



REGIONAL ACTIVE TRANSPORTATION PLAN

Plan Approved: May 20, 2026

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GLOSSARY OF ACRONYMS & TERMS

- **3C Process** – Continuing, Cooperative, and Comprehensive transportation planning process required for metropolitan transportation planning under federal law.
- **ADA** – Americans with Disabilities Act
- **ADA Accessibility** – Design features and accommodations that ensure transportation facilities are accessible to individuals with disabilities in accordance with the Americans with Disabilities Act (ADA).
- **ATAC** – Active Transportation Advisory Committee
- **Active Transportation** - Human-powered forms of transportation such as walking, bicycling, rolling, and use of mobility devices used for transportation, recreation, or access to destinations.
- **All-Ages-and-Abilities Network** – A transportation network designed to safely and comfortably serve users of all ages and physical abilities.
- **BIL** – Bipartisan Infrastructure Law
- **BNA** – Bicycle Network Analysis
A data-driven tool used to evaluate bicycle network connectivity and comfort.
- **BPAC** – Bicycle & Pedestrian Advisory Committee
- **CFR** – Code of Federal Regulations
- **CMP** – Congestion Management Process
- **CTCOG** – Central Texas Council of Governments
- **DOD** – Department of Defense
- **EJ** – Environmental Justice
- **EJCOC** – Environmental Justice Community of Concern
- **FAA** – Federal Aviation Administration
- **FLMA** – Federal Land Management Agency
- **FAC** – Freight Advisory Committee
- **FHWA** – Federal Highway Administration
- **FTA** – Federal Transit Administration
- **HCTD** – Hill Country Transit District (aka The Hop)
- **KTMPO** – Killeen-Temple Metropolitan Planning Organization
- **LEP** – Limited English Proficiency
- **Low-Speed Electric Mobility** – “Low-speed electric devices such as e-bikes and scooters.
- **MPO** – Metropolitan Planning Organization
- **MTP** – Metropolitan Transportation Plan
- **PEL** – Planning and Environment Linkages
- **PEP** – Public Engagement Plan - The overarching policy document that defines how public engagement is conducted, establishing principles, goals, and requirements for inclusive and transparent participation.
- **PIP** – Public Involvement Plan - A project-specific document outlining the tools, strategies, and methods used to achieve measurable public engagement outcomes for a particular plan, program, or amendment.

- **RATP** – Regional Active Transportation Plan
- **RMP** – Regional Multimodal Plan
- **RTPBP** - Regional Thoroughfare and Pedestrian/Bicycle Plan
- **SATP** – Statewide Active Transportation Plan
- **SDoH** – Social Determinants of Health
- **STIP** – Statewide Transportation Improvement Program
- **STRAHNET** – Strategic Highway Network
- **TAC** – Technical Advisory Committee
- **TIP** – Transportation Improvement Program
- **TPPB** – Transportation Planning Policy Board
- **TxDOT** – Texas Department of Transportation
- **UPWP** – Unified Planning Work Program
- **USDOT** – United States Department of Transportation
- **USC** – United States Code
- **Vision Zero** – A transportation safety strategy focused on eliminating traffic fatalities and serious injuries through safer system design.
- **VRU** – Vulnerable Road User
People who are at greater risk of serious injury in traffic crashes, including pedestrians, bicyclists, motorcyclists, and individuals using mobility devices.

PLAN CONTRIBUTORS

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Active Transportation Advisory Committee

We extend our sincere gratitude to the members of the Active Transportation Advisory Committee for their leadership, vision, and steadfast commitment throughout the development of this Regional Active Transportation Plan from September 2024 through May 2026 (**Figure A.1**).

Your guidance, thoughtful input, and willingness to engage deeply over the course of this process have been instrumental in shaping a plan that reflects the needs, priorities, and aspirations of the region.

Your collaboration, expertise, and dedication have strengthened both the technical foundation and the community relevance of this work. Through ongoing dialogue, critical review, and advocacy, you helped carry this effort forward and played a vital role in bringing the plan to completion.

This plan is stronger because of your contributions, and its success will continue to reflect your commitment to advancing safe, connected, and accessible active transportation opportunities for all.

Figure A.1 Active Transportation Advisory Committee Membership FY24-26

Entity Interest	Name	Date Appointed
Pedestrian Interest	Chair, Kara Escajeda, (11/2025)	Sept - 25
City of Belton	Vice Chair, Joe Dyer, (6/24)	Nov - 23
Cycling Interest	Geary McCabe	Dec - 23
Cycling Interest	Keller Matthews	Dec - 23
Cycling Interest	Mike Anderson	May -23
City of Copperas Cove	Jeff Stoddard	Dec – 23
City of Harker Heights	Amy Atkins	Feb - 25
City of Nolanville	Teresa Chandler	June – 24
City of Temple	Jason Deckman	March – 21
Economic Development City of Gatesville	Holly Owens	Feb - 25
Fort Hood	Mario Perez	Dec – 23
Hill Country Transit District	James Wickham	Dec – 24
Other: Events	KD Hill	Feb - 25
Pedestrian Interest	Parker Petersen	May – 26
TxDOT Waco District	Daniel Davilla	Feb - 25
Youth Interest	Lauren Morrell	May - 25

Championing Active Transportation

KTMPO gratefully acknowledges the members of the Technical Advisory Committee **(Figure A.2)** and the Transportation Planning Policy Board **(Figure A.3)** for their leadership and commitment in championing active transportation and advancing this plan. Their support reflects a shared vision for safer, more connected, and accessible communities across the region.

Figure A.2 Technical Advisory Committee

Stakeholder Interest	Name
City of Belton	Bob van Til
City of Copperas Cove	Robert Lewis
City of Harker Heights	Trevor Jorgensen
City of Killeen	Kent Cagle
City of Temple	David Olson
Bell County	Pete Feenstra
Coryell County	Judge Roger Miller
Lampasas County	Commissioner Bobby Carroll
Hill Country Transit District	Raymond Suarez
Small and Rural Representative	Tammy Cockrum
TxDOT - Waco District	Victor Goebel, PE
TxDOT - Brownwood District	Jason Scantling, PE
Fort Hood	Brian Dosa
FHWA - TxDOT Division	Kirk Fauver
TxDOT Belton Area Engineer	Michael Yates
TxDOT TPP MPO Coordinator	Raymond Sanchez Jr.
City of Nolanville	Teresa Chandler

Figure A.3 Transportation Planning Policy Board

Stakeholder Interest	Name
Bell County	Chair, Commissioner Bobby Whitson
City of Killeen	Vice Chair, Riakos Adams
City of Belton	Mayor David Leigh
City of Copperas Cove	Councilmember Dale Treadway
City of Harker Heights	Mayor Michael Blomquist
City of Killeen	Ramon Alvarez
City of Killeen	Mayor Joseph Solomon
City of Temple	Mayor Tim Davis
City of Temple	Karl Kuykendall
City of Temple	Councilmember Mike Pilkington
Hill Country Transit District	Raymond Suarez
Bell County	Commissioner Greg Reynolds
Coryell County	Judge Roger Miller
Lampasas County	Commissioner Bobby Carroll
TxDOT - Waco District	Stan Swiatek, PE
TxDOT - Brownwood District	Greg Cedillo, PE
Fort Hood	Brian Dosa
FHWA - TxDOT Division	Kirk Fauver

Photography Credits

Your creative work has played an important role in bringing this plan to life. Thank you for enriching its visual impact and helping communicate its story so effectively.

- City of Belton
- City of Copperas Cove
- City of Killeen
- City of Nolanville
- City of Temple
- P&R Productions, LLC
- Resonant Media
- John Ancheta
- Jason Deckman

ACKNOWLEDGMENT

This plan was developed in cooperation with rules and regulations set forth by:

- The U.S. Department of Transportation (USDOT)
- The Federal Highway Administration (FHWA)
- The Federal Transit Administration (FTA)
- The Texas Department of Transportation (TxDOT)

The preparation of this plan was funded in part through grants from FHWA and FTA. The views and opinions of KTMPO expressed herein do not necessarily state or reflect those of the USDOT.

This document was edited with the assistance of Microsoft M365 Copilot (GPT-5) for clarity and language, with all content reviewed and finalized by KTMPO staff.

TRANSLATIONS

If this information is needed in another language, please contact KTMPO's Title VI Specialist at (254) 770-2200.

Español (Spanish)

Si necesita esta información en otro idioma, comuníquese con un especialista del Título VI de KTMPO al (254) 770-2200.

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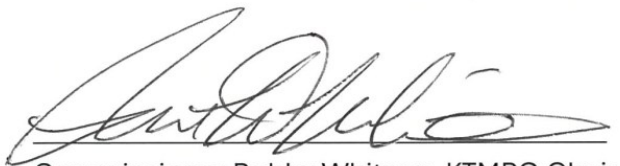
Hearing Carry-Over: 7-1-1 or 1-800-735-2989

APPROVAL

This Regional Active Transportation Plan (RATP) has been developed in accordance with 23 CFR §450.306 and 23 U.S.C. 217, which requires the Killeen-Temple Metropolitan Planning Organization (KTMO) to conduct a continuing, cooperative, and comprehensive multimodal transportation planning process that considers the mobility, accessibility, and safety needs of pedestrians and bicyclists alongside other transportation system users. Federal regulations recognize pedestrian walkways and bicycle transportation facilities as integral components of the regional transportation system, supporting the development of this Plan as a key element of KTMO's transportation planning framework.

Staff have reviewed and updated the RATP to align with KTMO's Public Engagement Plan (PEP), regional agency and stakeholder coordination, outreach and evaluation methods, and current legislation.

Consistent with 23 CFR §450.316 and KTMO's adopted Public Engagement Plan (PEP), two phases of public engagement were conducted to support meaningful public involvement throughout the development of the Plan. The first public comment period was held from June 23, 2025, to July 21, 2025, followed by a second 45-day public comment period from February 23, 2026, to April 13, 2026. Each phase included three public meetings, for a total of six meetings, conducted in a Meet-and-Greet / Open House, in-person format. These meetings provided opportunities for attendees to offer conversational feedback and complete digital surveys, ensuring a broad range of input. All survey responses and public comments are documented in the Public Involvement Plan (Appendix J), included within this document and have been presented to the KTMO Policy Board for consideration.



Commissioner Bobby Whitson, KTMO Chair



Uryan Nelson, KTMO Director

EXECUTIVE SUMMARY

What is the Killeen–Temple MPO?

The Killeen–Temple Metropolitan Planning Organization (KTMPO) is a federally designated regional transportation planning agency in Central Texas, responsible for coordinating a comprehensive, cooperative, and continuing transportation planning process for the greater Killeen–Temple region.

What is the Regional Active Transportation Plan?

In compliance with federal planning requirements, KTMPO is advancing its regional mobility strategy from a traditionally road-centric framework to a comprehensive, integrated active transportation network.

Building on Texas’ historic trail legacy and modern, data-driven safety practices, the Regional Active Transportation Plan (RATP) establishes a vision for a safe, connected, and accessible system that supports all forms of human-powered and low-speed electric travel. While the plan emphasizes walking and bicycling as core transportation modes, it also recognizes the regional importance of equestrian, paddling, and recreational trail connectivity.

Key Takeaways

Governance Evolution

The Bicycle and Pedestrian Advisory Committee (BPAC) has been renamed the Active Transportation Advisory Committee (ATAC), reflecting an expanded multimodal focus that includes walking, cycling, equestrian use, paddle craft and low-speed electric mobility.

Strategic Alignment

The plan aligns with the *Texas Statewide Active Transportation Plan (SATP) 2025* and the federal *Safe Streets and Roads for All (SS4A)* program, supporting a shared commitment to eliminating roadway fatalities and serious injuries.

Economic and Health Catalysts

Active transportation infrastructure, including bicycle and pedestrian facilities, regional trail networks, and water-based corridors, supports local economic development by promoting tourism activities such as cycling events like the Salado Volksride, as well as walking, paddling, and equestrian recreation. These investments also contribute to improved public health, environmental sustainability, and overall quality of life.

The Salado Volksride is highlighted because it attracts cyclists from across the state, distinguishing it from many locally oriented events. Alongside destinations such as Parrie Haynes Equestrian Ranch, it represents a scalable model for how trail-based amenities and programming can be leveraged to support regional tourism. Together, these examples demonstrate how strategic investments in active transportation can draw broader participation, strengthen the local economy, and position the region as a destination for diverse outdoor recreation experiences.

Coordinated Local Planning

The regional strategy integrates Parks and Recreation Master Plans from jurisdictions across Bell, Coryell, and Lampasas counties, creating a unified framework for seamless, connected networks that transcend local boundaries.

What a Well-Implemented Regional Active Transportation Plan Delivers

A well-implemented Regional Active Transportation Plan advances a safe, connected, and regionally coordinated network that supports walking, bicycling, paddling, and equestrian movement. Through data-driven decision-making, stakeholder collaboration, and strategic investment, the plan:

- Improves safety by reducing conflicts and advancing Vision Zero and Complete Streets strategies
- Enhances connectivity through seamless, integrated routes linking key destinations across jurisdictions
- Strengthens economic development by supporting trail tourism, recreation, and local business growth
- Leverages data and technology to prioritize investments, track performance, and improve emergency response
- Reflects community priorities through sustained public and stakeholder engagement
- Positions the region for funding by demonstrating readiness, coordination, and measurable outcomes

Grounded in ongoing public and stakeholder engagement, the plan reflects community priorities and lived experience, ensuring that investments are both practical and locally supported. It is further strengthened by innovative tools such as the 3-mile Walk, Work, and Play digital map, which aligns with the “15-minute city” concept by illustrating everyday destinations within a nearby, well-connected travel area (*Duany & Steuteville, 2021*).

