

MOBILITY PLAN UPDATE



BTX
MOVES

Burleson Mobility Plan

2022 Update

WHY MASTERPLAN?

COMPREHENSIVE PLAN

- April 19, 2010: Imagine Burleson 2030 approved
- November 17, 2020: 2020 Midpoint Update to the 2030 plan approved
- Official guide for making decisions about orderly growth and development
- Establishes goals, objectives, policies, strategies, programs and projects
- Utilized as a guide for zoning decisions
- Provides guidance for budget priorities

MASTERPLANS ARE UNDER THE “UMBRELLA” OF THE COMPREHENSIVE PLAN

Aligns with the Comprehensive Plan goals

Serves as the "blueprint" for infrastructure needs

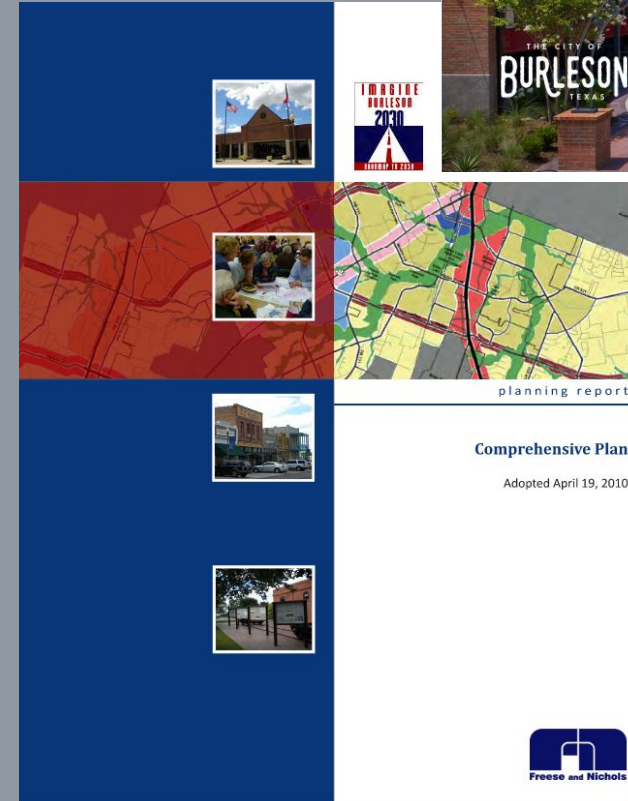
Provides additional guidance for policies and ordinances



Imagine Burleson

Comprehensive Plan

2020 Midpoint Update



ELEMENTS OF MOBILITY MASTERPLAN

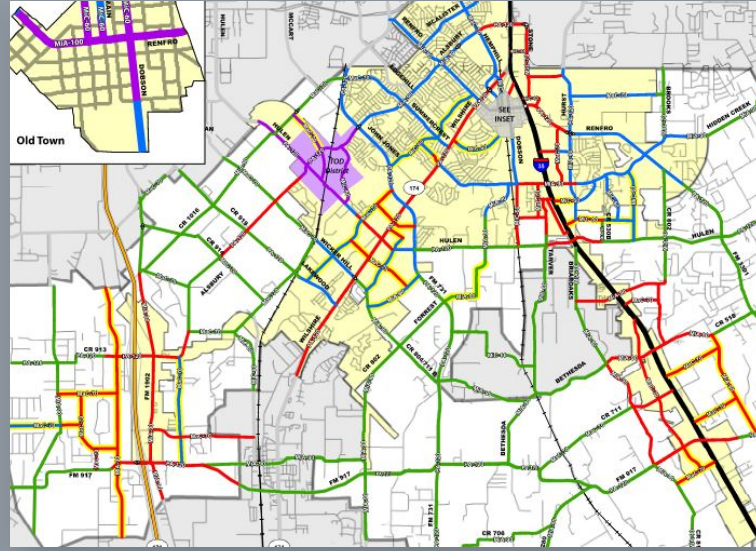


PUBLIC OUTREACH

Interactive Map with survey

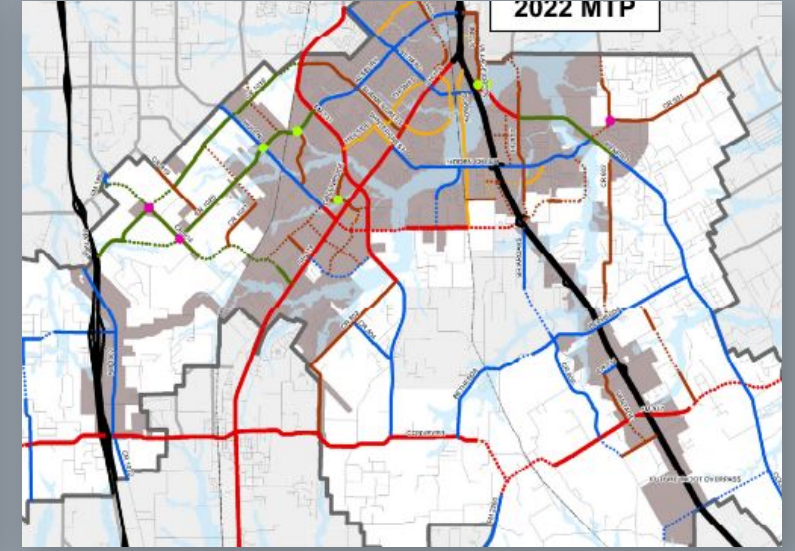
Q-code provided for easy access to website

Goal is to obtain comments / suggestions from public to incorporate into plan



EXISTING SYSTEM ANALYSIS

Identify areas of existing capacity issues



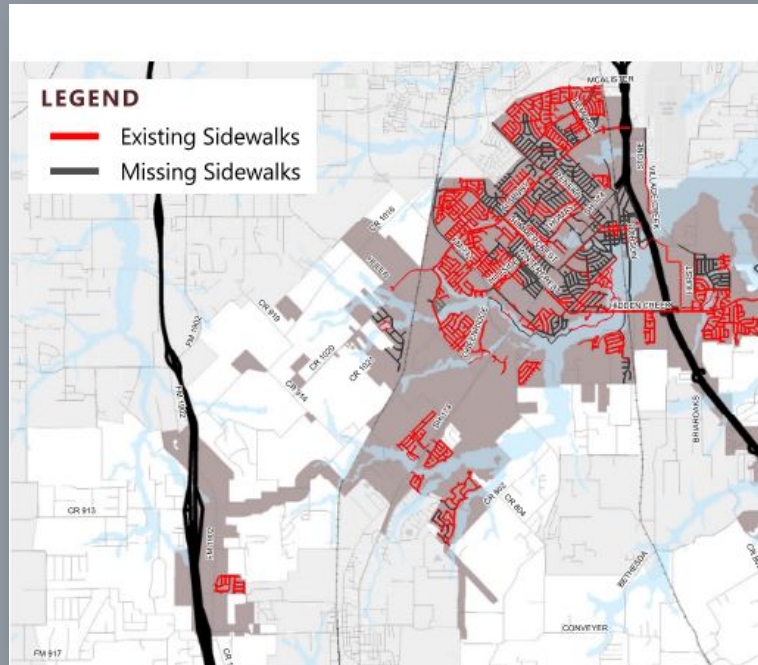
GROWTH ANALYSIS

Ensure system will support future growth

Capital Project Cost Estimates

Development of CIP program

ELEMENTS OF MOBILITY MASTERPLAN

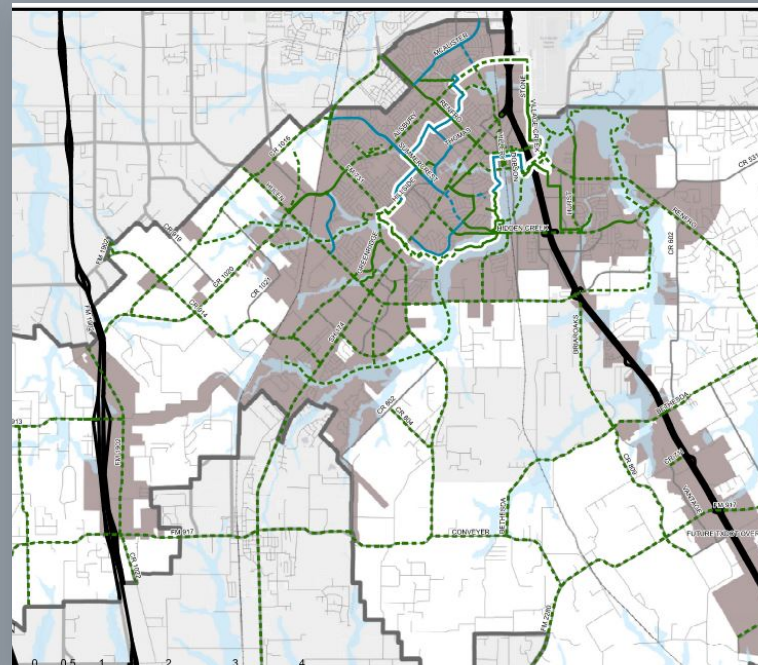


SIDEWALK PLAN

Assess “gaps” in system

Prioritize needs and associated costs

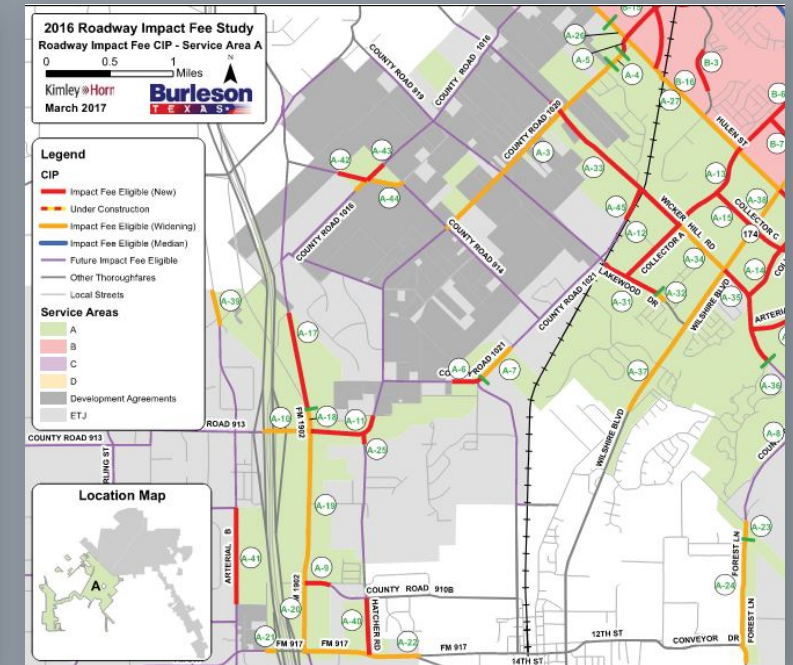
Develop / Implement program for construction



