Property ID [REDACTED] owned by [REDACTED] (who doesn't live on this property and there are no houses/bldgs) go east on this property. Prop ID [REDACTED] owner [REDACTED] (THERE IS A HOME ON THIS PROPERTY) may be wiped out in front....A road here would be too close to this home OR GO TO PROP ID [REDACTED] (and leave prop id [REDACTED] alone) (OWNED BY [REDACTED] WHO LIVES IN BELTON and veer over to [REDACTED] property line (there is no home/bldgs. on this property) see map below purple line</p> <p>At the property line of Property ID [REDACTED] owned by [REDACTED] who lives on this property (house would be pretty far away from this road if it hugs this property line) , go along property line heading East and take as little of his property as possible</p> <p>BLUE At the next property ID [REDACTED] owned by [REDACTED] WHO LIVES IN [REDACTED] (there is no house on this property and no one lives there), cross that property going East</p> <p>BLUE At the next property ID [REDACTED] owned by [REDACTED] WHO LIVES IN [REDACTED] (there is no house on this property and no one lives there), cross this property going South</p> <p>OR ORANGE Head East and hug property ID [REDACTED] owned by [REDACTED] (there is no house on this property and no one lives there) AND I WOULD LEAVE [REDACTED] PROPERTY ID [REDACTED] ALONE and cross Gun Club at this point</p> <p>ORANGE Head South on Gun Club and touch road front of prop id [REDACTED]/[REDACTED] [REDACTED] whose house is pretty far up the hill and would be away from the road. (follow existing road) and continue onto touch Cottonwood Creek Rd. I am</p>	
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				<p>assuming that he would prefer the road IN Front of his property instead of thru his property like map #2 shows. ORANGE Head East on Cottonwood and touch Prop ID [REDACTED] owned by [REDACTED] but try to keep road as far away from [REDACTED] house as possible and probably use some of proper id [REDACTED] owned my [REDACTED] (there is no house/bldgs. on this corner but the [REDACTED] live adjacent to this corner property), touch Prop ID [REDACTED] owned by [REDACTED], Avoid [REDACTED] house and Touch Prop ID [REDACTED] (there are no house/bldgs. on this property and no one lives on it) owned by [REDACTED] WHO LIVES IN [REDACTED] and then touch FM 438</p> <p>BLUE Cross Gun Glub Road going South and hug the property line of [REDACTED] Property ID [REDACTED] (there are no houses/bldgs. Just a small tank in this path but he lives on this property) and [REDACTED] Property ID [REDACTED] (there are no houses/bldgs. at the back of this property but someone lives on this property at the front)</p> <p>BLUE Hug the property id [REDACTED] line of [REDACTED] who lives in town going East (there are no houses/bldgs. at the back of this property but there is some houses/structures at the front of this property)</p> <p>Blue go East on Property id [REDACTED] owned by [REDACTED] LIVES IN TOWN (no one lives on this property and there are no houses/bldgs. on this property)</p> <p>Blue go East on Property id [REDACTED] owned by [REDACTED] LIVES IN TOWN (no one lives on this property and there are no houses/bldgs. on this property)</p> <p>Blue go East on Property id [REDACTED] owned by [REDACTED] LIVES IN TOWN (no one lives on this property and there are no houses/bldgs. on this property)</p> <p>Blue go East on Property id [REDACTED] owned by [REDACTED] [REDACTED] LIVES IN [REDACTED] (no one lives on this property and there are no houses/bldgs. on this property)</p>	
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				<p>AT THIS BLUE POINT EITHER cross part of [REDACTED] Property id [REDACTED] (there are no houses/bldgs. at the back of this property but there is a home at the front of property) and then cross prop id [REDACTED] (there are no houses/bldgs. on this property and no one lives on this property) owned by [REDACTED] (LIVES IN [REDACTED]) then touch [REDACTED] ( LIVES IN [REDACTED]) Prop id [REDACTED] (there are no houses/bldgs. on this property and no one lives on this property) then [REDACTED] LIVES IN [REDACTED] Prop id [REDACTED] (there are no houses/bldgs. on this property and no one lives on this property) then touch FM 438</p> <p>OR</p> <p>cross Prop id [REDACTED] owned by [REDACTED] [REDACTED] address is IN [REDACTED] (there are no houses/bldgs. at the back of this property but there is a home at the front), touch [REDACTED] [REDACTED] id [REDACTED] ( there are no houses/bldgs. on this property and no one lives there) touch [REDACTED] prop id [REDACTED] (there are no houses/bldgs. on this property and no one lives on this property) then cross [REDACTED] LIVES IN [REDACTED] Prop id [REDACTED] (there are no houses/bldgs. on this property and no one lives on this property) then touch FM 438</p> <p><i>Note: See Appendix A Exhibit 5 included with this comment.</i></p>	
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46	3/3/2023	Jodie Folsom	Email	<p>I attended a meeting with Ed Kolacki on February 3, 2023 along with many of our neighbors. At that meeting, we were given a copy of a map showing that the outer loop would go through our properties before it connected with Berger Road. That map is not being shown at any of the meetings I've attended with the city about the Outer loop.</p> <p>The problems I see with this new layout is that 1 - it's being kept secret, they don't show it in the meetings to discuss the Outer loop.</p> <p>Number 2 - it appears to be very illogical to run this through so many people's lands and pastures and farmland. This road would run between my property and my neighbors property and would decrease his land holdings to where he could no longer have an ag exemption. Loop 363, is only 2 miles to the south of the proposed new road.</p> <p>3 - currently Loop 363 has not been completed to the original plan to be four lanes with shoulders and turn lanes. Why would you start another new road?</p> <p>4 - loop 363 has a bridge that goes over the train tracks. On the new map that we were shown by Ed, this new loop would meet up with Berger Road and intersect with I 35. Why would you have a four-lane highway that has everyone stop for a train track when right down the road there's a loop with a bridge over the train tracks. This train track is right next to Cargill feeds. Cargill keeps about 10 to 12 empty cars there and when they fill them up the train comes by and has to leave them more empty cars and pick up the full cars and there's lots of going back-and-forth across the road to do this.</p> <p>5 - when we asked the planners about this road that they are not showing, they claimed to not know anything about it. Now we are expected to go to these meetings to keep up with the plans, but they're not showing the plan.</p>	<p>Your opposition to the plan is noted.</p> <p>Please see KTMPO's response to Commenter #36.</p>
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47	3/4/2023	Kristen Reichert	Email	<p>I would like to submit the following comment regarding the Bell County Thoroughfare Plan and the East Outer Loop plans around Temple:</p> <p>When I saw the map for these plans, I made the comment that it would wipe out the house where my in-laws live. My 5-year-old burst into tears and said, "Where will Granny B. and Gramps live?" These plans may be a decade or two away from being implemented, and my in-laws will most likely be passed. But by the grace of God, my kids will still be here. Our 11-acre land was meant to be their inheritance, and their kids' inheritance. Building a road through that would make it worthless, and it's simply not necessary when there is an existing loop only two miles away.</p> <p>I would like to make the recommendation to whoever is responsible for these plans to consider expanding the existing Loop 363 to a four-lane highway, something that should have been done when it was first built years ago. Besides other homes, I would like to point out that the plans for the East Outer Loop cut through existing businesses, as well as an <b>electric sub-station</b> that sits on our property at 5150 Lemonwood Ln. I recommend that the person responsible for these plans take a drive through the areas being affected and see for themselves the damage this loop would cause. Annexing land to the City of Temple at the sacrifice of those who have no city representation is simply despicable.</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p> <p>Loop 363 is a TxDOT owned facility. KTMPO will share your comments.</p>
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48	3/6/2023	Beverly Hejl	Email	<p>The East Outer Loop, and much of the other proposed Thoroughfare Plan, is not necessary and is not in the best interest of regular people (ie. people who are not real estate developers, city officials, and others who are pre positioned to benefit from this blatant land grab).</p> <p>Furthermore, this serves to increase the power and size of the government which means a decrease in the power and voice of THE PEOPLE.</p> <p>The side of Loop 363 from Buccee's to around Gun Club and other adjacent roads desperately needs to be widened and turn lanes added. Similarly, HWY 53, should also be widened and turn lanes added for safety. After these things are completed, the addition of an Outer Loop is not necessary.</p> <p>We do not want this. We do not want the road. We do not want the development. We do not want our family legacies stolen for a road that only benefits people with their hands already in the money pot.</p> <p>At this point, we would be better off if none of this proposed Thoroughfare Plan happened.</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>Loop 363 and HWY 53 are TxDOT maintained facilities. KTMO will share your comments.</p>
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49	1/6/2023 - 1/8/2023	Greg McAulay Alison Teal Carrie Starke Mackey	Facebook Thread	<p>1. Considering one of the proposed roads is on my southern property line, why am I seeing this and hearing about it one day before public comment is closed!? Why have the property owners that are effected, my neighbors, not been informed? The expansion loop, between Temple and Oenaville crossing the 438, looks to pass through their land, CS 1239119. 2. here is the answer. Interesting that the County Commissioners Court Workshop is taking place while OUR Commissioner is out of town.</p> <p>in what newspaper was this posted?</p> <p>[Greg McAulay] Same here! They are planning to come through the middle of our place.... ??</p>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>Public engagement is critical to the planning process. Public Notices and Public Comment Periods were posted in the Temple Daily Telegram and Killeen Daily Herald on December 9, 2022, February 11, and February 22, 2023. KTMPO held an additional 30-day public comment period and 4 more public meetings to ensure that all Bell County citizens had the opportunity to submit feedback regarding the plan.</p>
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50	Various	Multiple Comments Anonymous (5)	Sticky Note	<ol style="list-style-type: none"> <li>1. Crash data in plan does not support need for additional loop in East Bell County</li> <li>2. Expanding existing Loop 363 before building New Outer Loop isn't needed</li> <li>3. Crosses 4 properties and energy transfer station *Identified as intersection of SH53 *Proposed East Outer Loop project</li> <li>4. Can I please get a clear answer? Will my property be effected??</li> <li>5. Two loops 2 miles apart (out FM 438) - unnecessary; Houston 610 &amp; BW8 (<i>not legible</i>) widen 4381 Berger &amp; all good</li> </ol>	<p>Your opposition to the plan is noted.</p> <p>The East Outer Loop project is listed in the City of Temple's Thoroughfare Plan. KTMPO included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p> <p>Loop 363 is a TxDOT owned facility. KTMPO will share your comments.</p>
51	Various Dates	Elizabeth Flye & Bennett Varnader Robert & Jessica Cloud	Sticky Note	Paper map doesn't reflect proposed changes for: Smith Dairy Rd (upgrade); Smith Dairy Lane (New Road); Tahuaya Rd (upgrade).	Your comment is noted. KTMPO verified that the proposed upgrades to Smith Dairy Road, Smith Dairy Lane, and Tahuaya Road are shown on the BCTP map.
52	2/27/2023	Grant Evans	Email	I recently had an opportunity to review the 2022 Bell County Thoroughfare plan. I live on FM 2184. My main concern is the new road paths that appear to be going through existing farm and ranch land. In a time of increasing general inflation and rising food prices we should not be sacrificing existing	Your opposition to the plan is noted.

