



SIDEWALK PLAN 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

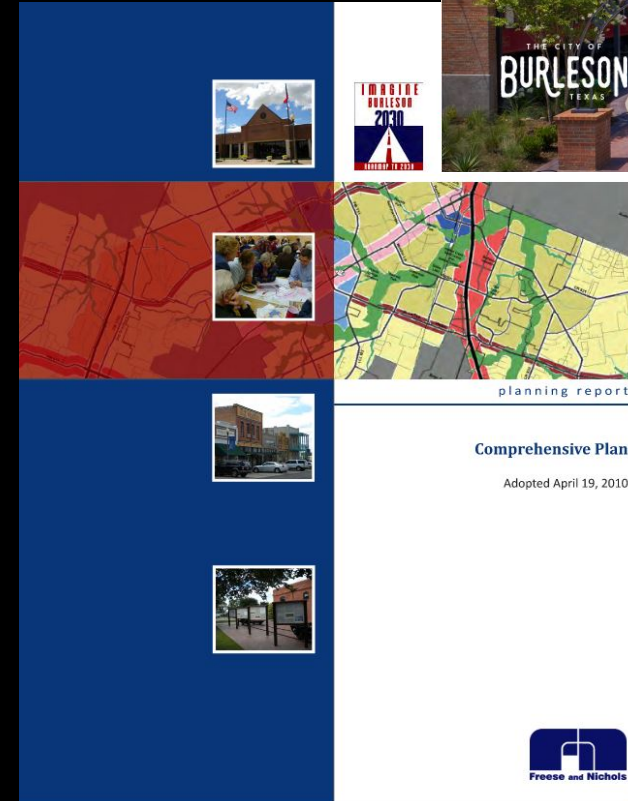
Provides additional guidance for policies and ordinances



Imagine Burleson

Comprehensive Plan

2020 Midpoint Update



planning report

Comprehensive Plan

Adopted April 19, 2010



MOBILITY PLAN UPDATE

Approach

PAST UPDATES INCLUDED LIMITED ELEMENTS

- Roadway network
- Hike and bike trail network

NEW UPDATES - APRIL 2023

- Public outreach to obtain comments/suggestions from residents and business owners
- Landscape elements for roadways included in mobility plan
- Sidewalk analysis element - older neighborhoods lacked sidewalk connectivity to schools and shopping destinations
- Overall goal is to create a more holistic vehicular and pedestrian friendly connectivity plan that is all inclusive for the City's residents and business owners



