



Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

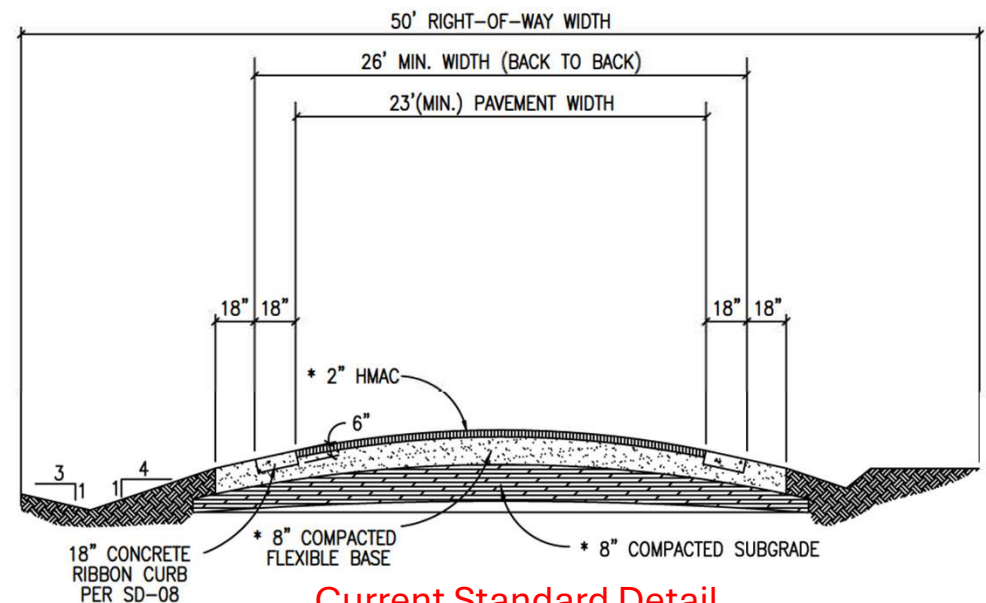
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

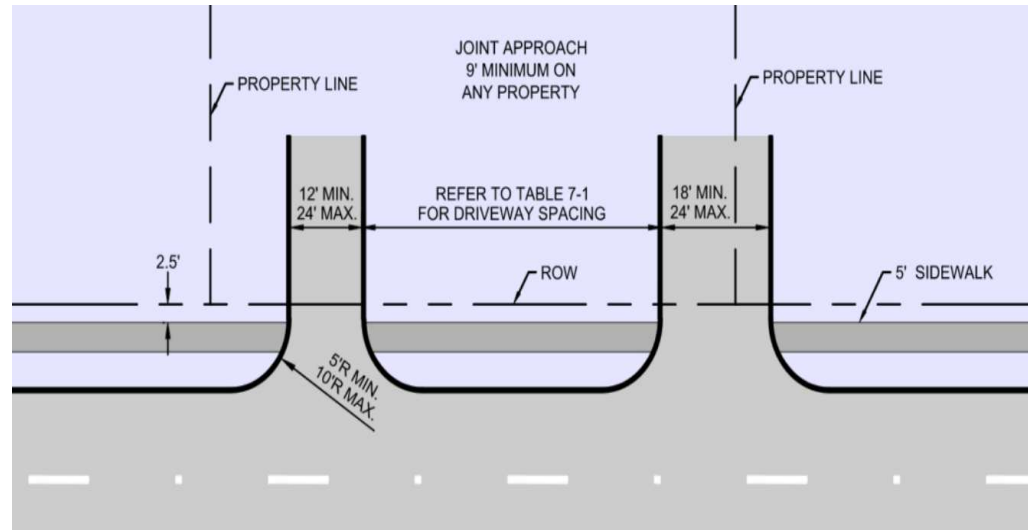


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

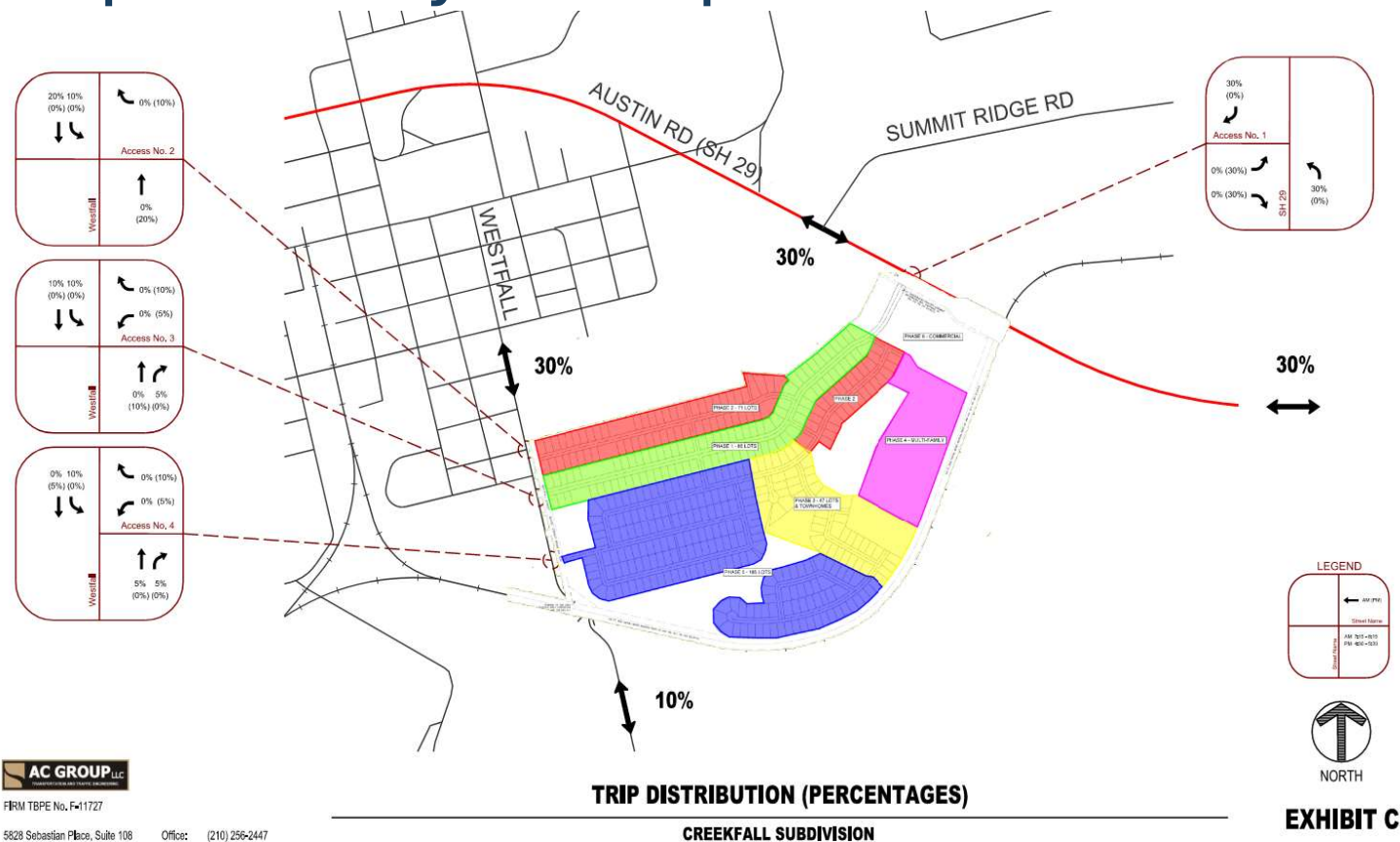


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 490-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



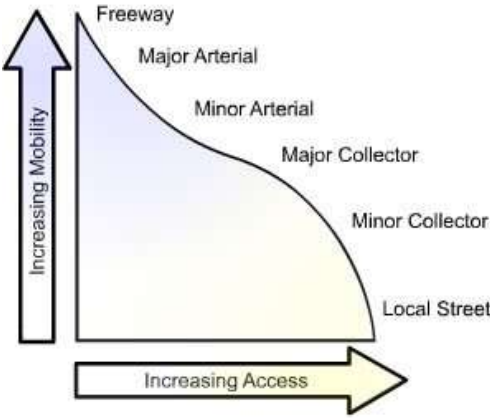
City of Burnet - Traffic Counts and Volumes



Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

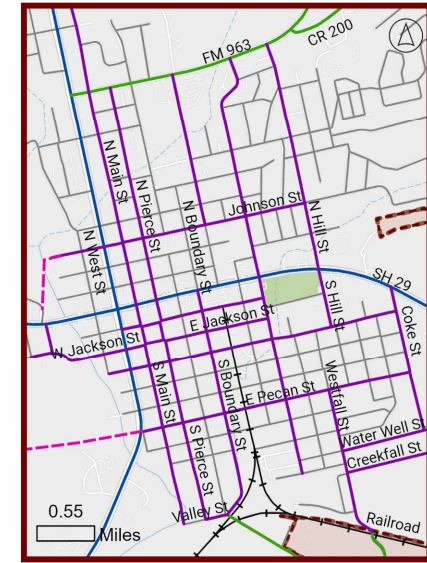
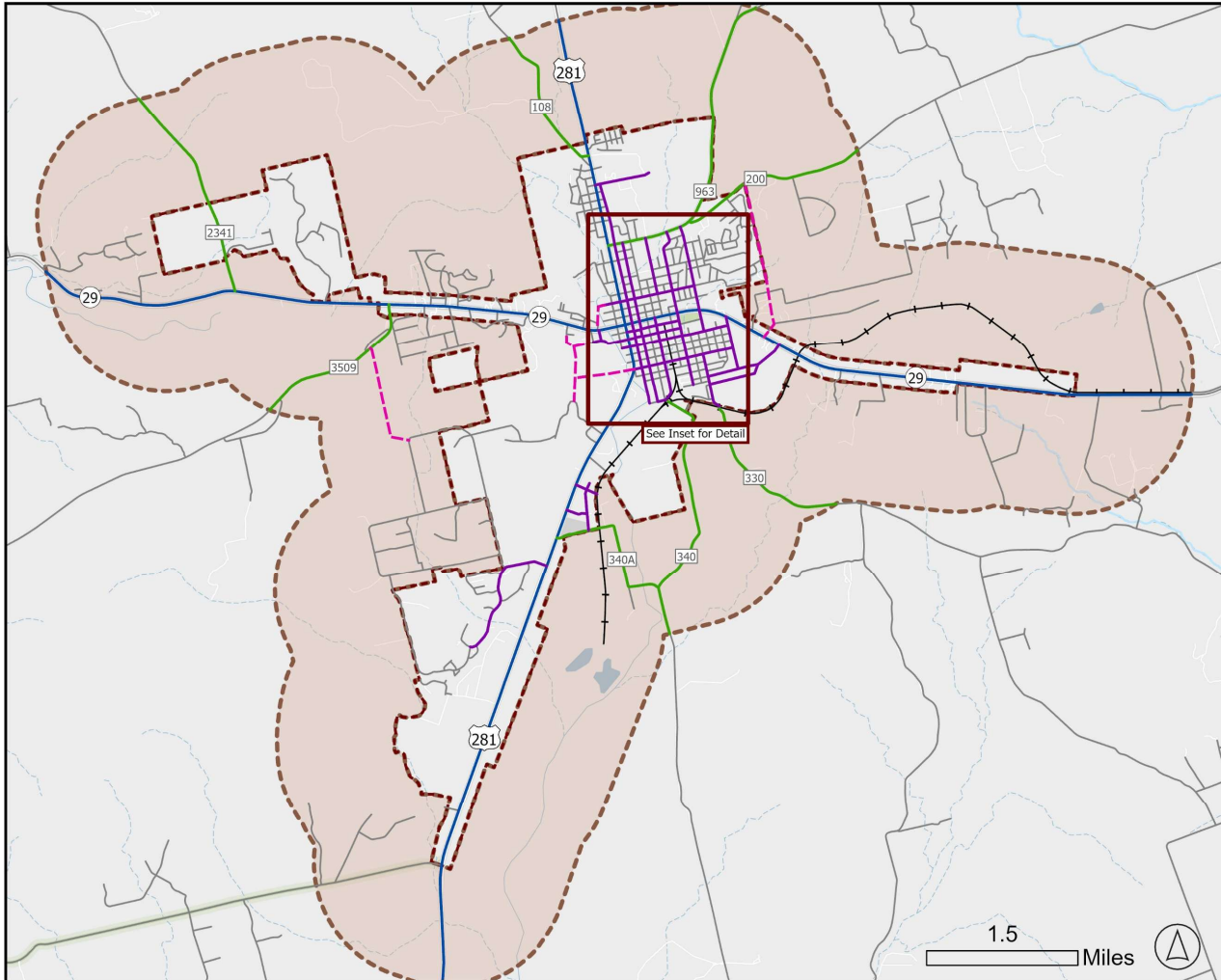
- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

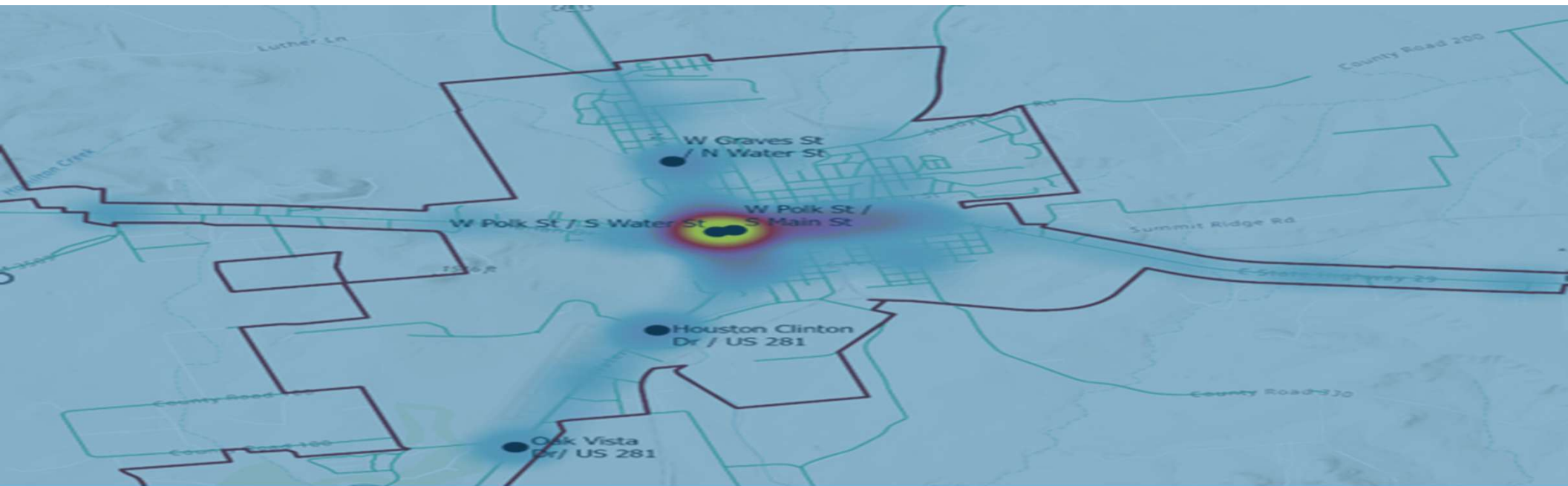
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

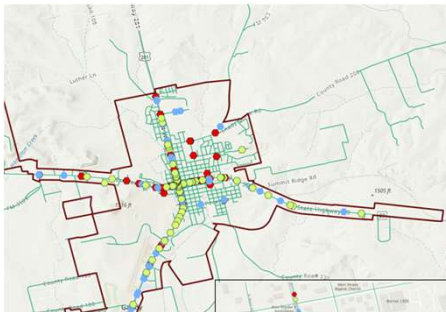
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



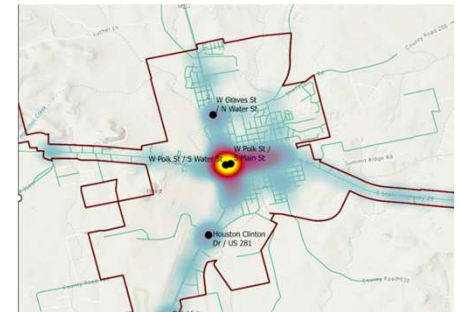
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



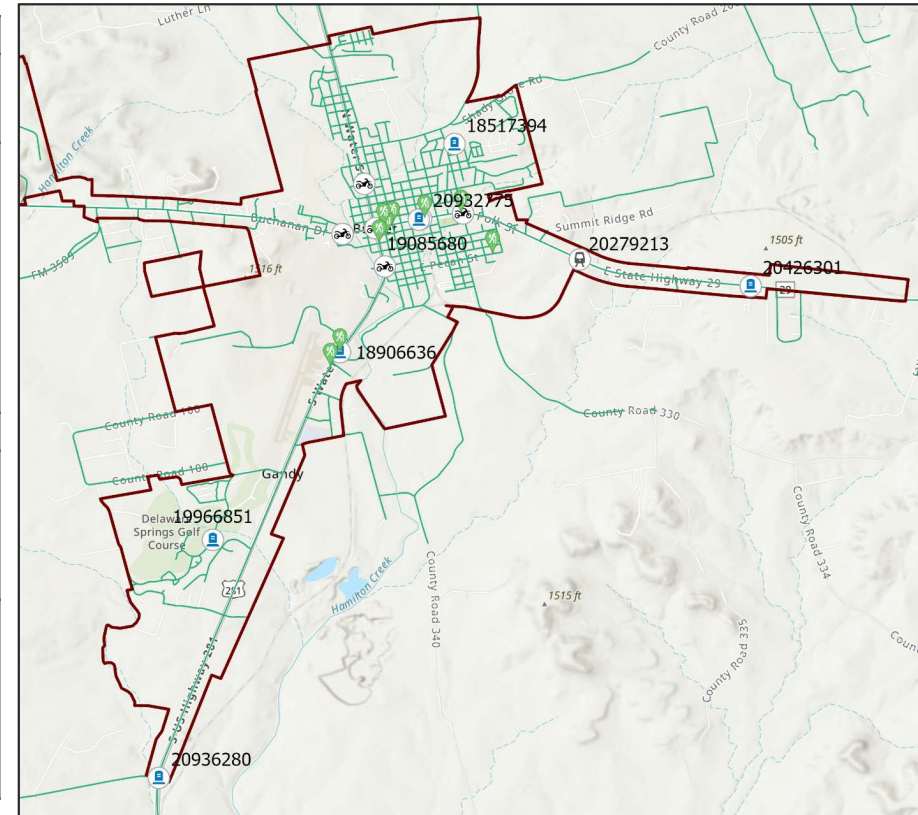
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

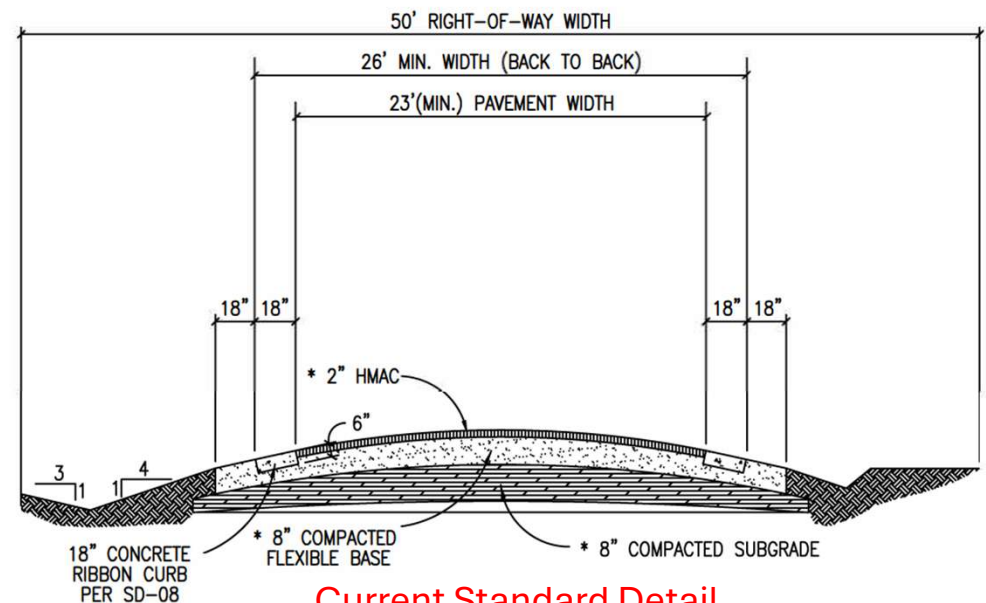
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