				<p>farm and ranch land for construction of roads, high density housing, or commercial development. Even if the development consumes a small band of existing land, the soil and air quality for the remaining surrounding farmland would most likely be negatively impacted. In addition, if these roads spur people to sell generational farms to real estate developers we're simply taking that farmland out of production. We run the risk of land owners taking action to sell based on this plan, which may not be in the best long term interest of the Bell County area.</p>	<p>Your comments are noted. KTMPO staff will share your with the County Commissioners.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, alignment concerns and public engagement with affected landowners.</p>
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**Table 5 - Precinct 4 Comments**

<b>Comment Number</b>	<b>Date Received</b>	<b>Commenter Name</b>	<b>Source</b>	<b>Comment</b>	<b>KTMPO Response</b>
53	2/10/2023	Ash Tolliver	Email	I am reaching out about the potential new road proposed to cut through our much beloved equestrian center Parrie Haynes Ranch off Maxdale Road. Who can I contact to speak with against this proposition? As an avid horsewoman and general outdoor enthusiast, I'm deeply against the decimation of PHR.	Your opposition to the plan is noted.  After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.
54	2/13/2023	LaDawn Borja	Email	Why do we need a road connecting these roads? Especially when it would cut through land left to the children of Texas and equestrians to enjoy? This is the ONLY place in this area you can go ride, bike, and hike in peace and enjoy nature. People come from all over the US to ride Parrie Haynes and enjoy the nature and history of the area. My family settled this area when Indigenous people were still in this area, before Camp Hood was even a thought. When the hills were home to various wildlife and hadn't been destroyed by man for their gravel and limestone. The rivers in this area were clean and teaming with bass, crappie, and catfish. The memories of the beauty of this area are brought back to life every time I ride thru the creeks, trees, hills, and the river at Parrie Haynes. Parrie left her land for us Texans to enjoy. I believe she knew what progress would do to this beautiful part of the great state of Texas and wanted to leave her land as a reminder to all of us. Please do not destroy this woman's legacy to the state of Texas and her descendants. I implore you DO NOT destroy this area with a road just so people can cut a few minutes off their daily commute.	Your opposition to the plan is noted.  After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.

55	Various	<p>Multiple Commenters (18)</p> <p>Kim Herold, Tanya Little, Crista Swier, Trista Lutz, Debra Sannwaldt, Brenda Wallace, Connie Mitchell, Christy Villa, Margarete Kelley, Robin Cosgrove, Liesel Krach, Komra Beth Salo, Christy Chittum, Sara McMillan, Misty Erwin, Marilyn Kinney, Denise Givens, Christy Hutchison-Monroe</p>	Various	<p>I have a concern with the 2022 Draft Bell County Thoroughfare Plan in regards to the proposed Major Collector route which would cut through the middle of the park area on the map that is Parrie Haynes, joining Ivy Gap Road, Oakalla Rd, Maxdale Rd and FM 2670.</p> <p>This area is one of the few locations left for equestrians to bring their horses and both ride and camp in central Texas. Putting this road through the park will potentially eliminate our ability to ride, camp and enjoy nature at this location. Even if the proposed road does not cut through the currently existing camp area known as Parrie Haynes Equestrian Ranch it will still harm our ability to safely ride in the area. A major collector route will bring an increase in the amount and types of vehicles using the roadways around Parrie Haynes which brings increased risk to those of us who haul our trailers on the currently quiet road leading to Parrie Haynes. Large trucks and inattentive drivers on this road is a recipe for disaster for those of us hauling horses on this windy road.</p> <p>Additionally, the State of Texas conducted a study last year to evaluate the need to enhance trail opportunities for Texans. The study states that Trail usage across Texas has vastly increased, especially in recent years when COVID-19 impacts encouraged many Texans to spend more time visiting trails. In fact, recreation opinion surveys from all across the state consistently highlight trails as the first or second highest preference for recreation facilities. Trails are an important quality of life feature for people and contribute to livable communities. They provide numerous benefits, not just for recreation and health, but also for environmental preservation, transportation connectivity, and economic growth.</p>	<p>The commenter's opposition to the plan is noted by group.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
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				<p>[texas-trail-study-report.pdf](https://tpwd.texas.gov/publications/nonpwdpubs/media/texas-trail-study-report.pdf)</p> <p>I ask that you reconsider this proposed major collector route and do not construct it through the currently existing parkland.</p>	
56	2/14/2023	Christian J. von Wupperfeld General Counsel Texas Juvenile Justice Department	Email	<p>The Board of the Texas Juvenile Justice Department (TJJD) serves as trustee for two trusts set up to benefit the orphans of Texas. One of the pieces of real property owned by the trust is the Parrie Haynes Ranch, consisting of approximately 4,400 acres located in Bell County.</p> <p>Last Thursday, February 9th, TJJD first learned of the Draft 2022 Bell County Thoroughfare Plan, February 2023 (the Plan). The Plan includes a proposed extension of Ivy Gap Road through the ranch property to FM 2670. While it is understood that the Plan is a guide to development of the county's transportation system and does not require the building of the proposed roadways, please allow this letter to serve as notice-in-opposition to the proposed road through the ranch property.</p> <p><i>Note: See Appendix A Exhibit 6 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
57	2/14/2023	Rhonda Henry	Email	<p>Please reconsider your plan to dissect the Parrie Haynes Ranch. We ride there often. It is a wonderful outdoor space for families. Those are few these days.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

58	2/14/2023	Mary Lou Borchers	Email	<p>I have a concern with the 2022 Draft Bell County Thoroughfare Plan in regards to the proposed Major Collector route which would cut through the middle of the park area on the map that is Parrie Haynes, joining Ivy Gap Road, Oakalla Rd, Maxdale Rd and FM 2670.</p> <p>With Texas growing at a very fast rate, the State needs MORE parkland with quiet beauty and not less. Also, with Parrie Haynes being a prime trail riding and camping area, the proposed road through the middle could increase the danger and certainly decrease the joy of riding there.</p> <p>Surely there is a way to circumvent the park?</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
59	2/14/2023	LaDawn Borja Bell County Sheriff Posse	Email	<p>I also forgot to add that South Bell County volunteer fire department and the Bell County Sheriff Posse utilize Parrie Haynes for their Ground Search and Rescue (GSAR) training and are planning to utilize Parrie Haynes for their Mounted Recue training. So please add this to your list.</p>	<p>Thank you for the additional information.</p> <p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
60	2/14/2023	Sandy Smith	Email	<p>There aren't enough places to ride your equine now. DONT MESS UP PARRIE HAYNES, with a road going through it. We drive 2 hours to go ride there.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

61	2/14/2023	Hunter Glisson-Warner	Email	<p>Parrie Haynes is a treasured and protected outdoor space that should not be destroyed, even partially, for the sake of the economy. The benefits it provides to all of the residents of bell county, human and animal alike, far outweighs any potential economic benefit.</p> <p>I hope this decision is retracted.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
62	2/15/2023	Barb Chopek	Email	<p>I am upset to hear of the proposed Major Collector route which would cut through the middle of the park area on the map that is Parrie Haynes, joining Ivy Gap Road, Oakalla Rd, Maxdale Rd and FM 2670.</p> <p>I camp and ride in this beautiful ranch several times a year. This area is one of the few locations left for equestrians to bring their horses and both ride and camp in central Texas. Scout groups and tent campers also enjoy this recreation area. Putting this road through the park will potentially eliminate horse owners and non horse folks ability to ride, camp, hike and enjoy nature at this location. Even if the proposed road does not cut through the currently existing camp area known as Parrie Haynes Equestrian Ranch it will still harm our ability to safely ride in the area. A major collector route will bring an increase in the amount and types of vehicles using the roadways around Parrie Haynes which brings increased risk to those of us who haul our trailers on the currently quiet road leading to Parrie Haynes. Large trucks and inattentive drivers on this road is a recipe for disaster for those of us hauling horses on this winding road.</p> <p>Quite frankly on all my visits to this ranch over the past 7 or 8 years I did not notice the need for any road improvements. Traffic is a non issue. There just does not seem to be the volume of traffic in the area that would necessitate</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				<p>destroying a gem of a recreation area.</p> <p>Additionally, the State of Texas conducted a study last year to evaluate the need to enhance trail opportunities for Texans. The study states that Trail usage across Texas has vastly increased, especially in recent years when COVID-19 impacts encouraged many Texans to spend more time visiting trails. In fact, recreation opinion surveys from all across the state consistently highlight trails as the first or second highest preference for recreation facilities. Trails are an important quality of life feature for people and contribute to livable communities. They provide numerous benefits, not just for recreation and health, but also for environmental preservation, transportation connectivity, and economic growth.</p> <p>[texas-trail-study-report.pdf](https://tpwd.texas.gov/publications/nonpwdpubs/media/texas-trail-study-report.pdf)</p> <p>I ask that you reconsider this proposed major collector route and do not construct it through the currently existing parkland.</p>	
63	2/15/2023	Julie Johnson	Email	<p>I have a concern with the 2022 Draft Bell County Thoroughfare Plan in regards to the proposed Major Collector route which would cut through the middle of the park area on the map that is Parrie Haynes, joining Ivy Gap Road, Oakalla Rd, Maxdale Rd and FM 2670.</p> <p>This proposed road does not appear to cut through the currently existing camp area known as Parrie Haynes Equestrian Ranch but it will still harm our ability to safely ride in the area. A major collector route will bring an increase in the amount and types of vehicles using the</p>	<p>Your opposition to the plan is noted.</p> <p>Thank you for visiting our region.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				<p>roadways around Parrie Haynes which brings increased risk to those of us who haul our trailers on the currently quiet road leading to Parrie Haynes. Large trucks and inattentive drivers on this road is a recipe for disaster for those of us hauling horses on this windy road.</p> <p>I am a 7th Generation Texan and have sadly watched our open spaces and areas that we were once able to ride our horses dwindle. I travel to Parrie Haynes on a regular basis. It is about 1.5 hours away from where I live but it is one of the few places that I can go and ride and camp with my horse. I can count on one hand the number of places that are within a 2 hour drive from me that have this opportunity. Please don't make this ranch a place that is no longer safe or enjoyable to ride our horses and escape the daily stress of big city life. Equestrians are a small and quiet group but we are fierce in our love of open spaces and areas that we can go and enjoy beautiful hill country trails. The last thing I want to hear while enjoying my stay is the sound of traffic.</p> <p>I beg of you to reconsider this proposed major collector route and do not construct it through, or even close, to the currently existing parkland.</p>	
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64	2/15/2023	Chris Belliveau	Comment Card	The road would take out our home & property	<p>Your opposition to the plan is noted.</p> <p>BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and Public Engagement with affected landowners.</p>
65	2/15/2023	Crawford	Comment Card	Please show the Lampasas river completely and the 3 concrete bridges that cross over the river at Maxdale Rd South	Thank you for commenting. The Lampasas River has been added.
66	2/15/2023	Mary Grace Sellers	Comment Card	Every person involved should be contacted. We only found out through a friend. That's a sad situation! Garden of Hope is a home for children from homes of domestic violence. These children need to be protected. Parry Haynes is a great area for these children. They don't need main roads going through that could potentially put the children in danger.	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
67	2/15/2023	KF Fitzgerald	Comment Card	Sad planning puts a road thru Parry Haynes Ranch. Land that was bequest to the orphans of Texas. Currently there are 35 severely abused children lives at the Garden of Hope on Parry Haynes Ranch.	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
68	2/15/2023	Ryan Kirkpatrick	Comment Card	Maxdale Rd dead ends into a rocky wash board Dirt Ft Hood Reservation Road. Parry Haynes Borders the entire rd to the left. Tara Farms Game Ranch and multiple 2nd generation ranches and properties border the right. There is	Your opposition to the plan is noted.