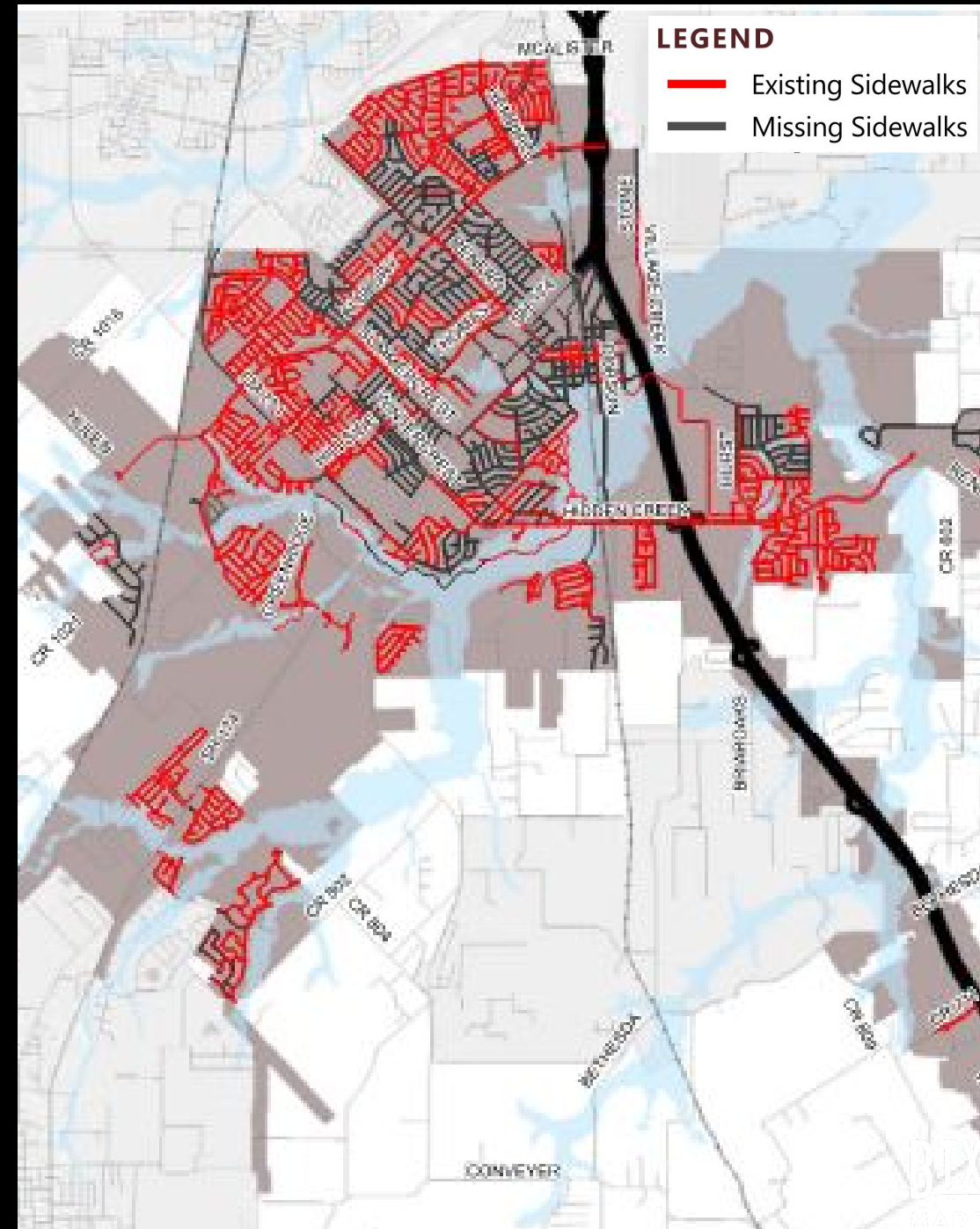
SIDEWALKS

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 analysis of missing sidewalks to develop program and criteria to include in CIP program for funding.
- 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 missing sections to create a complete network over time