BIKE/TRAIL PLAN

Assess and prioritize needs and associated costs

Develop / Implement program for construction



IMPACT FEE ANALYSIS

Street Capital Program Cost

Update Impact Fees - Adjust fees based on expected growth and associated costs

MOBILITY PLAN

THOROUGHFARE PLAN

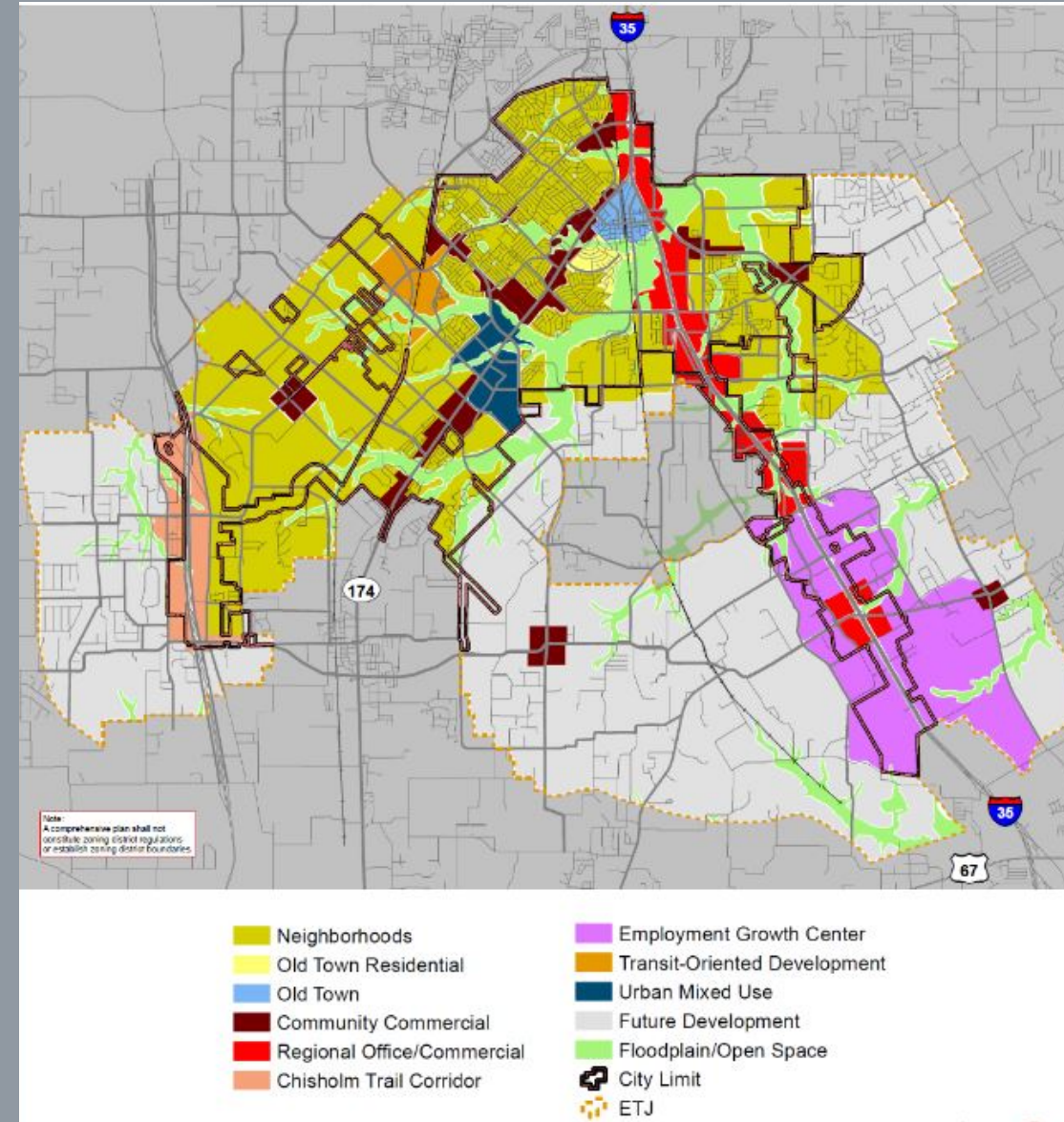
- Establishes Capital Improvements Plan
- Land use assumptions aids in development of Capital Improvements Plan and shall be reviewed and updated
- Capital Improvements Plan shall be updated based on land use plan every 5 years

SIDEWALK / BICYCLE / TRAIL PLAN

- No regulatory time for review and updating
- If part of overall mobility plan, typically revisited every 5 years with Capital Improvements Plan and adjusted if warranted

ROADWAY IMPACT FEE STUDY

- Requires updating every 5 years or when annexing of land within the Extraterritorial Jurisdiction
- Based on Capital Improvements Plan over a period of 10 years of projected new growth



OVERALL METHODOLOGY

The mobility masterplan utilizes the Comprehensive Plan, previous mobility masterplans, population data, growth data, construction documents, etc as a basis for the plan update

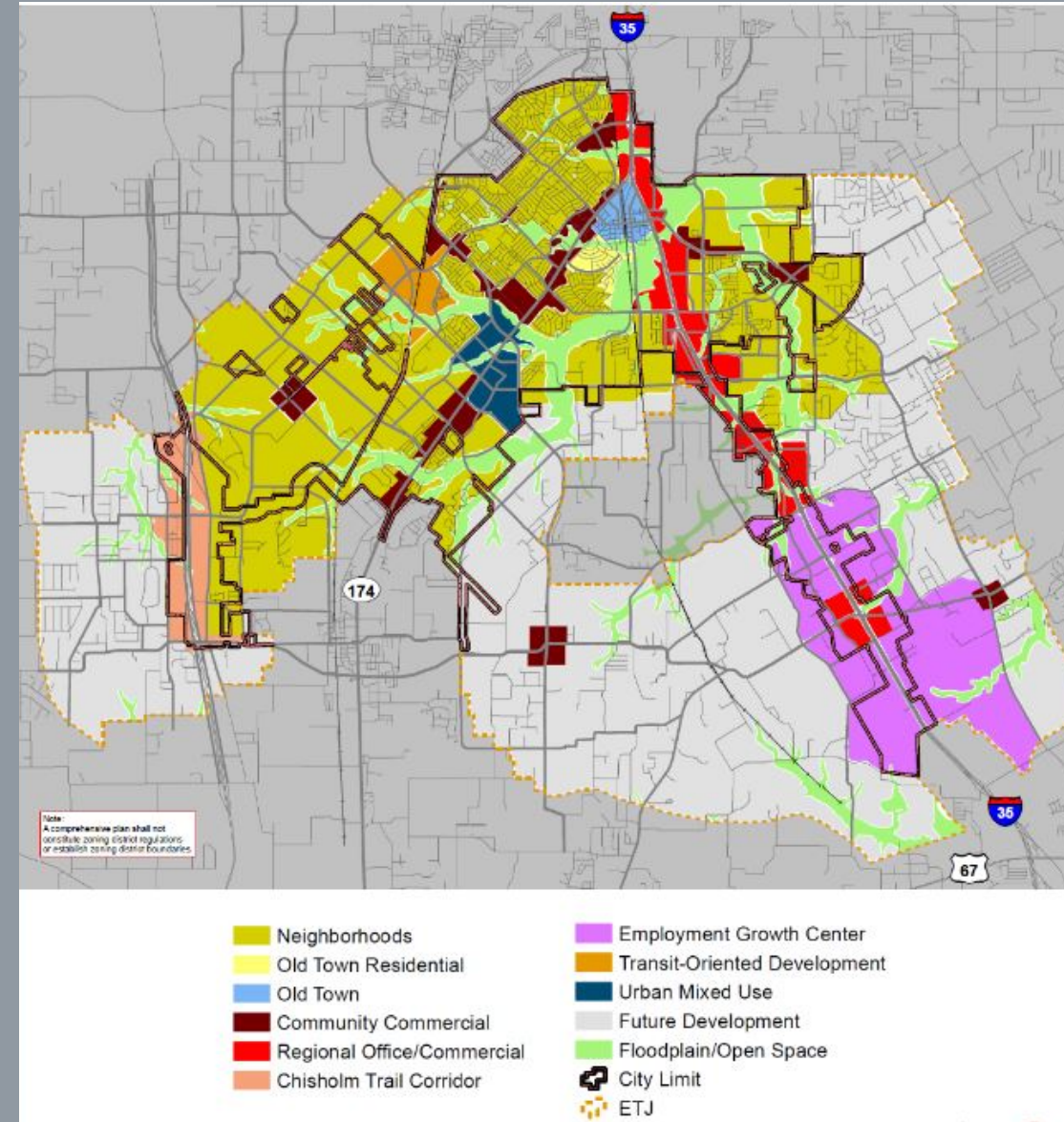
2015 - LAST UPDATE TO THE MASTERPLAN

POPULATION DATA

- Land use assigned at parcel level - more accurate data
- Population within 10% of census

GROWTH DATA

- Existing planned developments considered
- Future land use information utilized
- NTCOG population projections utilized for surrounding areas



PUBLIC OUTREACH

PUBLIC OUTREACH

MOBILITY SURVEY AND INTERACTIVE MAP

- January 2021 - March 2021
- Promoted on City's Facebook page and city website
- Signs with Q-codes placed at all city buildings, parks, Old Town etc. Q-code directed to survey.
- 280 responses with 116 total comments