				no need to turn that road into a 4 lane rd given nothing but local traffic travel that rd and it is a waste of tax payer funds.	The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and Public Engagement with affected landowners.
69	2/15/2023	Diane J. Haney	FB Page	Please don't put a road through our fabulous trail park	Your opposition to the plan is noted.  After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.
70	2/16/2023	Geri Bischoff	Email	<p>This email is regarding the 2022 Draft Bell County Thoroughfare Plan. The Major Collector route proposal will cut through the middle of Parrie Haynes Ranch, joins Ivy Gap Road, Oakalla Rd, Maxdale Rd and FM 2670. Building a road through one of the last remaining Bell County ranches with public access, will degrade and limit its beneficial use for Bell County residents and travelers from around the United States.</p> <p>This area is used primarily by equestrians, but also children, hikers, bicyclers, and campers, Parrie Haynes, the ranch's donor, left this in a trust for the orphans of Texas. Her intended purpose was for children, not for use as another roadway.</p> <p>Parrie Haynes is one of the few locations left for families to ride and enjoy nature in central Texas. A major collector route will increase the amount and types of vehicles using</p>	Your opposition to the plan is noted.  After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.

				<p>the roadways around Parrie Hayes.</p> <p>This quiet road leading to Parrie Haynes is part of the remote and quiet experience lacking today. With large trucks, inattentive drivers, more traffic on this road will increase accidents.</p> <p>Additionally, the State of Texas conducted a study last year evaluating the need for Texans to experience trail opportunities. This study states that trail usage across Texas has vastly increased in recent years when COVID-19 impacts encouraged many Texans to spend more time visiting trails and public lands.</p> <p>In fact, recreation opinion surveys from across the state consistently highlight trails as the first or second highest preference for recreation facilities. Trails are an important quality of life feature for people and contribute to livable communities. They provide numerous benefits, not just for recreation and health, but also for environmental preservation, transportation connectivity, and economic growth.  <a href="#">texas-trail-study-report.pdf</a></p> <p>Another consideration is the nationwide draw of Parrie Hayes Equestrian Ranch for recreational use. This location's beauty, solitude and known reputation providing a central Texas Hill Country experience is why people come to Parrie Haynes. The travel income from this pristine location has fiscal impacts to surrounding towns, including Killeen, Temple, Harker Heights and Copperas Cove.</p> <p>Please reconsider this proposed major collector route, removing Parrie Haynes from this construction proposal.</p>	
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71	2/16/2023	Scott Cospers Transcribed by Anita Janke	Telephone	<p><i>Portions of the voicemail are inaudible.</i></p> <p>I am calling about a random question related to an article on the news last night about the KTMPO Public Meeting. Evidently, Mr. Kouzak is upset about a proposed roadway connecting 116 South of Copperas Cove to existing 2670 which runs about 4 miles west of Hwy 195, which is a brilliant idea for numerous reasons. One is it creates connectivity from south Copperas Cove to south Killeen and it also provides access to the land locked Parrie Haynes property that belongs to the State of Texas. They currently have two parcels, I believe each of them are over 2K acres. One has frontage on Maxdale Road and the other is landlocked and also provides an alternative route for the army to be able to build their second runway project whether it's for more air lift cargo capabilities for the army or whether it's for future airport (<i>inaudible</i>) it would help to accommodate either of those. And try to put in some positive comments related to that. (<i>inaudible</i>) If I had to guess like many of the projects that show up it's on the long-term unfunded for (<i>inaudible</i>) evidently somebody is trying to get everybody stirred up and I'm trying to help counter that. Sorry for the lengthy message, I'm just trying to give all the information I can. Ultimately my question is who should I talk to at KTMPO to put some positive comments in?</p>	KTMPO appreciates the commenter's support of the plan.
72	2/17/2023	John N. Macey Wildlife Biologist / Restoration Ecologist	Email	<p>I propose the road through the Parrie Haynes Ranch for many reasons:</p> <ol style="list-style-type: none"> <li>1. Much of the ranch is already set up in USFWS mitigation for the black-capped vireo and the endangered golden-cheeked warbler.</li> <li>2. It was set up in a Trust for the orphans of Texas by Mrs. Parrie Haynes, and is currently home to a foster care facility and the Boys and Girls Club. Putting a road through the ranch would jeopardize their safety and the aesthetics of the</li> </ol>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				<p>ranch.</p> <p>3. A more feasible alternative would be to improve Maxdale road.</p> <p>Oppose. Yes sir. Thank you for catching. I didn't have my glasses on. Want me to send another one?</p>	
73	2/17/2023	Christopher E. Bray	Email	<p>I attended the meeting in Harker heights on 15 Feb regards the proposed road to Parrie Haynes ranch. Here are my thoughts and concerns.</p> <p>1. This proposed road is solving no problem that I am aware of and appears to me primarily to be an effort to open up land to developers. It appears designed by someone sitting in an office that must produce something to justify a job existence.</p> <p>2. I understand Ktempo is a planning org and has a role in Bell County, but I looked at your 30-year plan in Bell County at the courthouse and I saw a division of private property to create a roads network all the way to the Southern Bell County line. I think plans are a great thing, but many of these proposed roads are completely unnecessary. Bell County has a hard enough time maintaining the ones they have. I fully appreciate that Killeen can't expand, east (Harker heights), west, (Copperas Cove) or north (Fort Hood). They can only grow south and your 30-year plan envisions that. However, not all growth is good growth, and this sort of growth across undisturbed, pristine land is unnecessary. I could see it if you were trying to solve some traffic congestion problem, but that is not the case.</p> <p>3. I hope our County Commissioners stop this unnecessary growth. Rural residents like myself will fight to protect our rural life. I (We) do not support this southern expansion. Once roads are built, Killeen will try to annex whatever they can for tax purposes.</p> <p>4. As the Training Division Chief for Fort Hood from 2103-</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				<p>2018, I understand why you have to circumvent Ft Hood Federal lands. You need DA approval to acquire use of those lands, and you WILL NOT get it. Copperas Cove has tried unsuccessfully to get a small piece of Fort Hood land along FM190 for nearly 10 years. They will never get it because they have to provide other land in exchange. I participated in this land exchange effort.</p> <p>5. Bobby Whitson says he will not use imminent domain for these roads, and I trust he will not. Louie Minor is a wild card, especially as a social activist and member of the Fort Hood Home Builders Association.</p> <p>6. Any an all developers and home builders I believe will be at odds with the residents of this property. The property you plan to build a road across is generally pristine and undisturbed, and it needs to remain that way 9not to mention the engineering requirements of such a road)</p> <p>7. Needless to say further, I am ADAMANTLY opposed to this proposed road.</p>	
74	2/17/2023	Leah Crenwelge	Email	<p>I am concerned about the 2022 Draft Bell County Thoroughfare Plan in regards to the proposed Major Collector route which would cut through the middle of the park area on the map that is Parrie Haynes, joining Ivy Gap Road, Oakalla Rd, Maxdale Rd and FM 2670.</p> <p>Texas is losing its wide open spaces to development and roads everywhere. Please remember that my daughter and her generation will still want safe and enjoyable nature trails to ride on 50 years from now. I ask you to reconsider this action, which will effectively ruin the park and could potentially open it up to even more development down the road (literally and figuratively).</p> <p>Thank you for keeping Texas a great place to live for us and for future generations.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

75	2/17/2023	Teresa Moore	Email	<p>I'm emailing you with a concern on the proposed road that will go through Parrie Haynes Equestrian Center. I'm an avid outdoors person who loves to ride horses, hike and camp. There are not that many places close to where I live to camp in Texas with your horse but Parrie Haynes is one of them. This is a great place to get away from city and not worry about traffic while horseback riding. While the park borders a road, it's only a small section and you are protected by the fences. It's a beautiful place that is managed by a wonderful lady who does all she can for this place. It would be terrible to have it go away or to have to camp close to a major thoroughfare if that were to be the case. Please reconsider this project and look for other options.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
76	2/17/2023	Dana Bruce	Email	<p>Please save the trail!!</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
77	2/18/2023	Misty Valdez	Email	<p>In 1957, Parrie Haynes Ranch was left in a trust by its owners to benefit the Orphans of Texas. The ranch is about 4,500 acres, 1600 acres of which you will find Parrie Haynes Equestrian Center. The Parrie Haynes campground covers about 24 acres with 40 fully functioning campsites offering 30/50 amp electric, drinking water and horse pens. There are also four cabins and one RV for rent. A clean bathhouse with showers has been built for those that tent camp. There is also a round pen and obstacle course for your equine.</p> <p>Parrie Haynes is not just used by equestrians. Hikers, bikers, runners, hunters, birdwatchers, and nature lovers all come out using the trails that are so convenient to the local cities</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				<p>and towns.</p> <p>Parrie Haynes Equestrian Center is also attractive for the use of church organizations, business retreats and many other events.</p> <p>Here are just a few ways Parrie Haynes Equestrian Center benefits the communities near by:</p> <ol style="list-style-type: none"> <li>1. Equestrian trails provide economic educational benefits to local communities from horse ownership, horse keeping and agritourism opportunities .</li> <li>2. Equestrians are the 5th largest outdoor recreation group according to a BEA study.</li> <li>3. Trails in communities increase property values and ecological benefits.</li> </ol> <p>The Bell County Thoroughfare Plan that includes connecting Maxdale Road to FM 2670 would be a terrible outcome for the landowners, Parrie Haynes Ranch, orphans, and the communities that benefit from the Parrie Haynes Ranch activities.</p>	
78	2/19/2023	Lucinda Pritchard	KTMOPO Website	<p>If you have to "take" the land away from public use then have the developer replace it with the same like usage plus some.</p> <p>Horse rider</p>	<p>Your position of a land swap has been noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
79	2/20/2023	Cheryl and Omer Lozo	Email	<p>Attached are our comments regarding this plan. Thank you in advance for your consideration.</p> <p>We have been wandering State and National Parks for decades now and believe that everything should be done to protect not only the integrity of our parks but also the area</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes</p>