SIDEWALKS

Screening Criteria for sidewalk improvements

IDENTIFIED SIDEWALK NEEDS

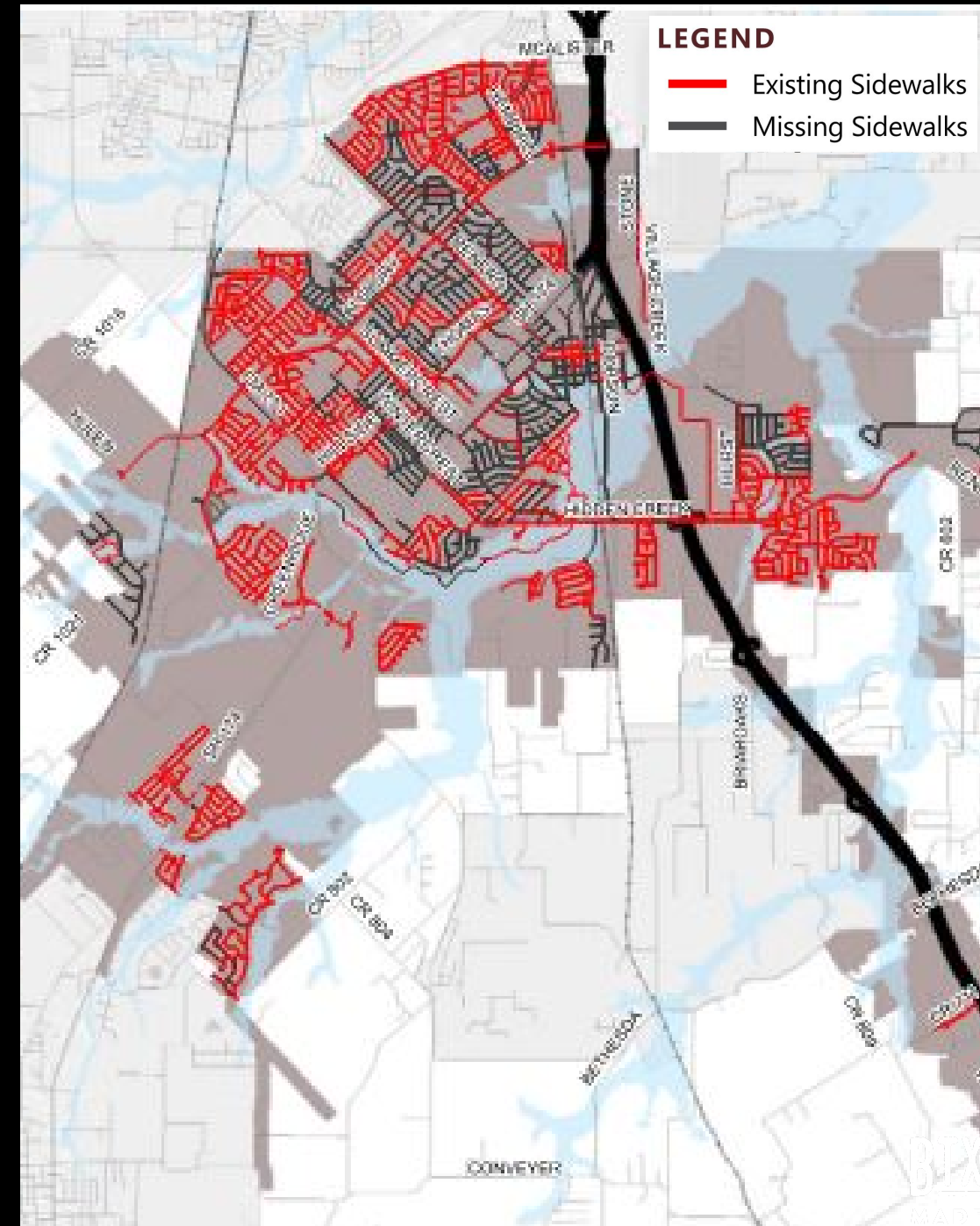
- Neighborhoods without sidewalks
- Approximately 121 miles of sidewalk needs identified
- Estimated cost to complete all missing sidewalk is \$160,000,000 {includes all construction costs sidewalk, ADA ramps, driveway adjustments, mobilization, contingency}

PEDESTRIAN SAFETY

- High pedestrian use areas where sidewalk connectivity did not exist

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



SIDEWALKS

Prioritization

SHORT - TERM

- Recommended to be completed in the next 1 to 5 years
- Pedestrian Safety
- Provide a “spine linkage” for key missing connections from neighborhood to neighborhood, schools, community facilities, etc. These are longer sections of missing sidewalk that will provide a connection short term until smaller sections of sidewalk are filled in over time completing the network in the neighborhood
- Identified as critical for the overall improvement that would positively affect surrounding neighborhoods

MID-TERM

- Recommended to be completed in the next 5 to 10 years
- Missing sections in sidewalk network begin to be filled in to create more connections between neighborhoods and destinations. These sections begin to fill in the network in neighborhood by connection more pedestrians to the “spine linkage” constructed in the short-term projects

LONG-TERM

- Recommended to be completed in the next 20 years
- Remaining missing sections within the sidewalk network continue to be constructed ultimately providing a complete overall network that is interconnected