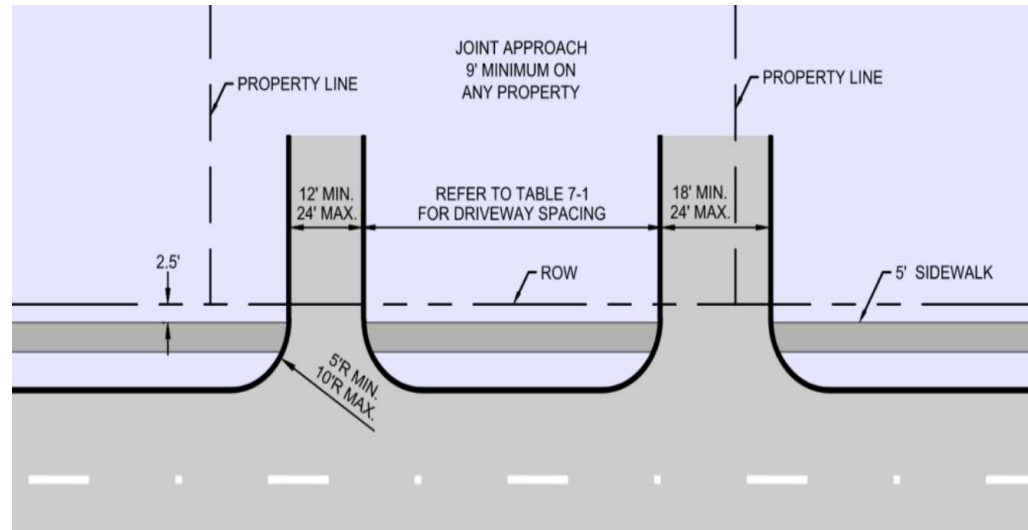


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

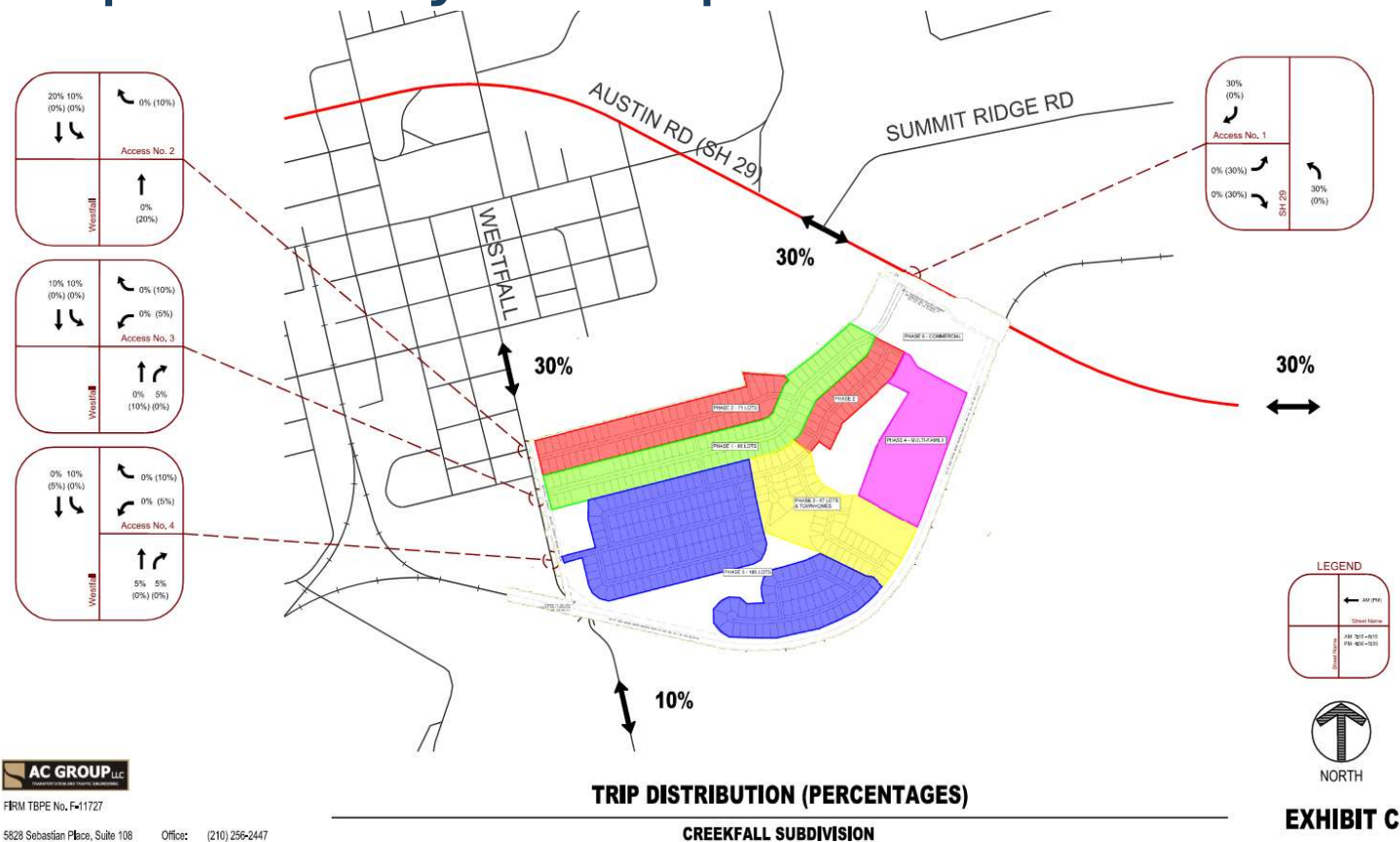


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 406-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

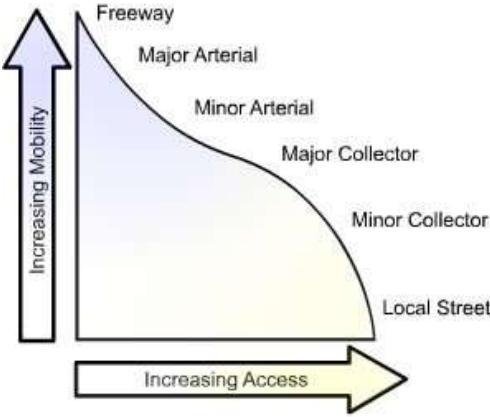


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

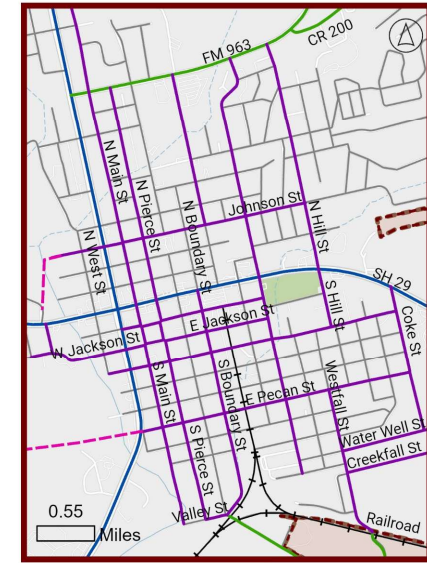
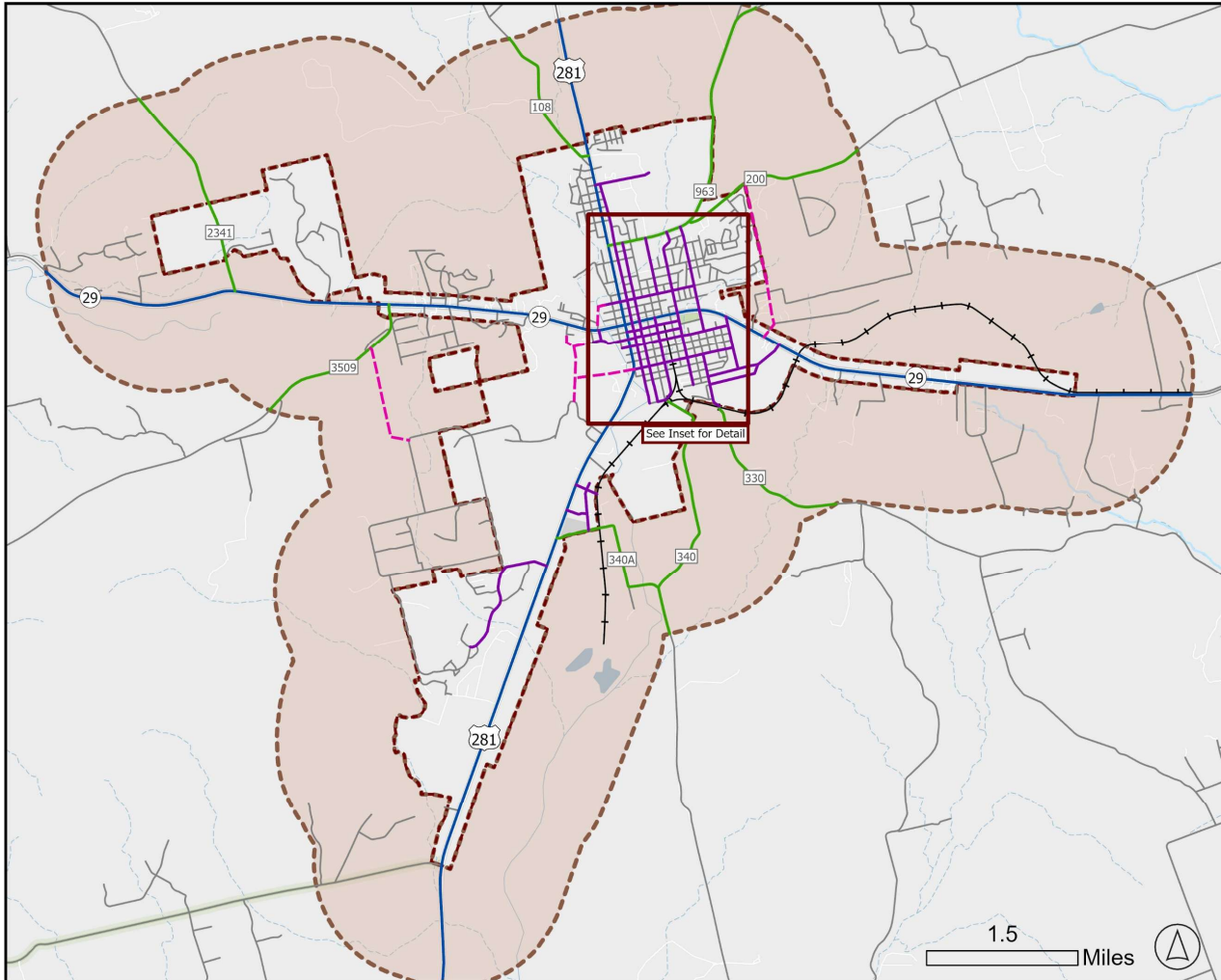
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

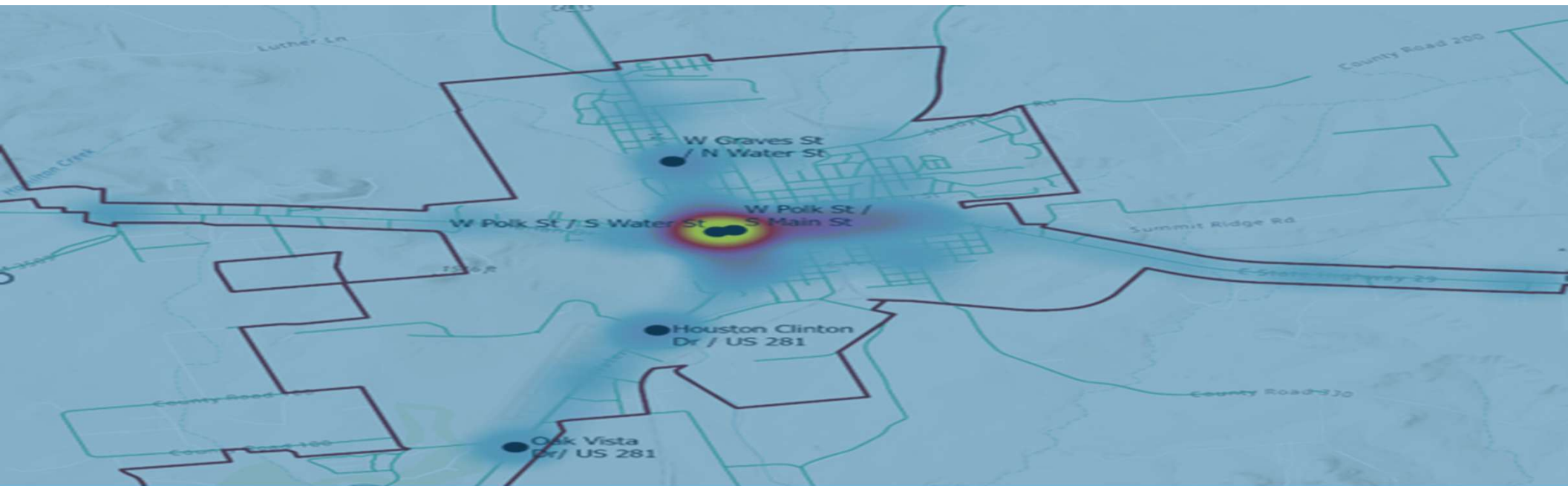
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

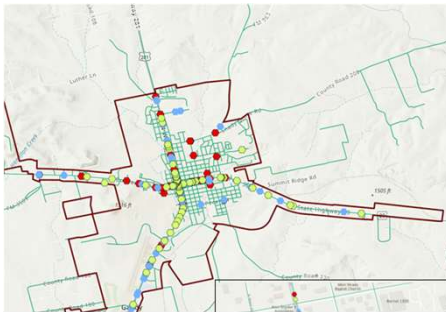
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



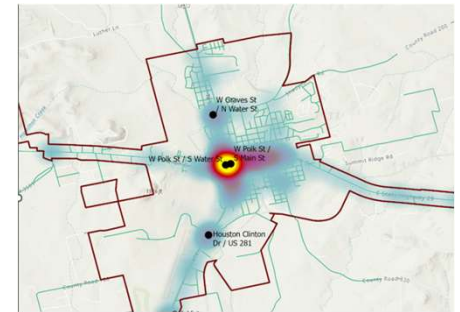
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



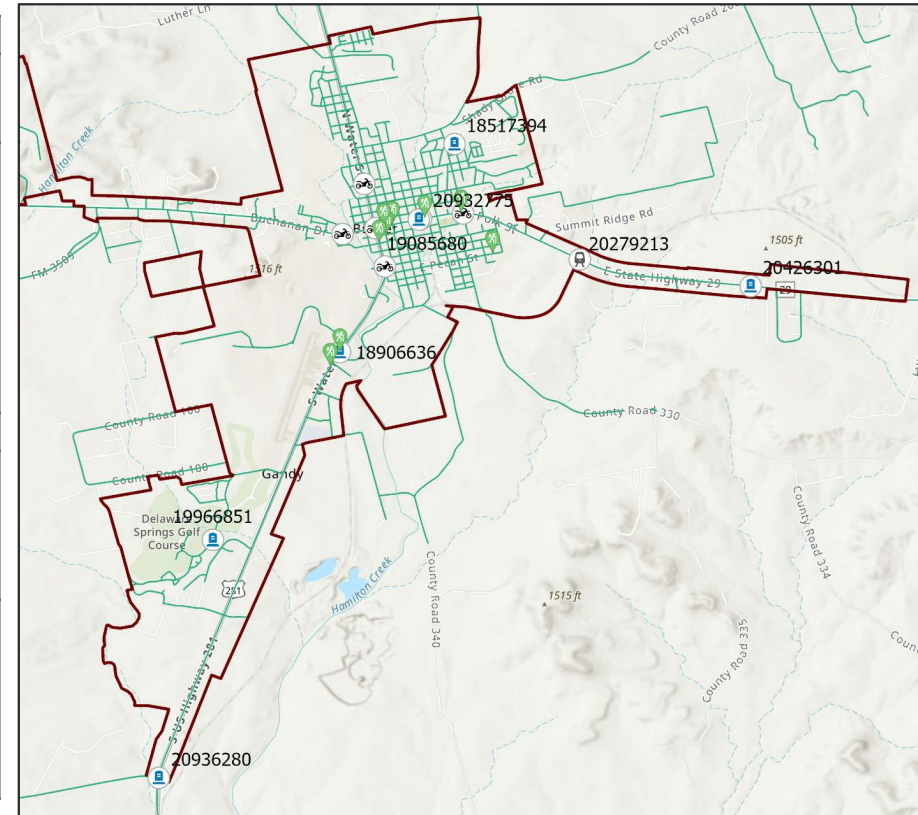
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

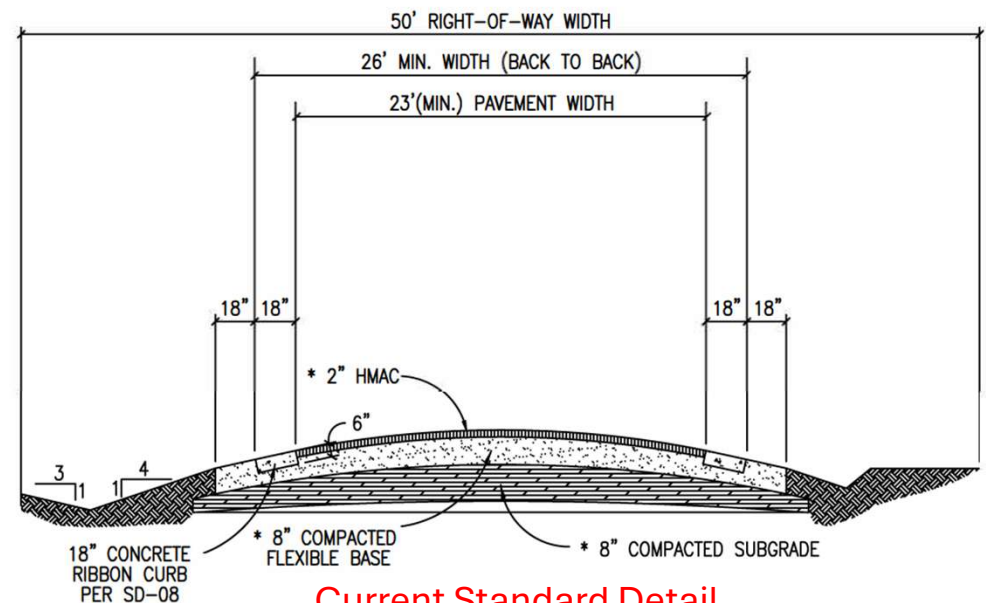
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