				<p>that surrounds them. We believe we owe this to future generations.</p> <p>As former equestrians, in 1999 we made a decision to move here to an equestrian development to reside with multiple horses and have riding opportunities nearby. Many mornings we have watched a slow progression of horse trailers and campers headed to the park to enjoy time off. Horses, and children at play don't mesh well with a vehicle "Thoroughfare". In our opinion, Parrie Haynes is not a place to drive through, but a safe, preserved destination.</p> <p>In reading the definition of a Major Connector, this road could be 80 feet wide. Like many, we travel 195 on a regular basis and note that folks still throw debris out their windows and unsecured trash falls off the backs of trucks. Will a major connector through a State Park be treated any differently? The only trace left behind in a park should be footprints.</p> <p>A 2021 Texas Monthly article noted that 767,000 horses live in Texas –more than in any other state. Many parks do not have equestrian facilities. This park is important for that reason and also for the experience of riding open spaces that once existed in abundance, but now dwindle rapidly.</p> <p>Increasingly, parks are an oasis for residents to escape traffic, noise and development. We need more parks and trails that fill this need not less. Please consider improving the roads and environment around the park versus cutting through it.</p> <p>Thank you for your consideration and kindly add us to your distribution list. We will be attending the meeting at the Texas A&amp;M Campus on March 2.</p>	<p>Ranch to Maxdale Road has been removed.</p>
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				<i>Note: See Appendix A Exhibit 7 included with this comment.</i>	
80	3/14/2023	Ann Farris	Comment Card	<p>1) If it is true that state roads (ex. FM 2484, 2670, etc.) are not controlled by the county, they should not be marked for expansion on this map.</p> <p>2) Parrie Haynes Ranch should be marked, identified, and labeled. It is not a park.</p> <p>3) The rivers need added (ex. Lampasas).</p> <p>4) Extending Chaparral Road to the west, beside the cemetery and westward, should be explored.</p> <p>5) Please share the data and the objective for the various proposed roads.</p> <p>Our County Commissioner has a responsibility to know this plan, to know the layout of his district, to have communicated with us about this plan <u>and</u> then hearings. He has failed miserably and voters should take note of that. Being new does not work as an excuse.</p>	<p>Your opposition to the plan is noted.</p> <p>KTMPO works closely with local governments and transportation agencies like TxDOT to plan for regional transportation improvements. These roads have been included the project in this Plan to stay consistent with all planning efforts in the County.</p> <p>Chapparal Road cannot be extended to the West due to the presence of Fort Cavazos.</p> <p>The Lampasas River has been added to the map.</p>
81	Various	Multiple Commenters (2) Vicki Batres Theresa Vechnak	Email	<p><i>Similar Comment as Commenter #92 with Referenced Petition to Oppose.</i></p> <p><i>Note: See Appendix A Exhibit 8 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
82	2/23/2023	Connie Meredith	Email	<p>Please please try and come up with an alternative. There are precious few safe trails for equestrians. To put a road through or close to a trail system is just asking for potential disaster.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap</p>

					Road through Parrie Haynes Ranch to Maxdale Road has been removed.
83	2/24/2023	Suzanne Schmidt	U.S. Postal Service	<p>RE: Parrie Haynes</p> <p><i>Note: See Appendix A Exhibit 9 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
84	2/24/2023	Suzie Arnold	Email	<p>We concerned citizens and land owners in Southwest Bell County oppose the plan proposed by KTMPO to build a highway from Madale to Ivy Gap road. We object based on these reasons:</p> <ol style="list-style-type: none"> <li>1. The Parrie Haynes Ranch was left to help orphan children and is presently operated for the Central Texas Boys and Girls clubs and is home to the Garden Of Hope children. It needs to be kept intact.</li> <li>2. The wildlife management plan for PHR is protecting the endangered golden cheeked warbler and black capped vereo. For many years successful youth hunts are held and promoted by the Friends of PHR to help control the deer population. The proposed road would go through those protected areas.</li> <li>3. The Equestrian Center has miles of trails and is the haven for riders and trail challenge events. Scout troops and church groups enjoy camping and hiking opportunities.</li> </ol> <ol style="list-style-type: none"> <li>1. The proposed road would split centuries old farmsteads and many homesites.</li> <li>2. There now exists two paved roads (Bell co 201 and Burnet co 220) that could tie into Ivy Gap road.</li> </ol>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

85	2/24/2023	Lessie Delores Gautier	Email	<p>As a lifetime citizen of Bell County and a member of the Maxdale Community area, I find this proposal unacceptable.</p> <p>The maps are inaccurate/lack details. The Lampasas River is missing. North Maxdale Road leads to the Ft. Hood Reservation. FM 2670 is a State of Texas Road, leading to Burnet County. The maps propose that FM 2670 link to Ivy Gap Road. This road would go through Parrie Haynes Ranch (PHR), deeded to the State of Texas and currently under Texas Department of Juvenile Justice. Areas of PHR are protected for the Golden Cheek Warbler (endangered species) and the recently delisted Black Capped Vireo.</p> <p>Bell County, particularly Western Bell County, has minimal water resources. Wells are running dry. Aquifers are being depleted more quickly than they are recharged. Stillhouse Hollow Lake remains under drought watch. I have been told that a large aquifer has been found in southeast Texas and plans are being made to run pipelines to our area as a source for water. At what cost? Timeline? What areas of Texas will be dependent on this pipeline? How long before developments deplete this aquifer?</p> <p>This proposal requires access to privately owned property. This is not well received in my area. Many of us have either been landowners for generations or have purchased land more recently with the intent of it remaining within our family for future generations.</p>	<p>Your opposition to the plan is noted.</p> <p>Rivers have now been added.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p> <p>Public engagement is critical and will continue throughout the planning process. To date, public feedback has been helpful in identifying constraints and potential improvement options.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental (natural resources and water conservation), safety, alignment concerns and public engagement with affected landowners.</p>
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86	2/24/2023	Joe Parker	Email	<p>Please see the <b>attached</b> petition and add it to your documentation concerning a new road from Maxdale to Ivy Gap Rd. Our family has enjoyed the camping, equestrian, hiking and nature found there for over 8 years. This proposed road would cause a profound loss not only to Bell County but also the surrounding counties and to the many visitors from Texas and beyond.</p> <p><i>Note: See Appendix A Exhibit 10 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

87	2/26/2023	Andrew Bozeman	Email	<p>My wife and I moved to Central Texas in 1989 when I was in the Army. We lived in Copperas Cove up until she died in 2020. We raised our children here. Prairie Haynes Ranch has always been a natural treasure to this area.</p> <p>The Killeen area is growing at an unprecedented rate. We are losing more and more of our wildlife areas as old farmsteads are being broken up and sold for development. Prairie Haynes Ranch provides many opportunities for youth in the area to experience nature. Especially underprivileged youth who are being raised in an ever growing urban environment.</p> <p>This Ranch should be left undeveloped and protected for our future generations of youth to enjoy and learn. This is an integral part of Central Texas history.</p> <p>Any development of a highway through this Ranch is an insult to the memory and legacy of the Haynes family.</p> <p>Thank you for your time and consideration.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
88	2/26/2023	Nicole Kelley	Email	<p>PETITION</p> <p>We concerned citizens and land owners in Southwest Bell County oppose the plan proposed by KTMPO to build a highway from Maxdale to Ivy Gap road. We object based on these reasons:</p> <ol style="list-style-type: none"> <li>1. The Parrie Haynes Ranch was left to help orphan children and is presently operated for the Central Texas Boys and Girls clubs and is home to the Garden Of Hope children. It needs to be kept intact.</li> <li>2. The wildlife management plan for PHR is protecting the endangered golden cheeked warbler and black capped vereo. For many years successful youth hunts are held and promoted by the Friends of PHR to help control the deer population. The proposed road would go through those protected areas.</li> </ol>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				<p>3. The Equestrian Center has miles of trails and is the haven for riders and trail challenge events. Scout troops and church groups enjoy camping and hiking opportunities.</p> <ol style="list-style-type: none"> <li>1. The proposed road would split centuries old farmsteads and many homesites.</li> <li>2. There now exists two paved roads (Bell co 201 and Burnet co 220) that could tie into Ivy Gap road.</li> </ol>	
89	2/27/2023	Karen Coombes	Email	<p>I have been riding horses at Parrie Haynes Ranch for 20 years. The peace and quiet there refresh my soul and allow me to reconnect to nature in a most special way - on the back of my horse in the wilderness. As soon as I pull off 195 onto FM2670 I feel a shift in the madness of the world. Then that right turn onto Maxdale Rd... I roll down my windows and drive real slow, savoring the fresh air and unhurried pace. Final turn into Parrie Haynes Ranch, check in with Ona at the office (one of the most amazing quintessential Texas women I know - tough as nails, smart as a whip, lover of all living things), pick my spot, unload my horse and thank God for all His amazing creation and for having this place to go to experience it.</p> <p>I'm not alone in these feelings. I've ridden with countless others there who would say the same. Parrie Haynes Ranch has a special magic about it. The atmosphere there is different. I pray that the development plans will not include the disruption of this historical ranch. Parrie Haynes herself, God rest her soul, would not want that. I don't want that. Everyone I know who rides there doesn't want that. The wildlife there, if they could talk, would say they don't want it either.</p> <p>I beg you to urge the decision makers to not make any changes in that area. To FM 2670, Maxdale Road and</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				especially Parrie Haynes Ranch. Bulldozers would undo in a few weeks what has taken hundreds of years to develop.	
90	2/28/2023	Twila Parker	Email	<p>Our family and friends have been enjoying Parrie Haynes Ranch for years riding our horses and mules. We've watched it grow in use from local, state and out of state residents. Like any tourists we bring in tax dollars.</p> <p>There are very few places in Texas where one can ride for days out of the same camp ground plus not have to worry about an aggressive UTV / ATV rider which can cause a dangerous encounter on horseback.</p> <p>Please consider this request and attached petition to NOT put in this proposed highway ruining one of the few remaining public places like this in Texas.</p> <p><i>Note: See Appendix A Exhibit 11 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
91	3/2/2023	Chris Belliveau	Comment Card	<p>The road would split the Parrie Haynes Ranch and it was left for the Orphan children... <u>read petition</u>. Add it would go through our personal property. It would cross the river in flood plain area. Right after the new Maxdale bridge crosses the river.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
92	3/2/2023	Bradley Ware	Comment Card	<p>There is no reason there is a need for another road crossing the Parrie Haynes Ranch when there is already an existing road running Parallel with it, N Maxdale Rd. Just simply improve N. Maxdale Rd.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