SUMMARY OF ENGAGEMENTS

Mobility Plan Survey

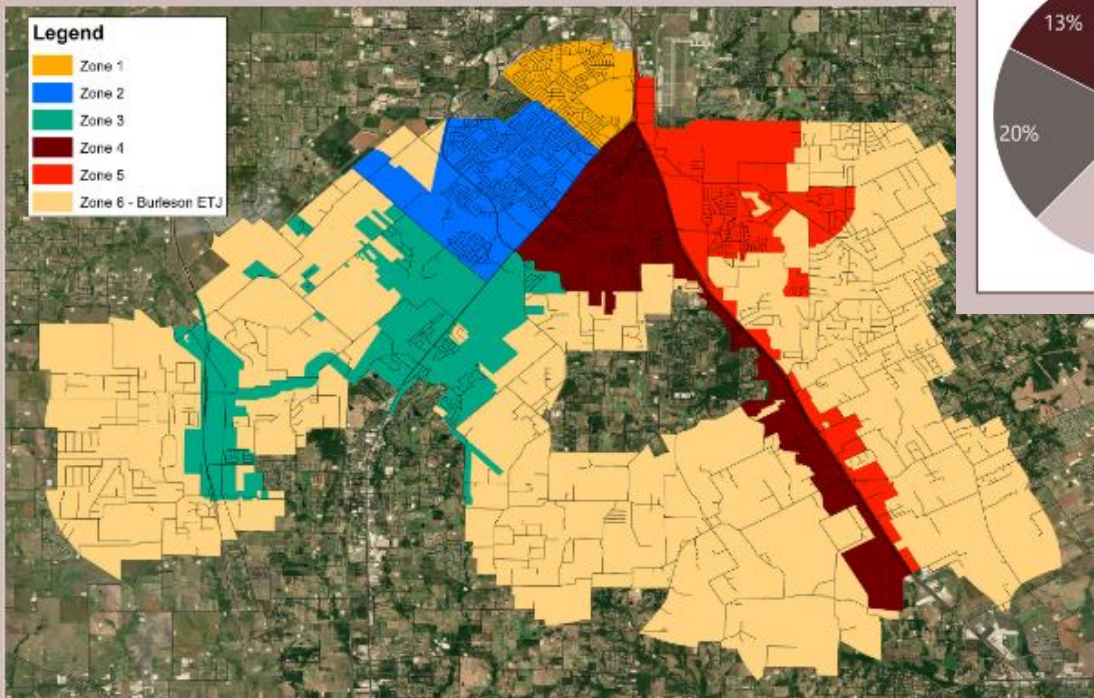
- 280 Responses
- 17 Questions



Interactive Map



PUBLIC OUTREACH



ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6
14%	26%	17%	12%	13%	11%

I ONLY WORK IN THE PROJECT AREA

2%

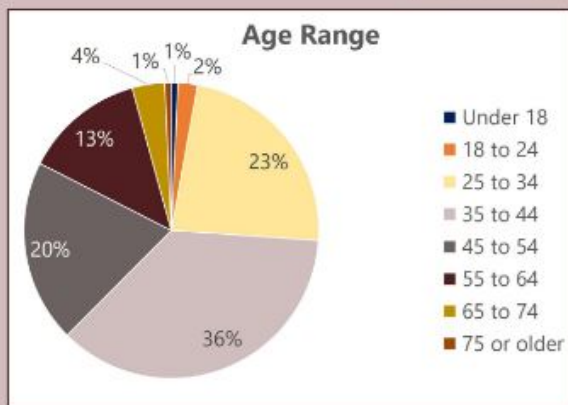
I DO NOT LIVE OR WORK IN THE PROJECT AREA, BUT I DO OWN PROPERTY WITHIN IT

1%

NONE OF THE ABOVE

4%

SURVEY SNAPSHOT



70%



WORKS FULL TIME

91%



IDENTIFIES AS A CONCERNED CITIZEN IN PUBLIC DECISION-MAKING

SURVEY SNAPSHOT (CONT.)

79%
TRAVEL TO WORK

RESPONDENT SATISFACTION WITH WORK COMMUTE:

21% : VERY SATISFIED
24% : SOMEWHAT SATISFIED
24% : NEITHER SATISFIED NOR DISSATISFIED
22% : SOMEWHAT DISSATISFIED
09% : VERY DISSATISFIED

93%



USE PERSONAL VEHICLES EVERYDAY

58%



NEVER USES A BICYCLE

85%



USE SIDEWALKS AND TRAILS FOR RECREATION OR EXERCISE

PUBLIC OUTREACH

SUMMARY OF COMMENTS

- 8 Congestion comments - majority occurred at intersections with known congestion issues
- Request for SW Wilshire Blvd to be expanded - design currently underway
- New bicycle routes requested - many suggestions consisted of connections to schools, restaurants, grocery stores etc.
- New sidewalks requested - similar comments as bicycle comments
- Intersection comments focused mainly along SW Wilshire Blvd.
- Additional comments provided feedback on additional parking lots for trail access, flooding issues, park preservation, more lighting along trails