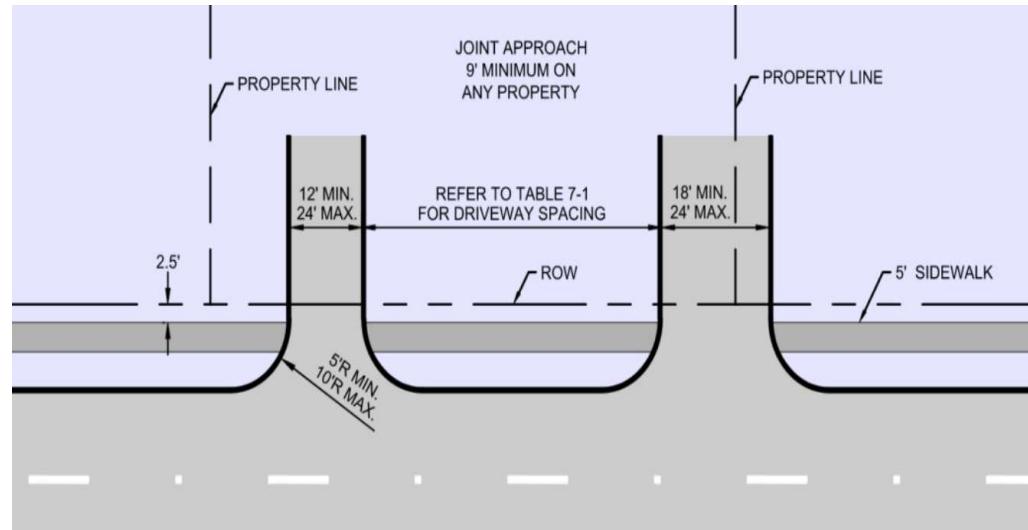


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

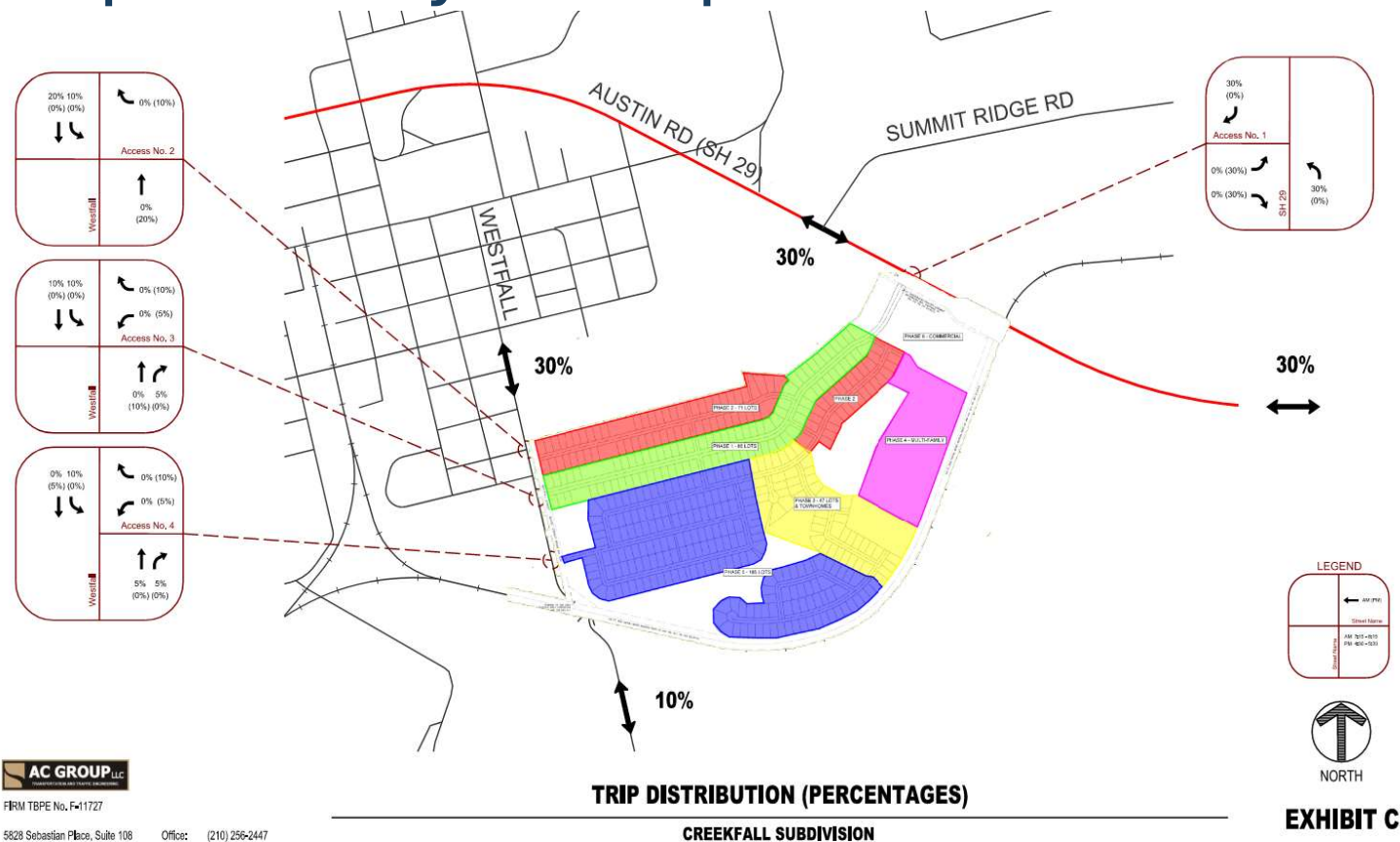


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

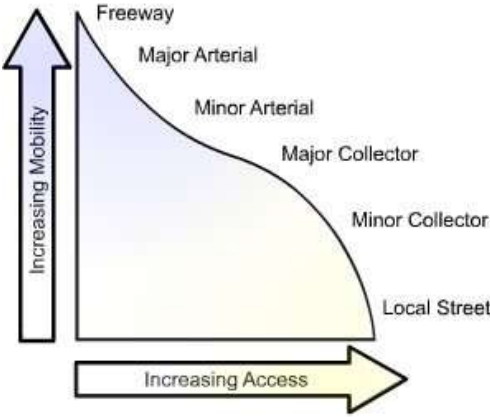


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

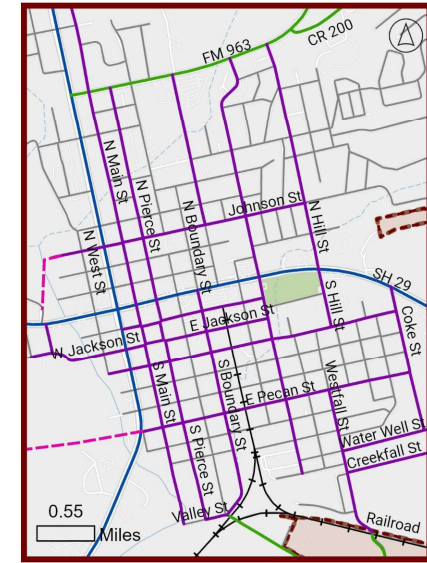
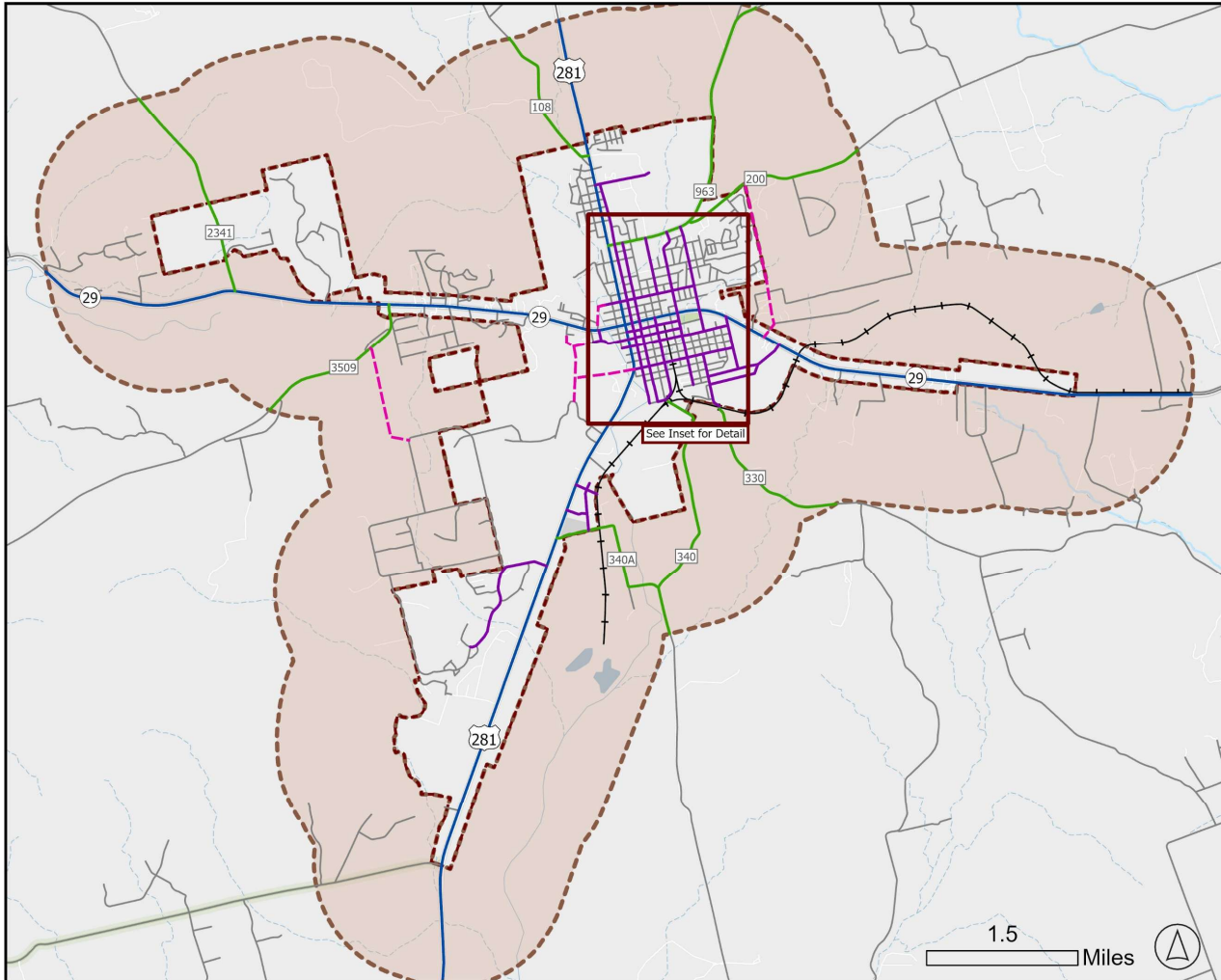
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

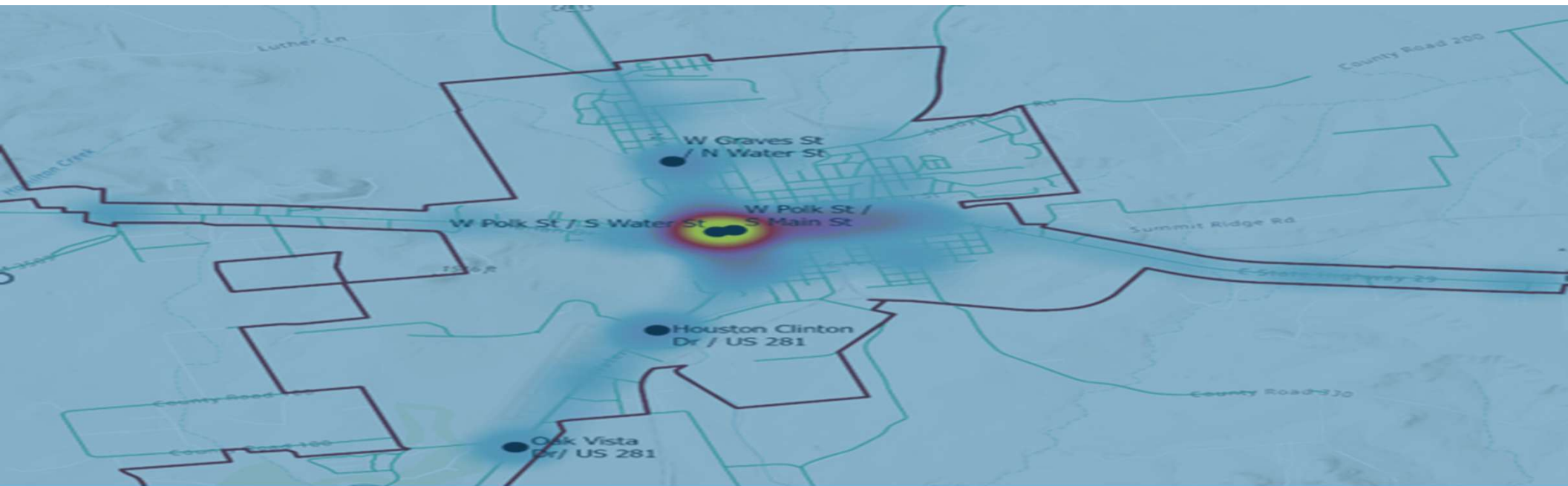
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

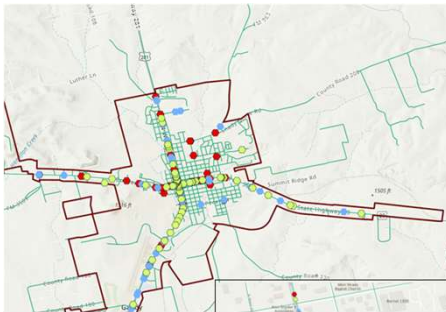
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



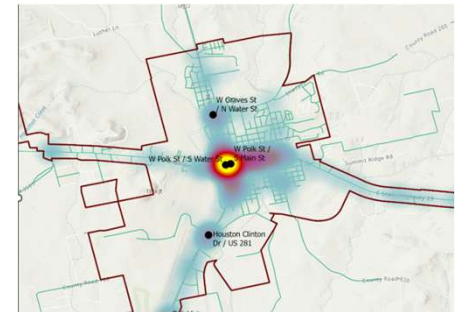
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



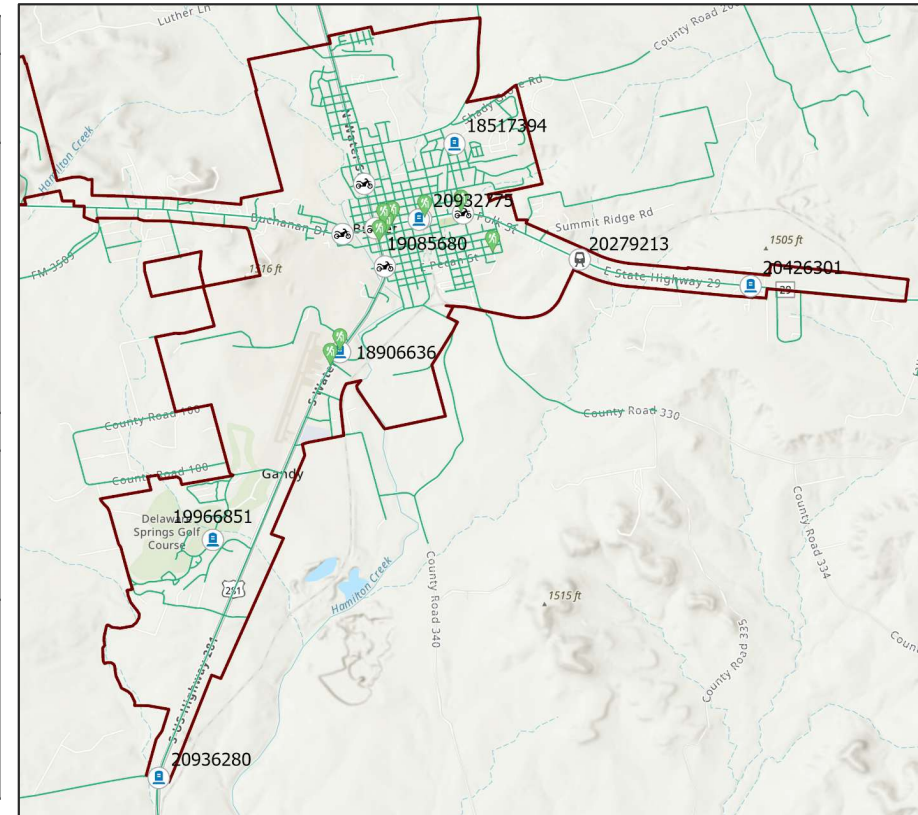
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

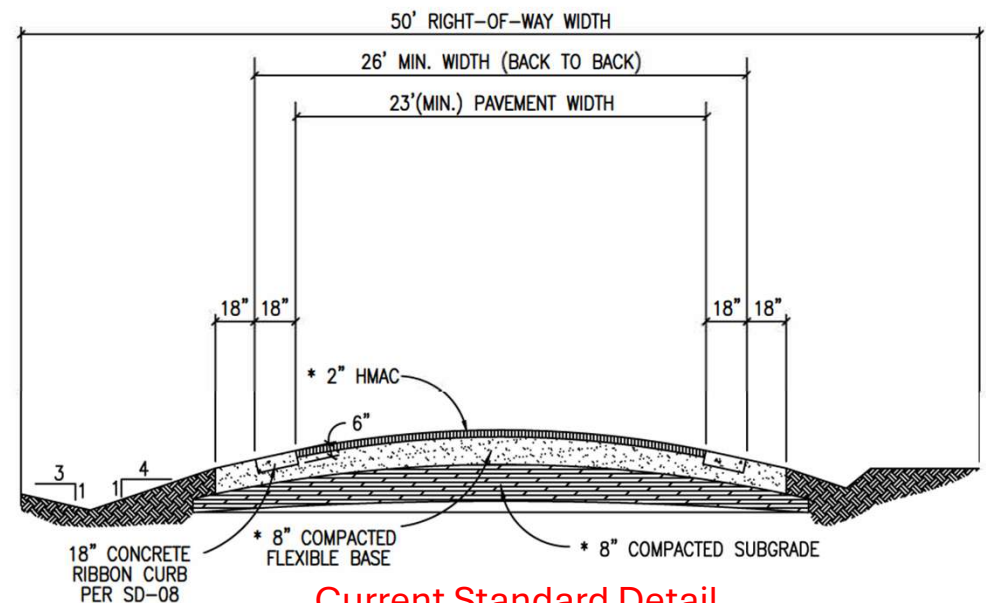
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

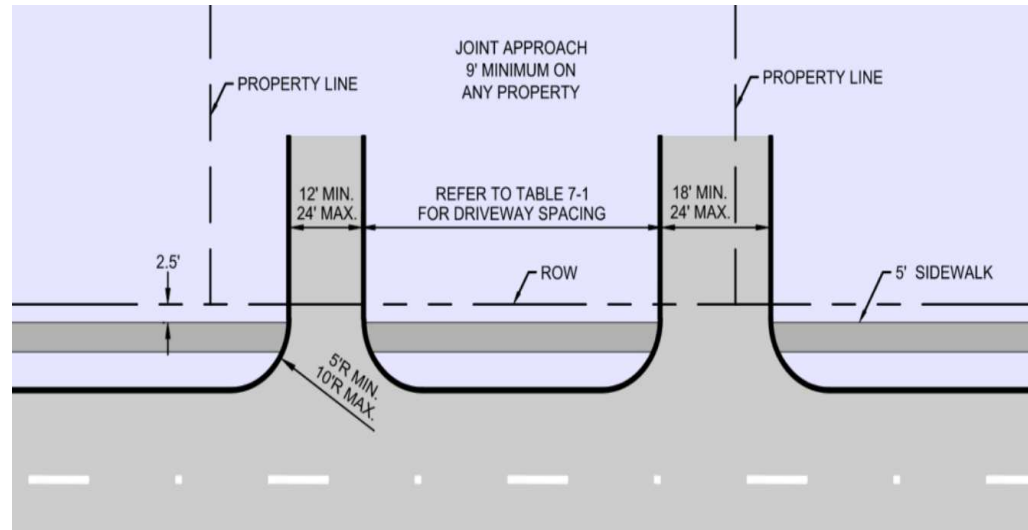


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

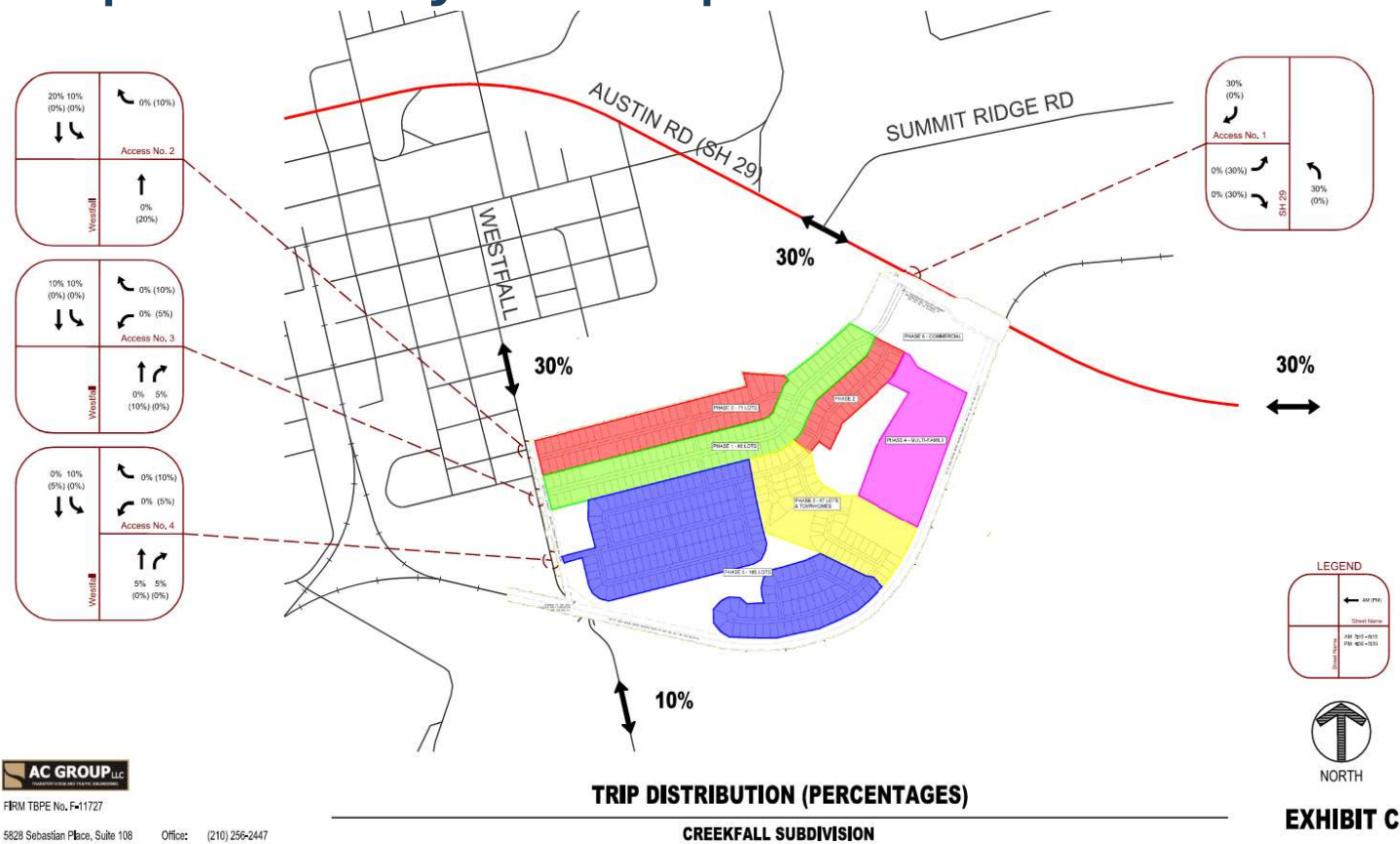


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 406-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