93	3/2/2023	Rebecca and Steven Lovell	Email	<p>Please find attached the 254 supporters we have against the road proposal that divides Parrie Haynes Ranch and goes through our personal home and land.</p> <p>My family has put their blood, sweat and tears, not to mention our life savings into this property on Gann Branch rd that is our retirement home. We have plans to die on this land and it is has been out life's dream to have a piece of land to pass down to our children and grandchildren. Now our dreams are being threatened with this road proposal. Please know we have ZERO plans to sell our home and land and are willing to die to save and protect our dreams.</p> <p><i>Note: See Appendix A Exhibit 12 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety and alignment concerns and public engagement with affected landowners.</p>
94	3/3/2023	Michelle Maxwell Rupe	Email	<p>Please hear my concerns on the proposed 2022 Draft Bell County Thoroughfare Plan, which will impact the Historic Parrie Haynes Equestrian Center located on Maxdale Road in Killeen.</p> <p>I am a trail rider, taxpayer and one of the 797,000 horse owners in the State of Texas. Our economic impact to the state is well established.</p> <p>As an avid Trail Rider and steward of the land, I enjoy camping with my horses. Just like any other recreational user who enjoys camping with family and pets. There are only 12 State Parks with equestrian campgrounds out of 86 total State Parks. The remaining 74 parks do not allow horses, but are open to hikers, bikers, and campers. The Army Corps of Engineer parks are not any different. Only 9 out of 26 have equestrian campgrounds. Several campgrounds only have 5 or less equestrian sites. Parrie Haynes is one of the privately owned Equestrian</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>



				<p>Campgrounds that are instrumental in allowing equestrians to enjoy the benefits that other recreational users have excess through publicly funded parks. As we have seen recently, Fairfield State Park is being closed because of urban development. Texas taxpayers were the losers in this deal.</p> <p>Parrie Haynes Ranch is a uniquely historic preserve. This property is a Texas landmark that needs to be protected. Historical reenactments are held here due to the abundant space, mature trees, varied topography that lends itself to attendees being able to step back in time.</p> <p>Equestrians are increasingly conscious of and are continuously engaged in efforts, both public and private, to preserve and protect land access for trails. We are active stewards of the land. Suburban development can and will spell an end to open land available for trail riding and other recreational users.</p> <p>Please reconsider an alternate route which will save one of the premier Equestrian Campgrounds in Texas. Instead of planning for future development, take the initiative to plan for future green space.</p>	
95	3/3/2023	Adrienne Driskill	Email	<p>I am writing to oppose the proposed thoroughfare through Parrie Haynes Ranch. This ranch provides a place for us trail riders and outdoors people to enjoy nature. As you may know, Texas is lacking in public lands and places to trail ride. Parrie Haynes is a great asset to the state and the area.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
96	3/3/2023	Ruth Ann Pieri	KTMPO Website	<p>Maxdale Rd. Road Plan Impact on Parrie Haynes Ranch</p> <p>I would like to go on record in opposition to the proposed road that will pass through Parrie Haynes Ranch in Bell County.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap</p>

				<p>The property was gifted to the state of Texas by Ms. Parrie Haynes specifically for the benefit of Texas youth. Parrie Haynes Ranch has been and is currently under the stewardship of several organizations that have spent decades working in conjunction with Texas Parks and Wildlife and juvenile advocacy groups in support of Ms. Haynes' desire. I believe all Texas officials must abide by the intent of Parrie Haynes' bequest. If the conditions of a gift of land can be so easily tossed aside, the likelihood of future such donations is diminished.</p> <p>When less land, both that which has already been donated and that which may be donated in the future, is available for public use, the quality of life for Texas citizens suffers. As it is, Bell County has only three large green spaces. Urban sprawl follows roads, resulting in less natural space for recreation and for wildlife. Texas is opening Palo Pinto Mountains State Park (also donated land) this year amid much exultation as to how we need more parks near populated areas, in that case the DFW area. It is ironic and inconsistent that one piece of donated land is declared needed and celebrated while another very similar property, currently used and appreciated by many citizens including youth, is on the verge of being altered to the point of destruction. It is also tragic.</p> <p>There is no significant need for the road to go through the ranch property. At the March 1st KTMO meeting, director Uriah Nelson stated that one purpose of the overall plan is to provide access to counties that are adjacent to Bell County. That goal can be met better with a road around, not through, Parrie Haynes Ranch.</p> <p>I ask that no road be built through Parrie Haynes Ranch. Make a decision you can be proud of: honor the bequest, preserve the mission of a green recreational space, and build a road elsewhere.</p>	Road through Parrie Haynes Ranch to Maxdale Road has been removed.
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97	3/4/2023	John N. Macey Wildlife Biologist / Restoration Ecologist	Email/Letter	<p>Please see the <b>attached</b> letter regarding the road proposal plan. If you have any questions please feel free to reach out to me.</p> <p>03/04/2023 Dear KTMPO and Commissioners Minor, Schumann, Whitson, and Schneider, First I would like to thank you for holding the four town hall meetings regarding the proposed roadway system presented by KTMPO. However, I do think it would be beneficial in future endeavors to contact the potentially impacted landowners prior to holding town halls. This may prevent negative public opinion as demonstrated by many in the very last town hall meeting. I oppose the road going through the Parrie Haynes Ranch (PHR) (figure below) for the following reasons: 1.) The majority of the proposed road goes through two properties and to my knowledge neither of the landowners plan on developing the land. The Texas Juvenile Justice Board has already sent comments to KTMPO. 2.) The community would be better served by improving Oakalla Road to the west and Maxdale Road to the east. 3.) The PHR is home to the Boys and Girls Club of Central Texas (BGCTX) and Garden of Hope Foster Care Facility, and the road could create safety hazards. 4.) The PHR conducts youth hunting activities administered by the Texas Youth Hunting Program and sponsored by the BGCTX and the Friends of the PHR (all non-profit groups for youth). 5.) Much of the PHR is set up in mitigation for the endangered golden-cheeked warbler and the</p>	<p>Your opposition to the plan is noted.</p> <p>Thank you for the feedback regarding the public engagement (PE) process. PE is critical and will continue throughout the next phases. To date, public feedback has been helpful in identifying constraints and potential improvement options. Please keep in mind the BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and PE of effected landowners.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
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				<p>black-capped vireo. The management, monitoring, and habitat restoration for these two songbirds are conducted through the Texas Parks and Wildlife Foundation (TPWF) and reviewed by the U.S. Fish and Wildlife Service. In addition, the entire ranch is being managed and restored to improve the diversity and integrity of the habitats. This proposed roadway would impact not only these two songbirds but many more.</p> <p>6.) Lastly, the PHR was set up in trust to help the children of Texas. Please take the time to investigate the history of the ranch or contact me and I would be glad to give you a tour. If you have any questions, would like to meet, or take a tour of the ranch, please do not hesitate to reach out to me.</p> <p>Best regards</p> <p><i>Note: See Appendix A Exhibit 13 included with this comment.</i></p>	
98	3/4/2023	Lisanne Gross	Email	<p>I am concerned about the 2022 Draft Bell County Thoroughfare Plan in regards to the proposed Major Collector route planned to cut through the middle of the ranch/park area on the map that is Parrie Haynes, joining Ivy Gap Road, Oakalla Rd, Maxdale Rd and FM 2670.</p> <p>This area is one of the few locations left for equestrians (several of my neighbors) to bring their horses and both ride and camp in central Texas. Putting this road through the park will potentially eliminate the ability to ride, hike, camp and enjoy nature in this community. Even if the proposed road does not cut through the currently existing camp area known as Parrie Haynes Equestrian Ranch it will still impact safe riding in the area. A major collector route will bring an increase in the amount and types of vehicles using the</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				<p>roadways around Parrie Haynes which brings increased risk to horse owners who haul trailers on the road leading to Parrie Haynes. I have hiked Parrie Haynes - it's beautiful and adds to the attraction of west Bell County.</p> <p>In 2022, the State of Texas conducted a study to evaluate the need to enhance trail opportunities for Texans. The study states that Trail usage across Texas has vastly increased, especially when COVID-19 impacts encouraged many Texans to spend more time outdoors. In fact, recreation opinion surveys from all across the state consistently highlight trails as the first or second highest preference for recreation facilities. Trails are an important quality of life feature for people and contribute to livable communities. They provide numerous benefits, not just for recreation and health, but also for environmental preservation, transportation connectivity, and economic growth. <a href="#">texas-trail-study-report.pdf</a></p> <p>Please take a closer look at this study and reconsider this proposed major collector route; I ask that it not be constructed through the currently existing ranch and park area. Don't remind us of Joni Mitchell's song, ".... they paved paradise and put up a parking lot."</p>	
99	3/5/2023	Lori Sumrall	Email	<p>I am a horse owner 68 yrs old and have had a horse since I was 9. I have lived in Texas my whole life. I want to Voice my concerns on the proposed 2022 Draft Bell County Thoroughfare plan, which will impact the Parrie Haynes Equestrian Center.</p> <p>My love for Trail Riding has taken me many places thru the years, but one of my favorite places to go is Parrie Haynes for camping and gathering with friends that I ride with that I don't live close to. Parrie Haynes is amazing place to ride and well run facilities PLEASE CONSIDER AN ALTERNATE ROUTE</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

				WHICH WILL SAVE ONE OF THE BEST PLACES TO CAMP AND TRAIL RIDE	
100	3/6/2023	William Sledge	Email	Yes Thank you so much for a foll. WE ride at Parrie Haynes quite often. I would regret not having this for horsefolks and everyone. We live in Coleman county.	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
101	3/6/2023	Laura Burt	Email	<p>I urge your consideration.</p> <p><i>Note: See Appendix A Exhibit 14 included with this comment.</i></p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
102	Various (February 6, 2023 – March 7, 2023)	Multiple Commenters (21) Denise Baker, Carla Marchesi, Jeanie D Slaughter, Willemina De Boer, Charlie & Margarette Heredia, Shelley M Hurd, Richard Sams, Margaret Rabbitt, Janet P Price,	Various	<p>I am a Trail Rider, taxpayer and one of the 797,000 horse owners in the State of Texas.</p> <p>I want to voice my concerns on the proposed 2022 Draft Bell County Thoroughfare Plan, which will impact the Parrie Haynes Equestrian Center.</p> <p>Being a Trail Rider, I enjoy camping with my horses. Just like any other recreational user who enjoys camping with family and pets. There are only 12 State Parks with equestrian campgrounds out of 86 total State Parks. The remaining 74 parks do not allow horses but are open to hikers, bikers, and campers. Army Corp of Engineer parks are not any different. Only 9 out of 26 have equestrian campgrounds. Several campgrounds only have 5 or less equestrian sites.</p> <p>Parrie Haynes is one of the privately owned Equestrian Campgrounds that are instrumental in allowing equestrians to enjoy the benefits that other recreational users have</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