SECTION 1

WHERE THE TRAILS BEGIN: A LOOK BACK AT THE ROADS THAT SHAPED THE REGION



Regional Active Transportation Background & History

Historic Perspective: Texas Trails

Trails have always been a part of Texas life, long before roads and highways, folks followed well-worn paths across this big, open land.

The spirit of Texas trails lives on through the Texas Heritage Trails Program (THTP), an initiative built on a proud legacy that began in 1968 when Governor John Connally and the Texas Highway Department, now Texas Department of Transportation (TxDOT), launched 10 scenic driving routes across the state. Today, this tradition thrives, and the KTMPO region is fortunate to be part of two of these celebrated trails: the Texas Brazos Trail (**Figure 1.1**) and the Texas Hill Country Trail. In recognition of its impact, the THTP earned national acclaim with the prestigious Preserve America Presidential Award in 2005.

Intersecting with the historic Chisholm Trail in Waco, the Brazos Trail provides a scenic route where the grit of Texas history rides alongside an evolving legacy. The Brazos Trail winds through the KTMPO region in a clockwise loop; however, travelers can hop on at any point and explore in either direction. Along the Brazos Trail, travelers are treated to vibrant wildflowers, rolling hills, prickly pear cacti, winding streams, and dry creek beds. Wildlife such as white-tailed deer, armadillos, hawks, and grazing cattle add to the natural beauty of this uniquely Texan landscape.

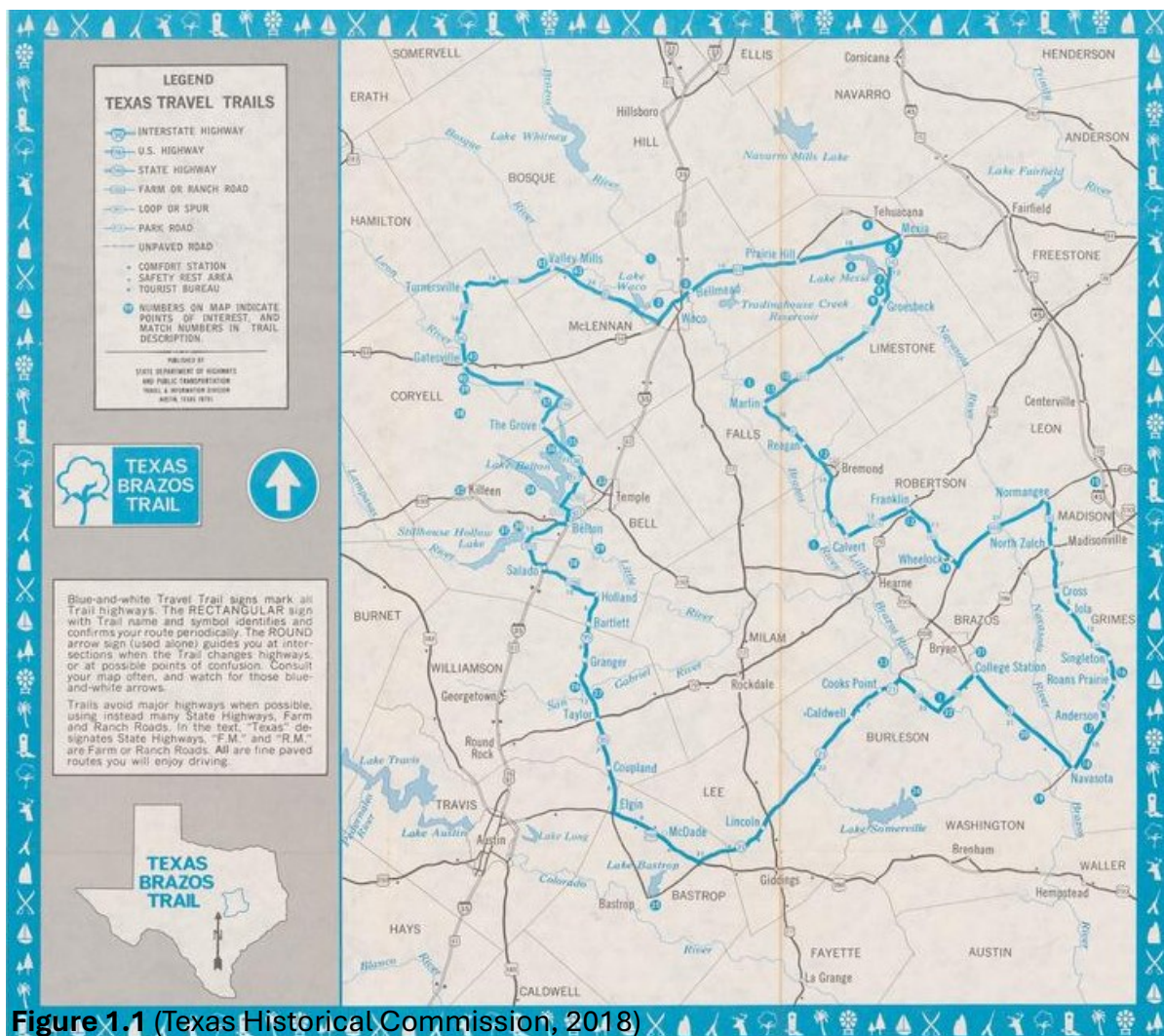


Figure 1.1 (Texas Historical Commission, 2018)

KTMPO History

According to the KTMPO 2050 Metropolitan Transportation Plan (MTP) (2023; see Appendix A), the Federal-Aid Highway Act of 1962 required urban areas with populations over 50,000 to adopt a continuing, comprehensive, and cooperative (3C) planning process to receive federal transportation funds. In response, the cities of Temple, Belton, Nolanville, Harker Heights, Killeen, Copperas Cove, along with Bell, Coryell, and Lampasas counties and TxDOT, formed the Killeen-Temple Urban Transportation Study (K-TUTS) in 1975. This organization formally changed its name to the Killeen-Temple Metropolitan Planning Organization (KTMPO) in 2009.

Following the 2010 Census, KTMPO was redesignated as a Transportation Management Area (TMA) in 2012, when the Killeen Urbanized Area population exceeded 200,000. TMA status brings enhanced benefits and additional planning requirements, reinforcing KTMPO's role in shaping regional mobility.

Texas is the second-largest state in the nation, spanning 268,596 square miles. At its heart lies the KTMPO planning region, spanning 1,222 square miles within the Texas Triangle megaregion, covering all of Bell County and parts of Coryell and Lampasas Counties. This region includes major natural and strategic points of interest such as Fort Hood, Belton Lake, Stillhouse Lake, and the Lampasas River. In addition, two urbanized areas define the region: the eastern UZA, which includes Temple, Belton, and Morgan's Point Resort, and the western UZA, encompassing Killeen, Copperas Cove, Harker Heights, and Nolanville.

Early Leadership, Lasting Direction

As the region grew and roadway networks expanded to connect these communities, planning efforts began to shift toward creating trails and pathways that reflect the area's heritage while meeting modern mobility needs. Building on this evolving vision, through the Transportation Planning Policy Board (TPPB), regional leaders formalized their commitment to coordinated mobility planning with the development of a Regional Thoroughfare and Pedestrian/Bicycle Plan (RTPBP; see Appendix B) in 2008. This initial effort established a unified framework to guide roadway connectivity while beginning to recognize the importance of multimodal transportation options across the KTMPO region. It marked a shift toward considering not only how people travel between communities by car, but also how they might safely and efficiently move by foot or bicycle.

As momentum grew, the updated RTPBP was adopted on February 16, 2011 to better reflect local initiatives and emerging priorities. The primary focus of this update was to incorporate the significant progress made by KTMPO member jurisdictions in bicycle planning, particularly in the cities of Belton, Killeen, and Temple. These communities had advanced their own bicycle facility plans and investments, and the regional update served to integrate those efforts into a cohesive strategy. In doing so, the RTPBP strengthened regional connectivity, aligned local and regional goals, and reinforced the importance of expanding bicycle infrastructure as a core component of a balanced and forward-looking transportation system.

This evolution from traditional roadway planning to a bicycle and pedestrian network laid the foundation for KTMPO's first comprehensive pedestrian and bicycle mobility plan. Since then, KTMPO has strived to expand the network to capture walking trails, water trails, and other pathways that connect people to their destinations.

BPAC Era: Building the Foundation for Active Transportation

Following the RTPBP's recommendations, including the call to establish a bicycle and pedestrian advisory body, KTMPO advanced pedestrian and bicycle improvements across the region. In direct response, the Bicycle Pedestrian Advisory Committee (BPAC) was established to guide the development of best practices, policies, and infrastructure investments. The committee adopted its initial bylaws in 2016, with amendments approved in 2019 and 2021 to reflect its evolving role.

BPAC brought together representatives from across the KTMPO region who shared a commitment to bicycle and pedestrian interests, serving as both individual advocates and organizational voices.

Supported by the TPPB and Technical Advisory Committee (TAC), BPAC's efforts reflected an ongoing commitment to collaboration among regional partners, TxDOT, and the Federal Highway Administration (FHWA). Through this collaborative framework, BPAC advanced forward-thinking ideas, applied established best practices, and promoted innovative tools such as the Bicycle Network Analysis (BNA) — a data-driven resource developed by People For Bikes to evaluate and improve bicycle connectivity.

In 2018, KTMPO further advanced these efforts with the development and adoption of the Regional Multimodal Plan (RMP; see Appendix C), which established a vision for an integrated transportation network encompassing thoroughfares, bicycle and pedestrian facilities, transit, and freight systems. As part of this process, a national survey identified several key priorities, including the need for trails and sidewalks along arterial roadways, improved access for multiple modes on higher-speed routes, smoother transitions between users, and a more connected system of trails and pathways. The survey also highlighted the importance of landscaping and street trees to enhance comfort and environmental quality. A consistent theme throughout the feedback was a lack of connectivity and essential infrastructure, such as sidewalks, bike lanes, shoulders, and safe crossings; underscoring the need to strengthen the region's bicycle and pedestrian network.

During this phase, BPAC served as a cornerstone of regional livability efforts in Central Texas. By promoting safe and connected travel options, the committee supported improved mobility, community health, economic vitality, and environmental stewardship—while strengthening public engagement in the transportation planning process.

Expanding the Vision: Advancing Active Transportation

In early 2024, KTMPO staff conducted a comprehensive review of the BPAC bylaws to address evolving infrastructure needs and ensure alignment with the 2050 MTP and TxDOT's Active Transportation Plan. In June, proposed recommendations were presented, marking a significant step toward modernizing governance and expanding the committee's role.

Key Proposed Changes:

- **Name Change:** From BPAC to ATAC to reflect a broader focus on all modes of active transportation, aligning with TxDOT's multimodal vision.
- **Purpose Redefined:** Clarify the committee's mission and methods for achieving its goals.

- Expanded Membership: Include representatives for trails, equestrian, paddle craft, and other active transportation interests.
- Nomination & Approval Process: Define procedures for member selection and approval.
- Terms & Exit Process: Establish clear term limits and an exit pathway for members that are no longer able to serve in a committed capacity.
- Ex-Officio Members: Define roles and responsibilities.
- Quorum Adjustment: Increase quorum to 50% + 1.
- Attendance Policy: Clarify procedures for addressing attendance issues.
- Leadership Vacancies: Outline steps when the Chair or Vice Chair leaves before term expires.
- Open Meetings Compliance: Remove “telephone” option as being considered “present.”
- Map Update: Ensure the committee’s geographic representation is current.

These proposed amendments were approved by a majority plus one affirmative vote of the voting members of BPAC with a quorum present on December 11, 2024, and by a majority plus one affirmative vote of the TPPB with a quorum present on January 22, 2025, formally establishing the Active Transportation Advisory Committee.

The ATAC Bylaws (Appendix D) establish the continued framework for collaboration, decision-making, and prioritization of active transportation projects across the KTMPO region. These bylaws ensure transparency and consistency in planning efforts, guiding the committee’s role in shaping future infrastructure investments.

Together, the work of the ATAC provides a critical foundation for advancing a safe and connected active transportation network throughout the region. By advising on plan development, supporting project prioritization, promoting community engagement, and encouraging the development of amenities that enhance user experience, ATAC helps ensure that regional priorities remain aligned with the goals of the Texas Department of Transportation Statewide Active Transportation Plan (TxDOT, 2025). These values reflect a statewide commitment to creating transportation options that serve people of all ages, abilities, and modes. As the Regional Active Transportation Plan (RATP), the region’s first stand-alone plan dedicated to active transportation moves forward, ATAC’s guidance will continue to reinforce these goals and position the region to develop a transportation system that includes, but is not limited to, walking, bicycling, paddlecraft, and equestrian activities, while ensuring both non-motorized and low-speed electric modes of travel are thoughtfully integrated. This forward-looking approach builds upon the foundation established through earlier thoroughfare and multimodal planning efforts, advancing a system that is responsive and future-focused.