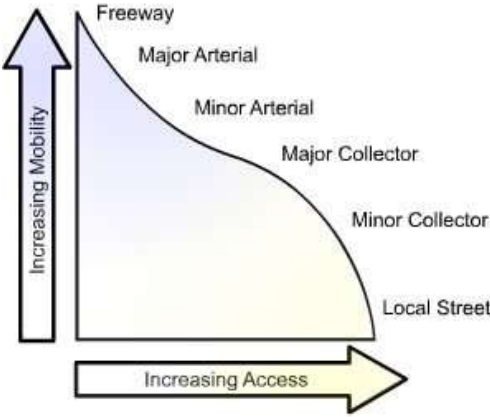
City of Burnet - Traffic Counts and Volumes



Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

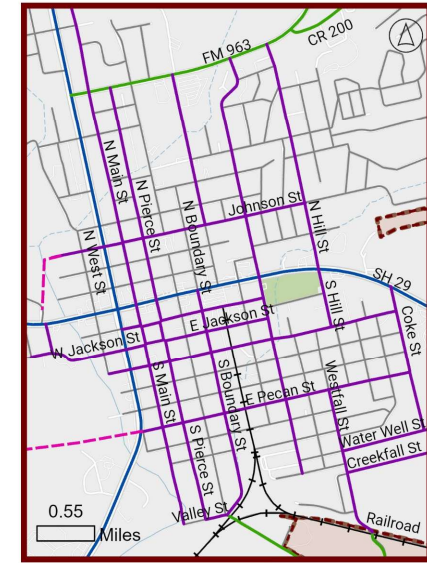
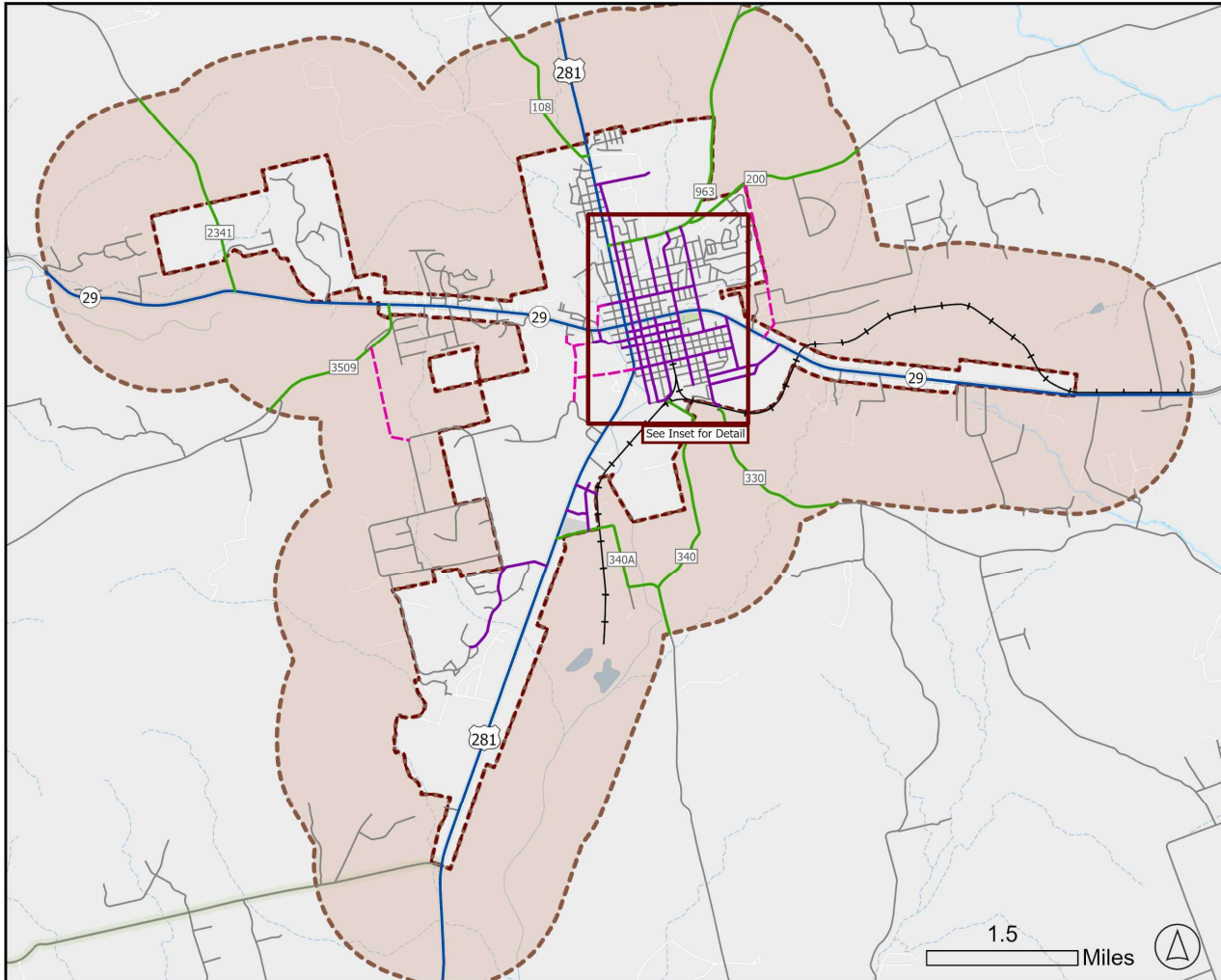
- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

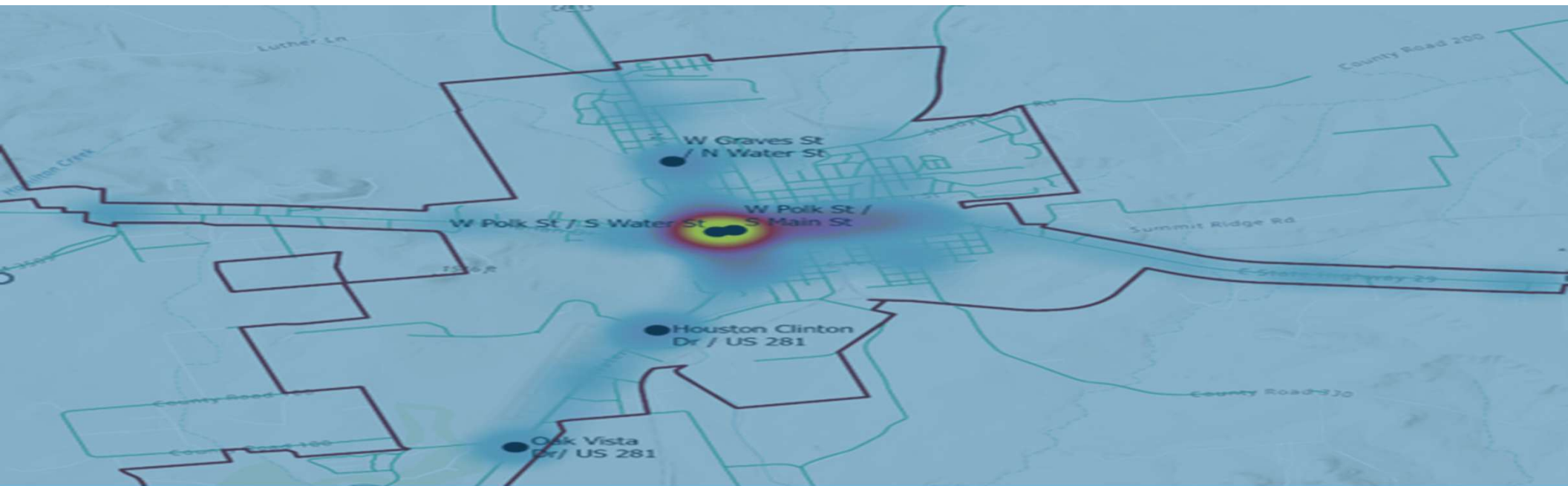
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

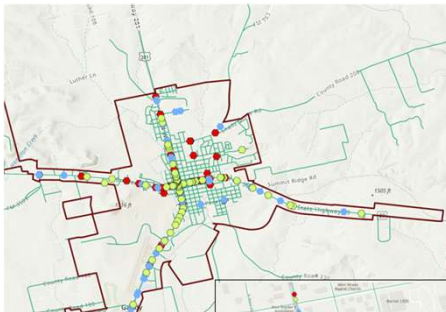
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



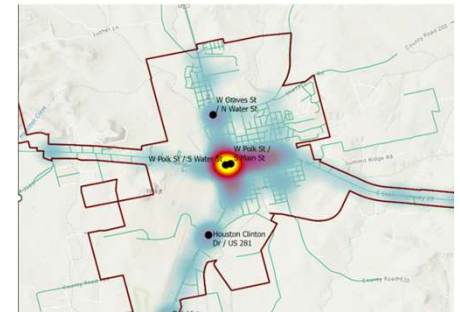
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



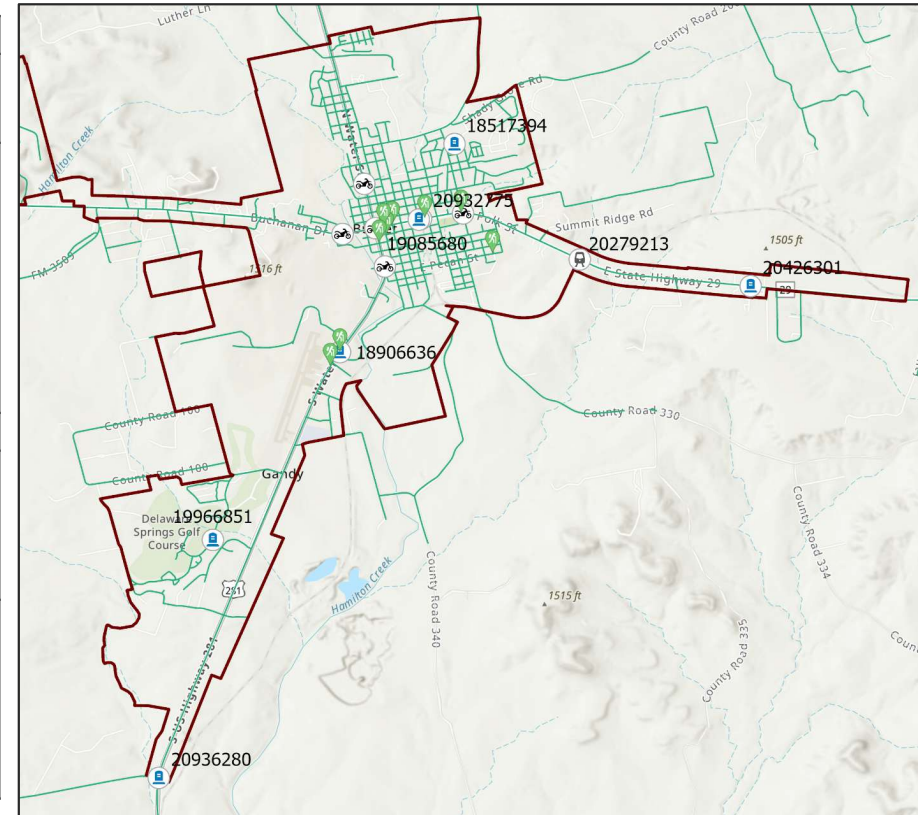
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

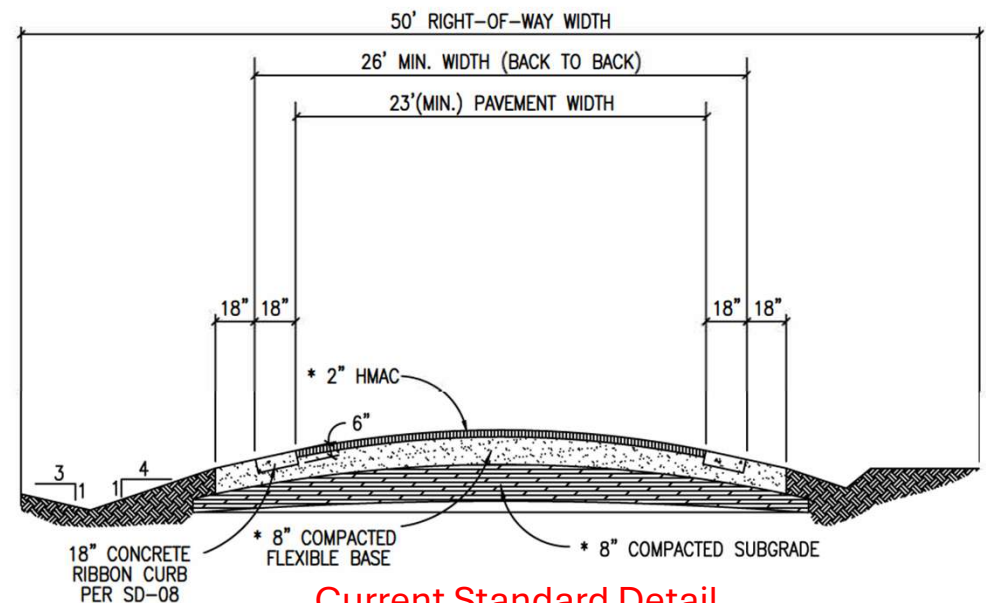
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

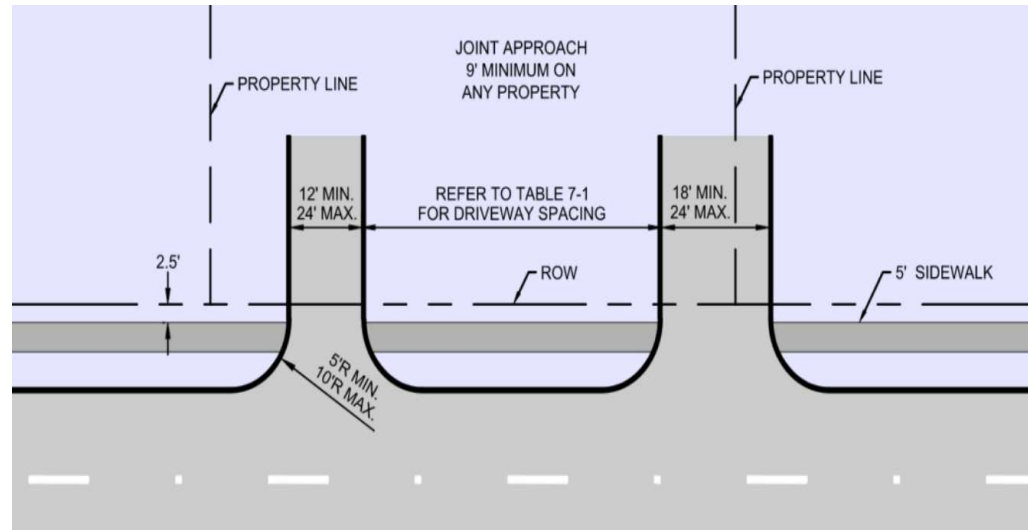


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

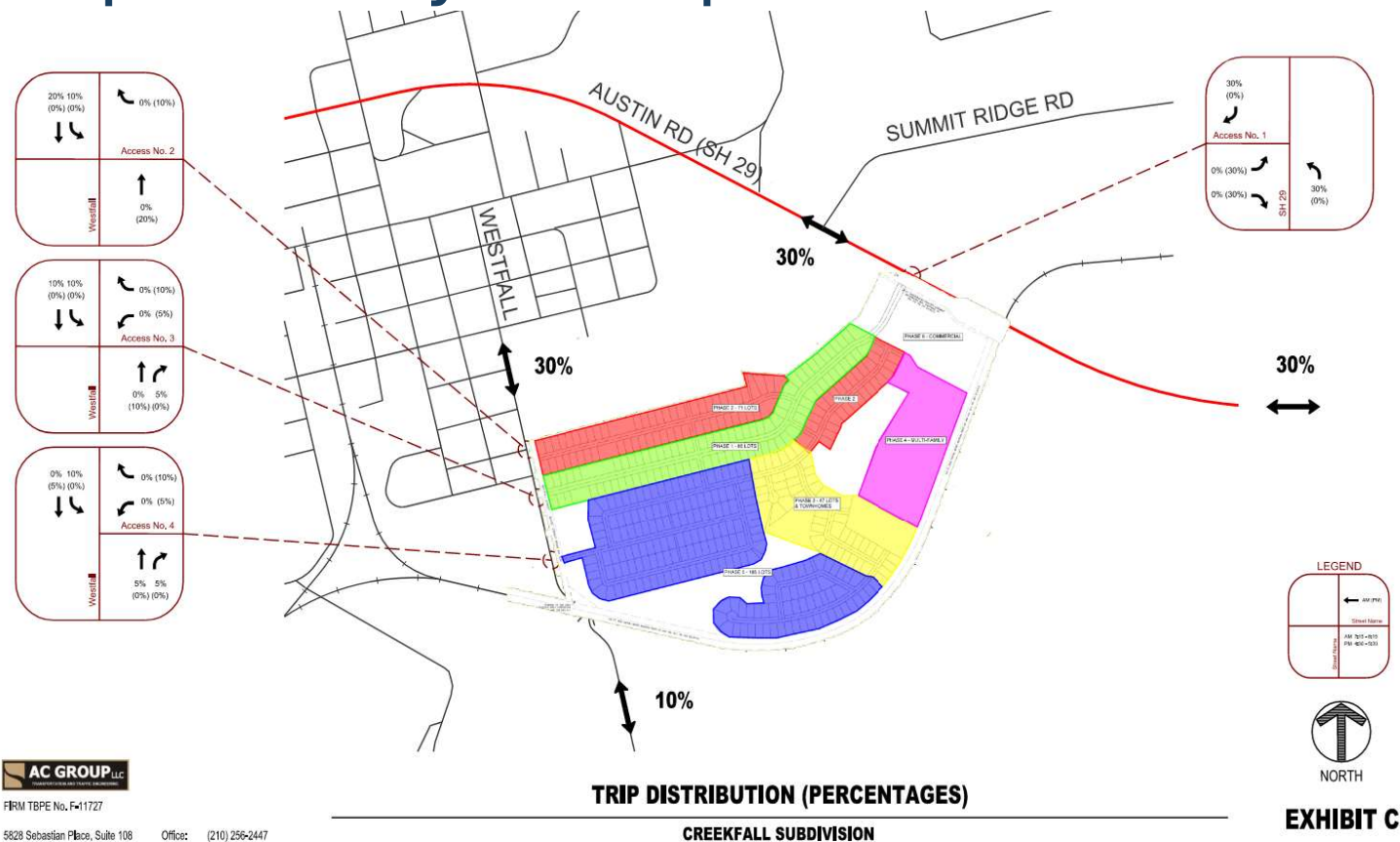


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 490-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