		Carol Nichols, Gail Cotton Michaud, Linda Secrist, Dale Heidbrider, Debbie Schramm, Hollie Watson, Dianne Martin, Marilyn LeFevre, Vera Toth, Brian & Myriam Casey		<p>excess through publicly funded parks. As we have seen recently, a State Park is being closed because of urban development. Texas taxpayers were the losers in this deal. Equestrians are increasingly conscious of and engaged in efforts, both public and private, to preserve and protect land access for trails. Suburban development can and will spell an end to open land available for trail riding and other recreational users.</p> <p>Please reconsider an alternate route which will save one of the premier Equestrian Campgrounds in Texas. Instead of planning for future development, take the initiative to plan for future green space.</p> <p><i>Note: See Appendix A Exhibit 15 included with this comment.</i></p>	
103	Various	Multiple Comments (4) Dolores Haisler, Rhonda Cole, Larry Mitchell, Larry Mitchell Jr	Sticky Notes	<p>Texas Needs Parrie Haynes we need a place to ride. No Highways. Bypass Parrie Haynes.</p>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>
104	Various	Multiple Comments (7) Anonymous	Sticky Note	<ol style="list-style-type: none"> <li>1. Ft Hood washboard Rocky Dirt Road Maxdale</li> <li>2. Parrie Haynes Dumb Idea Expect better from our leaders</li> <li>3. (pointing at Parrie Haynes) This landowner ABSOLUTELY WILL NOT sell!</li> <li>4. Ft Hood deadend rocky dirt rd (pointing to Maxdale Rd &amp; Ft Hood boundary)</li> <li>5. Endangered species bird sanctuary (pointing to Parrie Haynes)</li> <li>6. No need for 4 lane rd</li> <li>7. Deadends to Ft Hood gravel rd (pointing to Maxdale Road)</li> </ol>	<p>Your opposition to the plan is noted.</p> <p>After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.</p>

105	Various	Anonymous	Sticky Note	What is the purpose of Briggs Rd, it goes to nothing in Burnet Co. Have you co-ordinated with Burnet any?	Your comment has been noted. Thoroughfare Plans from Bell County cities and the surrounding Counties were reviewed and coordinated with as available.
106	Various	John Kuczek	Sticky Note	Instead of Parrie Haynes Road Can we suggest skirting Ft. Hood Training & coming out @ Chaparral & Hwy 195?	Your opposition to the plan is noted.  After additional review the proposed extension of Ivy Gap Road through Parrie Haynes Ranch to Maxdale Road has been removed.
107	Various	Anonymous	Sticky Note	Is this Parrie Haynes Ranch, in 2 parts	Your comment is noted. Yes, the area you are pointing to on the map is Parrie Haynes Ranch.
108	Various	Anonymous	Sticky Note	Have you asked Ft Hood for land for road?	Your comment is noted.  KTMPO did reach out to Fort Hood (Cavazos) for input into the plan.
109	Various	Multiple Commenters (2) Anonymous	Sticky Note	<ol style="list-style-type: none"> <li>1. Maxdale Rd no need to widen makes no sense &amp; waste of moneys</li> <li>2. You need to look at cost to come over the lake rivers &amp; corp land. This is what killed the project in 2001, especially Hwy 201</li> </ol>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address funding and alignment concerns.</p>



110	Various	Anonymous	Sticky Note	FM 2670 is TxDOT Rd not county	Your comment is noted. Correct, FM 2670 is a TXDOT maintained roadway and any future expansion decisions will be made by TxDOT. The Bell County Thoroughfare Plan includes proposed improvements to TxDOT roadways that are in the County as they are part of the overall transportation system.
111	Various	Multiple Commenters (2) Anonymous	Sticky Note	<ol style="list-style-type: none"> <li>1. Widen Chapparral school traffic</li> <li>2. Chaparral Rd complete! Amen</li> </ol>	Your comment is noted. Chapparral Road is in the City of Killeen jurisdiction. They are currently in the process of widening Chaparral Road.
112	3/2/2023	Lila Kirkpatrick	Comment Card	I am confused by the idea of widening Maxdale road. It dead ends to Ft Hood so w/out permission from federal government, since it is federal land, what would be the benefit? Fm2670 is a county road that runs parallel w/ a river (Lampasas) that feed into Stillhouse lake. Do we have county permission to extend? One developer of 2670 cannot develop @ this time because lack of water/resources. This wont change anytime soon.	<p>Your comment is noted.</p> <p>The BCTP is a guiding document and not a construction plan. The plan does not require or recommend that the roads listed be built. Any future construction would require additional studies to address environmental, safety, and alignment concerns.</p>

113	3/2/2023	Marjorie Gill	Comment Card	<p>Our property has already been impacted by eminent domain. I moved to this address to have peace &amp; peace &amp; quiet. In addition I'm a veteran with some PTSD. The current proposed road would impact that peace &amp; peace &amp; quiet. I'm not the only person/vet that has these issues that could potentially affect much of the property in this area can't be developed into smaller lots due to deed restrictions. One suggestion may be to use the current paved road that cuts through west ft hood form Fm116/Oakalla Rd to SH 201. A second suggestion would be to skirt the Ft Hood boundary and the state veterans cemetery to ____ up with Chaparral. The current maps also don't show the location of power lines, or rivers such as the Lampasas River.</p>	<p>Your opposition to the plan is noted. Thank you for your service to our Country.</p> <p>The BCTP is a guiding document and not a construction plan.</p> <p>KTMPO did reach out to Fort Hood (Cavazos) for input into the plan.</p> <p>The Lampasas River has been added to the map.</p>
114	3/2/2023 - 3/7/2023	Multiple (356 total commenters)		<p><a href="#">Petition · STOP!!!! KTMPO road proposal going thru Parrie Haynes Ranch · Change.org</a></p> <p>KTMPO was notified by Ms. Lovell on 3/2/2023 that 254 individuals were in support of the above-mentioned petition that was in opposition to the plan.</p> <p>On 3/8/2023 KTMPO received an updated list with 356 individuals in support of the above-mentioned petition in opposition to the plan.</p> <p><i>Note: See Appendix A Exhibit 12.</i></p>	<p>Your opposition to the plan is noted.</p> <p>KTMPO did reach out to Fort Hood (Cavazos) for input into the plan.</p>
115	5/4/2023	John Hardin Kuzcek	Facebook Post	<p>The road through Parrie Haynes and Maxdale is gone from the final draft. Whew! Thank you to those designing this for listening to the public's concerns.</p>	<p>KTMPO appreciates the commenter's support of the planning process.</p> <p>Public engagement is critical to the planning process. The feedback provided about Parrie Haynes helped staff improve the final product.</p>

116	5/5/2023	Debra Sannwaldt	Email	Thank you for considering the input provided regarding the previous route which would have gone through Parrie Haynes. I appreciate that it now skirts the area which is loved and used by so many for recreational purposes.	<p>KTMPO appreciates the commenter's support of the planning process.</p> <p>Public engagement is critical to the planning process. The feedback provided about Parrie Haynes helped staff improve the final product.</p>
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**Table 6 - General Comments**

<b>Comment Number</b>	<b>Date Received</b>	<b>Commenter Name</b>	<b>Source</b>	<b>Comment</b>	<b>KTMPO Response</b>
117	12/10/2022	Cody Jacobson	Facebook Post	No more future roads until they fix the current ones please	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns.</p>
118	12/10/2022	Shawn Ferguson	Facebook Post	Bunny Trail, Stagecoach, Chaparral for starters [in response to what roads need fixing]	<p>Your opposition to the plan is noted.</p> <p>Bunny Trail, Stagecoach, and Chapparal Road are or will be owned and maintained by the City of Killeen. Future decisions on improvements will be made by the City.</p>
119	12/10/2022	Shawn Ferguson	Facebook Thread	1. Let me guess. More housing, less real business. 2. You won't listen to anyone so why bother.	<p>Your opposition to the plan is noted.</p> <p>Public engagement is critical and will continue throughout the planning process. To date, public feedback has been helpful in identifying constraints and potential improvement options.</p>

120	12/12/2022	James Marshall	Facebook Post	Why pretend that anyone's opinions matter?	<p>Your comment is noted.</p> <p>Public engagement is critical and will continue throughout the planning process. To date, public feedback has been helpful in identifying constraints and potential improvement options.</p>
121	12/14/2022	Nick Smith	Facebook Post	Awesome. Let's have more overpaid contractors build more terrible roads that deteriorate within 5 years, meanwhile not planning for watershed due to over development. Not to mention we can't even add sidewalks to the existing terrible roads we have.	<p>Your opposition to the plan is noted. The BCTP is a guiding document and not a construction plan. The plan does not require or recommend that the roads listed be built. Any future construction would require additional studies to address environmental, safety, and alignment concerns. If you would like to learn about becoming a pedestrian advocate, please attend the Bicycle, the Pedestrian Advisory Committee meetings held quarterly.</p>

122	12/15/2022	Nick Smith	Facebook Thread	<p>1. it would take an hour to recall and list every road in Killeen that is rutted, potholed and that floods when it rains. Not to every road that has a random 200' of sidewalk that dumps into a grass shoulder. This city's infrastructure funds have been mis-prioritized longer than I've been alive.</p> <p>But hey, whatever. Let's keep throwing up housing tracks and packing people in so our taxes can be funneled into black holes longer. Like new High Schools with University grade stadiums for athletic pipe dreams, while they feed our kids poisonous trash in the cafeteria and create excellent STARR exam takers, rather than capable youth with skills, ready for adulthood. 2. It blows my mind that these degenerates are just now considering how sidewalks can be conducive to a thriving community. Where I come from, there's a 4' sidewalk along every road. They provide safe means of travel for young adults with the ambition to change their financial situation. They reduce traffic by providing fairways for healthy alternatives modes of transportation. They also create an "outdoors" culture, which in turns brings a community together. But what do I know.</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any funding would be identified in the future development phase.</p> <p>If you would like to learn about becoming a pedestrian advocate, please attend the Bicycle, Pedestrian Advisory Committee meetings held quarterly.</p>
123	1/5/2023	Robert Schwindt	Facebook Post	<p>One important word "possible". County doesn't have a crystal ball to tell where next developments will occur. I don't think the county has the power to wholesale deny permits to rezone agricultural land. May be needed because water seems to be a potential major problem.</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. The plan does not require or recommend that the roads listed be built. Any future construction would require additional studies to address environmental, safety, and alignment concerns.</p>

124	1/7/2023	Andrew Sommer	Email	I have multiple concerns. I will start with the safety of families with young children where you propose a major road. We choose to live in the country and are fine with the less traveled roads that bring us peace being away from the higher traffic areas. In addition, more traffic brings more eyes and more potential for crime for our homes in the country with easier access to major roads. This map looks to put this major road right in front of my property. Another concern is the careless chopping up of land that people have worked hard for. The proposal looks to make quicker access for those to the existing major roads, but there are roads that get everyone to them just may take a couple additional turns. I hope those making decisions consider the negative effects to us who want to live in the country and keep all of the things away...development, major roads, stores, gas stations, etc. There are plenty of these close enough and no reason to destroy the country in Troy with major roads. Please also consider the families too that use this land to make a living.	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. The plan does not require or recommend that the roads listed be built. Any future construction would require additional studies to address environmental, safety, and alignment concerns.</p>
125	1/7/2023	Cathie Thiry	Facebook Post	Just in case the Planning office cares about EATING in the future, farmland and natural lands Need to be preserved "Eminent domain" seizures can run into long court battles Listen to your constituents and Community!	<p>Your opposition to the plan is noted.</p> <p>Public engagement is critical and will continue throughout the planning process. To date, public feedback has been helpful in identifying constraints and potential improvement options.</p>
126	1/7/2023	Charles Mikeska	Facebook Post	Absolutely No	Your opposition to the plan is noted.