SECTION 2

GATHERING
THE GRIT:
LOCAL
WISDOM
FROM THE
HEART OF
TEXANS



Insights from
Texas Statewide
Active
Transportation
Plan, Community
Surveys, State
and Local Parks
and Recreation
Assets

Insights from Texas Statewide Active Transportation Plan, Community Surveys, State and Local Parks and Recreation Assets

This chapter summarizes key insights drawn from community surveys, adopted municipality Parks and Recreation Master Plans, and other regional, state, and local planning documents to inform active transportation priorities across the region. Insights from the SATP provide statewide context for active mobility needs and priorities, while Texas Parks & Wildlife Department (TPWD) planning efforts and state park visitor use trends further illuminate trail demand, recreational access needs, and opportunities to improve regional connectivity to public lands. Collectively, the KTMO 2050 MTP, Transportation Improvement Program (TIP), Central Texas Roadway Safety Action Plan, 2018 Regional Multimodal Plan, and now the Regional Active Transportation Plan provide important context on mobility needs and safety considerations. The plan also reflects community priorities related to walking, rolling, trails, and recreational access. Consistent with the engagement principles outlined in the KTMO Public Engagement Plan (Revised 2025; see Appendix K), these sources reflect input from residents across a wide range of professions, interests, neighborhoods, and abilities. By integrating public feedback with adopted planning efforts at multiple levels, the Regional Active Transportation Plan is grounded in community input and aligned with broader regional and statewide transportation, safety, and quality of life goals.

Texas Trails Study

The Texas Trails Study was a statewide pre-planning effort designed to demonstrate how Texas and its key agencies could establish a coordinated statewide trail strategy. This study fulfills the requirements of a legislative mandate of Rider 40, an additional provision added to House Bill 4499 of the 87th Texas Legislature Session, titled “Rider 40: Trail Study. Out of amounts appropriated above, the TPWD shall work jointly with the Texas Historical Commission and the Department of Transportation to conduct a study to determine the potential for historic, scenic, and/or recreational trails to be created in Texas and to identify potential partners to promote local and regional preservation efforts related to the trails studied. TPWD shall provide a report to the Legislative Budget Board by December 1, 2022.” The study highlights the broad social, environmental, and economic benefits of trails and provides recommendations for establishing a statewide trail planning framework. It also helps partners promote conservation and strengthen local and regional trail development through its accessible, graphics-rich format (Halff Associates, 2022). Building on these concepts, the study explains that trails function at multiple scales. Trails differ in length and purpose—ranging from long-distance interregional spine trails to regional connectors, local routes, or in-park routes. **Figure 2.1** further illustrates how these three trail types operate across different jurisdictions and geographic boundaries, reinforcing the importance of coordinated statewide planning.

Figure 2.1 Halff Associates, 2022

3 DEFINITIONS

Trails vary in length and regional significance, and may cross varying jurisdictions or boundaries. Trails can include:

INTERREGIONAL SPINE TRAIL

A trail of regional significance that spans multiple jurisdictions and covers most or a significant portion of a region. By linking major urban areas, these trails serve as a backbone for a region's trail network and a system for smaller trail networks to connect to. Interregional spine trails are longer than most regional trails, often connecting other systems, and have organized groups leading maintenance and construction.

Interregional Spine Trail examples highlighted in this study were provided by the Participating Organizations during this process. There are other significant trail systems in Texas that might also be considered Spine Trails upon further study.



REGIONAL TRAIL

A multi-jurisdictional trail accessible to the general public, which provides recreational opportunities and enhances regional mobility on a local scale.

LOCAL AND IN-PARK TRAILS

A trail located entirely within a single jurisdiction, which may be a linear trail connecting places within a city or a loop trail located entirely within one park.



Texas Statewide Active Transportation Plan

KTMPO aims to align its strategies with statewide guidance provided in the Texas Statewide Active Transportation Plan (SATP), (TxDOT, 2025) to the greatest extent feasible within its regional planning role. These statewide strategies emphasize creating safer conditions through complete networks, enhanced crossings, thoughtful design, and coordinated education and enforcement efforts. They also highlight the importance of implementing optimal designs that improve the user experience by addressing exposure to risk and providing comfort features such as shade, seating, and supportive amenities. The SATP further calls for expanding active transportation infrastructure by leveraging existing resources to accelerate sidewalks, bikeways, shared-use paths, and trail development, and by building interconnected networks that enhance access to essential destinations such as employment, education, health care, and services. The plan underscores the need to integrate active transportation with transit and micromobility options to strengthen first- and last-mile connections, and it acknowledges that achieving this vision requires strong partnerships with local governments, developers, and community stakeholders. Additional statewide priorities include incorporating active transportation early in project planning and scoping, improving facility conditions through maintenance and repair, and addressing physical barriers, such as large intersections, bridges, and wide roadways that limit comfort, access, and system continuity. Together, these strategies provide a statewide framework that guides KTMPO's efforts to support a safer, more connected, and more accessible regional active transportation network.

Texas Bicycle Tourism Trails Study

Investments in bikeways, such as facilities that could form a future Texas Bicycle Tourism Trails network create local economic activity during design, right-of-way acquisition, materials purchasing, and construction, with additional benefits from ongoing maintenance (e.g., sweeping, mowing, crack repair, and lighting upkeep). Beyond project delivery, the study shows communities can realize broader gains tied to bicycle tourism, including visitor spending, bicycle-related retail, and bicycle-related events. (TxDOT, 2018a; TxDOT, 2018b).

Figure 2.2 illustrates the example network of bicycle tourism trails referenced in the study and highlights the corridors with the strongest potential to support these economic and tourism benefits.

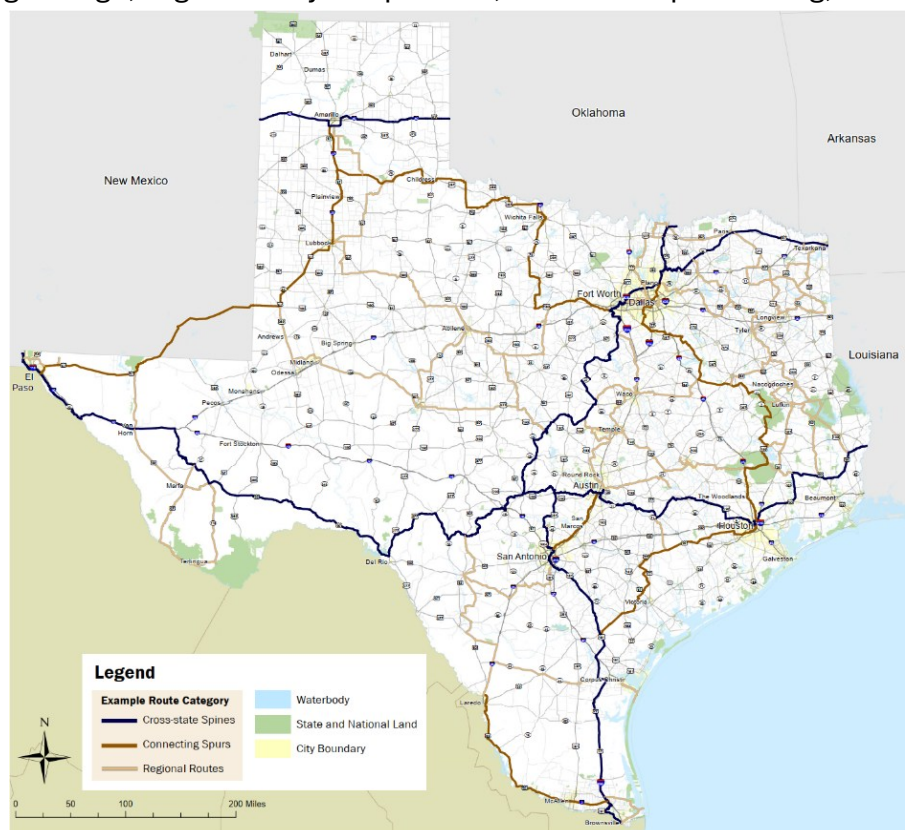


Figure 2.2 (Texas Department of Transportation [TxDOT], 2018)

The Barrow Brewing Company (2025) hosts the Volksride in Salado, Texas. This event is a strong example of bicycle tourism (**Figure 2.3**). Held annually on the third Saturday in October, the Volksride attracts cyclists from across the region to ride 16-, 32-, or 66-mile routes through the scenic Central Texas Hill Country, with courses stretching from Holland to Belton and finishing at Barrow Brewing Company. The event blends recreation, community culture, and tourism by offering fully supported routes, rest stops, and safety staff, followed by post-ride festivities including Oktoberfest celebrations with German music, food, games, and craft beer at the brewery.

Beyond the ride itself, the Volksride generates meaningful tourism activity: cyclists and their families visit Salado, support local businesses, and participate in festival activities. The event also serves as a community fundraiser, with registration fees benefiting the Salado Volunteer Fire Department, further increasing local economic and social impact. Together, the scenic routes, cultural experiences, and community engagement make the Barrow Brewing Volksride a clear illustration of how bicycle tourism supports local economies, showcases regional landscapes, and strengthens community identity.

Figure 2.3 (Barrow Brewing Company, 2025)



Texas Parks and Wildlife

Texas Parks and Wildlife Department (TPWD) plays an important role in shaping regional active transportation planning by providing guidance on natural resource protection and outdoor recreation access. Through its formal coordination agreement with TxDOT, TPWD ensures that transportation and trail projects consider fish, wildlife, and habitat impacts early in the planning process (TxDOT & TPWD, 2021). TPWD's statewide strategic planning and stewardship of parks and public lands also inform KTMPO's efforts to improve trail connectivity, support outdoor recreation demand, and enhance access to state parks and natural areas, key destinations for walking, rolling, and trail use (TPWD, 2024).

Mother Neff State Park borders the KTMPO region and is a uniquely diverse 400-acre landscape located on the convergence of three ecological regions, the Lampasas Cut Plain, Washita Prairie, and Blackland Prairie. This natural setting creates four distinct habitats, ranging from hardwood forests along the Leon River to oak-covered slopes, juniper-topped ravines, and open prairie grasslands. The park's rich mix of plant communities supports a wide variety of insects, birds, mammals, and other wildlife, illustrating the importance of biodiversity in creating resilient ecosystems. Visitors can observe signs of this interconnected life, such as wildflowers sustained by pollinators or seeds dispersed through animal scat. As people move through the park, each habitat offers opportunities to see and hear the abundance of species that make Mother Neff State Park an ecologically significant and vibrant natural area (TPWD, 2019; see Appendix E).

KTMPO Plans, Call for Projects, and Community Surveys

As outlined in the 2050 MTP (KTMPO, 2024), the region's multimodal vision was built on the earlier Regional Multimodal Plan (RMP) (KTMPO, 2018). The plan identified potential projects for thoroughfare, bicycle, pedestrian, transit, and freight systems. As part of the planning process for developing the RMP, results from a national survey were included:

- Trails & Sidewalks are needed along arterial roadways;
- High-volume and higher-speed routes still need access for multiple modes of transportation;
- "Multimodal" systems should ensure smooth transitions between different users;
- Design a network of trails and pathways that fosters connectivity for both walkers and cyclists;
- The significance of landscaping and streets trees for shade should not be underestimated, as they not only enhance the appeal and attractiveness of our pedestrian network but also play a crucial role in protecting the natural environment.

The recurring theme in the survey results is a lack of connectivity and essential bike and pedestrian amenities, such as sidewalks, bike lanes or shoulders, and safe crossing points for cyclists and pedestrians.

Public engagement efforts were significantly expanded during the development of the Public Engagement Plan (PEP) (Appendix K), as the PEP provides a clear framework for how to connect with residents more effectively. By establishing standardized methods, expectations, and tools for outreach, the PEP helped guide staff in reaching a broader and more diverse cross-section of the community. As a result, the

planning process was able to incorporate more meaningful input, strengthen relationships with stakeholders, and ensure that the region's transportation decisions reflect the priorities and experiences of the people who live and work in the area.

The PEP, along with other transportation planning initiatives, studies, and the 2023 KTMPO Project Call, provided key opportunities to elevate bicycle and pedestrian priorities within the regional transportation framework. Together, these coordinated processes helped integrate active transportation considerations into the development and decision-making of the 2050 MTP. During the 2023 KTMPO Project Call, which received more than 100 project submissions, including 34 livability projects; BPAC was invited to provide subjective scoring to help assess active transportation needs based on the 2023 Project Scoring Guidelines (Appendix F).

Although only two BPAC stakeholders submitted scores, the differences between BPAC and TAC scoring generated meaningful discussion, and the average BPAC scores were incorporated by TAC and TPPB to help inform overall project prioritization.