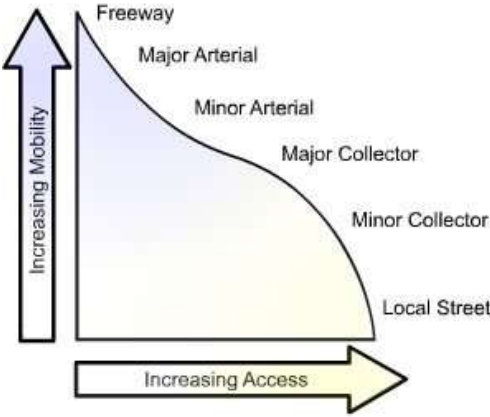


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

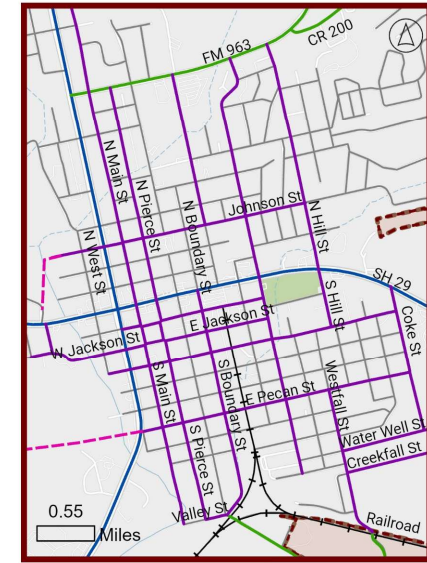
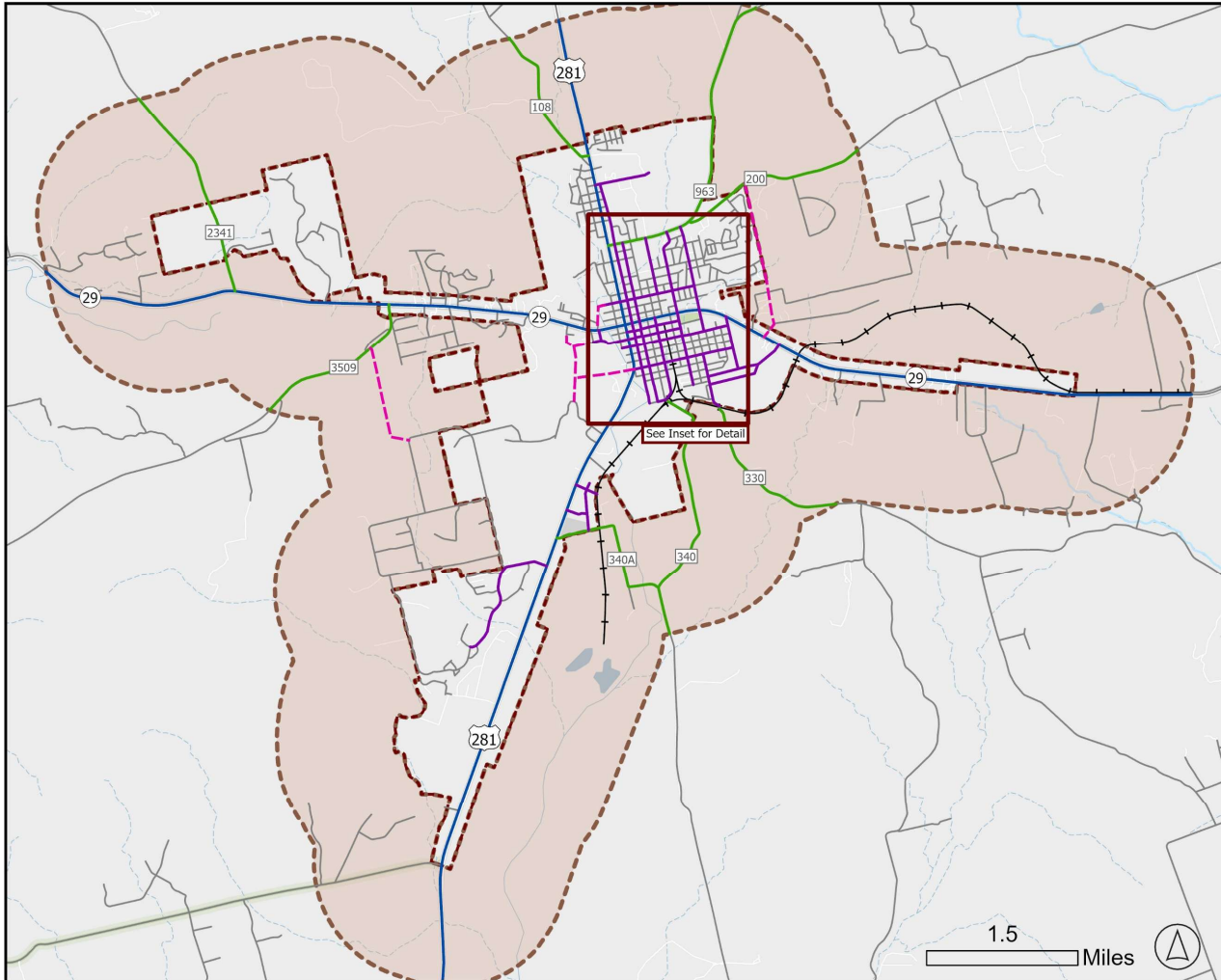
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

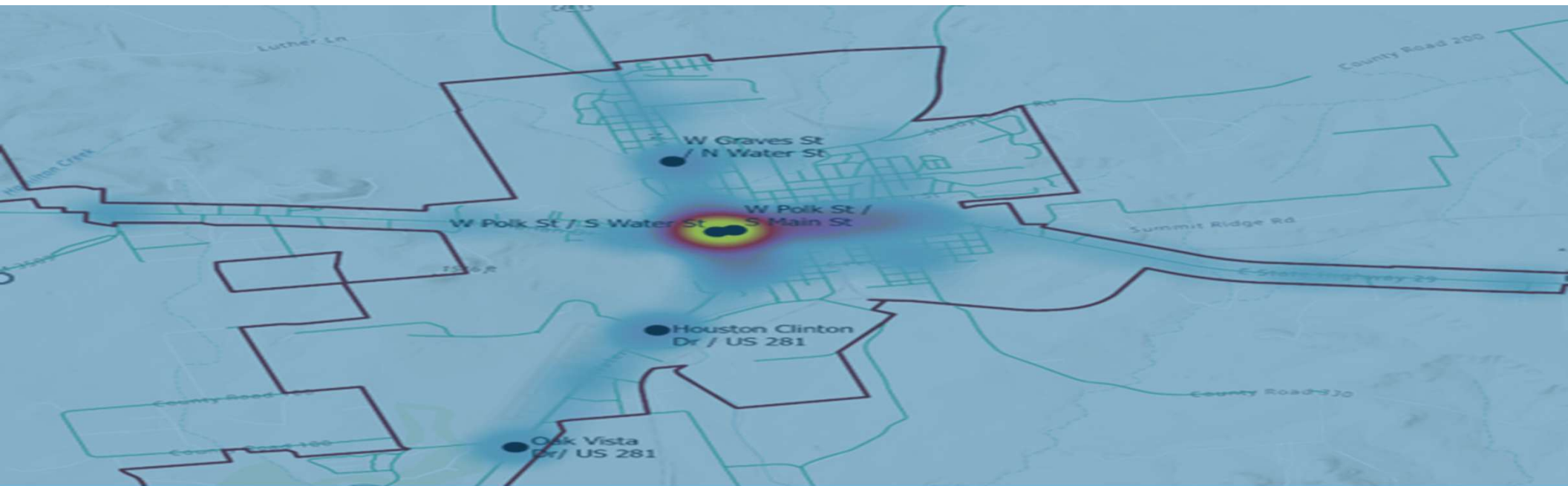
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

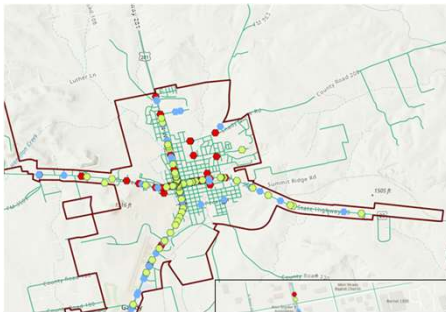
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



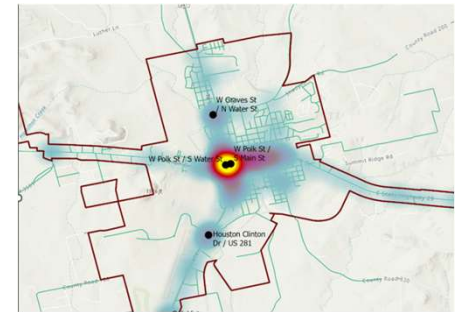
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



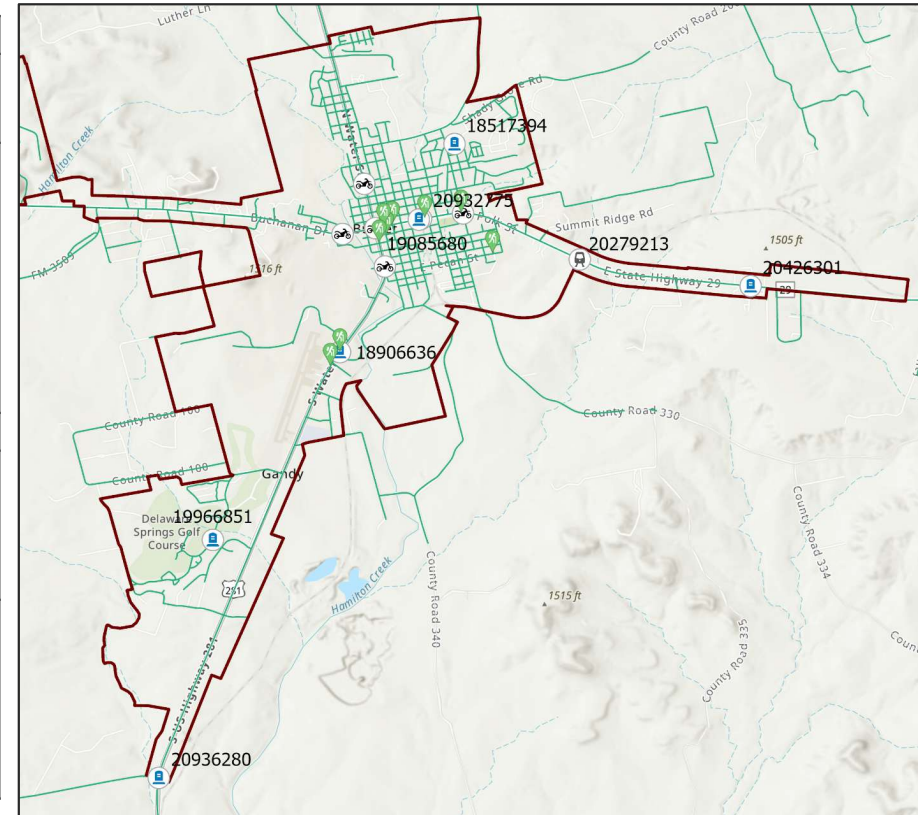
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

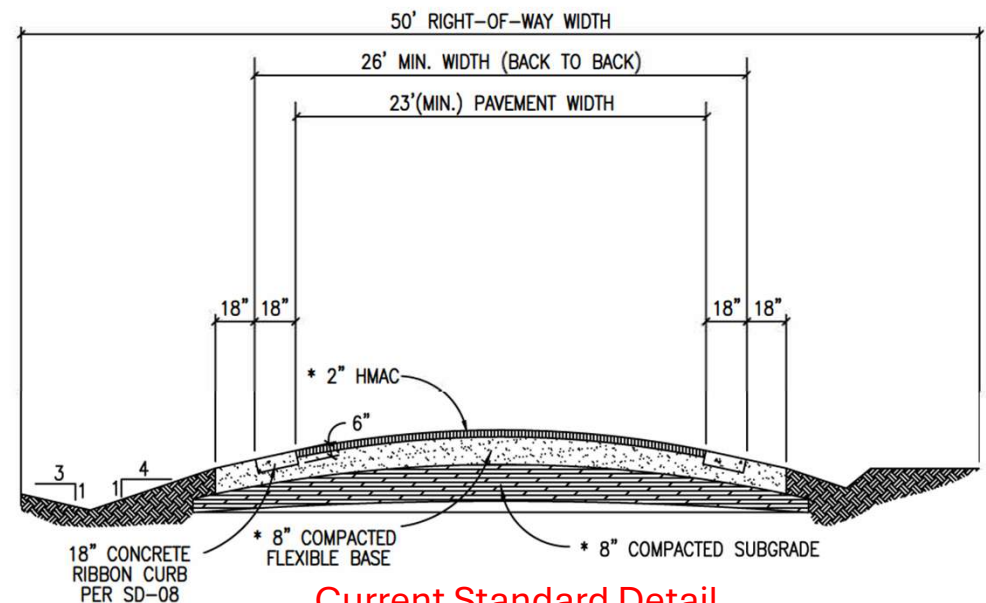
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

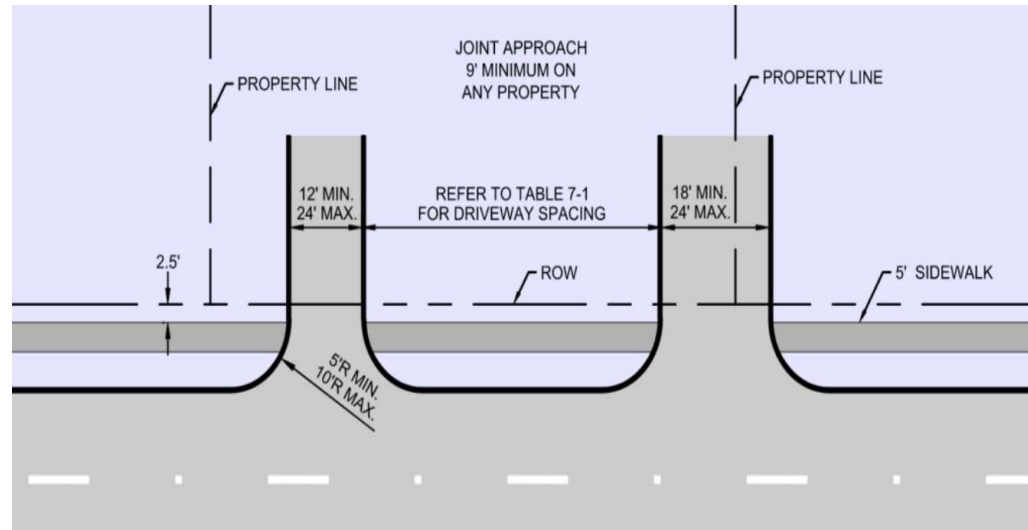


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

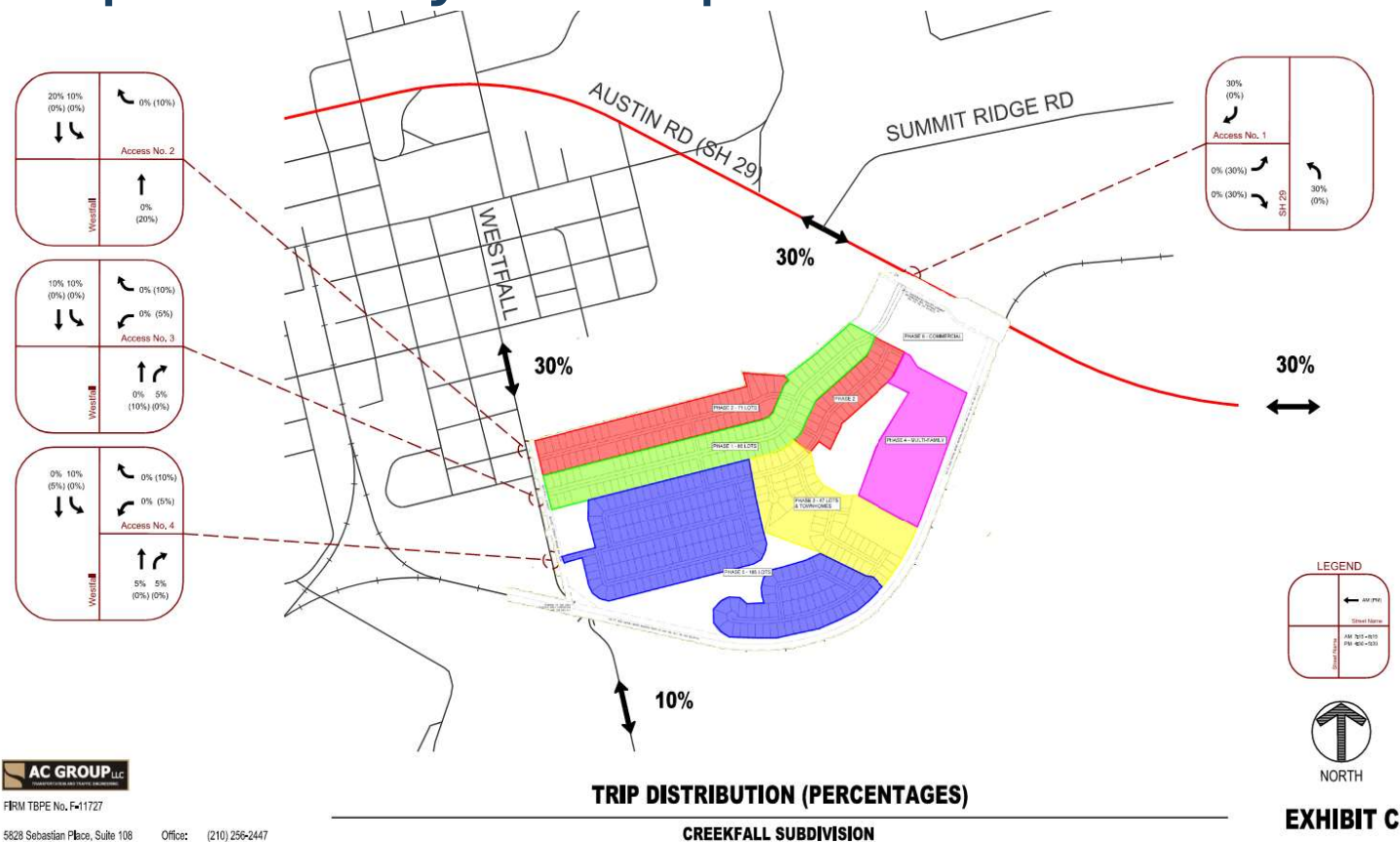


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 490-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

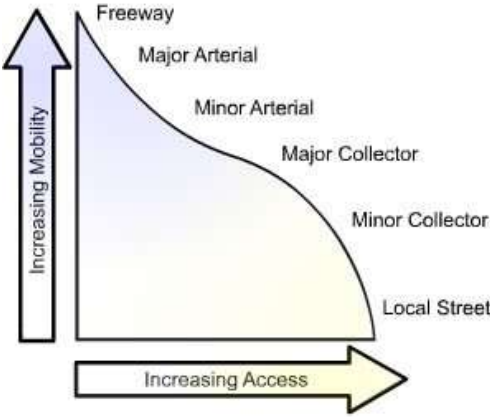


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

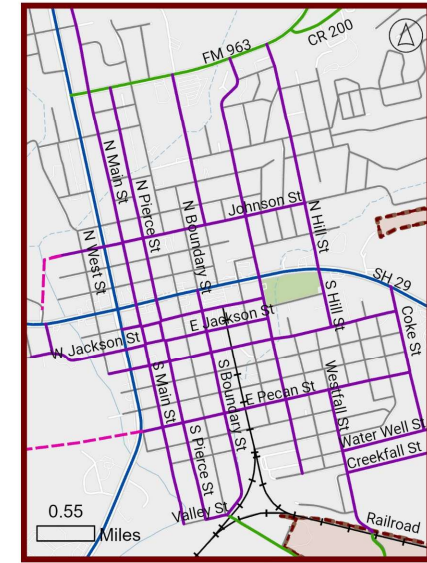
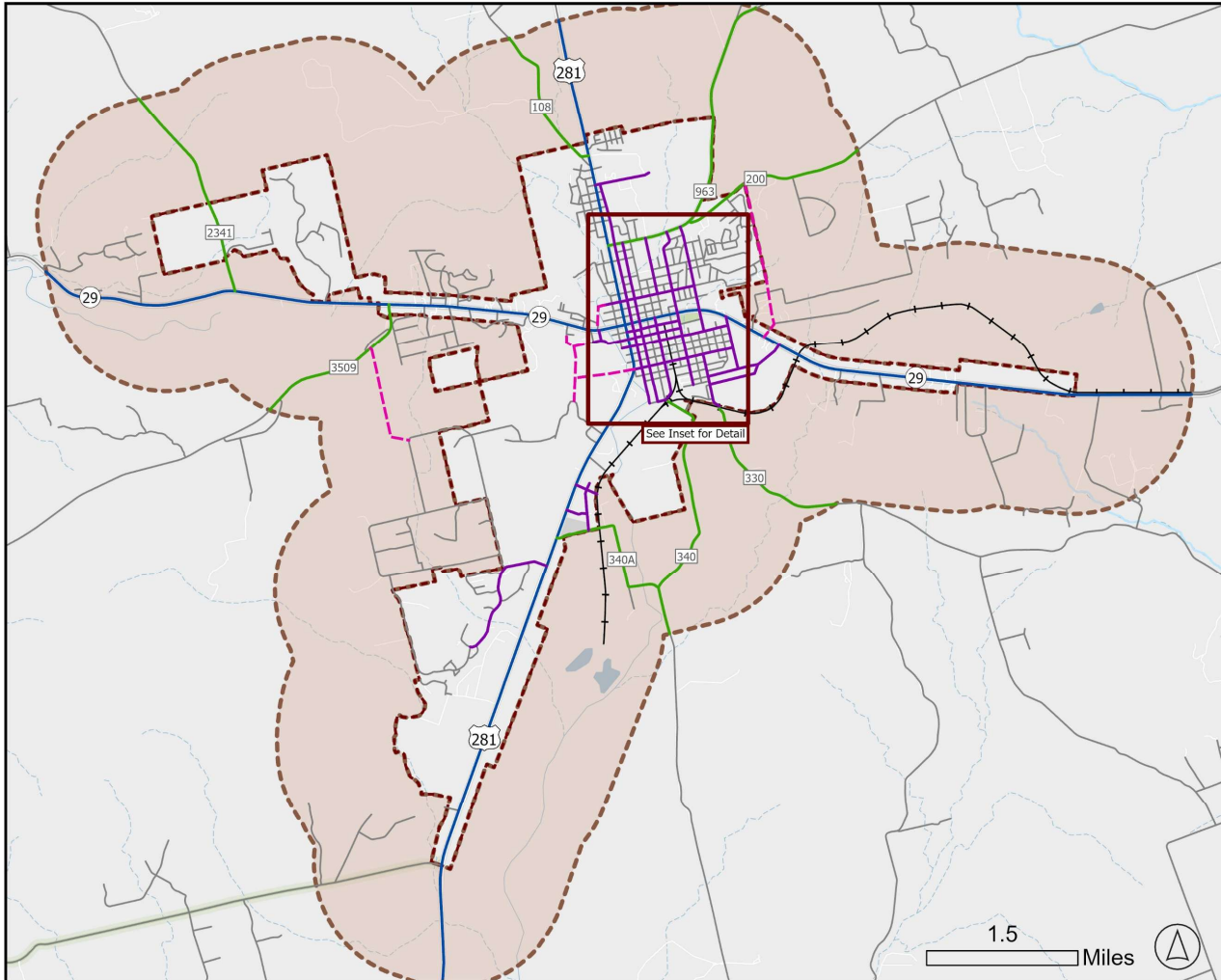
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