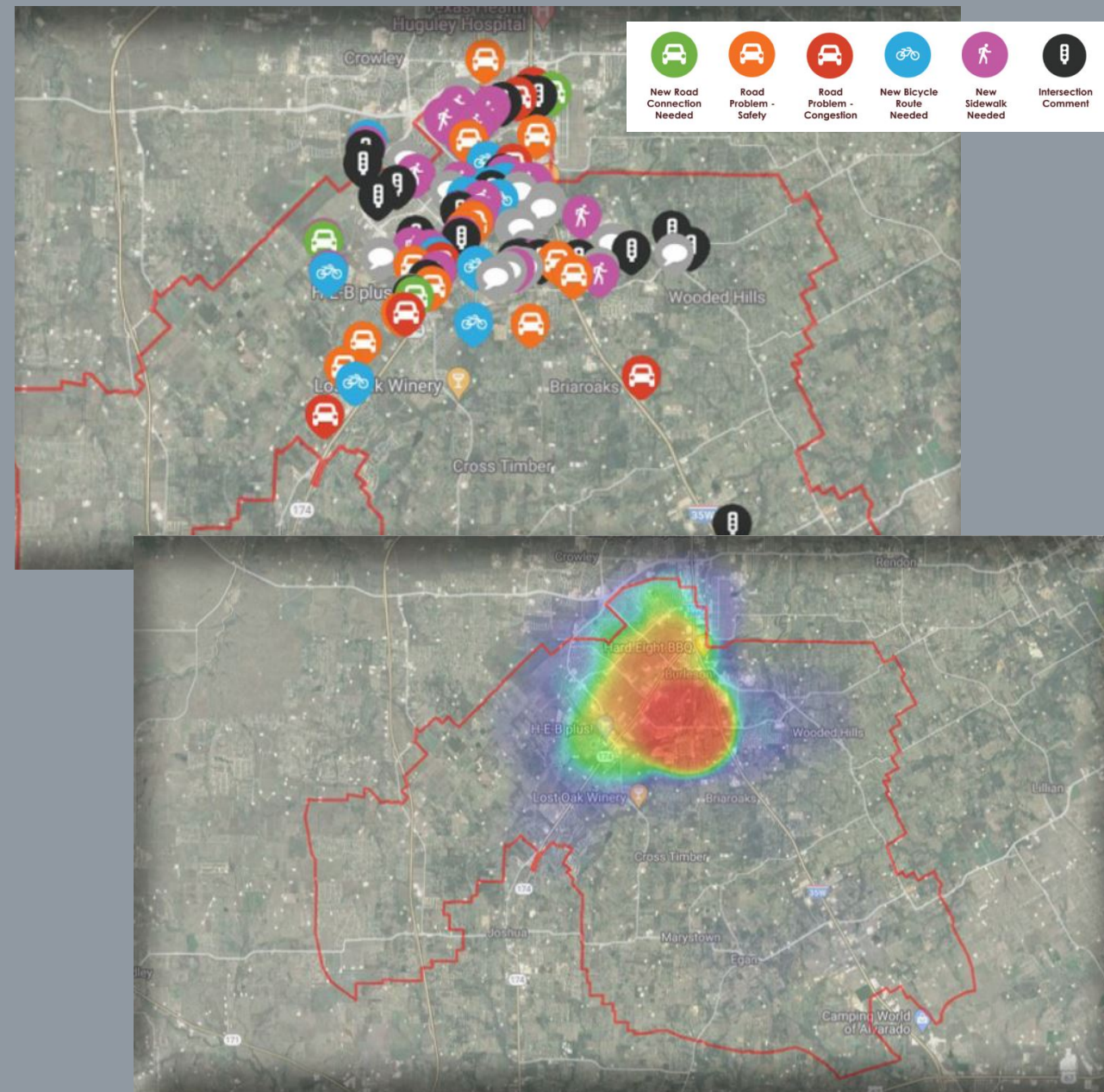


Figure 10. Heat map reflecting the location of most comments

THOROUGHFARE PLAN

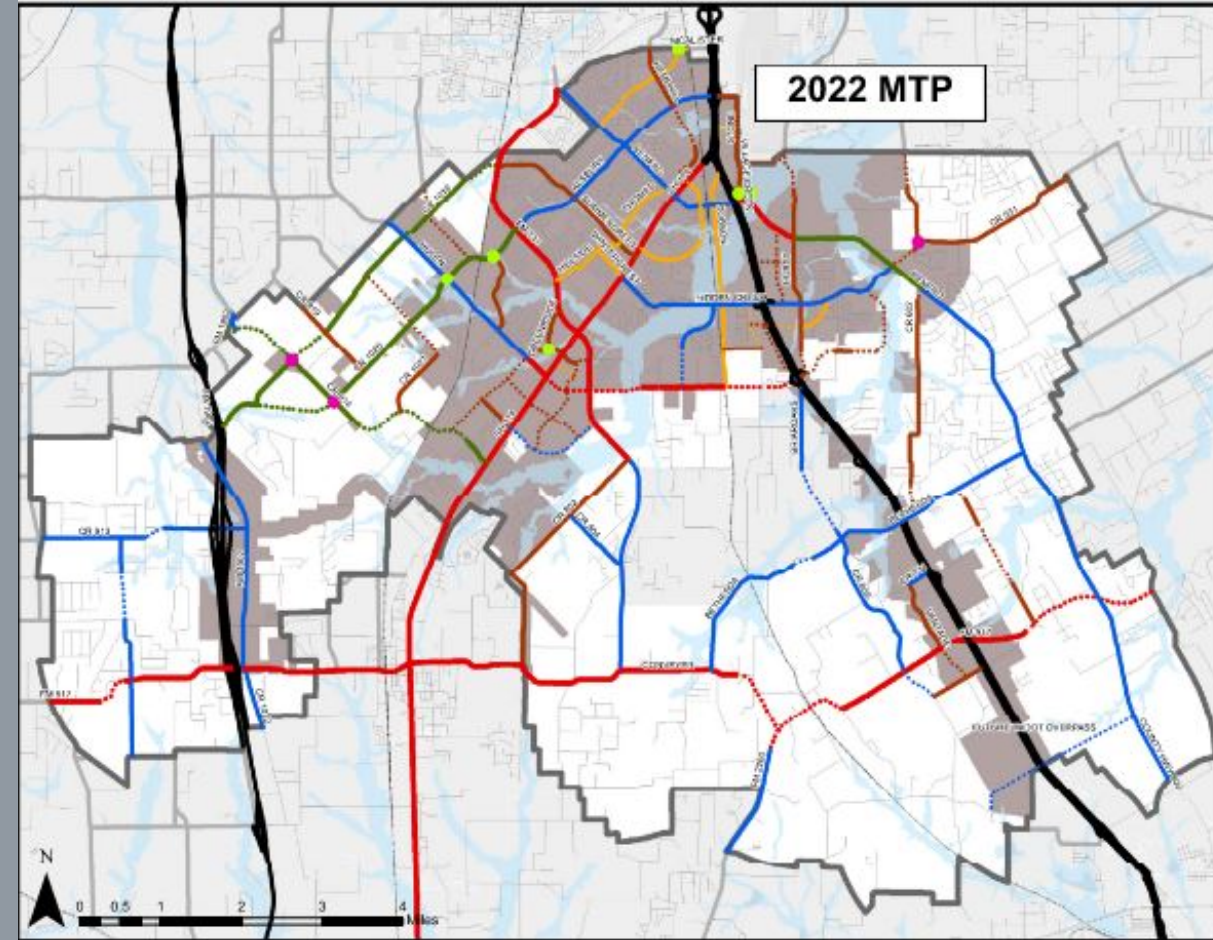
METHODOLOGY - MTP

EVALUATED EXISTING 2015 MTP RECOMMENDATIONS

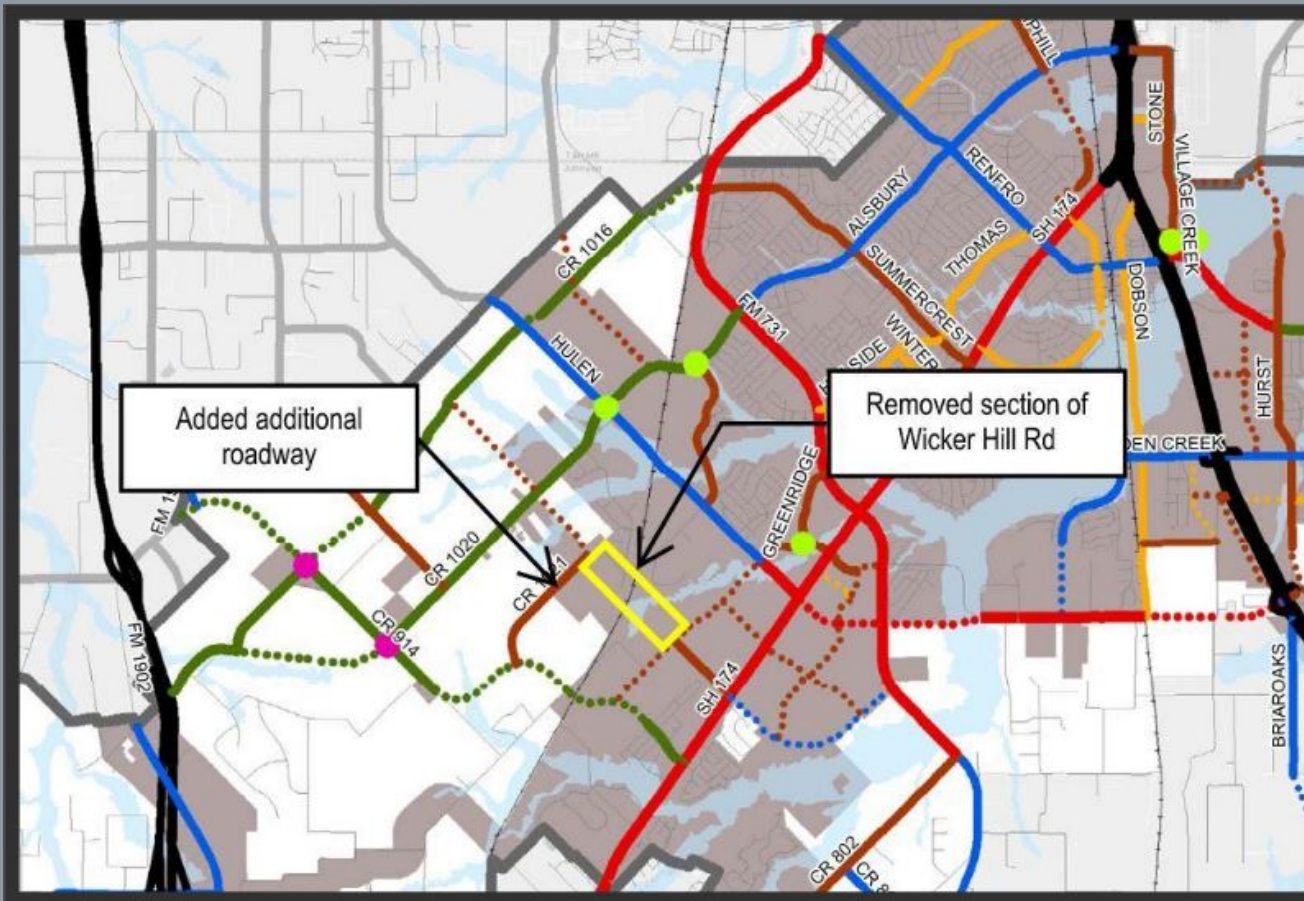
- Annexation laws prevent involuntary annexation
- Determined what roadways were critical to Burleson's mobility and connectivity
- Removed roadways in ETJ and City not critical to the overall network

EVALUATED CURRENT CLASSIFICATIONS VERSUS PROJECTED FUTURE VOLUMES

- Classifications and volumes were inconsistent - required more ROW and design requirements for roadways where classifications didn't support future volumes

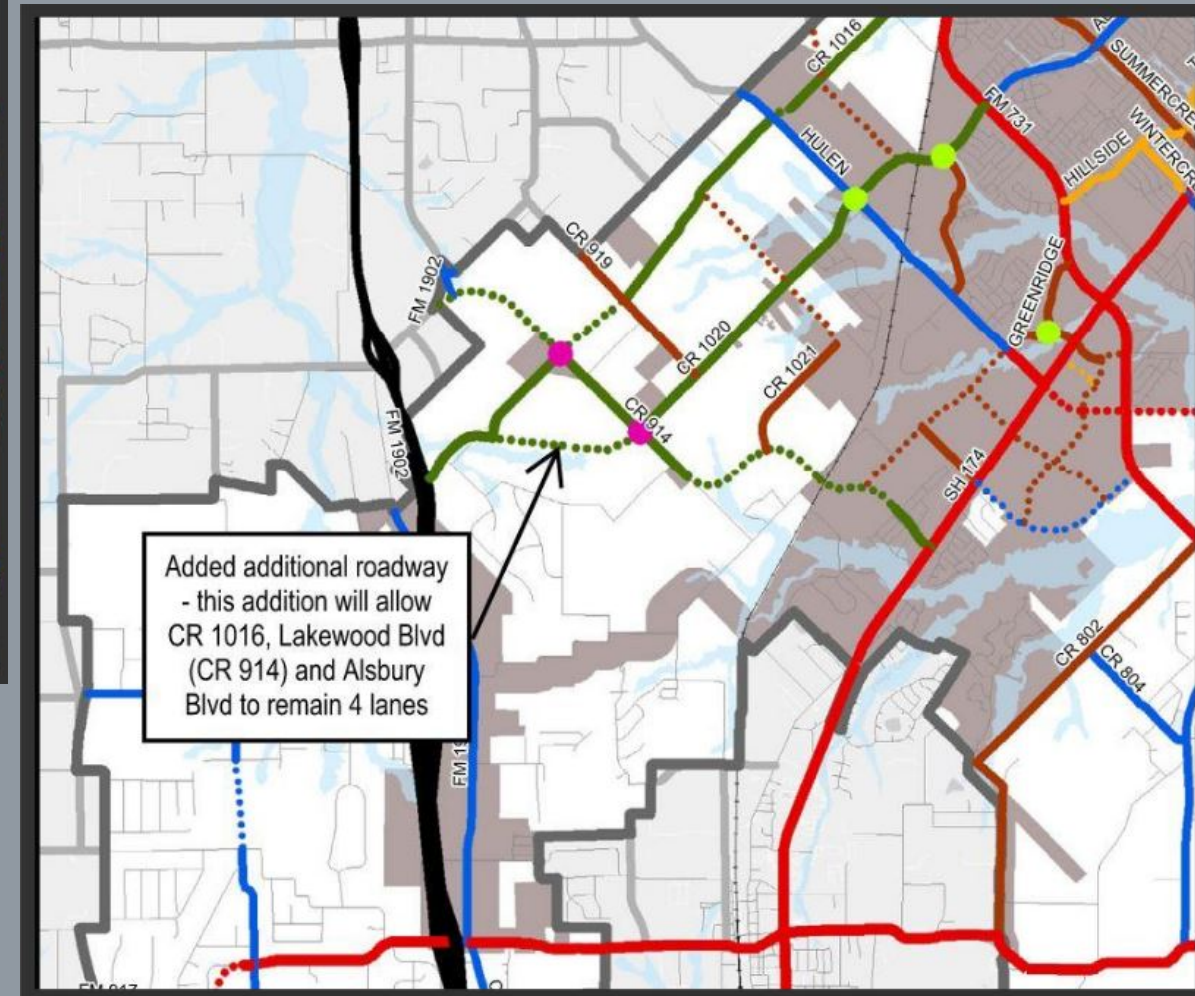


MTP CHANGES



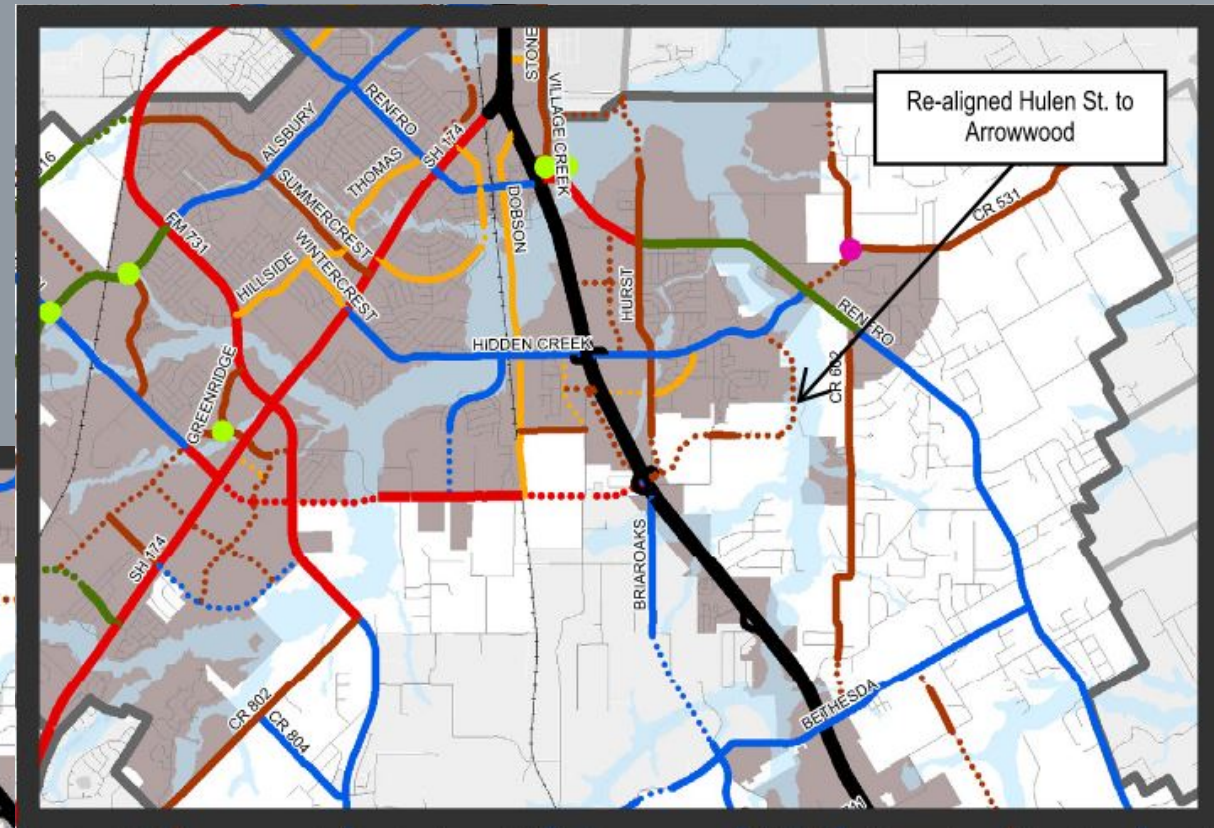
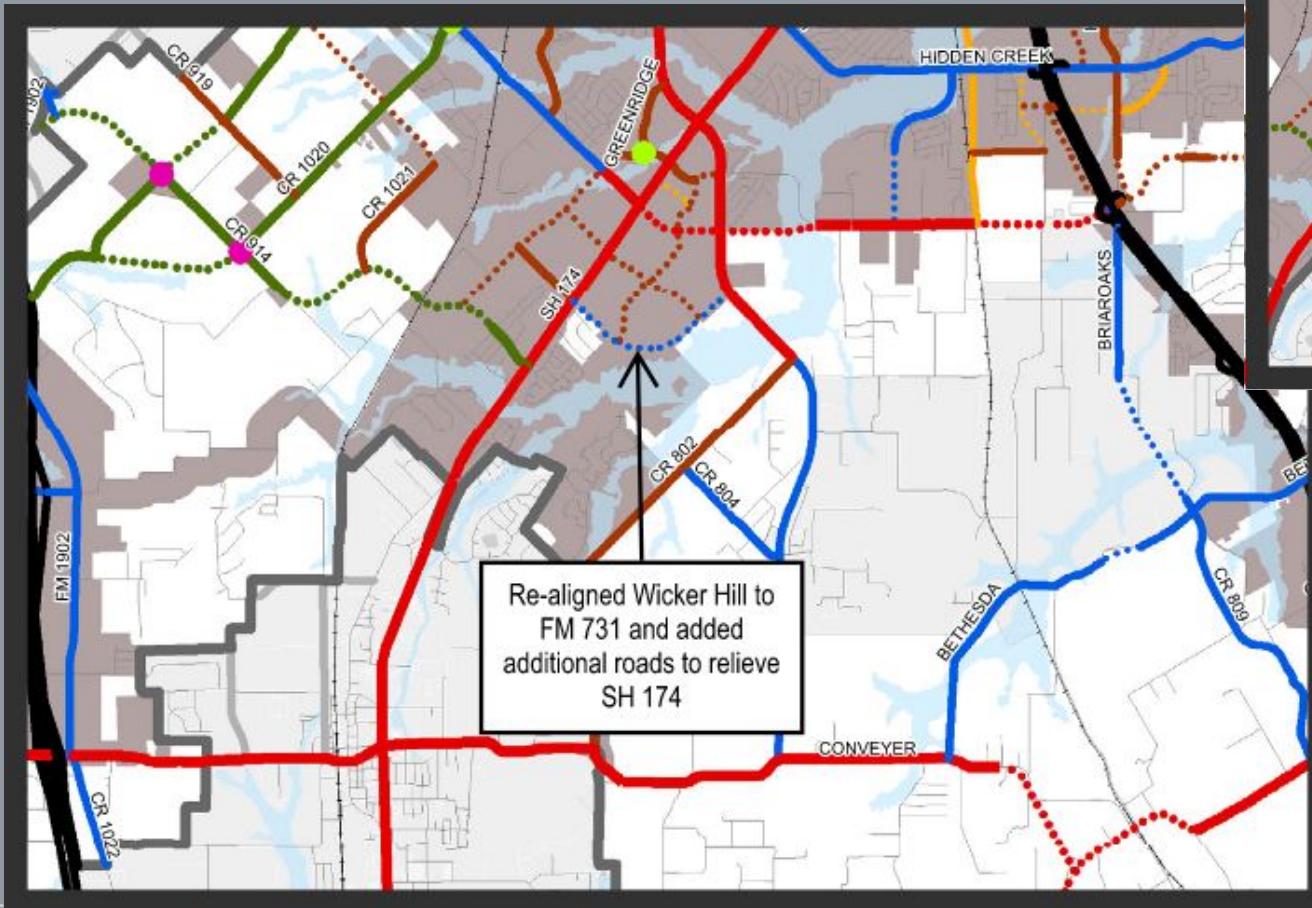
Eliminates potential railroad crossing that most likely will not be approved by BNSF