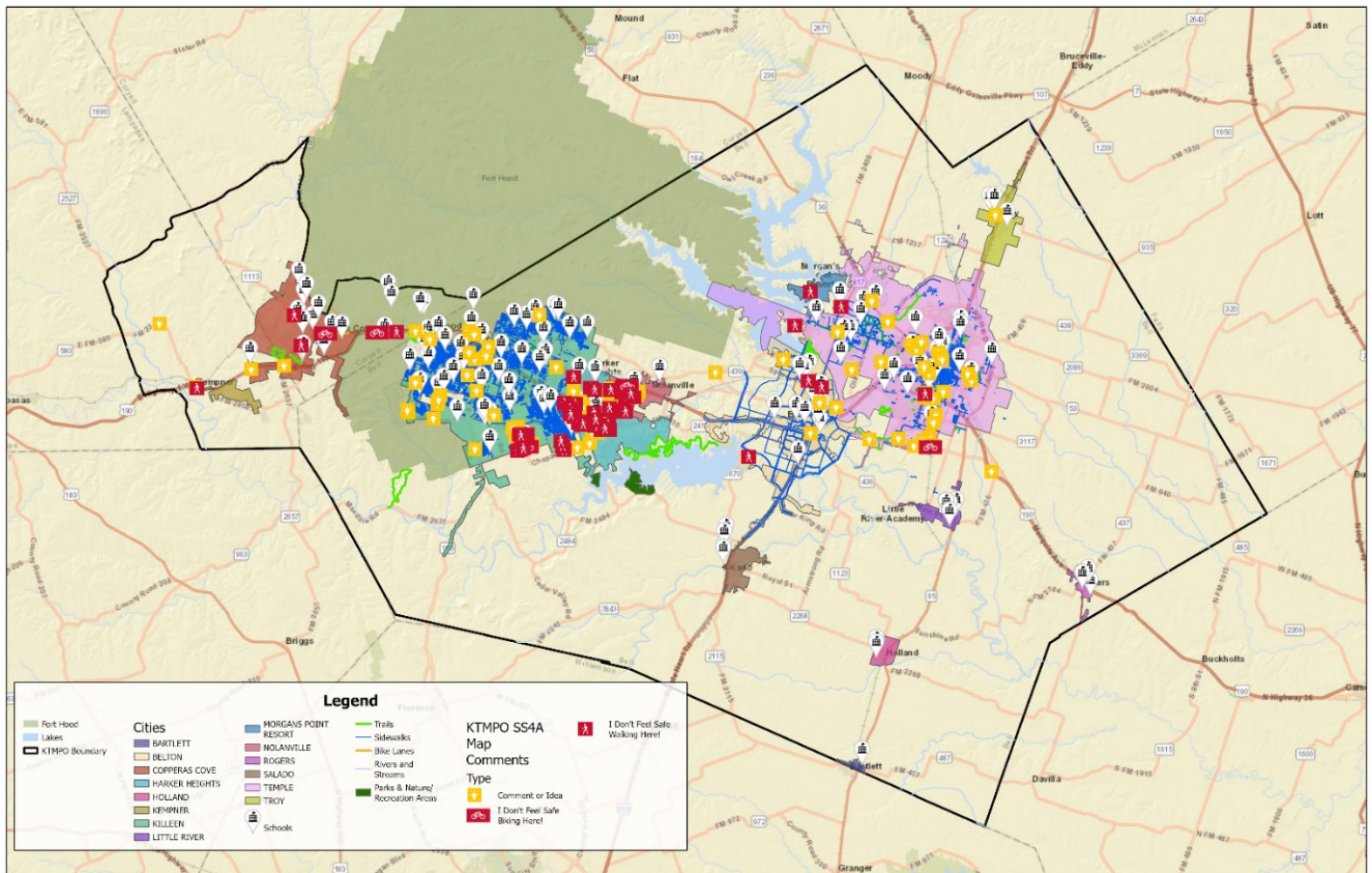
To provide additional historical context, the 2011 Regional Thoroughfare and Pedestrian/Bicycle Plan, informed by detailed city-level bicycle inventories (Appendix G), serves as the foundation for understanding how network gaps and opportunities have changed over time. These inventories capture conditions across each community, identifying priority corridors, and key destinations that continue to shape regional active

The associated mapping highlights a range of facility classifications, including proposed on-street bike routes and off-street trails, shoulder lanes, and side paths adjacent to streets, as well as existing on- and off-road facilities. Key points of interest, such as parks, schools, and hospitals, are also identified to illustrate the relationship between the bicycle network and essential community destinations.

Established under the Bipartisan Infrastructure Law (BIL), the Safe Streets and Roads for All (SS4A) program provided \$5 billion in funding from 2022–2026 to support regional, local, and Tribal initiatives aimed at preventing roadway fatalities and serious injuries. SS4A is built around the Safe System Approach and focuses on improving safety for all road users—pedestrians, bicyclists, public transportation passengers, motorists, micro-mobility users, and commercial drivers. The intent of developing a Safety Action Plan is to significantly reduce, and ultimately eliminate, serious crashes through coordinated, data-driven strategies.

The Central Texas Roadway Safety Action Plan (Appendix H), completed in February 2025, reflects this federal vision by addressing the unique safety needs of each county and prioritizing proven strategies to reduce severe injuries and fatalities. Fast-forwarding to 2025, the Central Texas Council of Governments (CTCOG) and the KTMPO jointly developed this plan to strengthen roadway safety for all users across Bell, Hamilton, Lampasas, Milam, Mills, and San Saba counties. Its recommendations rely on multimodal safety analysis and targeted improvements grounded in local data. The accompanying SS4A map (**Figure 2.4**), shaped by feedback from bicycle, pedestrian, and safety stakeholders, highlights both priority investment locations and areas where safety concerns are most acute, providing a clear foundation for targeted, strategic safety improvements.

Figure 2.4 SS4A Map



Parks and Recreation Assets in the MPO Region

Parks and Recreation Assets in the MPO Region (Appendix I) provide valuable insight into how communities and partner jurisdictions plan for outdoor spaces, trail networks, and recreation amenities, encompassing local trail segments as well as broader systems such as Texas A&M facilities, U.S. Army Corps of Engineers lakes, and railbanking corridors. These locally driven plans identify priority projects, desired park improvements, and opportunities to expand walking, rolling, and trail access within each jurisdiction. By reflecting community values, planned investments, and long-term recreation goals, the Parks and Recreation Master Plans provide essential context for understanding how local priorities align with regional active transportation needs and connectivity opportunities. The accompanying table (**Figure 2.4**) presents a comprehensive inventory of these efforts, including local trail segments and regionally significant systems across municipal, institutional, and federal partners. Partnering jurisdictions have provided the completed plans and accompanying documents, which are included in Appendix I for reference.

Figure 2.4

Parks and Recreation Assets in the MPO Region	
Responsible Agency / Entity	Year Approved
Bartlett	2024
Belton	2022
Belton Lake U.S. Army Corps of Engineers (USACE)	Pending
Copperas Cove	2022
Fort Hood	Pending
Harker Heights	2020
Holland	N/A
Kempner	N/A
Killeen	2022
Little River Academy	N/A
Morgan's Point Resort	2016
Nolanville	Pending
Nolancreek Regional Trail Segment	2016
Parrie Haynes Equestrian Ranch	Pending
Rogers	N/A
Stillhouse Hollow Lake U.S. Army Corps of Engineers (USACE)	Pending
Temple	2020
Texas A&M The Forge Trail System	2026
Village of Salado	2019
Troy	2014

Key Findings and Themes

Collectively, these plans, studies, and engagement efforts underscore the key findings and themes presented in this chapter. As outlined in the Public Involvement Plan (Appendix J), the second round of public engagement, conducted after completion of the draft RATP (February 23–April 13, 2026), reaffirmed and strengthened the direction established throughout this chapter. Feedback from respondents demonstrated broad support for the RATP’s priorities, including building safe and connected networks, advancing Complete Streets, enhancing coordination across agencies, and prioritizing safety and accessibility. Importantly, responses also revealed a clear willingness among residents to shift toward walking, cycling, and rolling for everyday travel when safe, convenient, and connected infrastructure is in place. These findings confirm that current travel patterns are largely influenced by existing system limitations rather than a lack of interest. Overall, the results validate the community’s desire for a RATP as a guiding framework and underscore a shared expectation that implementation will focus on safety, connectivity, quality of life, and regional coordination.

Building on statewide direction from the Texas Trails Study, the Texas Statewide Active Transportation Plan, and the Texas Bicycle Tourism Trails Study—supplemented by insights from the Texas Parks & Wildlife Department’s Park, Recreation and Open Space Master Plan Guidelines, this chapter also integrates key regional and local inputs, including KTMPO planning documents, the KTMPO Call for Projects, the RATP Public Involvement Plan, and Parks and Recreation Master Plans.

These plans and data sources not only reflect existing conditions, but also anticipate future community needs, ensuring that recommendations address long-term priorities rather than merely short-term demands. Together, they provide a comprehensive understanding of mobility needs, recreational demand, safety considerations, and connectivity opportunities across Central Texas.

This collective foundation establishes a clear framework for ongoing collaboration, highlighting KTMPO’s role in supporting local efforts, strengthening partnerships, and advancing a shared vision for a safer, more connected regional active transportation network. By grounding the plan in forward-looking, data-driven practices, this approach also underpins the region’s ability to remain competitive for grant funding and implementation resources.

SECTION 3

HARNESSING THE HERD: TRAILS AS CATALYST FOR HEALTH AND WELLBEING



Big Land. Bold
Partnerships.
Smart Funding for
Outdoor
Investments.

Big Land. Bold Partnerships. Smart Funding for Outdoor Investments.

According to the ATAC bylaws, the committee advises the TPPB and TAC on the planning and development of infrastructure, policies, and strategies that prioritize and encourage active transportation across the region. This includes, but is not limited to cycling, walking, paddle craft, and equestrian activities. ATAC also ensures that non-motorized and low-speed electric travel modes are effectively integrated into broader transportation strategies, supporting a multimodal network that serves people of all ages and abilities.

One key way the committee fulfills this role is by promoting public interest and awareness of active transportation and outdoor mobility planning throughout the KTMPO region and beyond including bicycling, walking, equestrian travel, paddle craft, and other non-motorized ways people move through outdoor spaces. ATAC collaborates closely with local clubs, community organizations, and partner agencies, like municipalities, and regularly participates in regional events such as National Bike Month, National Trails Day, and National Pedestrian Safety Month, to elevate the profile of active transportation and encourage safer mobility choices.

The 2026 Stakeholder Engagement Schedule reflects ATAC's year-long commitment to outreach, education, and regional collaboration. Through events such as Ride a Bike Day, The Ride of Silence, National Trails Day, and Pedestrian Safety Month, ATAC and its partners help foster a culture of active mobility while strengthening relationships among local jurisdictions, advocacy groups, and community members. These activities not only raise awareness of active transportation but also reinforce its integration into regional planning efforts—supporting safer, more connected, and more vibrant communities across the KTMPO region.

Trails and active transportation investments are most effective when reinforced by strong community alignment, clear policy direction, and consistent public engagement. KTMPO has demonstrated this commitment through a series of past signed resolutions and proclamations supporting active transportation events, including, National Bike Month (**Figures 3.1., 3.2, and 3.3**), Texas Trails Day, and Pedestrian Safety Month.

Figure 3.1



Figure 3.2



In consideration of the Ride of Silence, this initiative invites the community to pause, reflect, and share personal perspectives through a simple but meaningful question: *Who do you ride for?* This effort underscores the human dimension of active transportation, honoring lived experiences while strengthening local partnerships and community-driven programs that advance safety, awareness, and connection across the region. When cities and counties reinforce these efforts through local government resolutions that explicitly support active transportation, they help translate shared values into meaningful action. Such commitments position trails not only as elements of a multimodal transportation system, but as essential infrastructure that strengthens quality of life, supports healthier communities, and expands access to the outdoors.

Building on this foundation, KTMPO is preparing a resolution establishing *Unplug Texas Day* in October 2026, encouraging communities to step outside, explore local trails and parks, and experience outdoor mobility without relying on motorized travel. These resolutions will continue to elevate health, safety, and mobility as shared regional priorities. In addition, these coordinated initiatives create predictable and recurring opportunities to align planning, education, and infrastructure investments with real-world outcomes. These opportunities include safer walking and biking, reduced fatalities, and improved access to parks and open spaces for people of all abilities. By incorporating forward-thinking activities that harness and sustain community momentum, these efforts not only respond to current needs but also proactively shape a safer, more connected, and resilient active transportation future.



Figure 3.3

By recognizing trails as catalysts for improved health outcomes, community connection, and everyday mobility, local governments help advance a more vibrant and resilient region.

A local example of this collaborative approach is the Cen-Tex Race Series, a program of the City of Killeen, Parks and Recreation Department, sponsored by Carlson Law Firm (*City of Killeen, Texas, 2026*). Races are held in cities throughout the region and beyond that inspire the community to run for a cause greater than themselves. An awards banquet is held each year for participants who complete 70% of the races on the year's series (**Figure 3.4**).