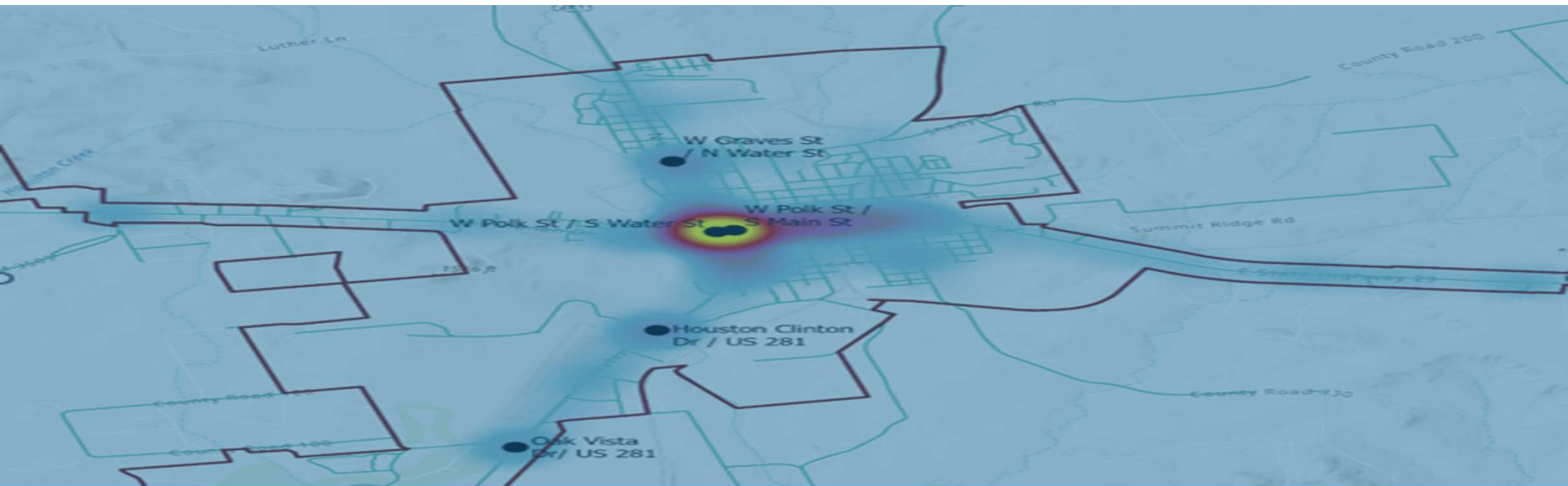
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

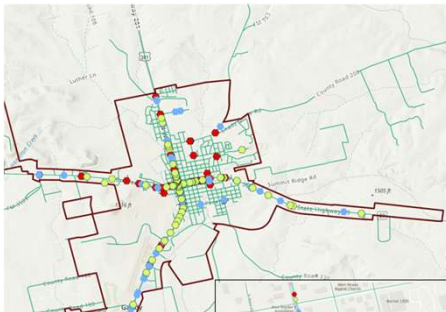
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



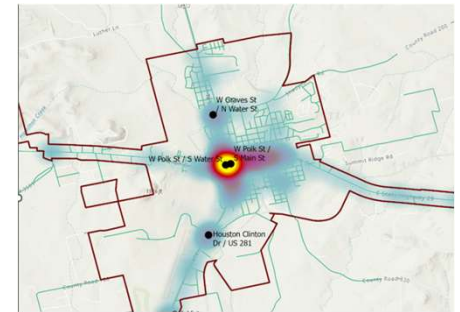
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



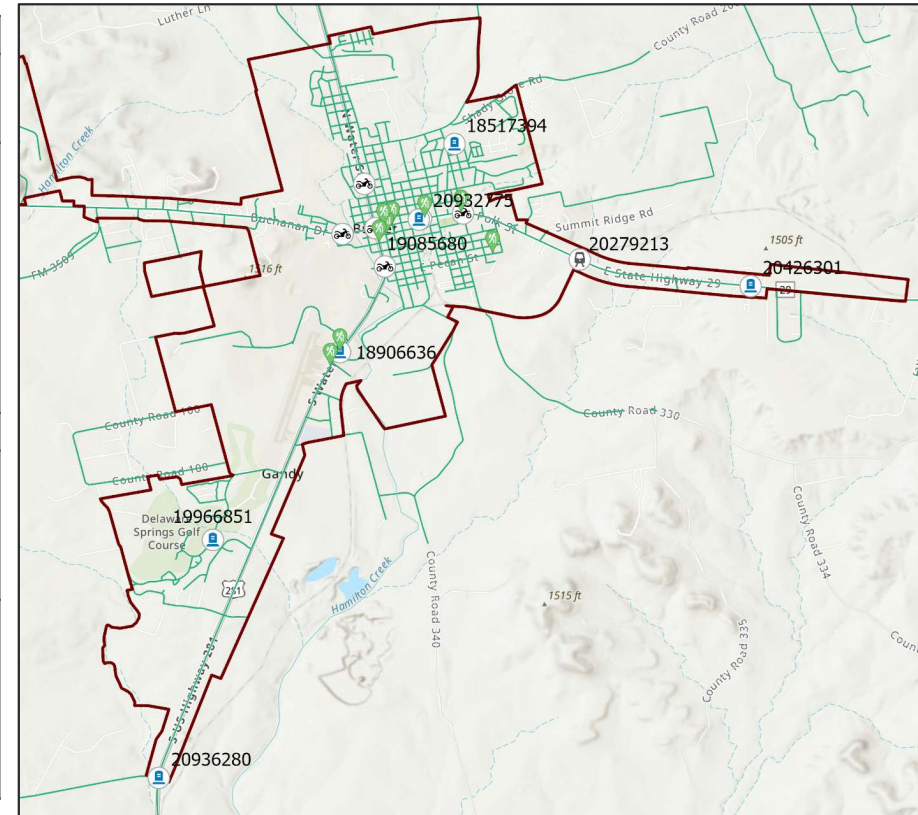
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

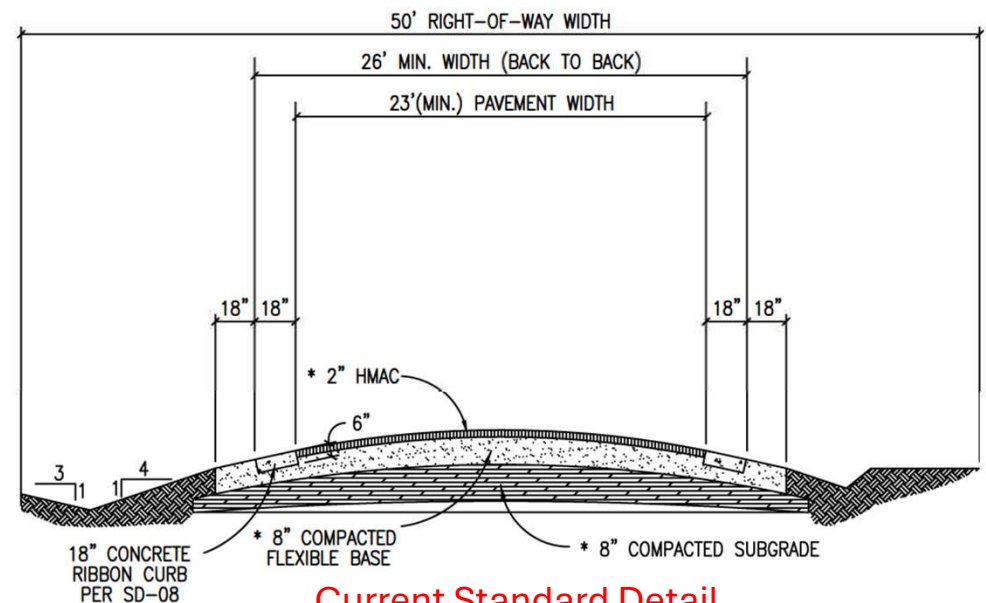
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

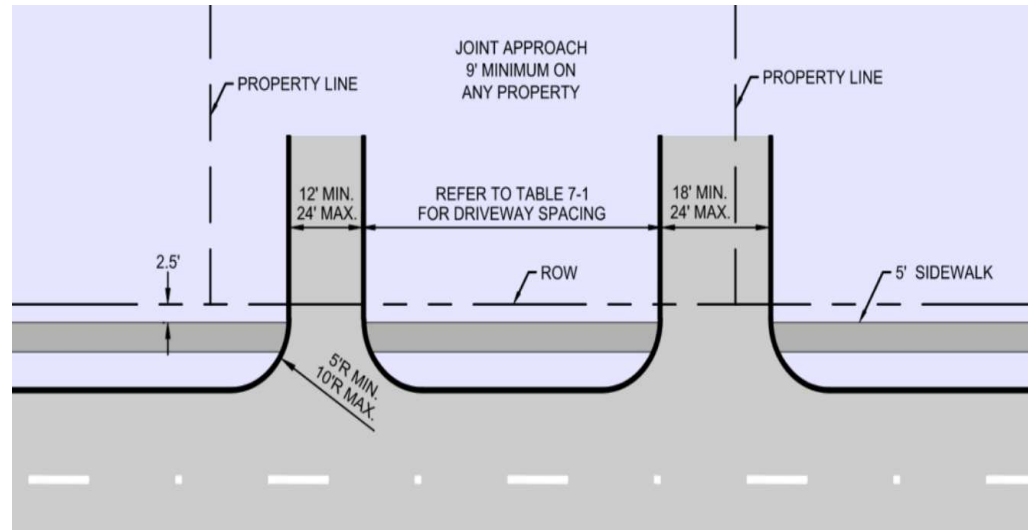


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

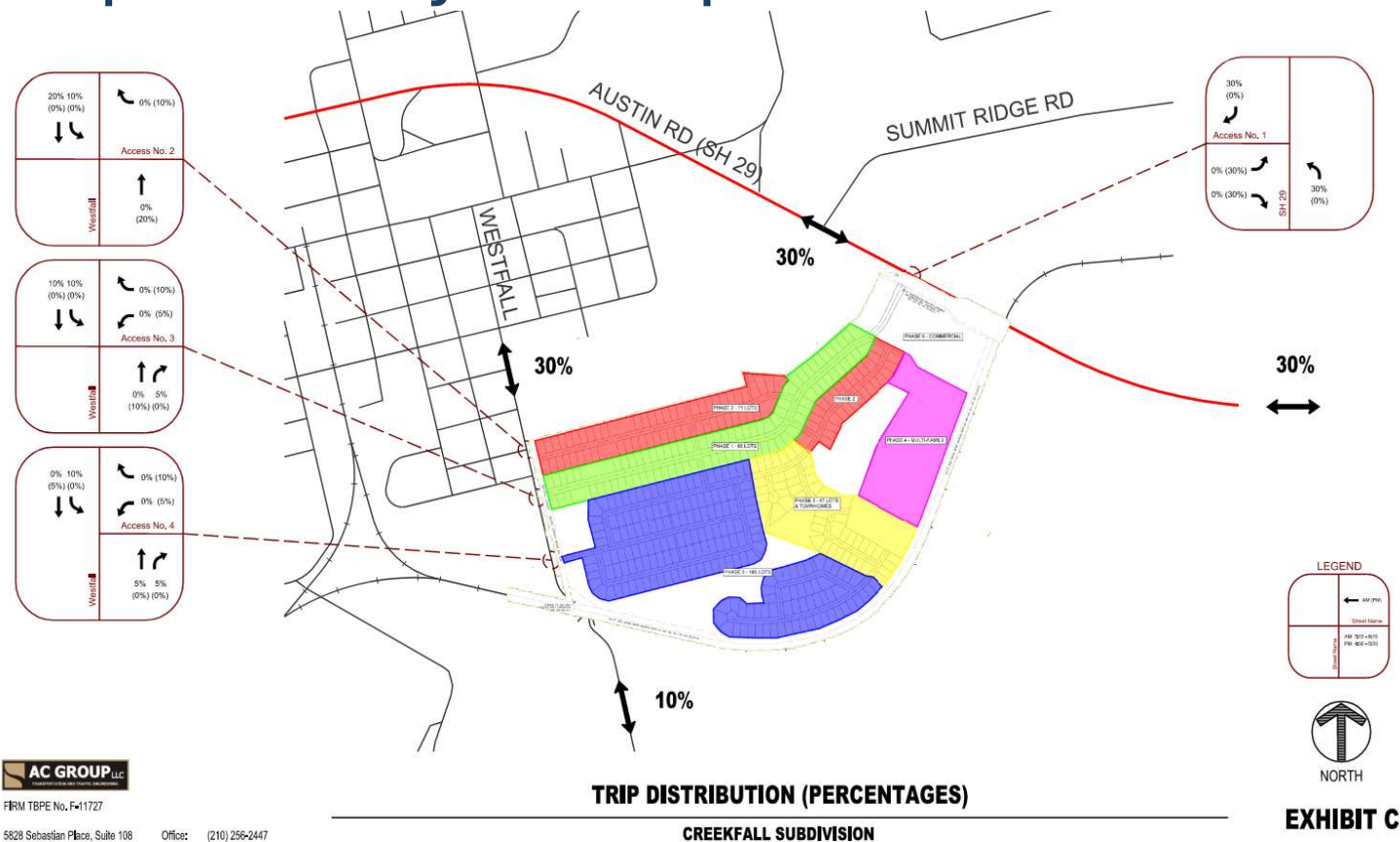


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

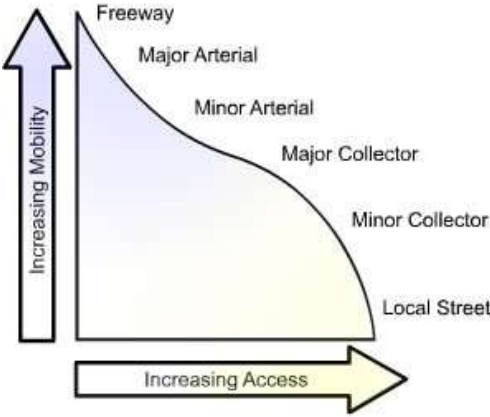


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

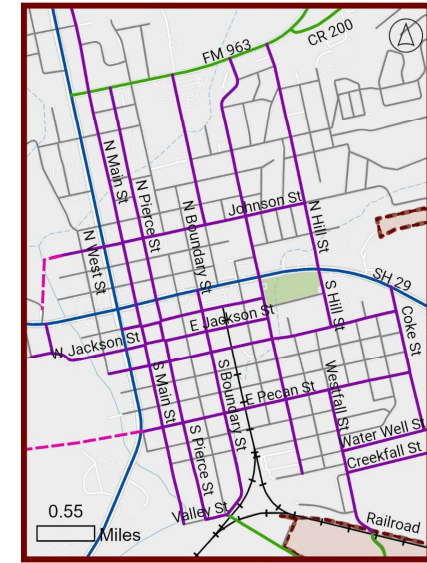
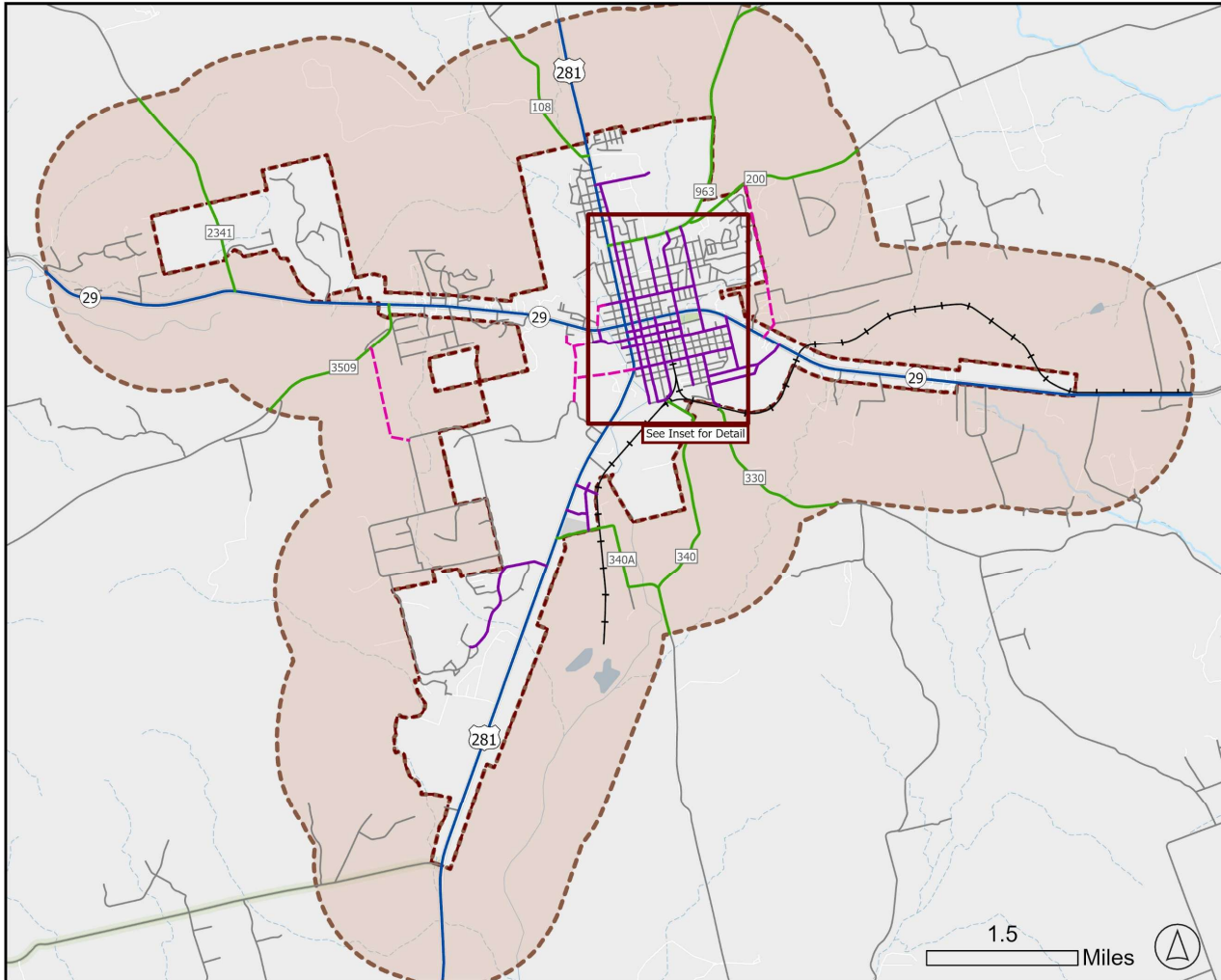
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

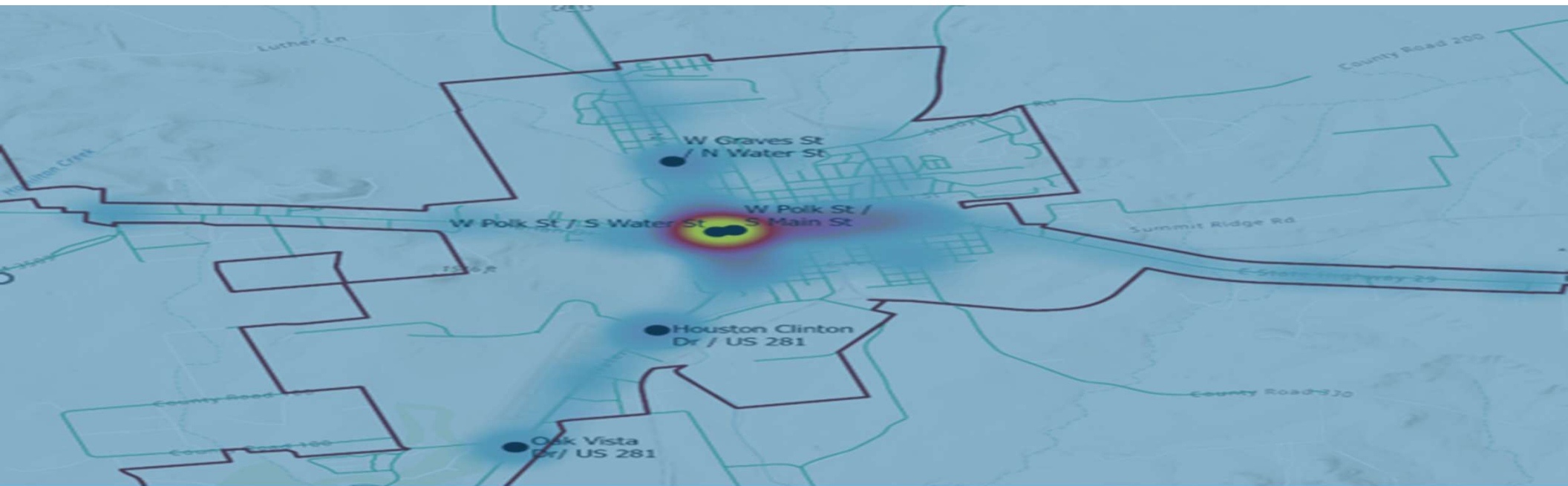
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