Additional roadway critical to keep other roadways at 4 lanes - without, Lakewood Blvd and Alsbury Blvd must ultimately be 6 lanes



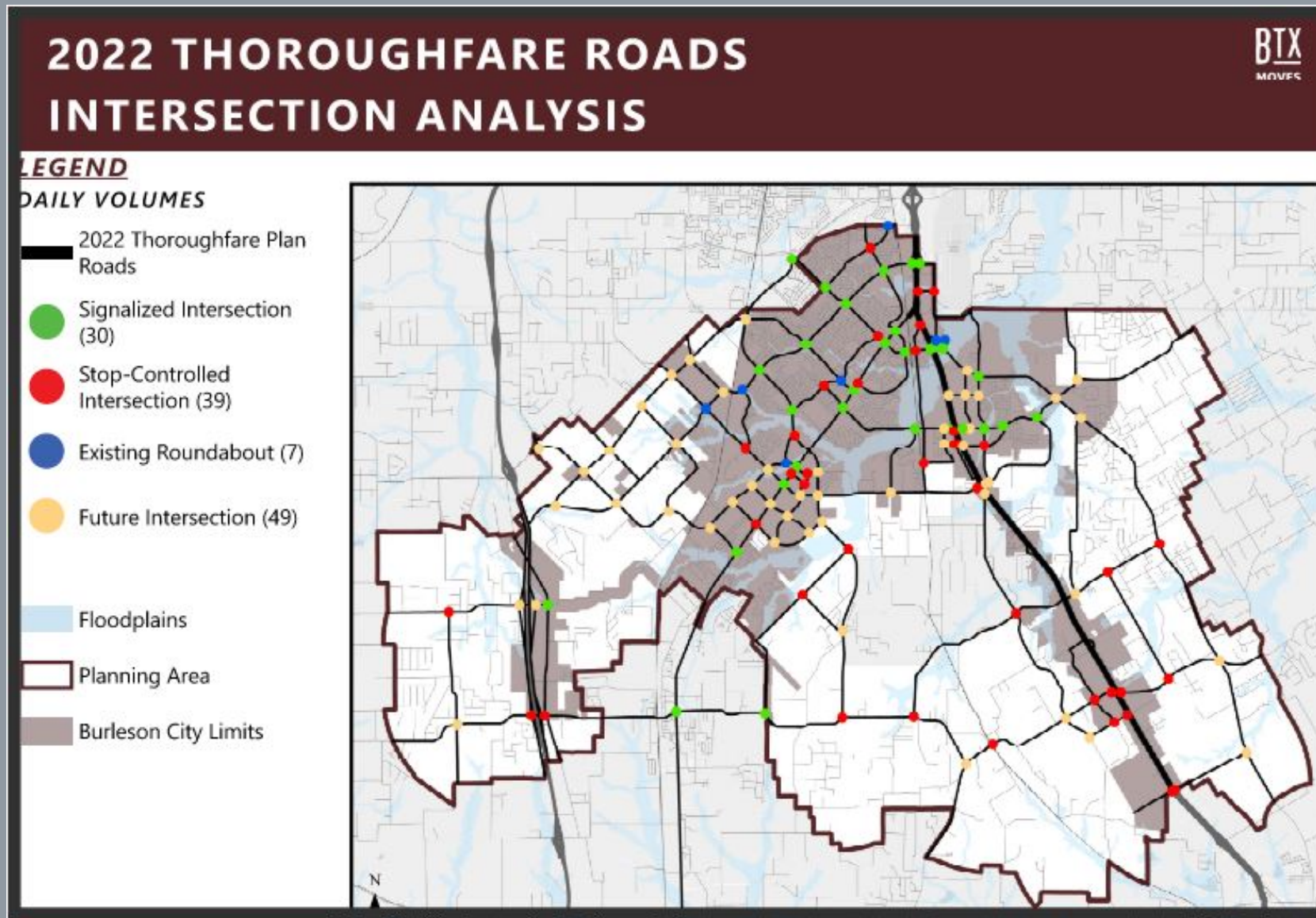
MTP CHANGES

Eliminates need for bridge over wide floodplain



Volumes decrease significantly east of IH 35. Hulen St re-aligned to Arrowwood. Eliminates need for property acquisition and bridge over wide floodplain.

MTP CHANGES



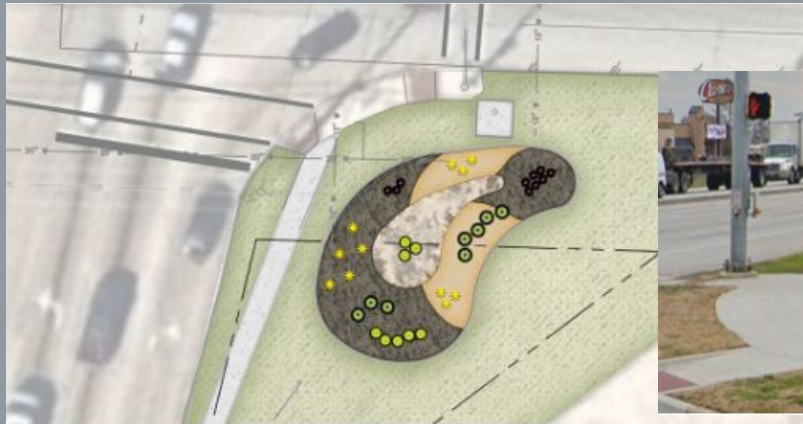
Added intersection analysis for future traffic signal locations to be included in the roadway impact fee study and eligible for funding through impact fees

Currently, traffic signals are not included in the impact fee study and not eligible for funding

MTP CHANGES



MEDIANS



LANDSCAPING

- Included a landscape palette for the guidance of potential landscaping and hardscape along thoroughfare roadways
- Mobility plan includes examples of median, parkway, and corner landscaping improvements
- Features native plants, including ornamental and canopy trees
- Provides an aesthetically pleasing buffer for two-way traffic
- Planned developments have flexibility to create their own theme through the development