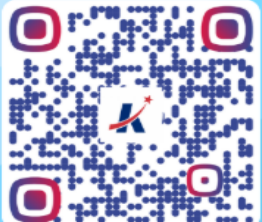


DATE	RACE	LOCATION
JAN 17	Y5K RUN TO THE POLAR BEAR PLUNGE	Copperas Cove
FEB 7	AJ HOWARD MEMORIAL 5K	Belton
FEB 28	SALADO LIONS ROAR 5K	Salado
MAR 7	CASA 5K SHENANIGANS FUN RUN	Temple
APR 4	STAN WEIK 5K CANCER STOMP	San Saba
APR 11	MPR ROSES FOR HOSES 5K	Morgan's Point Resort
MAY 9	JACKRABBIT RUN 5K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

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Figure 3.4 Cen-Tex Race Series 2026 Schedule

School-based wellness initiatives play a critical role in establishing lifelong healthy behaviors by integrating physical activity, nutrition, and supportive environments throughout the school day. Evidence-based strategies identified by the Centers for Disease Control and Prevention (CDC) demonstrate that policies such as active commuting programs, classroom activity breaks, comprehensive school physical activity programs, improved playground and greenspace design, and standards-based health education can increase physical activity, improve nutrition behaviors, support mental and social-emotional well-being, and advance health equity for students and school staff alike (CDC, 2024). Building on this foundation, Safe Routes to School (SRTS) provides a complementary, nationally supported initiative that makes it safer, easier, and more appealing for students to walk or bike to school, supporting many of the same health and safety goals. SRTS programs combine infrastructure improvements such as sidewalks, crossings, and traffic calming with education, encouragement, and community engagement to create safer school-area environments. According to national guidance, SRTS efforts help students incorporate daily physical activity, improve academic performance, and reduce school-area pedestrian injuries by addressing both the built environment and travel behaviors. Integrating SRTS into local programs allows communities in the KTMPO region to strengthen health, safety, and mobility outcomes while fostering stronger connections between schools, neighborhoods, and families.

Creating safe, active, and supportive environments for students has ripple effects that extend far beyond the school day. When communities invest in school-based wellness and SRTS programs, they are not only helping children build healthy habits, but also reducing traffic congestion around schools, improving neighborhood walkability, and enhancing overall community health (**Figure 3.5**).

These initiatives provide daily opportunities for physical activity, shown to improve academic performance, mental well-being, and long-term health outcomes and they strengthen connections between families, schools, and local agencies. By integrating SRTS into local programs, communities in the KTMPO region advance shared goals around safety, mobility, and quality of life, creating environments where students and the neighborhoods around them can thrive.

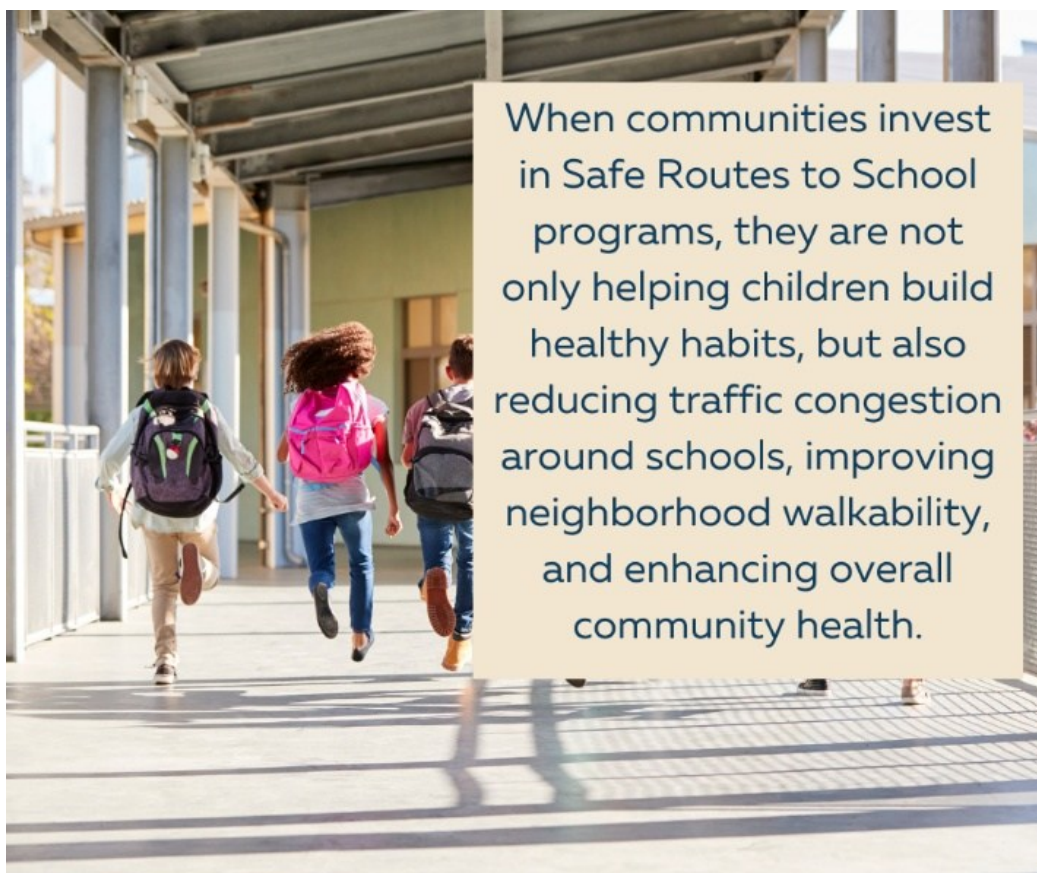
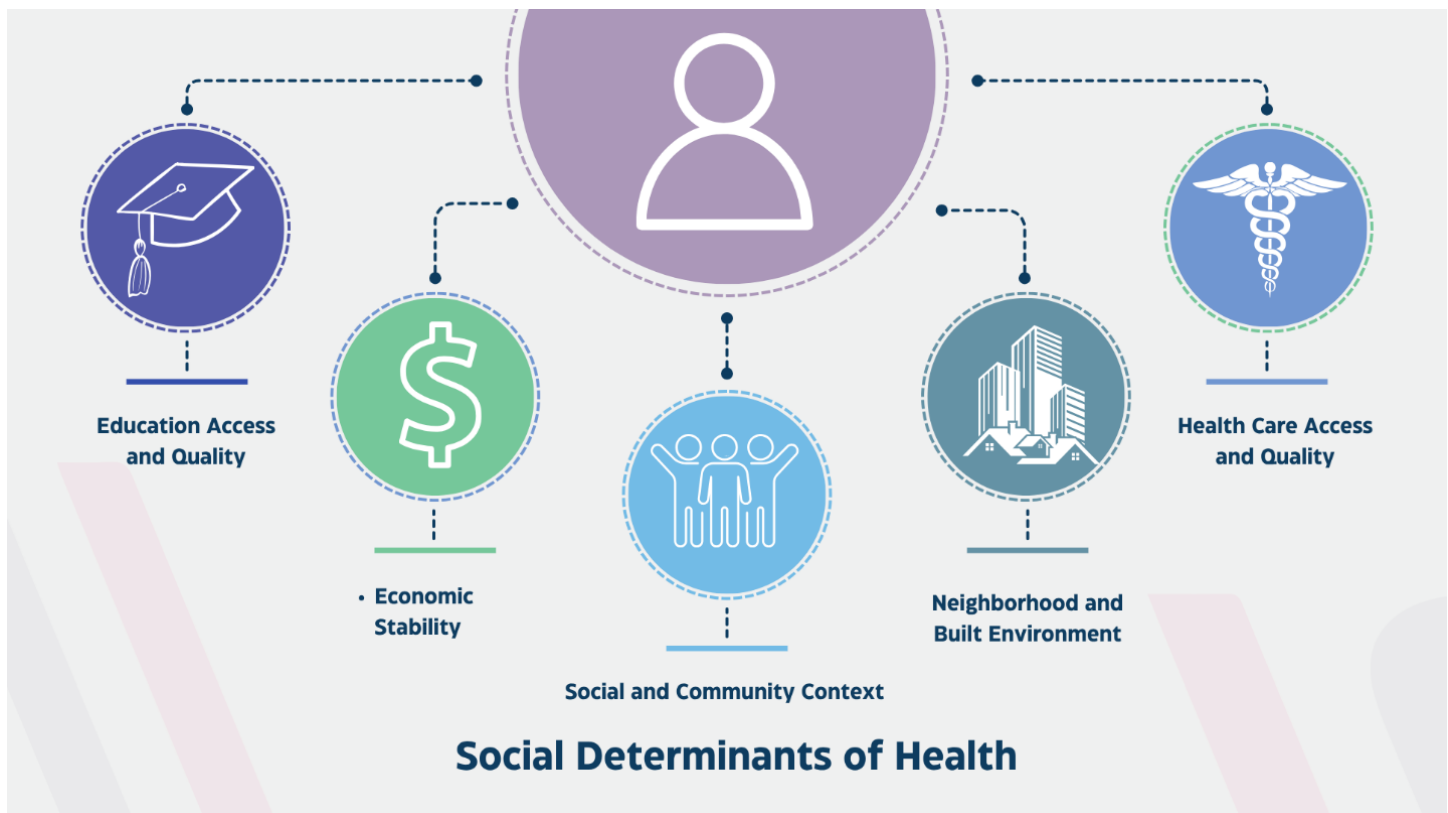


Figure 3.5

Health Initiatives Promoting Outdoor Space

Social Determinants of Health (SDoH) are the non-medical factors where people are born, live, and work that influence health outcomes (**Figure 3.6**). While transportation is not explicitly depicted in the graphic, it is a foundational factor that shapes access across multiple SDoH domains, particularly within the built environment and access to services. In rural areas, transportation plays a critical role in determining the practicality and reliability of reaching healthcare, healthy food, schools, employment, and opportunities for physical activity (*Rural Health Information Hub, 2025*). These factors highlight transportation planning as an important public health strategy, where investments in safe, connected, walkable, and bicycle-friendly systems can improve health outcomes and reduce disparities.

Figure 3.6 Adapted from Office of Disease Prevention and Health Promotion (ODPHP, n.d.).



Active transportation and outdoor access provide a "nature prescription" that combats sedentary lifestyles. By integrating walking, biking, and transit into daily routines, cities can reduce obesity, diabetes, and cardiovascular disease. Beyond physical gains, just 20 minutes in nature daily lowers cortisol and blood pressure while boosting joy—benefits indoor gyms often lack. A clear example of the health benefits outdoor spaces provide is Arlington, Virginia. The city has 99% park access and sees lower disease rates than cities with less green space. Investing in mixed-use neighborhoods and trails ensures exercise is accessible, reducing chronic stress, and improving long-term mental and physical health for everyone (ACSM, 2023 and USDOT, 2024).

Building on these lifestyle improvements, Texas is set to receive a historic \$1.4 billion in federal funding over the next five years via the One Big Beautiful Bill Act to reshape its rural health landscape. Administered through the Rural Health Transformation Program, this \$281 million annual investment—the largest in the

nation—aims to stabilize rural hospitals and bridge critical care gaps. By funding the recruitment of over 1,000 health professionals and deploying advanced AI and telehealth tools, the initiative ensures that residents in remote areas have access to lifesaving care and chronic disease management. These resources, coupled with grants for wellness programs and facility upgrades, empower rural communities to achieve the same health outcomes as their urban counterparts, creating a sustainable and modernized healthcare ecosystem for future generations (Texas Farm Bureau, 2026).

Health initiatives increasingly recognize parks, trails, and green spaces as essential community infrastructure for improving physical activity, mental health, and social connection. National research shows that access to parks and trails is associated with higher levels of walking and cycling, reduced stress, stronger social ties, and environmental benefits such as improved air quality and reduced heat exposure, reinforcing the role of outdoor spaces in supporting overall wellbeing (Trust for Public Land, 2023). Complementary youth-focused programs, such as the Healthy Kids Running Series, introduce children and families to safe, welcoming outdoor spaces for movement, reinforcing lifelong habits of physical activity. Together, these initiatives highlight how outdoor spaces function not only as recreational amenities, but as community-based health assets that support walking, cycling, and inclusive access to active living opportunities (Healthy Kids Running Series, n.d.). The Healthy Kids Running Series takes place over five weeks during both the fall and spring seasons each year, with the City of Belton receiving active participation in past events.

Blue Zones research emphasizes that health is shaped as much by the built environment as by medical care, with walkability serving as one of the strongest indicators of physical, mental, and social well-being. Communities designed for people—featuring walkable streets, compact life radii, reduced vehicle dependence, and accessible green spaces—support daily physical activity, reduce social isolation, strengthen community bonds, and measurably improve long-term health and longevity outcomes (Blue Zones, n.d.).

National programs such as Walk with a Doc offer free doctor-led walking groups. The program further demonstrates how trails and parks can serve as accessible settings for preventive health by pairing physician-led health education with group walking opportunities in outdoor environments. In the region, Baylor Scott & White Health (BSWH) supports Walk with a Doc events that encourage residents to use local parks and trails as part of routine physical activity and healthy lifestyle choices (BSWH, n.d.).

Alternate Funding and Partnership Opportunities

Trail investments offer far more than recreational benefits—they can serve as long-term economic catalysts when planned and funded as connected, multi-purpose assets. Communities that build trails through diverse partnerships often unlock additional funding streams and demonstrate strong public and private confidence in trails as regional infrastructure. Strategic trail corridors can link major destinations, workplaces, schools, parks, and cultural or natural amenities, helping reinforce a region’s identity while expanding opportunities for outdoor access. These investments support tourism and local business activity, but they also strengthen quality of life, talent attraction and retention, workforce development, and community health. Public-private collaboration—including contributions from local governments, healthcare systems, philanthropic partners, and employers—can accelerate trail development, diversify funding portfolios, and position trail networks as competitive regional assets.