SIDEWALK FUNDING

- **SIDEWALK PROGRAM**

GO Bond

\$1,266,946 over 5 years for new sidewalk

Locations TBD by Council

FY23-27

- **FM 1902 AND CR 910
PEDESTRIAN MOBILITY**

GO Bond

\$1,489,901

FY26-27

- **ELK DR, HILLSIDE DR, & FM931
INTERSECTION AND
SIDEWALK IMPROVEMENTS**

GO Bond

Total \$1,036,509

(50% for intersection improvements, therefore,
sidewalk portion \$518,254)

FY25-26

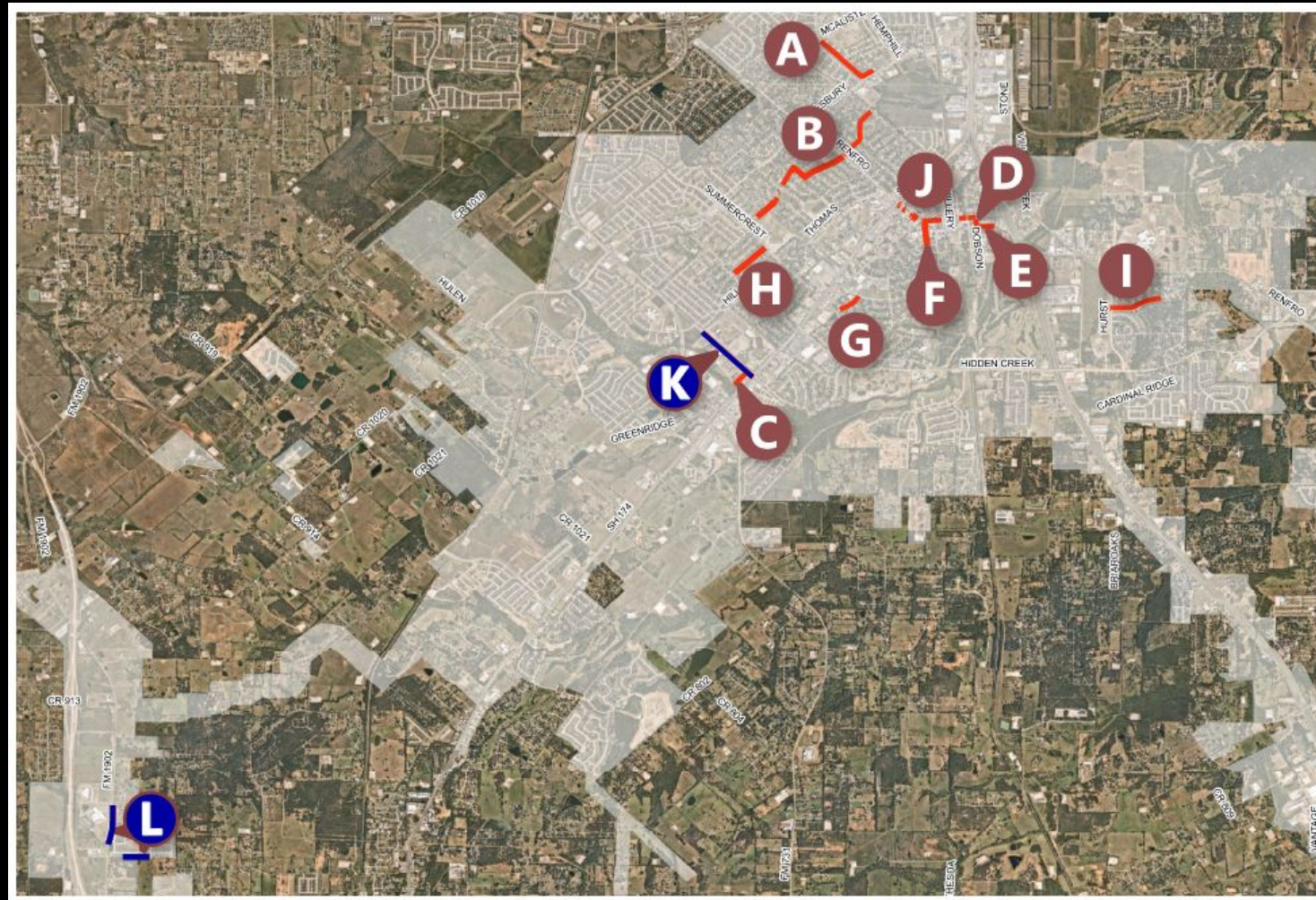
- **RENFRO PEDESTRIAN
IMPROVEMENT**

TIF Fund

\$192,497

FY23-24

SHORT TERM RECOMMENDED PROJECTS



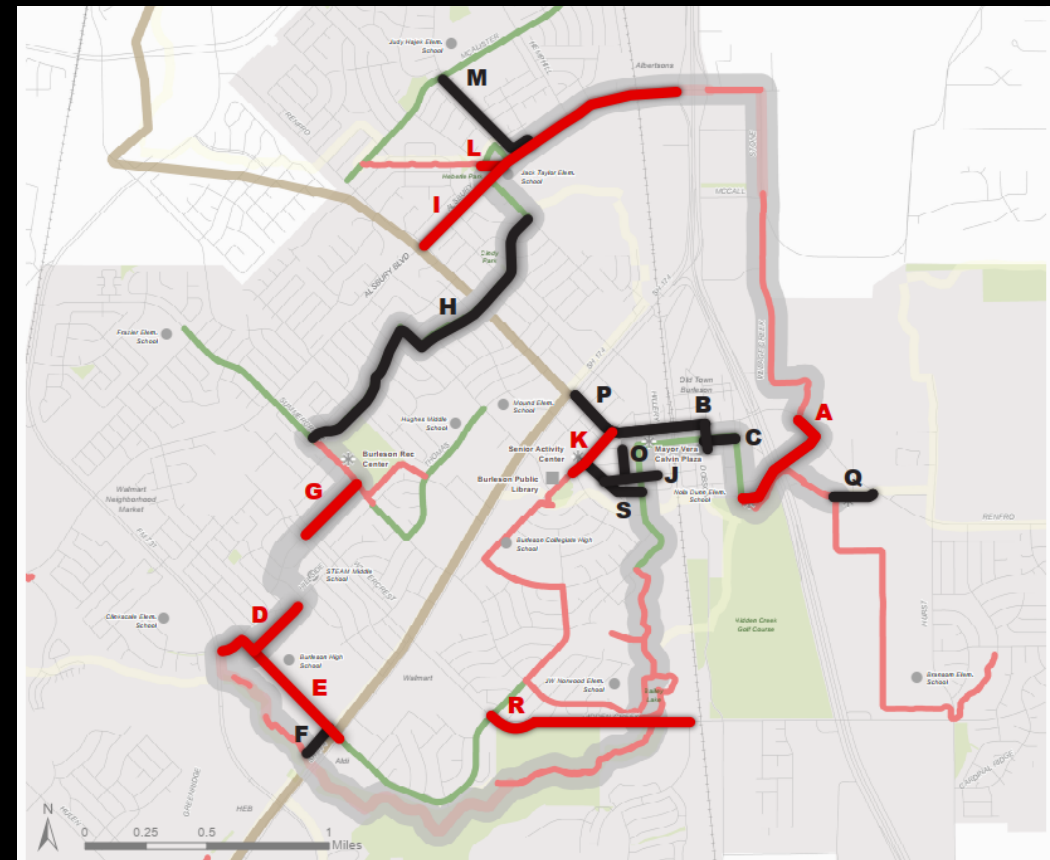
Letter	Project Name	Project Length (In Miles)	Project Length (In Feet)	Estimated Costs	Project Description
A	Park Meadow Lane	0.49	2,700	\$ 675,000.00	Connect southwest sidewalk to existing facilities from Alsbury Boulevard to McAlister Road