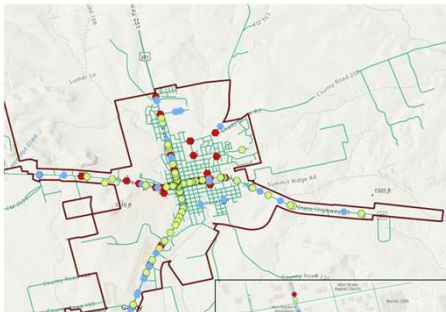
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



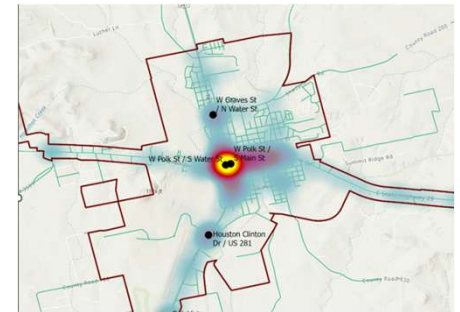
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



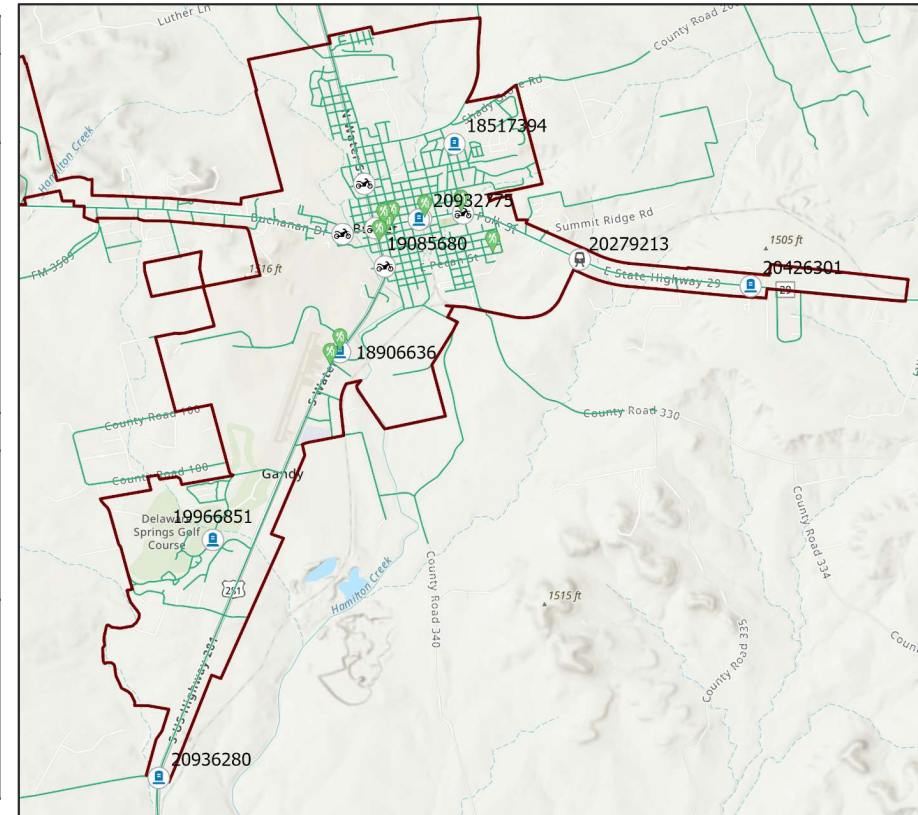
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

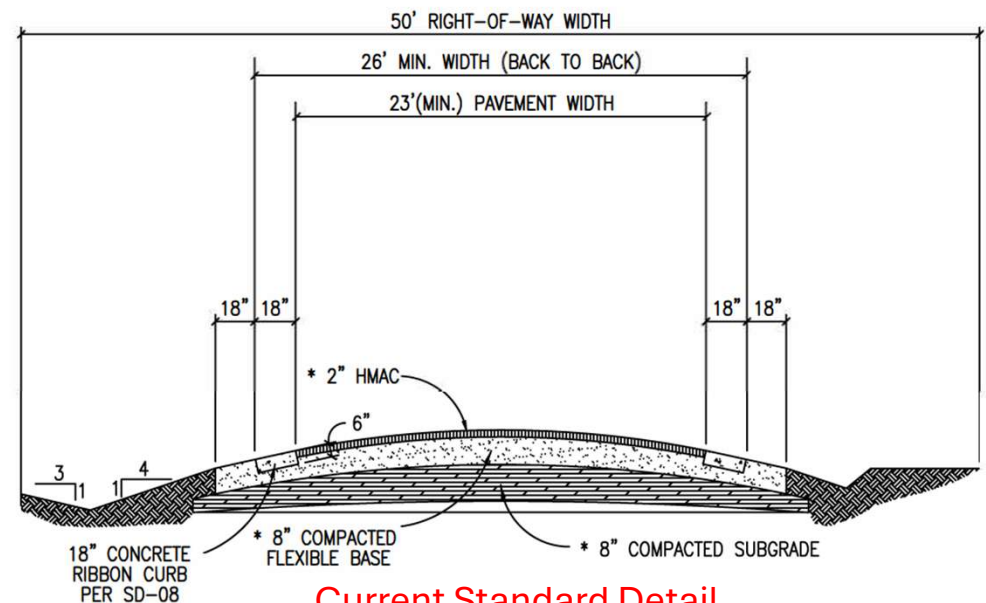
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

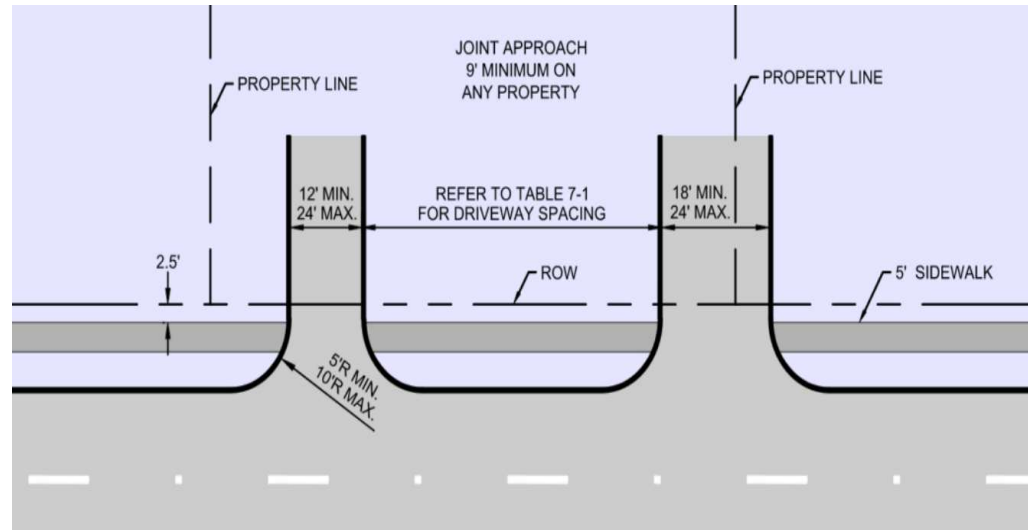


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

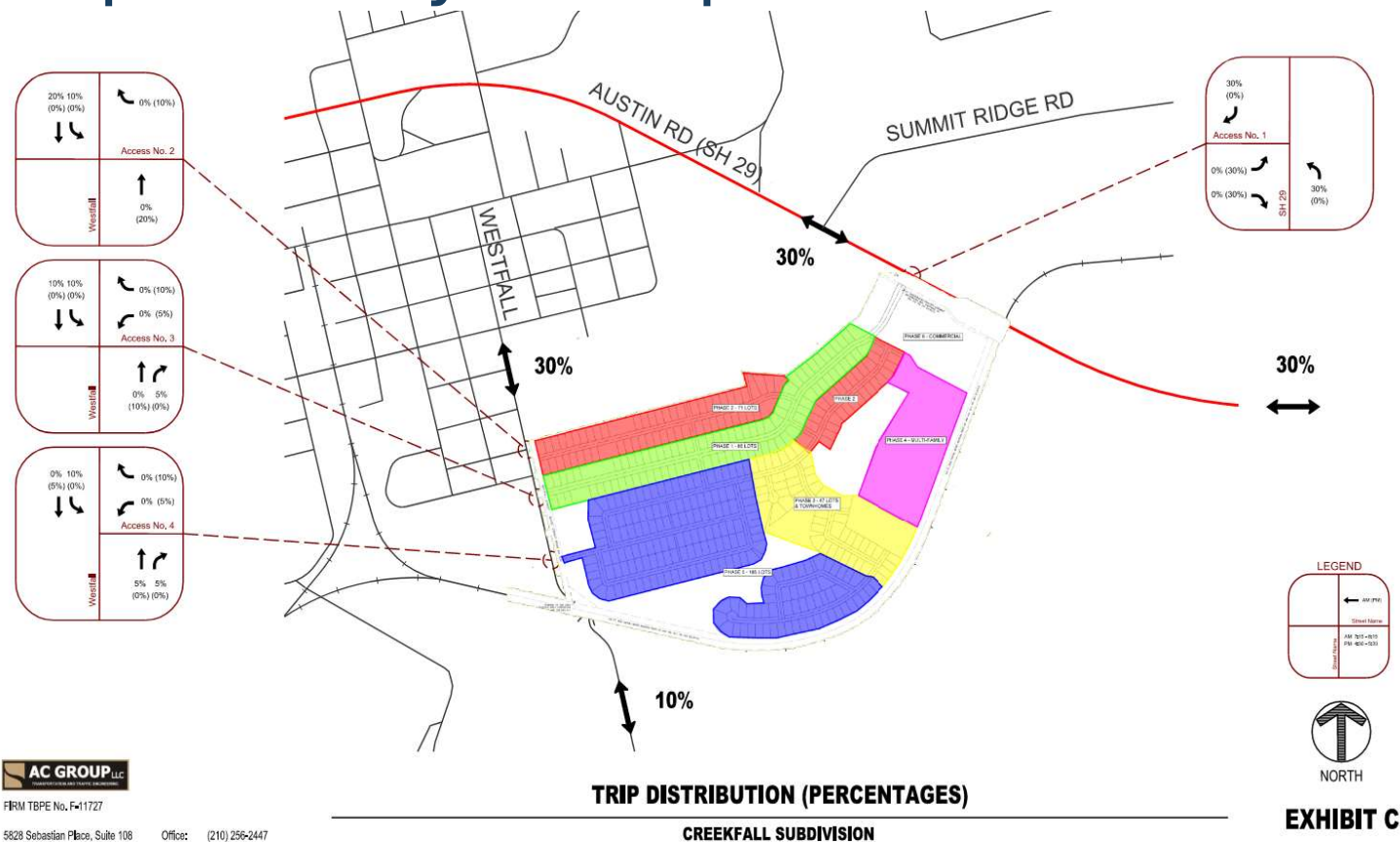


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 406-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

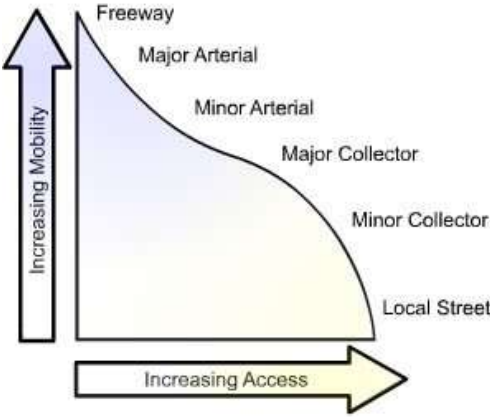


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

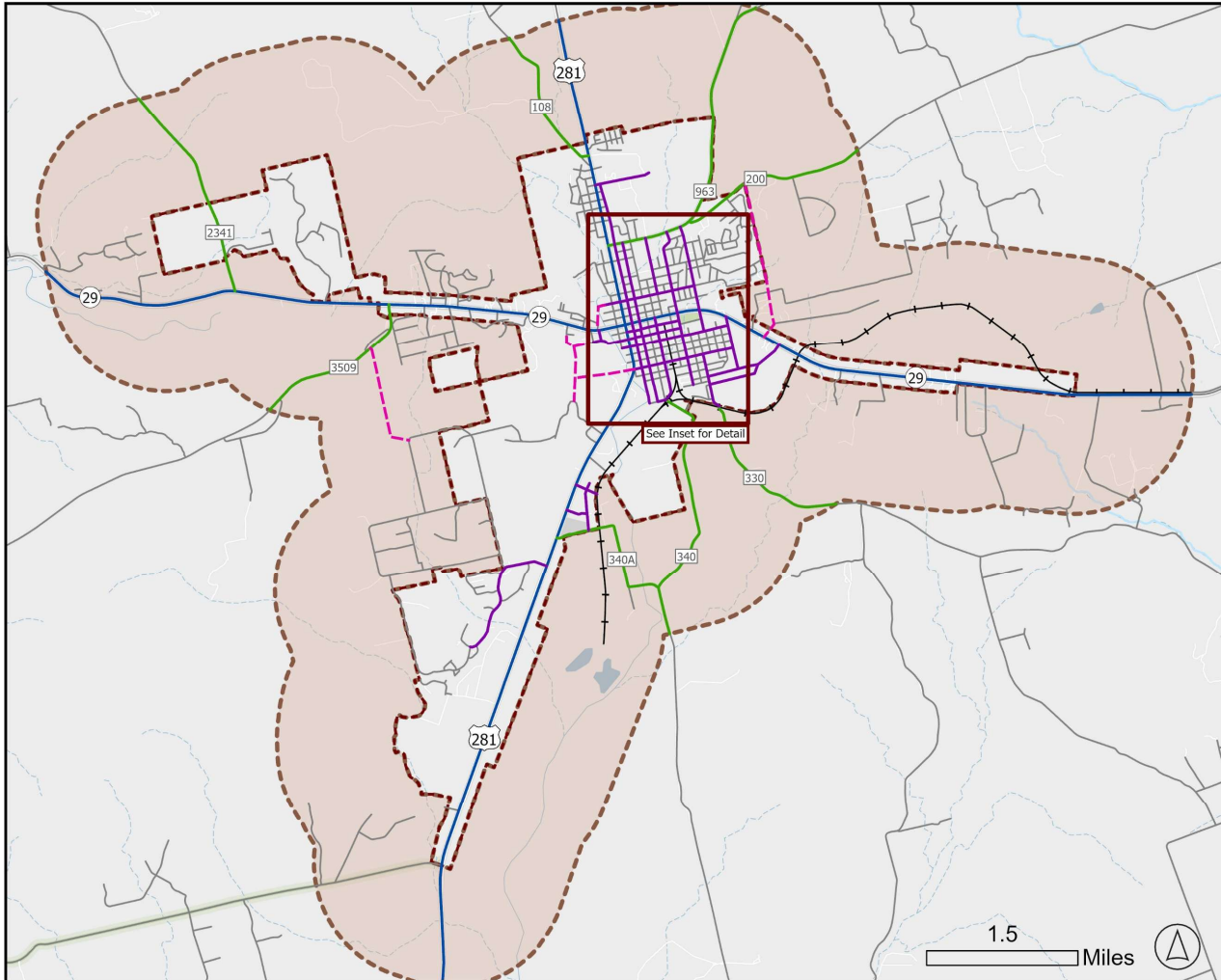
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

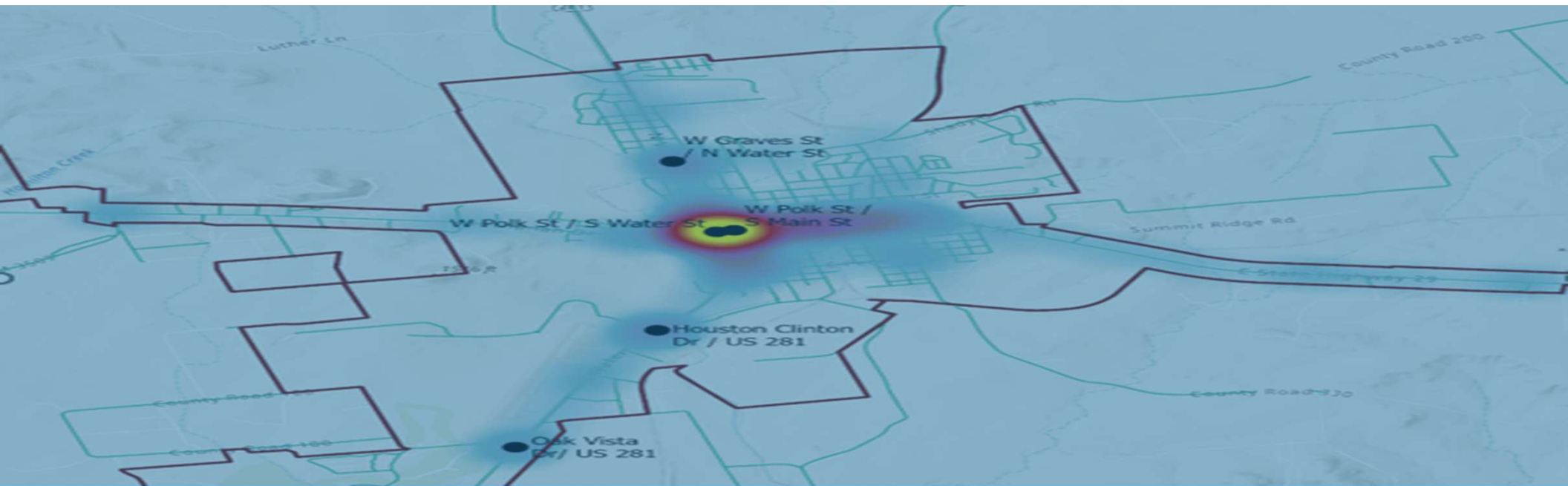
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

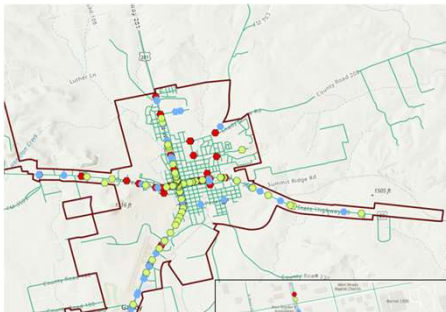
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



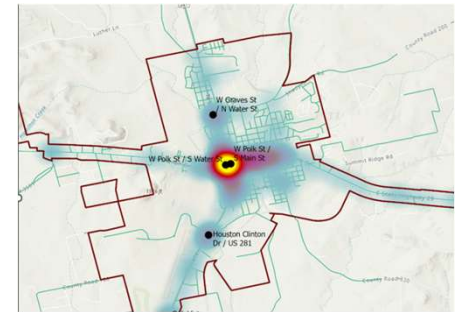
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



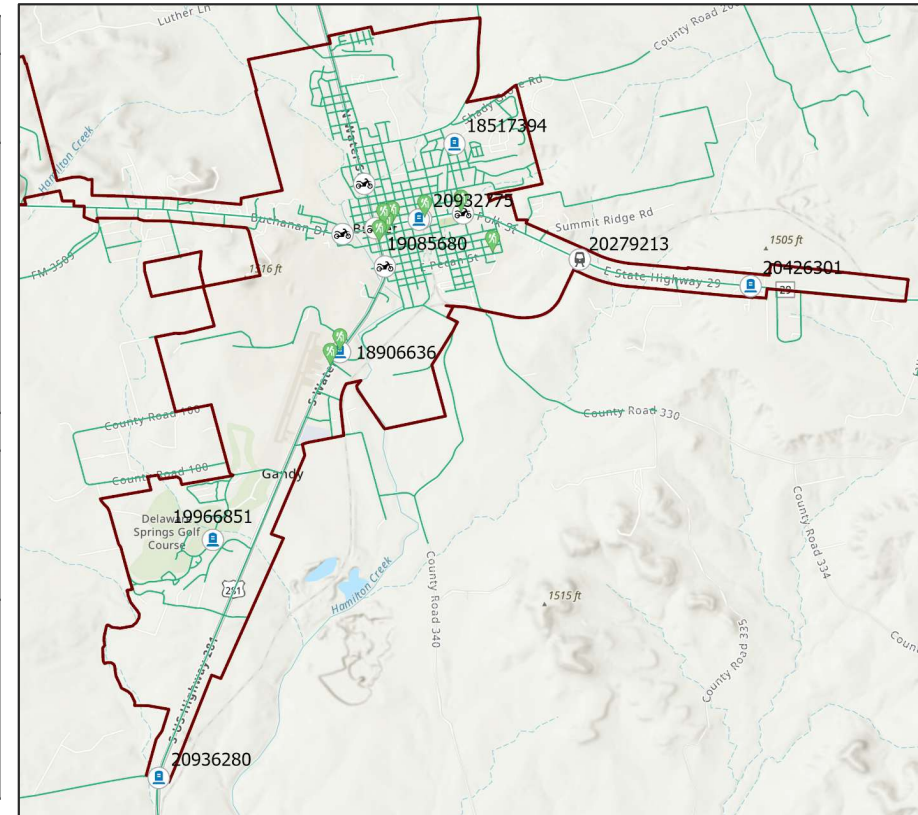
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