The Elizabeth River Trail provides a compelling example of this model, demonstrating how a trail system supported by major public-private partnerships can generate regional economic value, strengthen placemaking, and advance goals related to health, transportation, and sustainability (Elizabeth River Trail Foundation, 2025). When paired with national recognitions or tourism certifications, trail systems like these can elevate regional visibility, strengthen resilience, and contribute to long-term economic vitality.

Diversifying funding through public-private partnerships, philanthropic contributions, and institutional partners helps create a more resilient and adaptable funding ecosystem. Such diversification ensures that trail and outdoor investments can continue advancing even during periods of reduced grant availability, while also positioning communities to take full advantage of federal and state opportunities when they arise.

Federal and State Grant Opportunities

Federal and state grant programs remain essential for advancing trail, active transportation, and outdoor recreation projects, especially when paired with relationship-building, technical assistance, and community outreach. However, as political funding priorities shift over time, relying solely on these competitive grant programs can introduce uncertainty. Building a balanced funding portfolio that blends grants with local and regional partnerships helps ensure long-term.

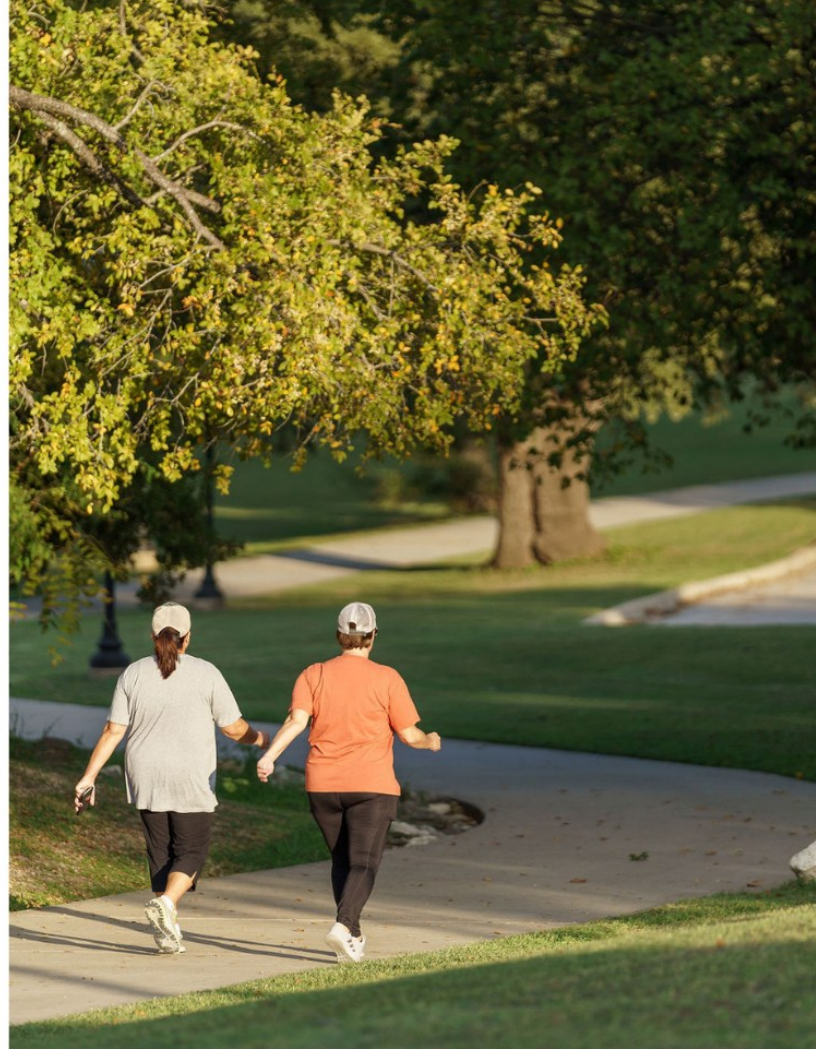
The TxDOT administers the Transportation Alternatives (TA) Program, which provides federal funding for bicycle, pedestrian, and trail infrastructure that improves safety, mobility, and access statewide. Through its Call for Projects, along with applicant workshops and guidance, TxDOT supports communities in developing competitive, community-supported proposals and navigating federal funding requirements (TxDOT, 2025).

In addition to TA funds, TxDOT supports local entities through grant guidance, match assistance resources, and planning capacity-building materials for bicycle-pedestrian and active transportation projects that leverage state and federal funds (TxDOT, n.d.). Recent TxDOT approvals totaling hundreds of millions for pedestrian and bicycle infrastructure projects underscore the growing importance of these grants for advancing connected networks statewide (TxDOT, 2026).

Applicants are encouraged to regularly consult the appropriate federal grant websites to ensure they are accessing the most current information on available funding opportunities. Staying informed about Notice of Funding Opportunities (NOFOs), eligibility requirements, deadlines, and reporting expectations is essential for submitting competitive applications and maintaining compliance. Proactively monitoring updates and participating in grant webinars or training can help communities remain prepared, responsive, and well-positioned to pursue emerging funding opportunities.

SECTION 4

BLAZING NEW TRAILS FOR CENTRAL TEXAS



Best Practices
Moving Forward
Together

Aligning Regional Active Transportation with Community-Driven Priorities

Communities and residents across the KTMPO region are sharing their voices on the importance of walkable communities, places they call home, where they spend time with their families and create lasting memories. In a post-COVID world, there is a clear desire for these experiences to happen outdoors.

This shared value for outdoor, walkable spaces was reinforced statewide in 2023, when Texans overwhelmingly voted to approve Proposition 14, creating the Centennial Parks Conservation Fund—a historic \$1 billion investment dedicated to acquiring land and developing new and expanded state parks. Approved by more than 76 percent of voters, the Fund reflects a clear mandate from Texans to protect open spaces and ensure access to outdoor recreation for current and future generations. Administered by the Texas Parks and Wildlife Department (TPWD), the program emphasizes a transparent, phased planning process that prioritizes public input, stewardship, and long-term community benefit, ensuring parks are developed as accessible, meaningful places for people to gather, move, and connect with the outdoors (TPWD, 2024).

Out of this voter-approved commitment and the Centennial Parks Conservation Fund, the Lampasas County Post Oak Ridge State Park was realized. The park represents a direct outcome of Texans' decision to invest in conservation, outdoor access, and community-centered spaces. Acquired by the TPWD in 2025, Post Oak Ridge State Park is being developed through a phased, public-focused process that prioritizes stewardship, accessibility, and meaningful engagement. Initial phases emphasize facilitated public use and guided access while planning advances for expanded day-use amenities, including trails and basic facilities. Through this deliberate approach, the park is being shaped not only as a protected natural landscape, but as a place for residents and visitors to walk, gather, explore, and connect with the outdoors—reflecting the values Texans affirmed at the ballot box. (TPWD, 2024). Although this State Parks lies just outside the KTMPO planning boundary, it remains a vital regional asset, enhancing cross-community access to nature, serving as an important regional trail connection point, and supporting coordinated transportation, tourism, and conservation efforts.

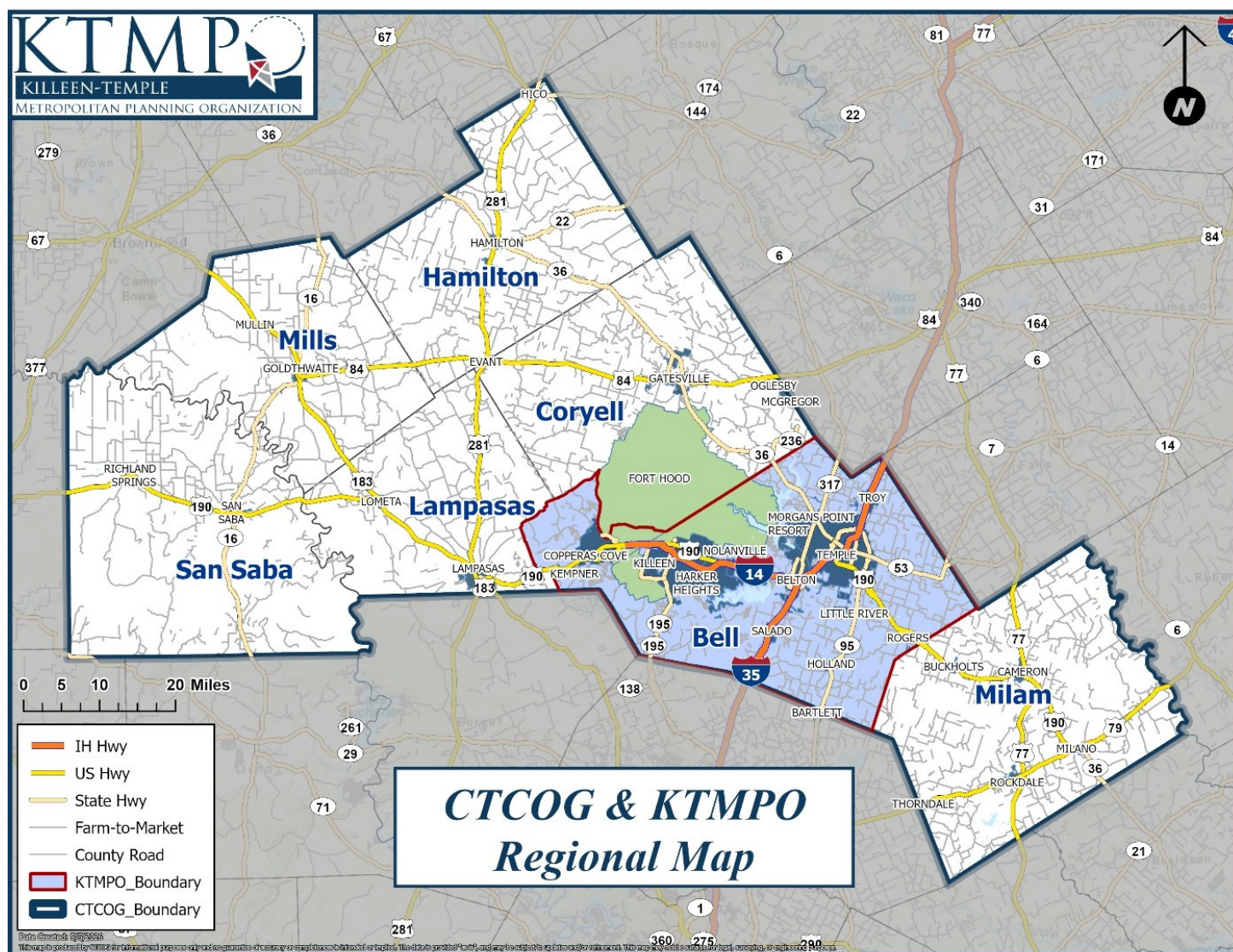
Together with nearby Mother Neff State Park, located just outside the KTMPO boundary to the east, these state park resources effectively frame and support the region, reinforcing a broader landscape of connected natural assets and recreational opportunities. Mother Neff's established ecological diversity and trail experiences complement the emerging vision for Post Oak Ridge, strengthening opportunities for regional connectivity, conservation, and outdoor recreation.

Coordinated Approaches to Regional Active Transportation Implementation

Building on this shared commitment to walkable, connected outdoor spaces, the following best practices highlight how the KTMPO RATP can support effective implementation through coordinated, community-driven approaches.

Also, successful regional active transportation depends on the strong coordination our partners already demonstrate and continued collaboration across jurisdictions and sectors, since walking, cycling, and rolling networks cross city and county lines. Regional approaches help create connected, safe, and usable systems (**Figure 4.1**), aligning investments, closing gaps, and ensuring communities experience a seamless network rather than disconnected projects (FHWA, 2012).

Figure 4.1



At the regional level, coordination begins with establishing clear roles and responsibilities among metropolitan planning organizations, counties, cities, transit providers, state agencies, park and trail managers, public health partners, and community organizations.

Regional Active Transportation Plans that clearly define how these partners collaborate—during planning, funding, design, and implementation—are more likely to move projects from vision to construction, as illustrated in (**Figure 4.2**). This includes aligning goals, timelines, and performance measures across agencies to support shared outcomes such as safety, accessibility, and connectivity (FHWA, 2012).