CORNERS

SIDEWALK PLAN

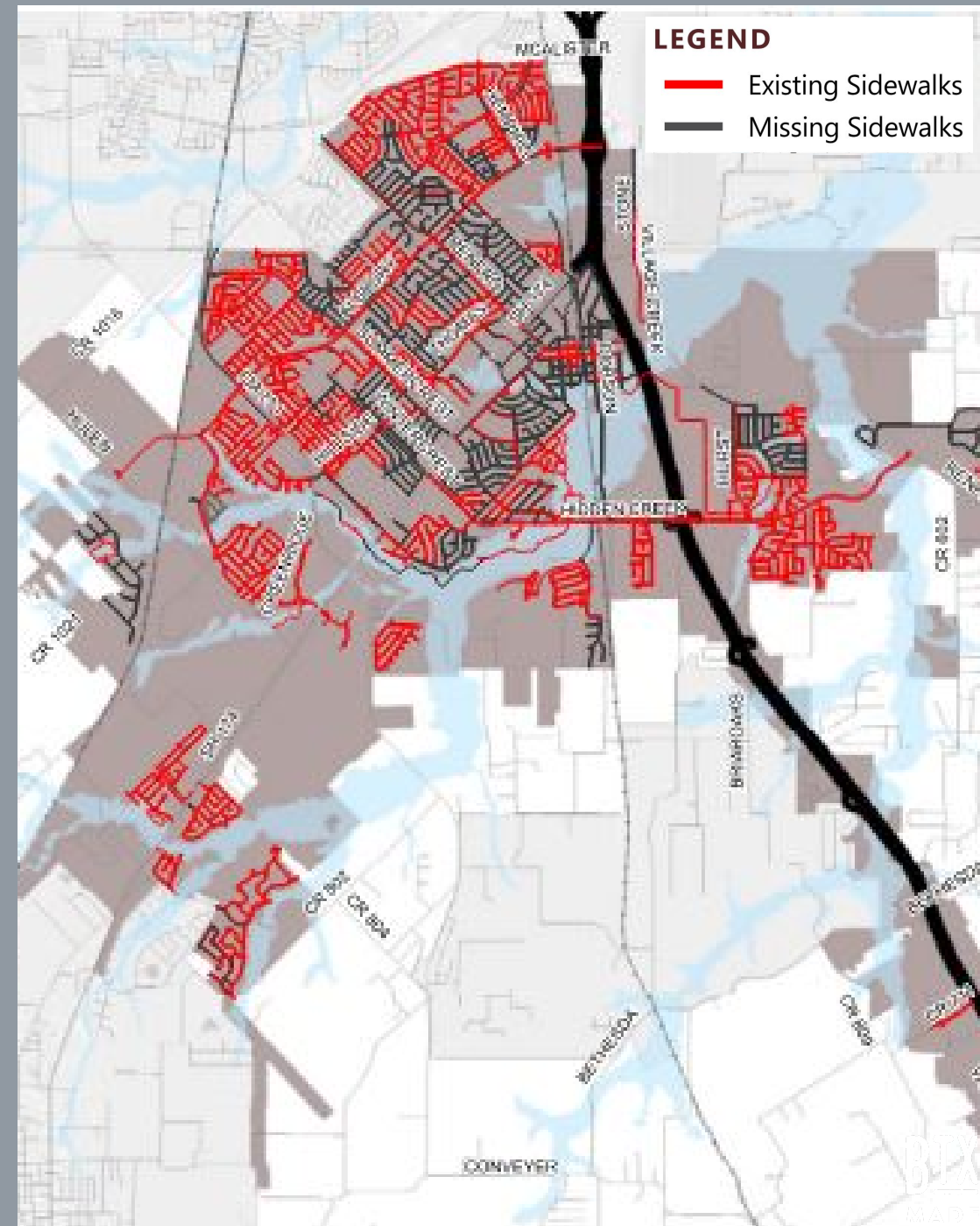
SIDEWALKS

EXISTING NETWORK

- Over 200 miles of existing sidewalks
- Older subdivisions/commercial development - past ordinances did not require sidewalks
- New subdivisions/commercial development - sidewalks required as part of construction

MOBILITY PLAN UPDATE

- Included sidewalk analysis to develop program and criteria to include in CIP program for funding
- Construction of sidewalks within existing neighbors can be costly - reconstruction of driveways, utility conflicts, ROW needs etc.
- Criteria will also allow for prioritization and phasing of needs
- Initial phases can construct sidewalks that can act as “spines” to connect neighborhoods with schools, facilities, shopping centers, etc. Additional phases can fill in gaps to create a complete network over time



SIDEWALKS

Screening Criteria for sidewalk improvements

NEIGHBORHOOD SIDEWALKS

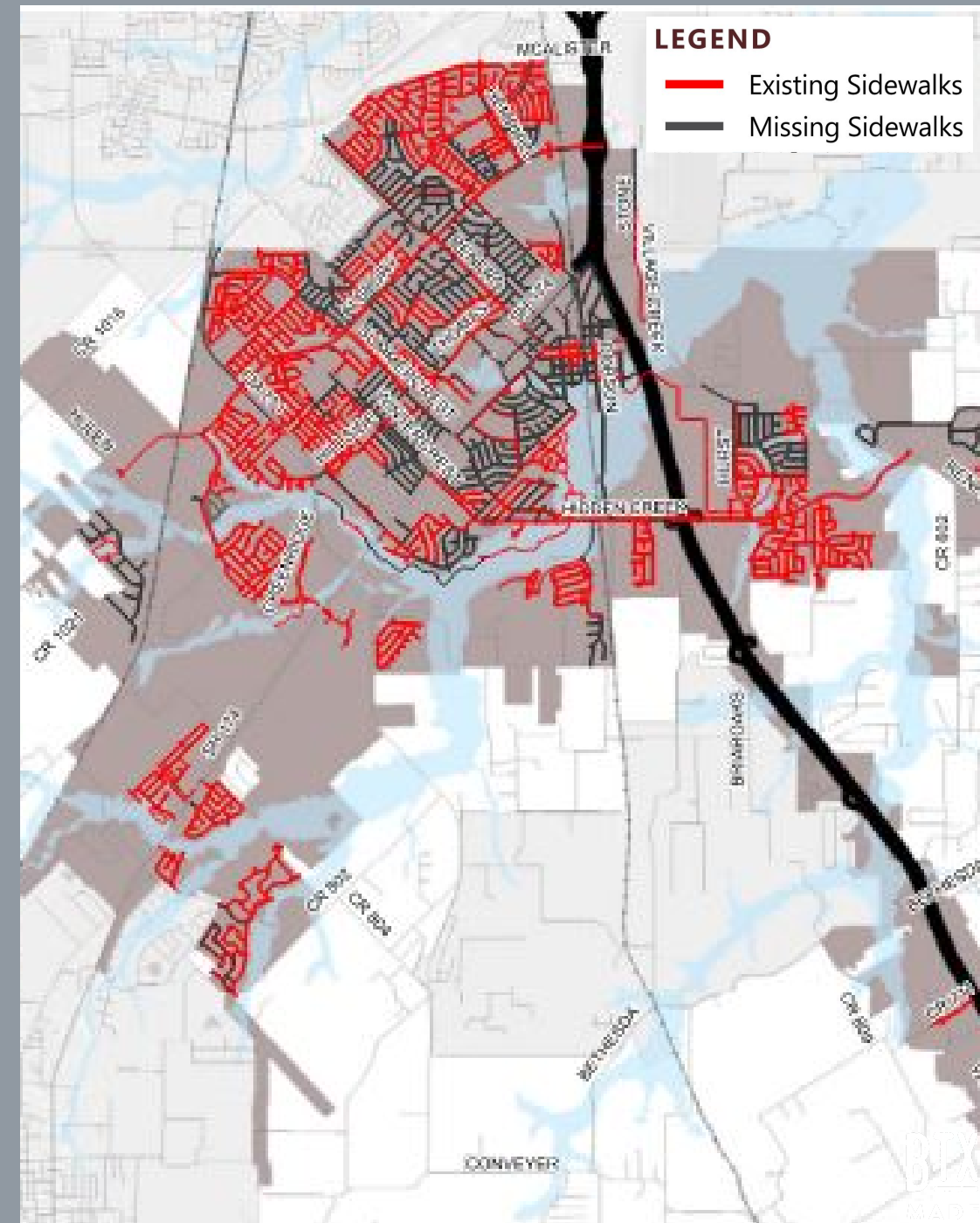
- Neighborhoods without sidewalks - top priority

MAJOR CONNECTIONS TO DESTINATIONS

- Schools - coordination with school districts to determine where kids are walking from will need to occur
- Community Facilities - BRiCk, existing parks, trails, activity centers
- Old Town
- Employment Centers - commercial corridors considered important to connect to adjacent neighborhoods
- Shopping/Activity destinations

PEDESTRIAN SAFETY

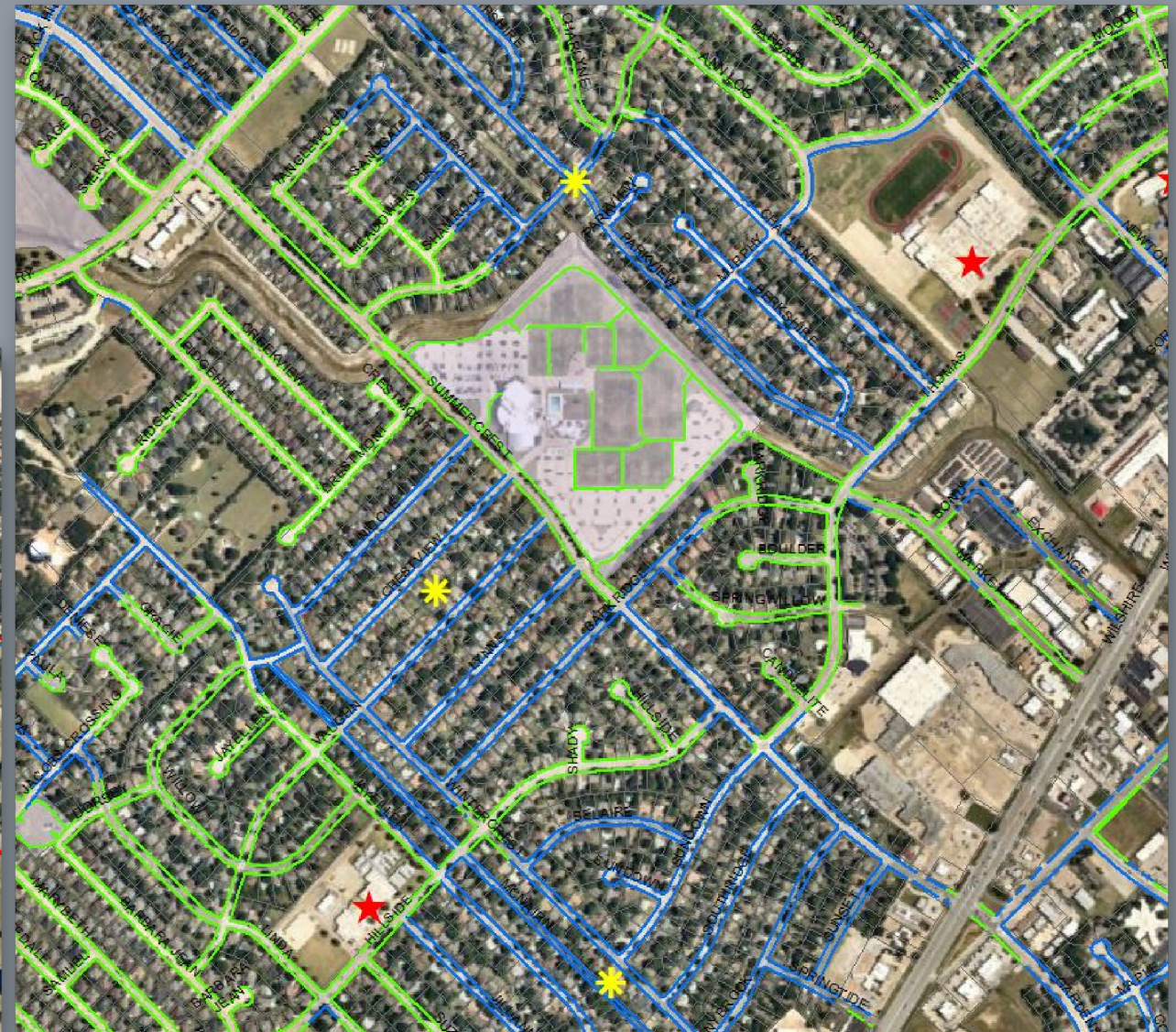
- High pedestrian use areas where sidewalk connectivity did not exist