127	1/7/2023	Charles Mikeska	Facebook Post	Conveniently public comment is over tomorrow	Your comment is noted. Public engagement is critical to the planning process. KTMPO held an additional 30-day public comment period and 4 more public meetings to ensure that all Bell County citizens had the opportunity to submit feedback regarding the plan.
128	1/7/2023	Terry Taylor	Facebook Post	Stop developing our farm and ranch land. Our local governments issue permits for development with answers as to where the water sources or utilities are going to come from! Can't even keep electrical power on for one day of cold weather. Our lakes are at an all time low while developers are allowed to change the course of the water creeks and branches to build on, cover with assault and concrete. All of the rain we get goes straight to the Gulf. It's time to put a stop to over development! Definitely NO!	Your opposition to the plan is noted. Please keep in mind the BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and public engagement with affected landowners.
129	1/7/2023	David Billinger	Facebook Post	If you want to make travel better. Go to Austin that is the worst City in Tx. And 3rd worst in the country to get around in.	Your comment is noted.
130	1/7/2023	Alison Teal Jess Martin Carrie Starke Mackey	Facebook Thread	<p>The fact that there are plans to make the road in front of my house into a major thoroughfare and I have not been contacted about it AT ALL reeks of sneaky, profit driven agendas.</p> <p>[Alison Teal] everyone wants to say "Don't California my Texas", well I assure you this is *exactly* how it starts! 🗨️</p> <p>[Alison Teal] same here!</p>	Your opposition to the plan is noted. Public engagement is critical to the planning process. Public feedback has been helpful in identifying constraints and potential improvement options. KTMPO held an additional 30-day public comment period and four more public meetings to ensure that all Bell County citizens had the opportunity to



					submit feedback regarding the plan.
131	1/9/2023	Amanda Koger	Facebook Post	No	Your opposition to the plan is noted.
132	2/9/2023	KTMPO Charles Mikeska	Facebook Thread	<p>Are y'all working on how to keep the electricity on in east bell? Is that part of your plan?</p> <p>[Charles Mikeska] But you all need to remember those that are paying you to plan, also collect fees on our utility bills (county, state 2x And city) and you are an extension of the municipalities that fund you. It's just odd we're spending tax dollars on planning all off this when the money could've been used to reduce taxes and not create an entirely new entity with new logos, offices and FTEs A worth while project, since you mentioned traffic control, how about creating a plan to finish the loop around temple and get the traffic under control around bucees (temple pd states it's not their responsibility to monitor traffic on the loop) I'm sure all the entities that appropriated to create this new govt agency could benefit by y'all getting them funding to complete these areas. Time better spent than eradicating precious farmland with 4 lane albatrosses. Bell county has done a good job at destroying farmland already.</p> <p>[Charles Mikeska] you, whomever you are, are a good responder, but unfortunately gubberment waste is still wrong. May be the political thing to do, but it's wrong. I am no stranger to pop up governments, and if you have a meeting over here I just might show up.</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns.</p>

133	2/10/2023	Rebecca Marek	Facebook Thread	<p>The map shows dotted lines to be “proposed.” In many of the locations of the dotted lines, there are already roads or major highways in place. Either that’s an error, or I’m not understanding the key</p> <p>[Rebecca Marek] thank you for the explanation- appreciate it.</p>	<p>Your comment is noted.</p> <p>KTMPO has added markers on the map to designate roads that already exist.</p>
134	2/11/2023	Wendy Youngs	Facebook Thread	<p>Oh yes! let’s build more roads before we fix the ones we already have</p>	<p>Your comment is noted.</p>
135	2/15/2023	Jessica Allen	FB Page	<p>Please stop trying to take farmland away from families.</p>	<p>Your comment is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and public engagement with affected landowners.</p>
136	2/16/2023	Rhonda Henson	Email	<p>My daughter send a snapshot of a post on your Facebook page notifying us of your upcoming meeting on Feb 16. Since my husband and I are not on Facebook do not have Facebook accounts, I went onto the KTMPO.org website to find out more information. I was unable to find anything about this Feb 16 meeting on that website. Can you tell me how we are to stay up to date on your proceedings if the information is not available on your main website?</p>	<p>Your comment is noted.</p> <p>Public Notices and Public Comment Periods were posted in the Temple Daily Telegram on December 9, 2022, February 11 and 22, 2023.</p> <p>KTMPO held an additional 30-day public comment period and 4 more public meetings to ensure that all Bell County citizens had the opportunity to submit feedback regarding the plan.</p>

137	2/16/2023	Edward Coufal	Comment Card	As landowners how will it impact farming operations?	<p>Your comment is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and public engagement with affected landowners.</p>
138	2/16/2023	Carrie Starke Mackey Jodie Watters Folsom Tracy Diaz	FB Thread	<p>We will be there tomorrow night to see what we have to do, so that we don't lose our family land!</p> <p>[Carrie Starke Mackey] your current red dotted line in Holland goes right over our Family Farm(5 generations, since 1909). You put the loop through our farm instead of staying on HWY 95, a mile and a half off HWY 95. Your plan stays on HWY 95 through Bartlett (excluding the brick road), and Academy, but not Holland. The lame excuse last light was because of the traffic in Holland.... LAME!! You can talk in circles all day about how this is just a proposed plan and you are going to take everything into consideration and it's 25 to 50 years in the making.... If you don't intend to have land taken by eminent domain, can you explain why your plan/red dotted line, loops across our family farm and don't put it off on TEXDOT, they will only be following the 930 page plan the government paid you millions to design! I would certainly appreciate you getting the little red dotted line back on HWY 95 in Holland.</p> <p>[Jodie Watters Folsom] But the map they showed is not the most current one, so if you don't show the most current plan, the meeting is just a waste of time</p>	<p>Your comment is noted.</p> <p>The BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and Public Engagement of effected landowners.</p> <p>The SH 95 Loop around Holland has been removed at the direction of the County Commissioners.</p>

				<p>[Tracy Diaz] this is the one released by the city of temple. The latest that we know of. <i>Note: See Appendix A Exhibit 16 included with this comment</i></p> <p>[Jodie Watters Folsom] yes and they didn't show that at the meeting last night and the guy with the map didn't know anything about it</p> <p>[Carrie Starke Mackey] they didn't have the map with the loop around Holland either!! The 930 page plan doesn't have any description for what they are doing in Holland..... listed with the other cities but the loop is on their main map.... what else are they trying to sneak in??? Killeen-Temple Metropolitan Planning Organization</p> <p>[Tracy Diaz] I would get with the city of temple if you don't have the map listed above. It's the most current one provided to the land owners affected by the outer loop.</p> <p>[jody watters Folsom] yes I got a copy of it from Ed</p> <p>[Allison Teal] is BNSF looped in on this project? It seems there are several railroad tracks and crossings that would be affected, but I don't see them on the map.</p>	
139	3/7/2023	Jennifer Groos Susan Christian	Email	<p>Please see the attached public comment regarding KTMPO's Draft 2022 Thoroughfare Plan. If you have any questions, please feel free to contact me by email or phone. Also, please send me a confirmation that this attached comment has been received by your organization.</p> <p>RE: Draft 2022 Bell County Thoroughfare Plan, February 2023</p>	<p>Your comments regarding Public Engagement are noted.</p> <p>Thank you for the feedback regarding the public engagement (PE) process. PE is critical and will continue throughout the planning process. To date, public</p>