Figure 4.2 Responsibility Matrix *(adapted from the Lake Tahoe Active Transportation Plan)*

AGENCY TYPE	AGENCY	RESPONSIBILITY				
		Planning	Design	Construction	Maintenance	Funding
FEDERAL	US Forest Service	✓	✓	✓	✓	✓
	Federal Lands	✓	✓	✓		✓
STATE	Texas Department of Transportation (TxDOT)	✓	✓	✓	✓	✓
	Texas Parks & Wildlife Dept (TPWD)	✓	✓	✓	✓	✓
	Centennial Parks Conservation Fund	✓				✓
	Keep Texas Beautiful	✓	✓		✓	✓
LOCAL JURISDICTION	Counties	✓	✓	✓	✓	✓
	Municipalities	✓	✓	✓	✓	✓
911 EMERGENCY COMMUNICATIONS	CTCOG 911 Addressing	✓				
PUBLIC TRANSIT	Hill Country Transit District (HCTD)	✓	✓	✓		✓
METROPOLITAN PLANNING ORGANIZATION	Killeen-Temple Metropolitan Planning Organization	✓				✓
PUBLIC-PRIVATE PARTNERSHIPS	Nonprofit Trail Organizations and Advocacy Groups, Utility Companies	✓	✓	✓	✓	✓
ECONOMIC DEVELOPMENT	U.S. Economic Development Administration, Chambers of Commerce, Realtors, Industry	✓	✓	✓	✓	✓

Supportive partnerships between regional entities and local jurisdictions are critical for implementation. Regions set priorities and identify key corridors, while local governments lead project delivery and maintenance. Coordination bridges this gap by strengthening local capacity through technical assistance, shared standards, and funding strategies. Aligning regional and local plans allows active transportation improvements to be integrated into routine investments, improving efficiency and consistency (FHWA, 2012; TxDOT, 2025).

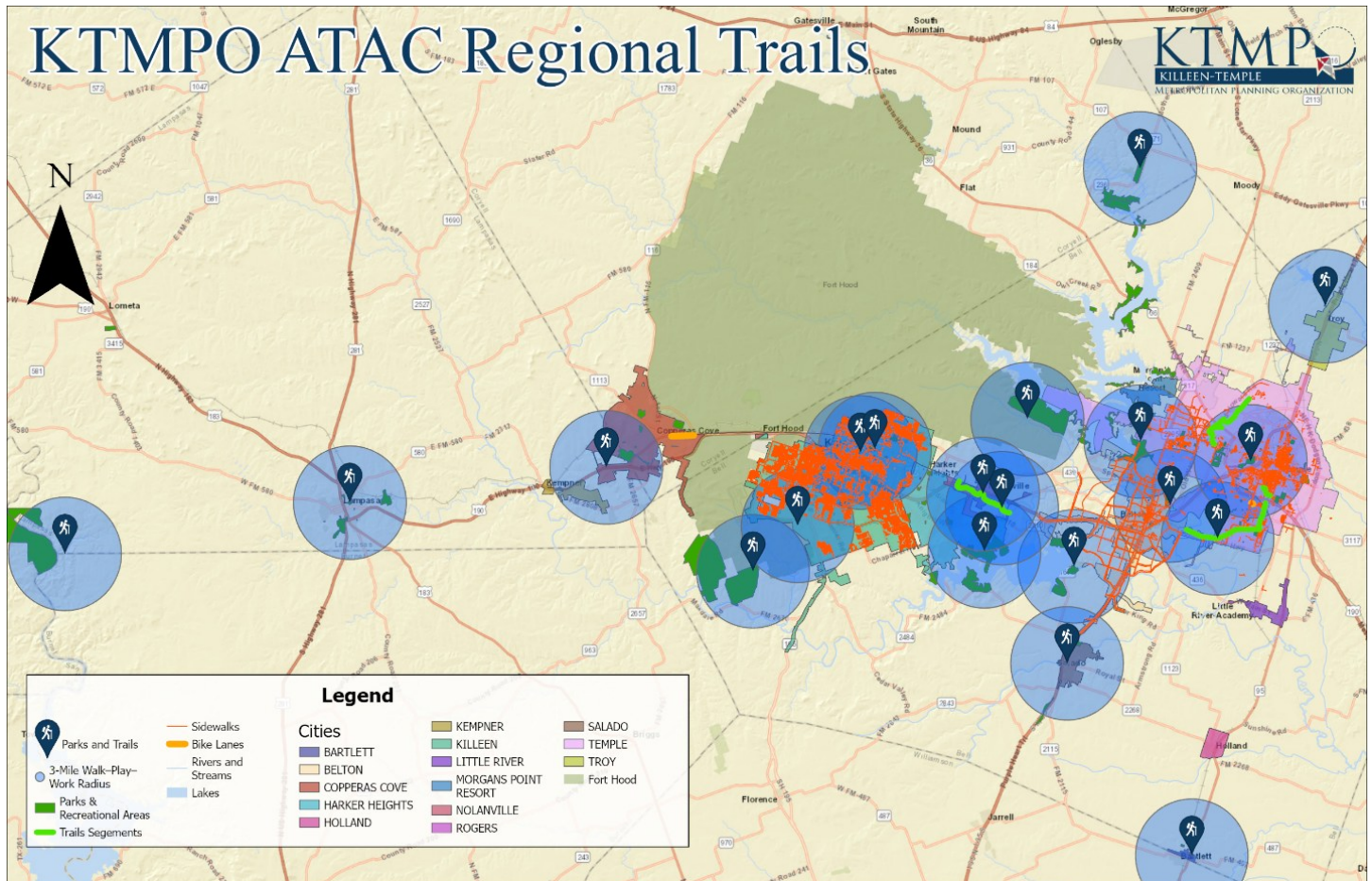
Cross-sector coordination also plays a key role in effective implementation. Active transportation outcomes are closely linked to public health, economic development and vitality, parks and open space, environmental stewardship, and education (Figure 4.3). Engaging these cross-sector partners allows regions to leverage multiple funding sources, strengthen the case for investment, and ensure projects serve broader community goals.

Figure 4.3



For example, coordination with parks and recreation departments can align trail development with regional bicycle and pedestrian networks, while collaboration with public health agencies can help prioritize projects that improve access in areas experiencing greater health disparities (CDC, 2023). During public comment, tools such as the 3-Mile Walk/Work/Play map (Figure 4.4) were used to help illustrate and communicate a shared vision of a more connected community, highlighting the potential for everyday access to destinations that are within comfortable walking distance.

Figure 4.4 3-Mile Work-Walk-Play



Transit partnerships are another essential component of coordinated regional implementation. Active Transportation Plans that intentionally integrate with transit planning improve first- and last-mile connections, expand access to jobs and services, and increase the overall effectiveness of the transportation system. Coordinated planning helps ensure sidewalks, crossings, bikeways, and shared-use paths are provided where they are most needed to support transit ridership and multimodal travel (USDOT, 2023).

Conduct Meaningful, Ongoing Public and Stakeholder Engagement

Meaningful coordination also extends to the public engagement process, which serves as a critical implementation tool for regional active transportation planning. Regional implementation is strengthened when agencies engage communities together, rather than through fragmented outreach efforts, using shared strategies and consistent messaging. The KTMPO Public Engagement Plan (PEP) provides a strategic framework and toolkit for coordinated outreach by establishing engagement methods, timelines, and best practices that support accessible, and ongoing participation across jurisdictions (PEP; see

Appendix K). Joint engagement builds trust, reduces engagement fatigue, and provides a more complete picture of how people move across the region. Professionals who work directly in the field transportation staff, park managers, planners, and community partners play a vital role in translating public input into real-world solutions by contributing professional observations and lived experience that data alone cannot capture.

To sustain coordination over time, successful regions establish both formal and informal mechanisms for collaboration. These may include interlocal agreements, regional advisory committees—such as the ATAC— shared performance tracking, and standing coordination meetings focused on implementation progress. Ongoing communication allows partners to adapt to changing conditions, pursue emerging funding opportunities, and continuously refine priorities based on results.

Plan and Implement a Connected, All-Ages-and-Abilities Network

A connected, all-ages-and-abilities network is one that supports comfort, dignity, and independence at every stage of life through multimodal design that safely accommodates walking, cycling, rolling, transit use, and driving. Texas is expanding trail access across its state parks through coordinated technology and infrastructure investments (Maloukis & Burke, 2026). In parallel, feedback from the disability community underscores that providing *choice* is essential, as no single trail design, modification, or adaptive equipment can meet every individual’s needs. Offering a variety of accessible options, paired with clear, reliable information ensures visitors can select the experiences that work best for them, as shown in the accompanying image (Figure 4.4 photo courtesy of Maegan Lanham, TPWD).

Figure 4.4



For an 80-year-old, the ability to pause, sit, and recover is as essential as the ability to walk (Figure 4.5), and research shows that elements such as hydration stations, seating, shade, trees, lighting, and public restrooms meaningfully extend walking distance and frequency while also improving comfort for children and families (Rao et al., 2025; 8 80 Cities, n.d.). When these supportive design features are paired with mixed-use land patterns and close proximity to everyday destinations, walking rates increase across all age groups (Sallis et al., 2025; CDC, 2024), enabling safer routes to schools, parks for children, and greater independence for older adults accessing groceries, pharmacies, and social destinations.

Figure 4.5



To achieve this vision, regional plans should prioritize a continuous, low-stress, multimodal active transportation network that connects communities, schools, employment centers, transit, and regional destinations. Consistent with Complete Streets best practices, designing streets and networks for all ages and abilities increases safety, comfort, and adoption across the population—particularly for people new to walking or biking—while ensuring that transportation systems function as integrated, accessible networks rather than isolated facilities (McCann & Rynne, 2010).

Connect Communities, Schools, Employment Centers, Regional Destinations and Transit

Effective active transportation networks rely on strong design standards paired with thoughtful project selection processes. On the design side, best practices emphasize high-quality materials, appropriate sidewalk and trail widths, accessible slopes, consistent striping, signage, and visual cues that support user comfort and safety. Protected bike lanes and other physical separation treatments further enhance safety by reducing conflicts between cyclists and motor vehicles. Equally important is a clear, data-informed process for identifying and prioritizing projects. Communities benefit from evaluating proximity to shopping centers, schools, parks, transit stops, employment centers, and other key destinations, along with identifying “desired paths” where worn footpaths indicate existing pedestrian demand despite a lack of infrastructure. This combined approach ensures that multimodal facilities are not only well-designed but are also strategically located to strengthen connections between neighborhoods, community assets, and regional destinations.

The FHWA notes that regional bicycle and pedestrian [active transportation] plans should focus on connecting key trip generators, including employment, education, transit, and activity centers (FHWA, 2016).

Trail Investments

Trail investments play a vital role in creating safe, walkable neighborhoods by providing well-designed routes that connect residents to parks, schools, services, and community destinations. When communities plan trails with high-quality lighting, clear wayfinding, traffic-calming at crossings, and accessible design features, they create corridors that encourage people of all ages and abilities to walk, bike, and roll. These projects often spark additional public and private improvements, from sidewalk upgrades to neighborhood beautification, strengthening the sense of safety and community pride. By

thoughtfully integrating trail networks into broader land-use and transportation planning, regions can support healthier, more connected neighborhoods where walking and cycling become safe, convenient everyday choices.

The City of Temple's Georgetown Railroad Trail project offers a strong illustration of how trail investments can transform community connectivity and quality of life. The project will construct a 10-foot-wide shared-use path along the historic Georgetown Railroad corridor, extending from the Leon River to South 31st Street (FM 1741), while also renovating the iconic MK&T Truss Bridge to support safe, multimodal access. By linking multiple neighborhoods and creating opportunities for longer trail connections, the corridor has the potential to become one of the city's first continuous inner-city trail routes. Local leaders noted that the project would provide significant community benefits, offering a picturesque, safe place to walk, connect with Belton, and enjoy roughly seven miles of uninterrupted trail, making it an ideal destination for recreation, fitness, and everyday travel.

Use Data-Driven Prioritization and Performance Measures

Regions should rely on transparent, data-informed methods to identify needs, prioritize projects, and evaluate system performance over time, using safety data, demand indicators, access metrics, and public health outcomes. Throughout this process, members of the ATAC played a vital role in prioritizing investments that support safer, more walkable, and bicycle-friendly communities across the region, as reflected in their scoring from the 2023 Call for Projects (Figure 4.6). The project selection process included both strictly fact-based objective scores and more qualitative subjective scores to evaluate the full range of effects of each project. The local knowledge and perspective that members provided in assigning the subjective scores were vital to the process.