SIDEWALKS

Potential Future CIP Projects

Oak Valley - connection to park, Centennial HS, and Bransom Elementary

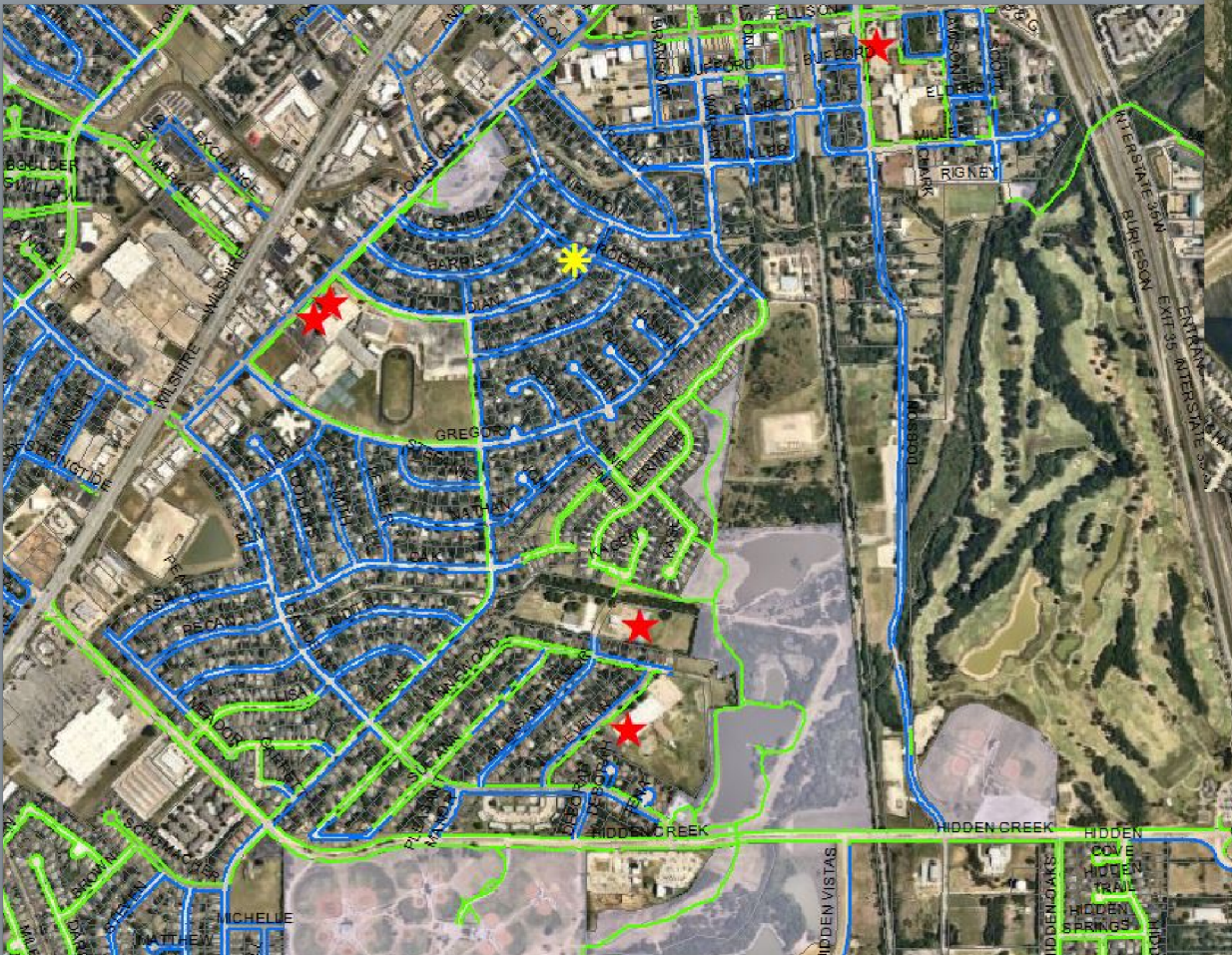


Nearby neighborhoods around the BRiCK -
Opportunities to connect neighborhoods
with schools and the BRiCK

SIDEWALKS

Potential Future CIP Projects

Old Town area - connection to Old Town,
Bailey Lake and existing schools



Renfro / McAlister area - connection to
existing trails and schools

SIDEWALKS

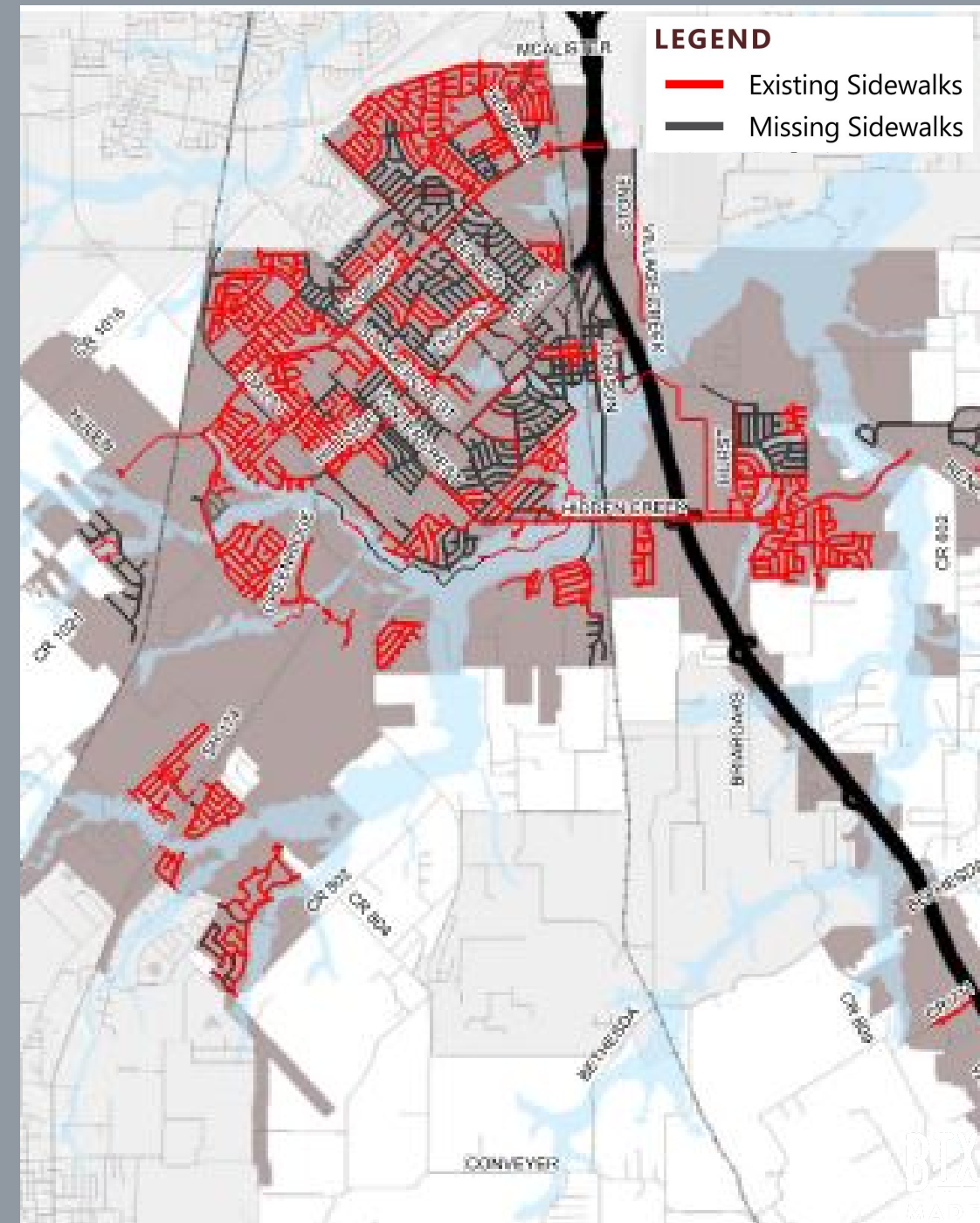
Policy Recommendations

ADA COMPLIANCE

- Evaluate existing network for compliance
- Review and update current ordinances and details to ensure compliance (update to design manual approved July 18, 2022 - ADA requirements will be included)
- Require proper signage and markings to clearly delineate pedestrian paths

NEIGHBORHOOD CONNECTIVITY

- Funding should be allocated each year in the CIP program to provide sidewalks where there are gaps in network to improve the overall system
- New developments required to construct sidewalks and trails as shown on updated 2022 plan
- Continue to identify and complete the sidewalk network in residential neighborhoods as a priority to connect to key destinations including schools, parks, trails, and other activity centers



SIDEWALKS

Policy Recommendations

PEDESTRIAN SAFETY

- All future pedestrian improvements projects are marked with visible crosswalks
- High pedestrian volume areas should include pedestrian rapid flashing beacons or additional signage for vehicle traffic

REDEVELOPMENT AND RETROFITS

- Redevelopment by City or property owners within in key activity areas, such as Old Town, should retrofit non-confirming or non-ADA compliant city maintained sidewalks
- The Old Town sidewalk and streetscape pattern should continue to be implemented throughout Old Town as redevelopment or development occurs

COORDINATION WITH BICYCLE AND TRAILS PLAN

- All pedestrian improvement projects should be coordinated with the Bicycle and Trails Plan