B	Rand Street, Newton Street, and Cindy Lane	1.91	10,100	\$ 2,525,000.00	Fill sidewalk gaps to connect Summercrest Boulevard to Renfro Street. Alignment overlaps with a portion of the existing 10-Mile Loop bicycle and trail route.
C	Elk Drive Driveway	0.21	700	\$ 175,000.00	Add a sidewalk connection from a driveway on Elk Drive to the existing Shannon Creek Trail.
D	Clark Street	0.11	581	\$ 145,200.00	Connect existing sidewalks on Renfro Street to the sidewalk adjacent to Nola Dunn Elementary School.
E	Ellison Street	0.12	634	\$ 158,400.00	Complete the existing sidewalk gap between Clark Street and Scott Street.
F	Bransom Street	0.36	1,901	\$ 475,200.00	Connect existing Renfro Street sidewalks to southern neighborhood.
G	Maple Avenue	0.17	898	\$ 224,400.00	Connect southern neighborhood to the existing sidewalks adjacent to the Burleson Collegiate High School.
H	Vaughn Drive	0.58	3,062	\$ 765,600.00	Add sidewalk connections in a neighborhood with no existing sidewalks. Connect existing sidewalks on the south to the Burleson Recreation Center in the north.
I	Hollow Creek Road	0.37	1,954	\$ 488,400.00	Complete the south sidewalk connection to connect the new trail project (to the west) and the existing sidewalk facilities (on the east).
J	Renfro Street	0.38	2,006	\$ 501,600.00	Complete both north and south sidewalk gaps along Renfro Street.
	Total			\$ 6,133,800.00	
K	Elk Drive	0.49	2,587	\$ 1,036,509.00	Fill sidewalk gap between SH 174 and existing sidewalk near Hillside Drive.
L	FM 1902 and CR 910	0.47	2,482	\$ 1,489,901.00	Construct sidewalk on east side of FM 1902 and fill sidewalk gap to connect facility to CR 910