			<p>The primary suggestion is to include public participation guidelines and practices that include alternate forms of outreach both subjectively and in physical format, while also emphasizing that KTMPO, city, and county local jurisdictions must grow to match each other's effort with robust outreach methods creating a unified front. While KTMPO does have an active social media profile, local jurisdictions need to engage in multiple formats of public involvement to effectively claim their discretionary decisions are community led. If not, KTMPO's public messaging is greatly diminished and likely out of a lack of understanding of what KTMPO provides for public transportation asset management. Even a unified effort by all local jurisdictions to create an educational outreach series about roles and responsibilities within these forms of government would greatly benefit all parties. In Bell County's Thoroughfare Plan they only list legal advertisements in the local newspaper as their method of public outreach. This is terribly outdated, and while it is instrumental legally, utilizing legal ads alone does not suggest due diligence in promoting public involvement. It is also important to acknowledge that alternative methods of public outreach must be relevant to modern needs. Specifically, social media should be treated as a platform for sharing subjective summarizations of ongoing meetings and agendas. This could be performed through producing creative content such as short blogs summarizing meeting discussions, or story board presentations (like ArcGIS StoryMaps). Utilizing other formats besides physical attendance and virtual recordings provides alternate opportunities to stay engaged for all types of</p>	<p>feedback has been helpful in identifying constraints and potential improvement options.</p> <p>BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and PE with affected landowners.</p>
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				<p>people with alternative working hours, such as military personnel, emergency responders, healthcare workers, industrial and manufacturing workers, and all other extended or grave-yard-like schedules. Using more descriptive agenda items could also help with public education. This is a case where frontloading information can save local jurisdictions (and KTMPO in the case of the Temple East Outer Loop controversy) excess staff time handling misinformation and explaining fundamental local government processes. Projects with a proactive public outreach campaign receiving no comments at the conclusion of the campaign is a more lucrative project to spend state and federal dollars on than a contentious project that has had little to no public involvement. By incorporating guidelines and standards for public engagement and participation into the KTMPO Thoroughfare Plan, KTMPO will help ensure that each local jurisdiction behind each project has performed some sort of objective metric of due diligence. As a method to ensure accountability the public participation guidelines and standards should be incorporated into KTMPO Project Scoring Process under 7-Local Priority &amp; Support. This could move Part D-Local Support from a subjective score where the submitting member can easily misrepresent public interests, to an Objective metric. Quite simply, the more methods and formats of public participation used prior to project funding consideration, the better scoring for that project. Additionally, some guidelines and standards should be implemented for projects involving both city and county jurisdiction, such as in the case with the City of Temple's Outer Loop that is located in the city's ETJ, but under the</p>	
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				<p>county's jurisdictional authority.</p> <p>Efforts for public involvement opportunities when both jurisdictions are involved should not be combined to function concurrently or save on financial impacts. Each jurisdiction should still have to perform their own outreach efforts individually, while encouraging cross participation within each other's campaigns but also not independently create public information silos.</p> <p>Negative impacts for funding local projects without proper public participation at a city and/or county jurisdictional level can lead to a diminished reputation for KTMPO (i.e. the CTCoG), affecting eligibility if allocated funds are not spent efficiently. It's in the best interest of the CTCoG to encourage and implement both guidelines and standards for local jurisdictional public participation.</p> <p>In conclusion, the attention and contentious opposition to the City of Temple's and Bell County's recent realignment(s) of the East Outer Loop is a direct result of both jurisdictions not providing transparency or public inclusion. A unified effort of disseminating public information would greatly benefit both KTMPO and local jurisdiction. This is evident in respects to no information being available online or in person through the City of Temple or Bell County regarding the East Outer Loop. The only information that is available is shown on KTMPO's website, and there are multiple variations of the East Outer Loop alignment based on the limited information the city has submitted. While the implementation and creation of MPOs within Texas in the 2010s is definitely uncharacteristically progressive for historic Texan politics, public participation should be a priority for</p>	
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				<p>not only creating confidence in local government but also a priority for re-election. We are in strong opposition to any funding being allocated or considered regarding the East Outer Loop phase (or any amendment to existing project submissions) due to the lack of public participation. Since taxpayer dollars are being used to fund the contracted engineer reviewing project feasibility, then both the city citizen taxpayers and county citizen taxpayers should have direct access to the ongoing and resulting analysis. Below is a short list of optional public participation examples. Many of these methods are used as required standards, not suggested guidelines, in most states across the country. It's time for the City of Temple Council Members and Bell County Commissioners to step up and present themselves as "involved" public servants, thus instilling much needed confidence in local government activities.</p> <p>Alternative Public Involvement Methods &amp; Practices:</p> <ul style="list-style-type: none"> <li>• Literary &amp; comprehension methods such as more layman-like explanations of agenda item descriptions.</li> <li>• Providing Surveys and Questionnaires for both physical attendance and digital engagement.</li> <li>• Geographic-based mailers to properties within a specified range of distance.</li> <li>• Listing of non-profit or community-based organizations that support second-tier advertising by sharing content or through financial support.</li> <li>• Charrettes &amp; Demonstrations</li> <li>• Post-Meeting Short Blogs (2 minute maximum is a common threshold)</li> <li>• ArcGIS StoryMaps or Story Board Presentation digitally</li> </ul>	
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				<p>and continuously available for a predetermined time. Thank you for your time,</p> <p><i>Note: See Appendix A Exhibit 17 included with this comment.</i></p>	
140	Various	Multiple Commenters (5) Anonymous	Sticky Note	<ol style="list-style-type: none"> <li>1. Plan takes into account only development and not land preservation or Ag use for land</li> <li>2. look at family farms and find ways to go around or on the edge not dividing them. Your killing agriculture.</li> <li>3. Roads could be improved within existing Right of Ways without putting roads on top of farms</li> <li>4. Please do more research on areas and look at them before you stress landowners out. Some are impossible to be done.</li> <li>5. You need to look at cost to come over the lake rivers &amp; corp land. This is what killed the project in 2001, especially Hwy 201</li> </ol>	<p>Your comment is noted.</p> <p>BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and Public Engagement with affected landowners.</p>
141	Various	Anonymous	Sticky Note	This map is inadequate for planning. It does not include Lampasas River, utilities or property use designation	<p>Your opposition to the plan is noted.</p> <p>The Lampasas River has been added to the map.</p>
142	Various	Anonymous	Sticky Note	Don't sit in an office and make decisions, get out and look at it personally!	<p>Your comment is noted.</p> <p>BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and Public Engagement with affected landowners. In the</p>

					above-mentioned phase of the plan, engineers and jurisdiction appropriate planners would be in the field.
143	Various	Anonymous	Sticky Note	Fix the broken infrastructure we have B4 u accept responsibility for more. COT is over their head in failed commitment	Your opposition to the plan is noted.
144	2/28/2023	Anonymous	KTMPO Website	<p>With regard to the proposed master development plan for Bell County, certain components of this plan need to be addressed before any action is taken. To start, the focus should be on improving existing infrastructure before any additional infrastructure is built. How are the cities and the county prepared to maintain these planned developments? Will bonds be established or tax rates increased? Shouldn't property owners have direct input since they will be the parties affected by any potential rate increases?</p> <p>It appears that most of the development committees are comprised of land developers, city officials, and similar individuals who don't have a history with the land in this county. Individuals with an interest in monetary gain through development should not be the ones to decide how rural areas of this county will be utilized. The property owners should get to make those decisions. How much input from rural landowners was requested when this master plan was being developed? The two largest cities in our area should not be the only ones to decide the future of Bell County. County commissioners need to do a better job of listening to and promoting the views of their constituents. They should not be helping to foist the agenda of the cities onto the rural landowners. Keep in mind that bigger does not always equal better. Look at large cities and highly populated areas across the country and you will see the truth of this statement. We</p>	<p>Your opposition to the plan is noted.</p> <p>The BCTP is being updated for Bell County at the request of the County Commissioners. The purpose of the BCTP is to provide Bell County with an idea of potential future infrastructure needs in response to development which is happening and will likely continue to happen.</p> <p>KTMPO has engaged with local officials and stakeholders as well as the public during the development of this plan.</p> <p>Public Engagement was critical to the development of the BCTP. To date, public feedback has been helpful in identifying constraints and potential improvement options.</p>

				do not want our county to become more crime ridden than it is at present, which is certain to happen as more and more people emigrate into our region from other areas. Bell County is known for its rural charms. As development continues to occur across our county, more and more of these attractive elements are lost. We don't want or need additional roadways through our land. We don't want or need new housing developments. We do need to protect and promote our rural culture, our fertile cropland, the foothold of our county before it is too late and gone forever.	
145	2/28/2023	Jason Deckman	In Person	<p>Thoroughfare Map Comments</p> <ol style="list-style-type: none"> <li>1. FM 1741 – S 31st Street – Existing Minor Arterial</li> <li>2. Major Collector - Check GIS data (Neighborhood Collector, aka Minor)</li> <li>3. FM 93 – Existing Minor Arterial</li> <li>4. Hogan and Tarver – Existing Major Collectors</li> <li>5. Prairie View Rd – Existing Minor Arterial</li> <li>6. Westfield Blvd – Existing Minor Arterial</li> <li>7. Waters Dairy Rd – Existing Major Collector</li> <li>8. Hartrick Bluff Rd – Proposed Major Collector (Road widening FY24-25)</li> <li>9. Moores Mill Road – Realign and reclassify for Outer Loop – Proposed Major Arterial (FY24)</li> <li>10. Research Parkway / Old Howard Road – Reclassify for Outer Loop – Existing Major Arterial</li> <li>11. Poison Oak Rd – Proposed Minor Arterial, Realignment near BISD school – See GIS Data</li> <li>12. N Pea Ridge – Existing Major Collector, realign. (Road widening under way, realignments at Prairie View and Airport Rd)</li> <li>13. SH 53 – Existing Major Arterial</li> </ol>	<p>Your comment is noted.</p> <p>KTMPPO will verify that we have the most accurate information from the City of Temple's Thoroughfare Plan.</p>

146	1/4/2023 - 1/6/2023	Christopher Turner Bob Jones Roby Whitehead Robert Schwindt	Facebook Thread	<p>there's no country left it's all City ? I vote no, this looks like your trying to make the land ready for greedy developers</p> <p>{Christopher Turner} No you wont. You guys don't care about the general public. Only care about lining you and your friends pockets at the expense of the general public.</p> <p>[Killeen-Temple Metropolitan Planning Organization] You blew 3 years of improving Chaparral Rd while the new high school was being built. You still have no idea of where it's going East from these 2 new schools now. Yet you want to chop up the entire Southern part of the county around lands that you or your handlers will develop asap.</p> <p>[Killeen-Temple Metropolitan Planning Organization] obviously the three with negative posts about the plan have no idea of the traffic problems already existing (such as 2484, congestion at school drop offs, Royal Street, Amnity Rd, etc.) You can't put major traffic way's after area is already developed. I guess since things weren't always planned the best in the past, there is no reason to try to avoid further problems with a master plan.</p> <p>1. [Robert Schwindt] Nature is more important than you and your Traffic problems. 2. KTMPO thank you.</p> <p>[Christopher Turner] you can stick your head in the sand and ignore what is going on (guess incomprehensible to some people). Developers aren't paying \$10,000 + for land to be left to nature, and growth is/will occur (unless the economy completely collapses)</p> <p>[Robert Schwindt] Go back to Pittsburg</p>	<p>Your opposition to the plan is noted.</p> <p>Public Engagement is critical and will continue throughout the planning process. To date, public feedback has been helpful in identifying constraints and potential improvement options. Please keep in mind the BCTP is a guiding document and not a construction plan. Any future construction would require additional studies to address environmental, safety, and alignment concerns and PE with affected landowners.</p>
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147	5/3/2023	Dennis Smith, Rodolfo Garcia, Glynda Neuwirth, Louie Minor, Kanamae DemonSkinner, Connie Quinto	FB Post	Post referring to the Final Draft 2022 Bell Country Thoroughfare Plan map posted on KTMPO's FB on May 3, 2023.	KTMPO appreciates the commenter's support of the planning process.
148	5/3/2023	Multiple Likes (35) Anonymous		Post referring to the Final Draft 2022 Bell Country Thoroughfare Plan map posted on KTMPO's FB on May 3, 2023 generated by Shares.	KTMPO appreciates the commenter's support of the planning process.
149	5/3/2023	Multiple Likes (5) Anonymous		Post referring to the Final Draft 2022 Bell Country Thoroughfare Plan map posted on KTMPO's FB on May 3, 2023 generated by FB marketing.	KTMPO appreciates the commenter's support of the planning process.

150	5/15/2023	Janet Kennedy, Lois Anderson, Franklin Groseclose	FB Thread	<p>[Janet Kennedy] This post [referring to the Final Draft 2022 Bell Country Thoroughfare Plan map posted on KTMPO's FB on May 3, 2023] cannot be enlarged or zoomed. Without it, there can be no evaluation by the public.</p> <p>Liked by Lois Anderson and Franklin Groseclose</p>	<p>Your comment is noted. KTMPO provided instructions on how to access the map within the post and on the website.</p>
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