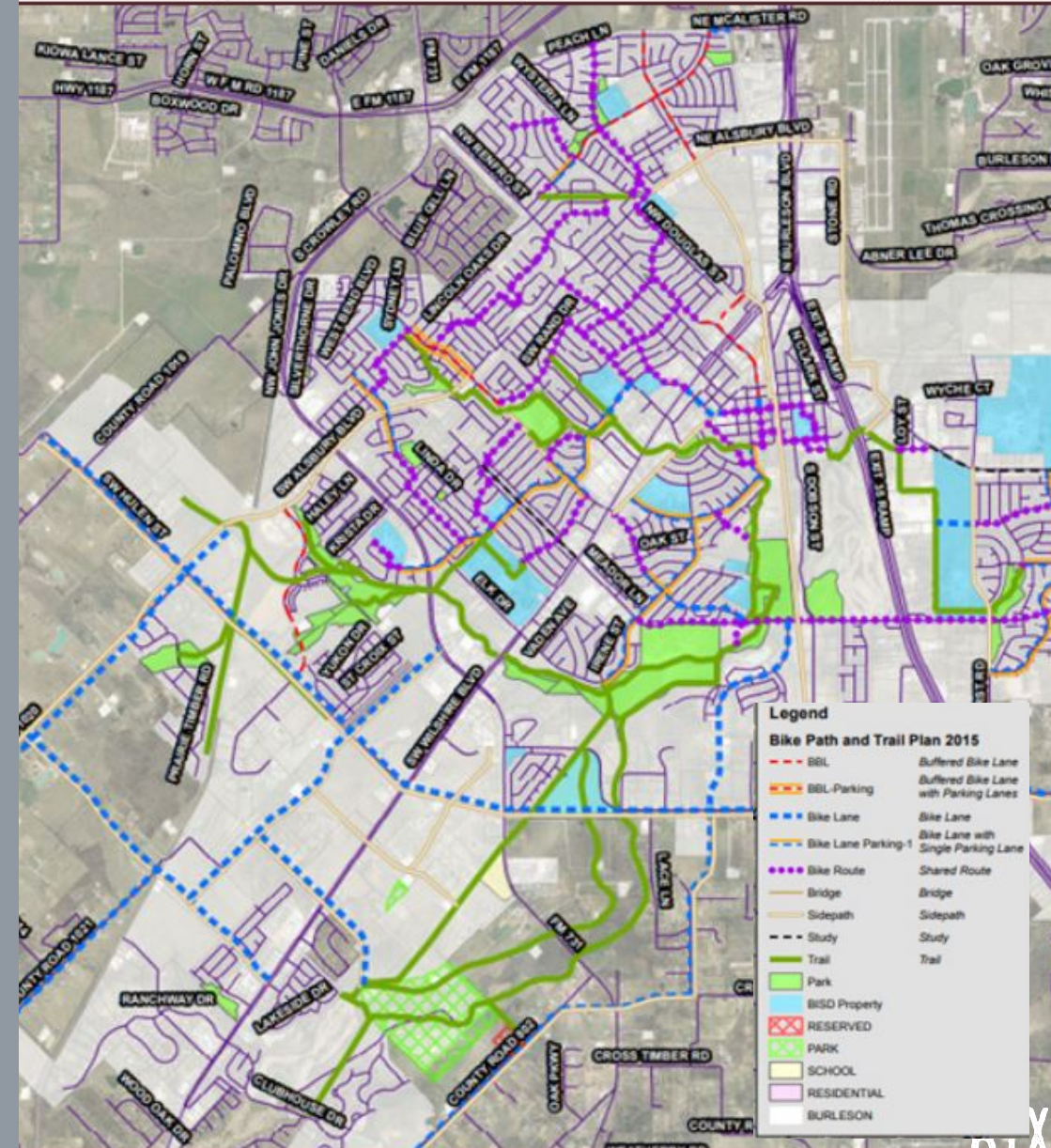
BICYCLE AND TRAIL PLAN

BICYCLE AND TRAIL PLAN

EXISTING NETWORK

MOBILITY PLAN UPDATE

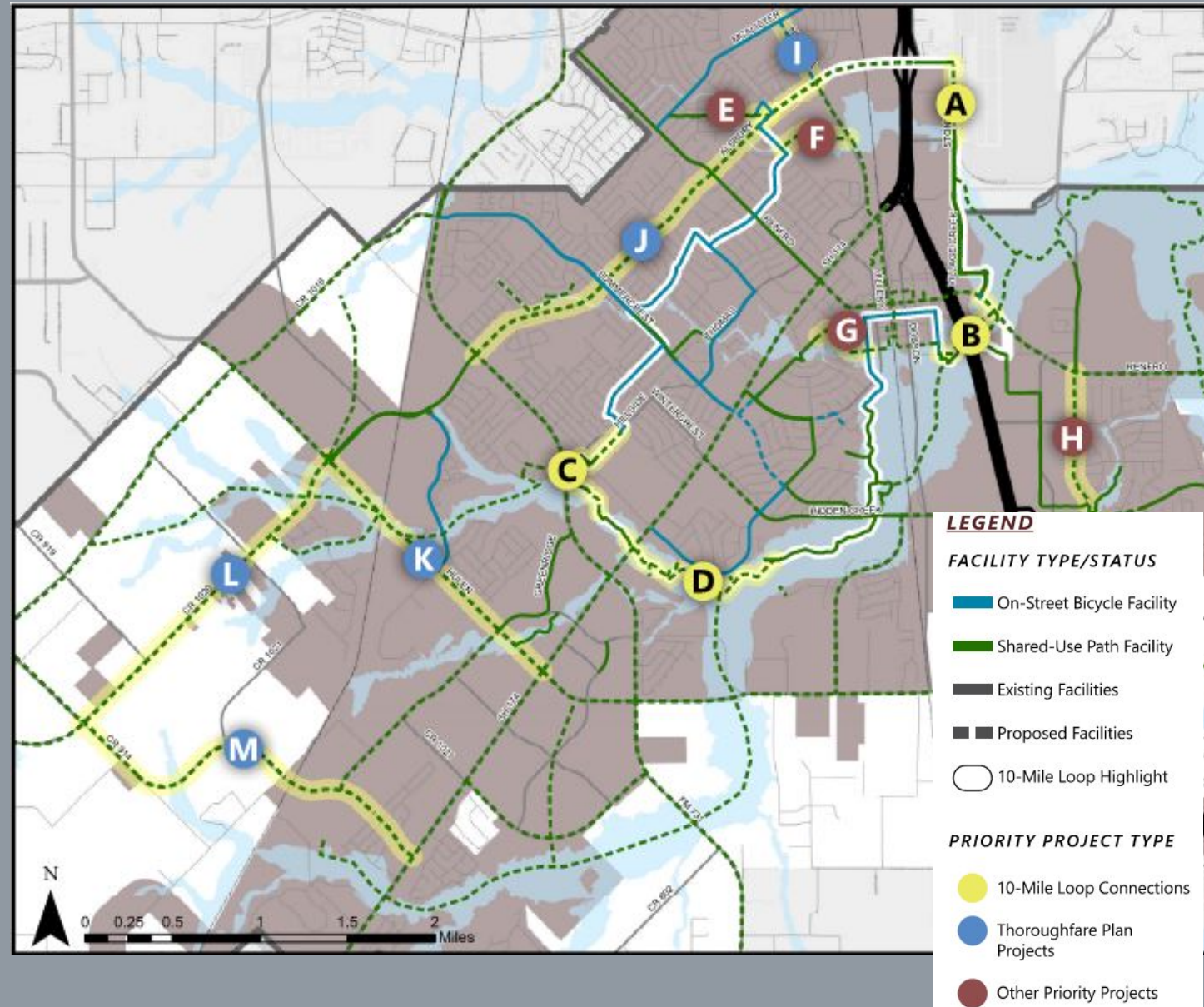
Figure 16. 2014 Bicycle Master Plan Map



BICYCLE AND TRAIL PLAN

PROPOSED NETWORK

- 1.34 additional miles of on-street paths (focusing on separation of vehicles and bicycles)
- 121.57 additional miles of shared use paths
- Utilize floodplain and existing utility easements for off-street trails proposed as part of the 121.57 miles
- Connection to existing trails within Bailey Lake and Village Creek currently under design
- 4 connections to the existing 10-mile loop plan

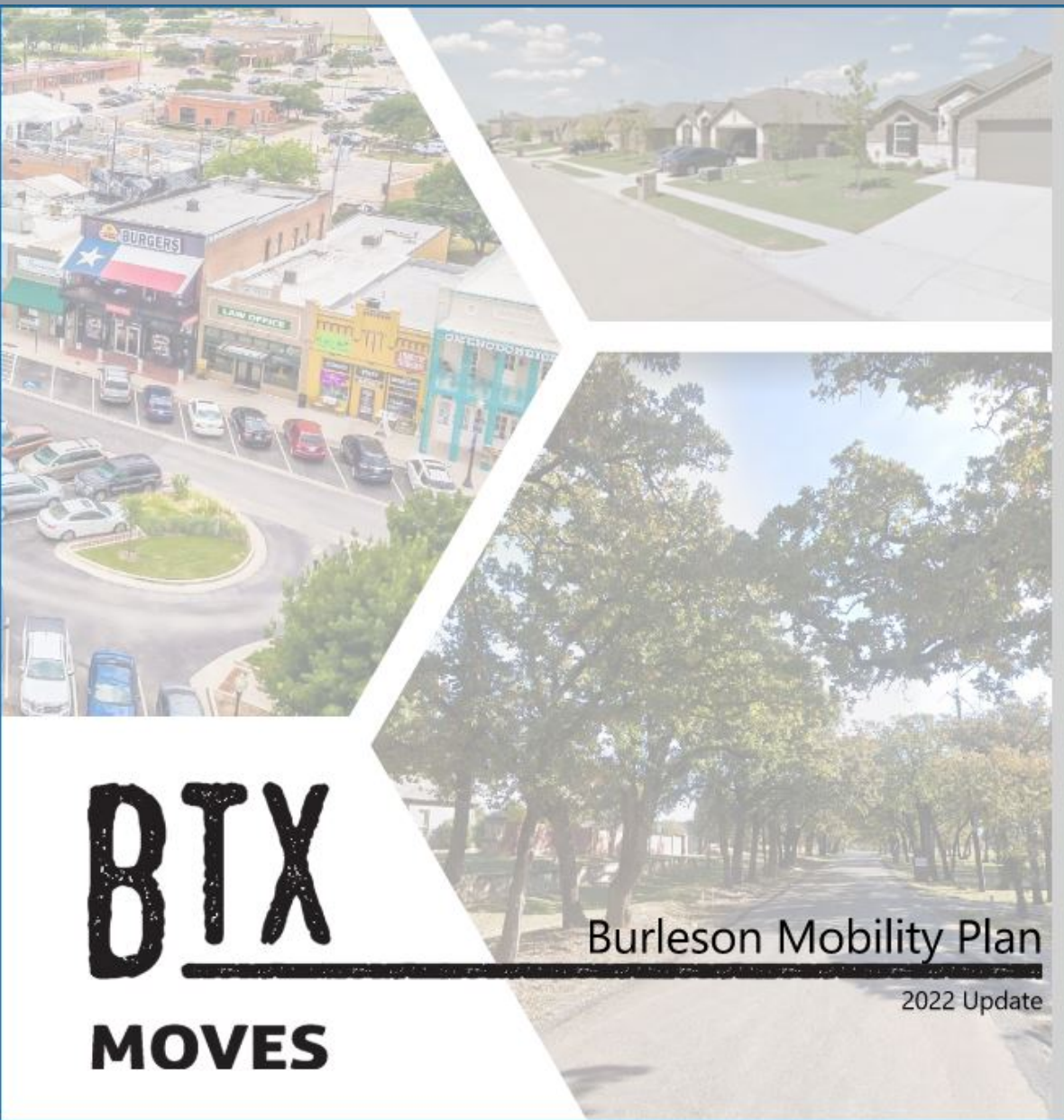


The Parks Dept. has reviewed the plan and provided comments. Continued coordination with the Parks Department is critical for the trail system

Policy Recommendations

Bike Path and Trail Plan 2015

---	BBL	Buffered Bike Lane
- - -	BBL-Parking	Buffered Bike Lane with Parking Lanes
- - -	Bike Lane	Bike Lane
- - -	Bike Lane Parking-1	Bike Lane with Single Parking Lane
...	Bike Route	Shared Route
---	Bridge	Bridge
---	Sidepath	Sidepath
---	Study	Study
---	Trail	Trail
---	Park	Park
---	BISD Property	BISD Property
---	RESERVED	RESERVED
---	PARK	PARK
---	SCHOOL	SCHOOL
---	RESIDENTIAL	RESIDENTIAL
---	BURLESON	BURLESON



NEXT STEPS

IMPACT FEE STUDY UPDATE

- Required update every 5 years - currently underway
- A charge or assessment on new development in order to generate revenue for funding or recouping a portion of the costs of capital improvements
- One time charge assessed to new development and redevelopment

IMPACT FEE COMMITTEE MEETING

- Re-establish the Capital Improvement Program Advisory Committee (CIPAC). A separate report will be presented on August 15th for council direction.
- Review and recommendation of any fee increases to City Council

FINALIZE RECOMMENDATIONS

ADOPTION OF MASTER PLAN AND IMPACT FEE STRUCTURE BY CITY COUNCIL BY END OF 2022

QUESTIONS?