GRANT OPPORTUNITIES

TxDOT Transportation Alternatives Call for Projects

- Total \$250 Million worth of funding available for FY 22-25 for bicycle and pedestrian projects
- Preparing Preliminary Application for completion of 10-mile loop bicycle and trail route and adjacent sidewalks on the MTP as one single project.
- Design and ROW Acquisition can be part of the grant.
- Potentially leverage GO Bond funds from projects that would be included in our application .

4.6 miles of 5' wide Sidewalk
3.9 miles of 10' wide Shared Use Path/ Trail



Target Project	\$15.3 Million
City Contribution	20% Match (\$3M)
Possible Existing Leverage	\$1,977,697

Preliminary Application Due	January 2023
Notification of Eligibility	March 2023
Detailed Application Due	June 2023
Final Selection	October 2023

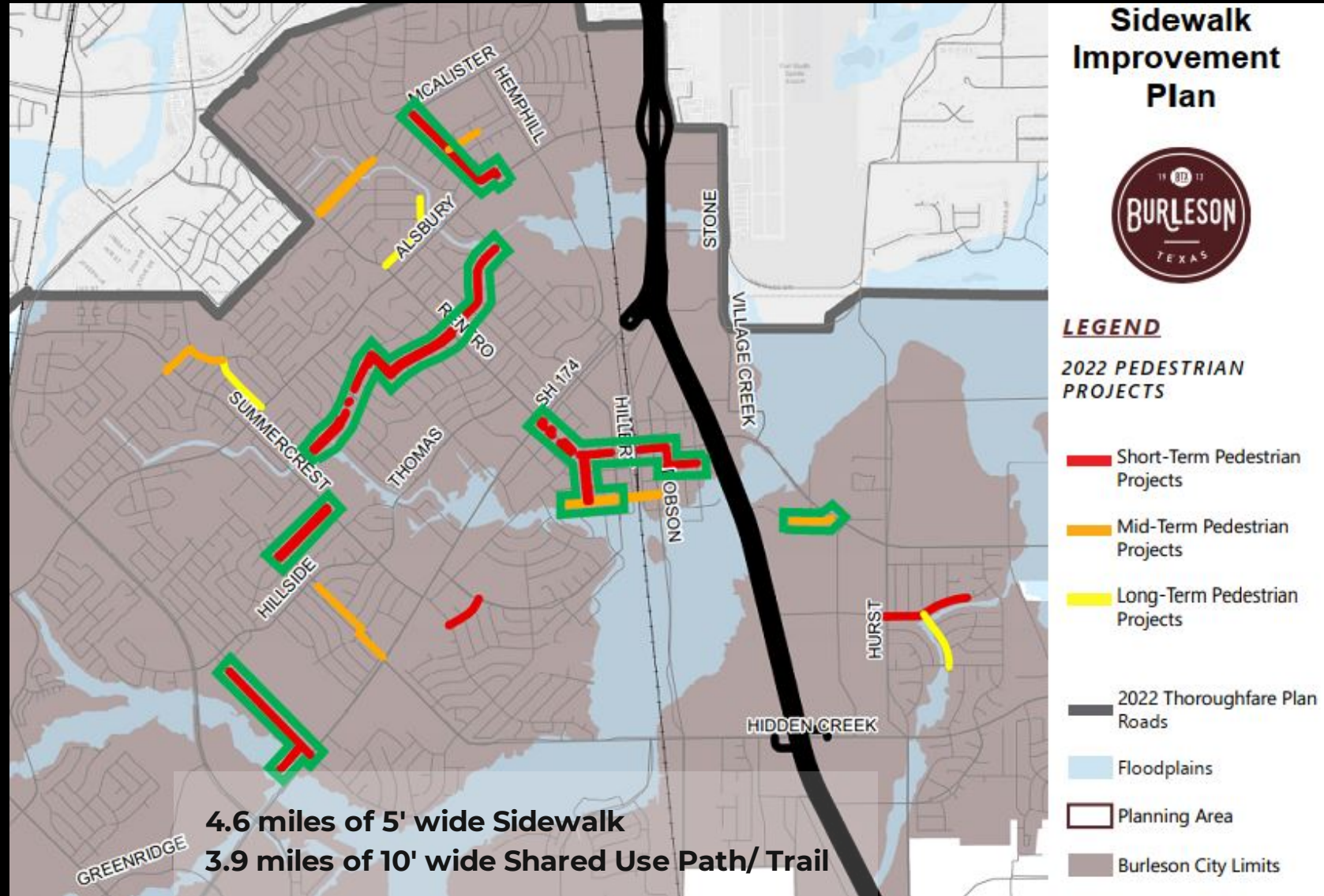
TXDOT TA GRANT'S IMPACT ON MTP

This grant would complete the majority of our short-term and a few mid-term pedestrian projects.

- 9 of the 12 Short-Term Pedestrian Projects would be completed with this Grant.
 - 1 of the 3 remaining projects is within the GO Bond Program (FM1902) for FY27 completion.
- 2 of the 6 Mid-Term Pedestrian Projects would be completed with this Grant

Goal: Complete 10- Mile Loop bicycle and trail route and 80% of the Short - Term Pedestrian Projects with the currently planned City funding.

Result: \$15M worth of pedestrian, bicycle and trail facilities for \$3M of City funds.



TXDOT TA GRANT'S IMPACT ON MTP



DECISION POINTS

- **GENERAL FEEDBACK ON PRELIMINARY MASTER PLAN**
- **MASTER PLAN TO I&D OR TO COUNCIL**
- **APPLICATION TO I&D OR TO COUNCIL**

Questions