Figure 4.6

Project ID	Project Name	Project Description	Subjective Scores (Averaged)													
			1. Connectivity and Service Gaps			2. Access to Info.		3. Safety			6. Project Scope					
			1B. Eliminates Barriers (0-5)	1C. Active Transportation Network Connectivity (0-5)	1D. Addresses Documented Need (0-5)	2. Provides Access to Jobs in Region and EJCCO (0-5)	3A. Exclusive Path (0-5)	3B. Connection to a School (0-5)	3C. Mitigates or Eliminates Identified Hazards (0-5)	6A. Regional Collaboration (0-5)	6B. Environmental Justice (0-5)	6C. Environmental Mitigation (0-5)	6D. Economic Development including Travel/Tourism (0-5)	6E. Multimodal Support, Transportation, & Sustainability (0-5)	6F. Reliability (0-5)	
			Referen	Reference	Referen	Reference	Reference	Reference	Reference	Reference	Reference	Reference	Reference	Reference		
		Construct 6' sidewalk on the Ave H between Pearl Street and Saunders Street and on Pearl Street between Ave H and Ave D	3	2	3	3	4	4	4	2	3	1	2	3	3	
B40-08	Sparta Road SUP	Construct a 10' Shared Use Path (SUP) on Sparta Rd from Tiger Drive to Dunn's Canyon Road and add protected right turn lanes at Belton ISD and Loop 121	4	2	4	3	3	5	4	2	3	2	3	3	3	
B50-05	SH 317 (Main Street) Sidewalk	Construct a 5' sidewalk on SH 317 (Main Street) between Industrial Park Road and Greenbriar Street	4	3	3	1	3	2	2	2	2	1	4	3		
B45-05	Commerce/Industrial Park Blvd SUP	Construct a 10' Shared Use Path (SUP) on Commerce Street from Sparta Road to Industrial Park Road and continuing east on Industrial Park Road to SH 317 (Main Street); add curb and gutter along pavement edge on Commerce Street	5	4	3	3	4	2	3	2	2	2	3	4	3	
B50-06	East 24th Street Sidewalk	Construct 5' sidewalk E 24th Ave between SH 317 (Main Street) and Beal Street; widen intersection at E 24th Ave and SH 317 (Main Street)	4	3	5	3	4	5	4	2	2	2	2	4	3	
B45-04	Beal Street Sidewalk	Construct 5' sidewalk on Beal Street from Downing Street to E 24th Ave	4	3	4	3	4	4	4	2	2	2	2	4	3	
B45-01b	Belton GT Rails to Trails Phase 2	Construct 12' Shared Use Path (SUP) along the old Georgetown Railroad between IH-35 and the Leon River Bridge	5	5	5	5	4	1	4	5	3	2	2	5	3	
B50-07	Nolan Creek Pedestrian Bridge	Construct 10' pedestrian bridge across Nolan Creek from the existing Shared Use Path (SUP) on south side of Nolan Creek to Water Street	4	4	4	3	4	4	4	3	3	2	2	3	3	
B45-06	Central Ave Sidewalk	Replace sidewalk along W Central Ave with 8' ADA compliant sidewalk on the north side	3	3	3	3	3	3	3	3	3	3	3	3	3	
B45-01a	Belton GT Rails to Trails Phase 1	Construct 12' Shared Use Path (SUP) along the IH-35 northbound frontage road between Veteran's Way and FM 93	5	4	4	4	3	1	4	5	3	3	4	4	3	
B50-08	FM 436 Sidewalks	Construct sidewalks on FM 426 between Tyler Street and Shady Lane	4	3	4	2	4	4	4	3	3	3	3	3	3	
C50-03	BNSF Pedestrian Crossing	Construct signalized pedestrian crossing over the BNSF railroad at N 17th Street, add 6' sidewalk along W Ave D to Copperas Cove HS, and reconstruct N 17th Street between W Ave D and W Ave B	5	4	5	3	3	5	4	3	2	2	3	3	3	
C50-04a	BUS 190 Phase 1 - Pedestrian Improvements	Construct 6' concrete sidewalk along BUS 190 between Ave D and Constitution Drive	5	4	4	4	4	2	3	3	2	2	3	3	3	
C50-05	Kate Street Park Trail	Construct 6' wide concrete trail along greenway between Windmill Drive and Williams Street through Kate Street Park	3	3	3	2	4	4	3	3	2	2	3	3	3	
C50-06	Lehmann Trail	Construct 6' wide concrete trail along greenway between Copperas Cove City park and Lehmann Drive in the new Freedom Ranch subdivision	3	3	3	2	4	4	3	3	2	2	3	3	3	
C50-04e	BUS 190 Phase 5 - Pedestrian Improvements	Construct 11' Shared Use Path (SUP) and 6' sidewalk along BUS 190 between FM 116 and US 190 at FM 2657	3	3	3	2	4	2	3	3	2	2	3	3	3	
H50-02	Pima Trail Pedestrian Improvements	Construct 6-8' connector sidewalk along Pima Trail between Pueblo Trace and Rustling Oaks Drive and continuing south along Rustling Oaks Drive to Doc Whitten Drive	3	3	3	3	3	2	3	3	2	2	3	3	3	
H50-03	Beeline Lane Pedestrian Improvements	Construct 6-8' connector sidewalk along E Beeline Lane between FM 3423 (Indian Trail Drive) and Amy Lane	4	3	3	3	3	2	3	3	2	2	3	3	3	
H50-04	FM 3423 (Indian Trail Drive) Sidewalk	Construct sidewalks on FM 3423 (Indian Trail Drive) from the IH-14 eastbound frontage road to 0.03 mi. N of Clore Drive	3	3	3	3	3	4	3	3	4	2	4	3	3	
H50-05	Millers Crossing Pedestrian Improvements	Construct 6-8' wide sidewalk along Millers Crossing from Grizzly Trail to the IH-14 eastbound frontage road	3	3	3	3	3	2	3	3	3	2	2	3	3	
H50-06	Modoc Drive Sidewalk & Trail	Construct 6-8' ADA compliant sidewalks on Modoc Drive between the IH-14 eastbound frontage road and Mountain Lion Road	5	4	4	3	4	4	4	3	4	2	2	3	3	
H50-07	Ann Blvd Pedestrian Improvements	Construct 10' connector sidewalk along Ann Blvd between FM 2410 (Knights Way) and BUS 190 (Veterans Memorial Blvd)	5	4	4	3	4	4	4	3	3	2	2	3	3	
K45-02	Killeen-Ft Hood Regional Trail	Construct a 10'-12' wide concrete sidewalk/trail along greenway from the intersection of Elms Road and Robinett Road to Stan Schlueter Loop then east along Stan Schlueter Loop to Jake Spoon Drive and then southeast along greenway to Texas A&M Central Texas generally following Jake Spoon Drive and Bunny Trail	5	5	4	4	4	4	3	3	4	3	4	4	3	
N50-01	Dale Ave SRTS Project	Construct safe route to school pedestrian infrastructure along Dale Ave from Spur 439 to 10th Street	4	5	4	3	2	3	2	3	1	2	2	2	3	
N40-11	Nolan Creek Off System Trail	Construct 10 ft multi-use trail along S Nolan Creek from the Old Nolanville Road bridge at Nolan Creek to riverbend near Harvest Drive and then straight north to the IH-14 eastbound frontage road	4	2	3	2	5	3	3	3	1	4	3	3	3	
N40-09	Pleasant Hill Road Bicycle Lanes	Construct a Class II bicycle lanes on Pleasant Hill from the IH-14 westbound frontage road to FM 439	4	3	3	3	3	1	1	3	3	3	3	3	3	
T40-13b	Georgetown RR Trail Phase 2	Construct 10' wide hike/bike trail along old Georgetown Railroad from the Leon River to FM 1741 (S 31st Street) and renovate historic MK&T Truss Bridge	5	3	3	3	5	4	0	3	0	3	0	4	3	
T50-07	Cedar Road Safety Crossing	Install Pedestrian-activated HAWK traffic signal and crosswalk on Cedar Road 0.03 mi. S of Sage Meadow Drive	4	3	3	3	3	3	0	3	0	2	0	4	3	
T45-03	E Central Ave Sidewalks	Construct sidewalks and add ADA compliant ramps and crosswalks along E Central Ave between the UP Railroad Crossing and S 24th Street	3	3	3	4	3	1	0	3	0	2	4	3	3	
T50-08	W Adams Ave Bike-Ped Connectivity	Construct 10' sidewalk and truss bridges adjacent to FM 2305 (Adams Ave) from Greenview Drive to Olaf Drive	5	4	4	3	4	1	0	3	0	2	0	3	3	
T50-09	Crossroads Park Safety Crossing	Install two crosswalks and pedestrian activated rectangular rapid flashing beacons on Hilliard Road at the Research Loop intersections	4	3	3	2	3	2	0	3	0	3	0	4	3	
T45-02	3rd Street Sidewalks	Construct sidewalks and add ADA compliant ramps and crosswalks along 3rd Street between the Mayborn Civic Center and Ave A	3	4	3	3	3	4	0	3	0	3	4	4	3	
T25-05	FM 2271 Trail	Construct 8' wide trail along FM 2271 from Adams Ave to Miller Springs Nature Center	4	4	3	4	3	1	0	3	0	3	0	4	3	
W50-05	BUS 190 Killeen Complete Streets	Reconstruct BUS 190 from SH 195 to W S Young Drive; add sidewalks and Shared Use Paths (SUP), replace angle parking with sidewalks and parallel parking	4	5	5	2	3	1	0	3	0	3	0	3	3	

Leveraging Alternative Funding to Advance Active Transportation Projects

As traditional funding sources become more constrained, successful active transportation and trail projects increasingly rely on diversified funding strategies to maintain momentum. Best practices show that collaboration between public agencies and nonprofit partners can unlock alternative funding pathways—such as corporate support, philanthropy, and strengthened donor networks—to supplement public investment. By blending resources and adapting funding approaches, communities can continue delivering trails and active transportation improvements even in challenging fiscal environments.

Building on this approach, partnering with private-sector and industry stakeholders is an emerging best practice for advancing active transportation and trail projects when traditional public funding is limited. Industry partnerships can provide direct financial contributions, sponsorships, in-kind services, and technical expertise that support both capital delivery and long-term operations. The Elizabeth River Trail in Norfolk, Virginia, demonstrates how a nonprofit-led trail initiative has successfully leveraged corporate partnerships, philanthropy, and donor support to supplement public investment, fund amenities, expand programming, and advance trail extensions as part of a broader regional network. Through sustained collaboration with businesses, institutions, and employers, the trail has continued to grow and evolve despite funding uncertainty, offering a durable model for maintaining project momentum through diversified partnerships (Elizabeth River Trail Foundation, n.d.).

In addition to supporting mobility and recreation, trail investments can generate tourism and economic development benefits, strengthening the case for diversified funding by attracting visitors, supporting local businesses, and creating shared value for public, nonprofit, and private partners. Importantly, these investments also help create safe, walkable neighborhoods, including improved connections to schools that support everyday access for students, families, and communities.

From Best Practices to Implementation

Best practices set the foundation for effective regional active transportation planning, but as technology and research continue to evolve, too will these approaches—this section outlines the actions KTMPO can take today to turn those principles into outcomes (Figure 4.7).

Figure 4.7



Regional Active Transportation Plan Moving From Planning to Implementation: Priority Focus Areas

Goals
Advance best practices to deliver a connected, safe, and vibrant active transportation network.

Funding Competitiveness
Compete effectively for funding.

Intergrade Parks & Trails
Conduct a regional trail study and partner with local and state agencies to align parks and recreation plans with regional transportation efforts, creating connected trail networks.

Safety
Use data-driven strategies to reduce conflicts and improve safety (Vision Zero & Complete Streets).

Connectivity
Create continuous routes linking key destinations for safe, seamless travel.

Trail Tourism & Economic Development
Model proven nonprofit-led trail initiatives by engaging major employers, anchor institutions, and local foundations to co-fund trail extensions, wayfinding, and visitor-focused programming that support trail tourism and economic development.

Data & Technology
Improve emergency response through standardized trail 9-1-1 wayfinding, use automated pedestrian and bicycle count technology to identify gaps and prioritize improvements, and track performance through dashboards and GIS tools.

Public and Stakeholder Engagement

Engage the public and stakeholders throughout planning and implementation to ensure investments reflect community priorities, lived experience, and local context.

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

Implementation of many projects identified in this plan will depend on coordination with local jurisdictions, funding availability, and future project development. A well-implemented Regional Active Transportation Plan does more than guide infrastructure—it helps shape a safer, healthier, and more connected future for the region. By advancing a coordinated network that supports walking, bicycling, paddling, and equestrian movement, this plan reflects a shared commitment to improving quality of life across Central Texas. Through data-driven decision-making, strong partnerships, and strategic investment, it reduces conflicts and advances Vision Zero and Complete Streets principles; connects

people and places through seamless regional networks; and strengthens local economies by supporting recreation, tourism, and small business growth.

Equally important, the RATP embraces innovation—leveraging data and technology to inform smarter investments, track progress, and enhance emergency response—while remaining grounded in community voices and priorities. This approach not only addresses today’s needs but positions the region to lead with confidence, readiness, and competitiveness for future funding opportunities.

Together, these recommended actions transform vision into momentum. By aligning planning, partnerships, technology, and engagement, KTMPO and its partners can turn collective ambition into lasting impact—delivering safe, accessible, and inspiring multimodal connections that empower everyday movement, celebrate the region’s landscapes, and build a legacy of mobility, resilience, and opportunity for generations to come.

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APPENDIX A – KTMPO METROPOLITAN TRANSPORTATION PLAN 2050

APPENDIX B - REGIONAL THOROUGHFARE & PEDESTRIAN/BICYCLE PLAN 2008/2011

APPENDIX C - REGIONAL MULTIMODAL PLAN 2018

APPENDIX D - ATAC BYLAWS

APPENDIX E - MOTHER NEFF STATE PARK

APPENDIX F - 2023 PROJECT SCORING GUIDELINES

APPENDIX G - MAPS OF 2011 CITY-LEVEL BICYCLE INVENTORIES (REGIONAL THOROUGHFARE AND PEDESTRIAN/BICYCLE PLAN)

APPENDIX H - THE CENTRAL TEXAS ROADWAY SAFETY ACTION PLAN

APPENDIX I - PARKS AND RECREATION ASSETS IN THE MPO REGION

APPENDIX J - PUBLIC INVOLVEMENT PLAN

APPENDIX K - PUBLIC ENGAGEMENT PLAN

Appendices referenced in this document are available on the KTMPO website for additional information and detail: www.KTMPO.org