THE CITY OF BURLESON TEXAS

Department Memo

City Council Regular Meeting

DEPARTMENT: **Development Services**

FROM: **Michelle McCullough, P.E., CFM, Deputy Director/City Engineer**

MEETING: **July 20, 2026**

SUBJECT:

Consider and take possible action on a minute order amending the Mobility Plan (CSO#5313-11-2023) to adopt the Alsbury Blvd concept plan from FM 731 to the Union Pacific railroad crossing, west of IH-35W and the alignment of Lakewood Drive, from County Road 1020 to County Road 1021. *(Staff Contact: Michelle McCullough, Deputy Director/City Engineer)*

STRATEGIC PRIORITY AND GOAL(S):

Strategic Priority	Strategic Goal
Dynamic & Preferred City Through Managed Growth	2.3 Enhance connectivity and improve mobility

SUMMARY:

The City of Burleson continues to experience significant growth within the city and extraterritorial jurisdiction (ETJ), creating traffic congestion in rural and urban areas. The city's adopted Master Thoroughfare Plan (MTP) includes several collector and arterial roadways that, when constructed, will provide additional capacity throughout the city and ETJ, improving traffic flow and connectivity. Roadways included in the city's MTP and considered critical to the city's roadway network are Alsbury Blvd., Hulen Street, Lakewood Drive, and SH-174. The Burleson City Council approved two separate professional services contracts on December 9, 2024, to evaluate Alsbury Blvd, from FM 731 to the Union Pacific railroad crossing, west of IH-35W and to evaluate alignment options for Lakewood Drive, from County Road 1020 to Country 1021.

Alsbury Blvd –

The city's Mobility Plan included an analysis of roadways to determine the existing level of service. Several factors, such as speed, density, delays, etc., are evaluated to assign a service rating ranging (LOS) from A to F, with F considered failing. The city's goal is for much of the roadway

network to operate at a level of service of C or better, which means drivers can drive along a roadway with few delays through the corridor. Service levels E and F indicate traffic operating near the roadway's capacity with little room for drivers to maneuver between lanes, causing delays. Traffic data collected during the Mobility Plan update indicated Alsbury Blvd. experiences 25,000 to 30,000 vehicles daily from FM 731 to IH-35W. This results in service levels ranging from D to F, indicating the roadway is at, or approaching, capacity today.

A traffic study was performed for Alsbury Blvd. to evaluate existing and proposed conditions along the study corridor. Additionally, intersection analyses, including turn lanes were performed to develop recommendations based on the feasibility of construction considering existing constraints along the corridor.

Alsbury Blvd. experiences a LOS of D or E-F in both directions during the AM and PM peak hours in existing conditions. As development continues, the LOS is expected to continue to decline and experience significant congestion resulting in vehicle delays. The study indicated implementation of a raised median and two-way left turns is anticipated to improve the LOS to a D or better in the 2045 build-out year. The 2045 build-out year is defined in the report as existing conditions (2025) plus 20 years projected growth increasing the overall thoroughfare capacity for existing and future conditions.

With the implementation of a median, traffic will be rerouted for vehicles to make left turn movements. Five intersections were analyzed and it is recommended Morgan Drive and Sierra Vista Drive/Parkview Drive are signalized at the time the raised median is constructed along Alsbury Blvd. Traffic is expected to be “funneled” from the surrounding neighborhoods creating the need for the traffic signals. The traffic signals and recommended turn lanes will allow safer turning movements along Alsbury Blvd., which should reduce crashes and increase the overall safety of the corridor.

Additionally, existing turn lanes and the existing mid-block crossing at Alsbury Blvd. and Douglas Street were evaluated. The left turn lanes at Renfro Street and Alsbury Blvd. could be modified to allow for more storage of vehicles and it is recommended to remove the mid-block crossing due to lack of observed pedestrian activity and safety. The existing ramps at Douglas Street and Alsbury Blvd. are recommended to be reconstructed as east-west directional ramps across Douglas Street only.

Lakewood Drive

Lakewood Drive is included on the city’s Master Thoroughfare Plan (MTP) as an arterial roadway from FM 1902 to SH 174. A portion of Lakewood (County Road 914) has been constructed from County Road 1020 to FM 1902 as a four-lane divided roadway, with a planned temporary connection to FM 1902. Lakewood Drive is also constructed from SH 174 to Buffalo Run as a four-lane divided roadway, and then as a two-lane divided roadway to County Road 1021. This facility will be expanded in the future as development continues in the area.

Lakewood Drive extension is currently under design from the intersection of FM 1902 to the Chisholm Trail Parkway and will serve as the area's major “through” movement. FM 1902 will ultimately be realigned to “tee” into Lakewood Drive as part of the design of the extension of Lakewood Drive. A traffic signal is anticipated at this future intersection.

The City Council reviewed four options and developed a schematic for the preferred route, which follows County Road 914 and connects to Lakewood Drive at County Road 1021 (through nearby property). The preferred route minimizes impacts to existing properties along County Road 914 and provides for a more direct route to connect the existing portion of Lakewood Drive. Additionally, this alignment avoids improvements which would require additional right-of-way along County Road 1021.

RECOMMENDATION:

Staff recommends approval of the amendment to the Mobility Plan adopting the Alsbury Blvd concept plan, from FM 731 to the Union Pacific railroad crossing, west of IH-35W and alignment of Lakewood Drive, from County Road 1020 to County Road 1021.

PRIOR ACTION/INPUT (Council, Boards, Citizens):

November 13, 2023 – City Council adoption of Mobility Plan

REFERENCE:

NA

FISCAL IMPACT:

NA

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