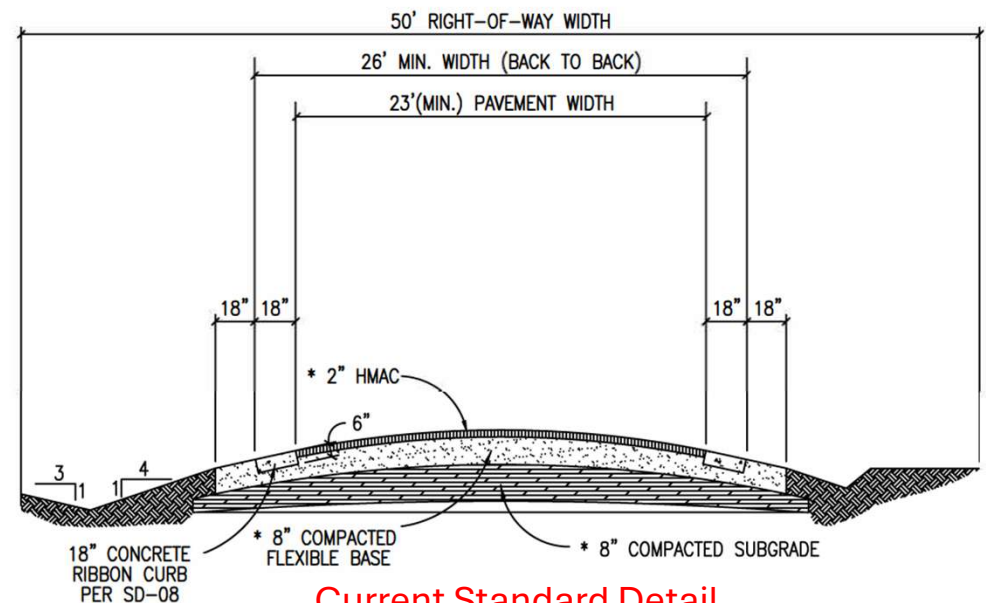
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

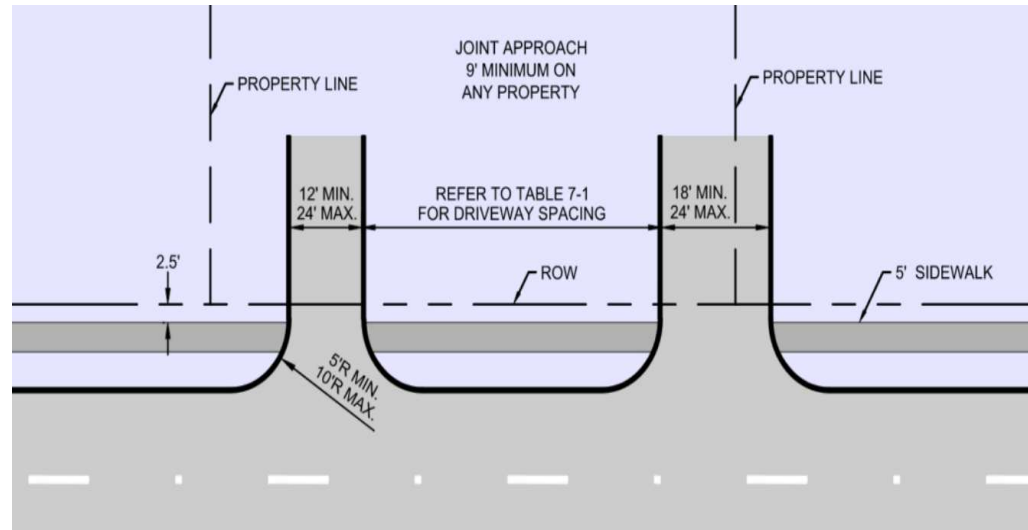


Current Standard Detail
for Local Streets



Add Driveway Requirements

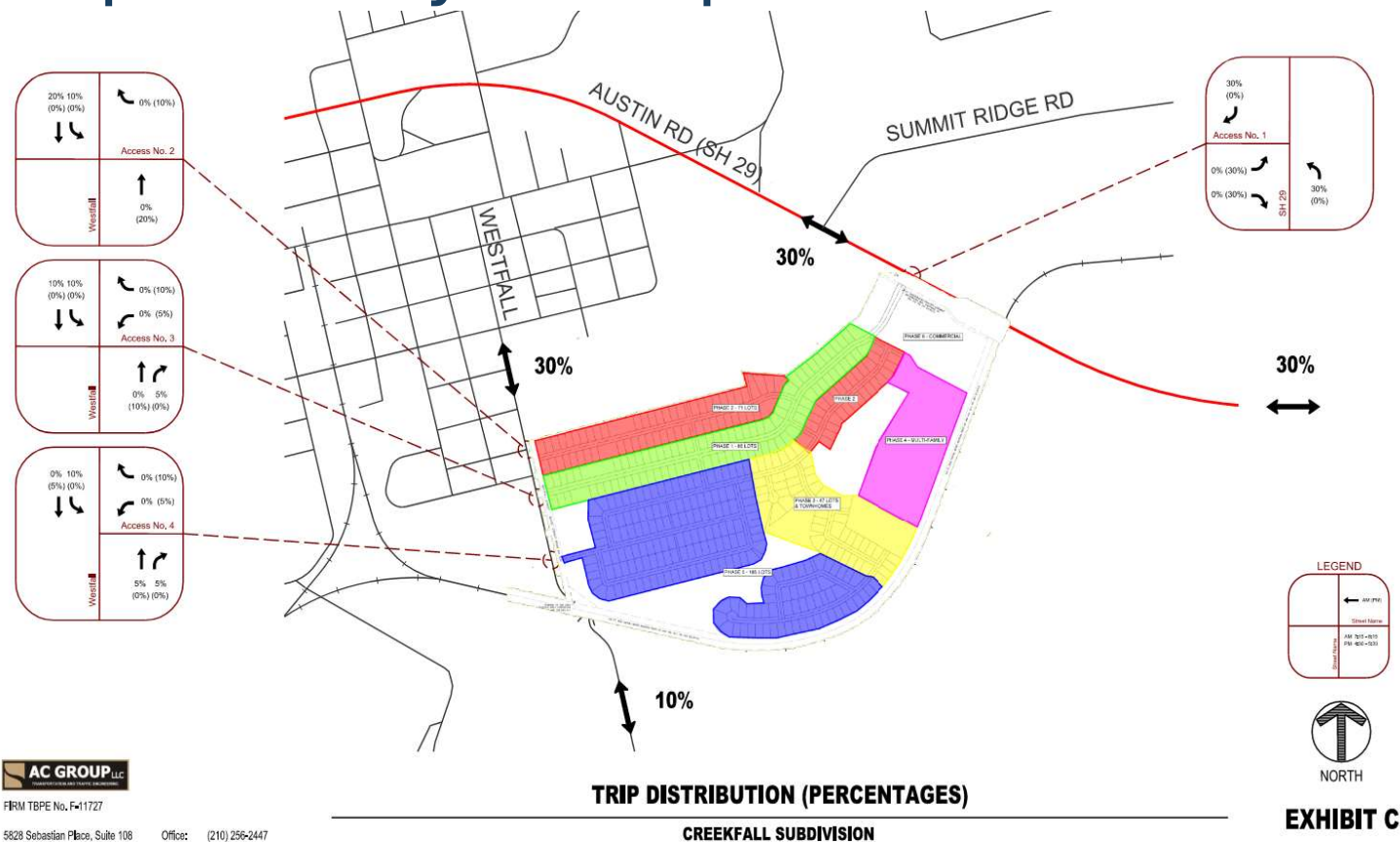
- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements



Source: City of Plano Street Design Standards



- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

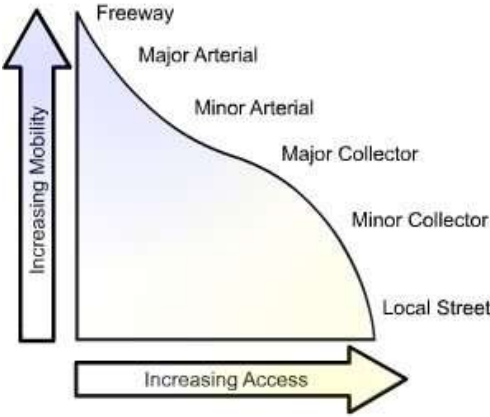


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

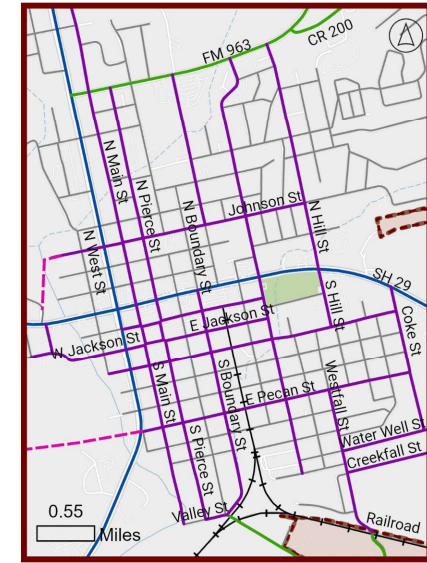
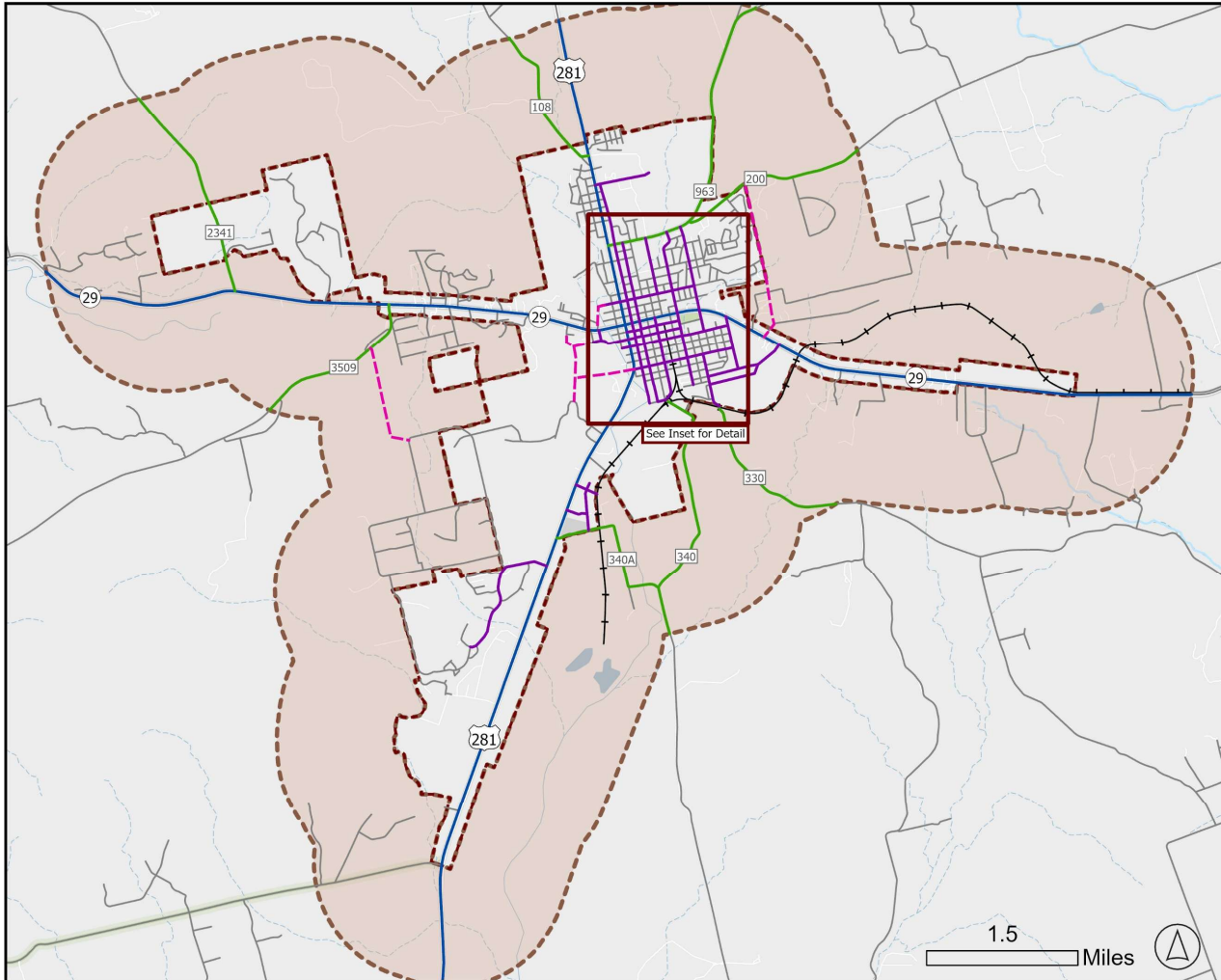
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

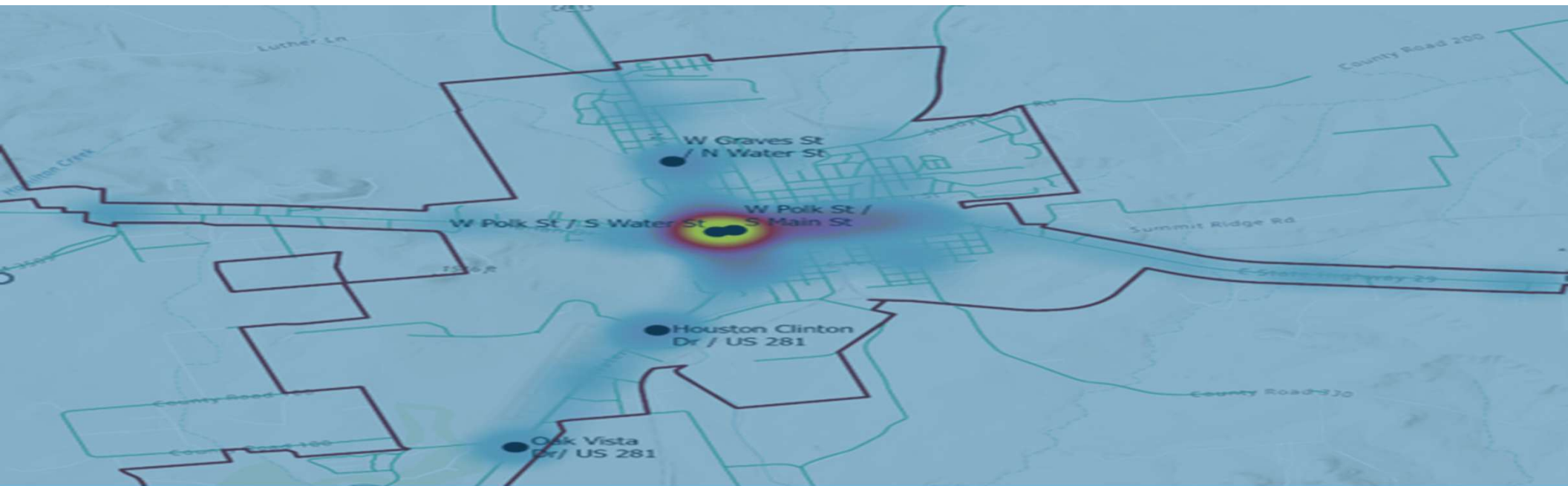
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

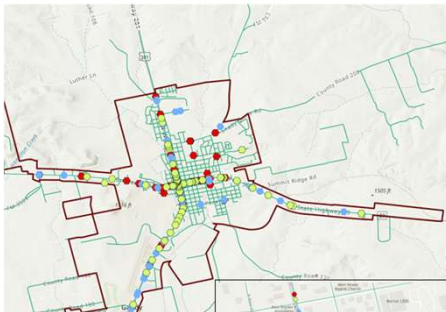
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



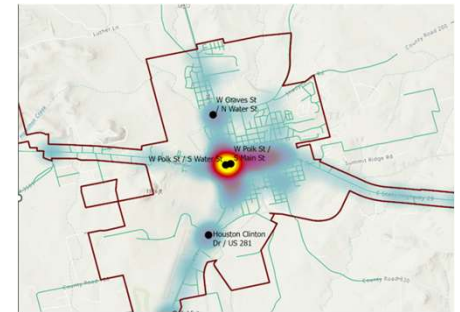
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



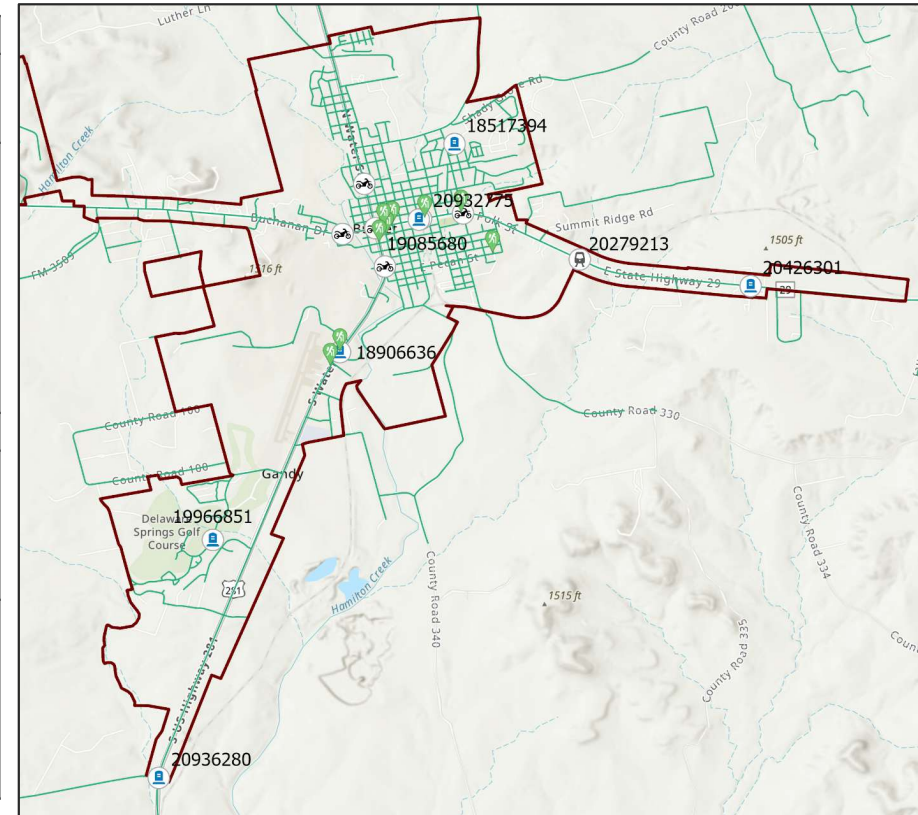
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

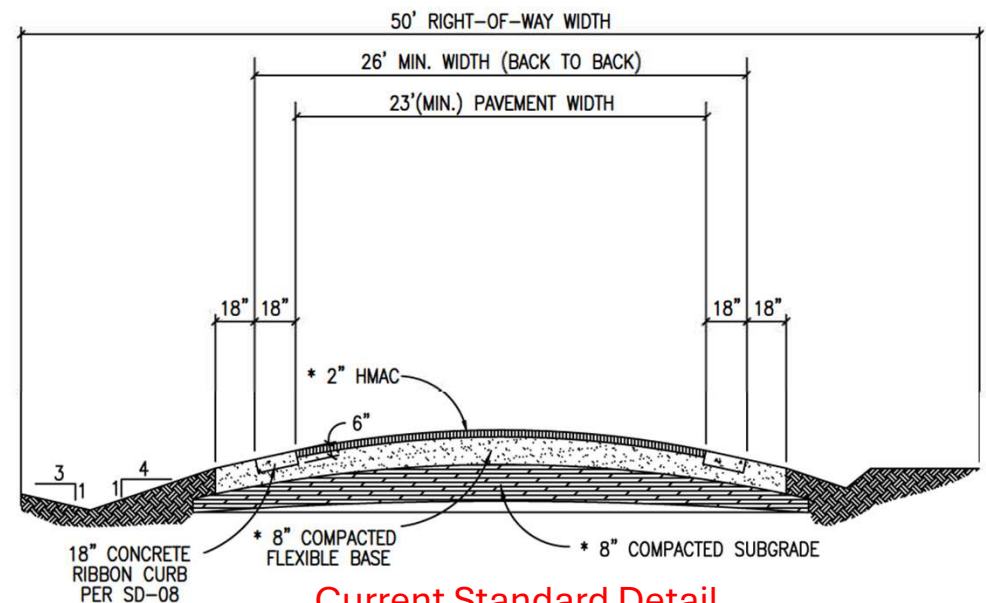
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

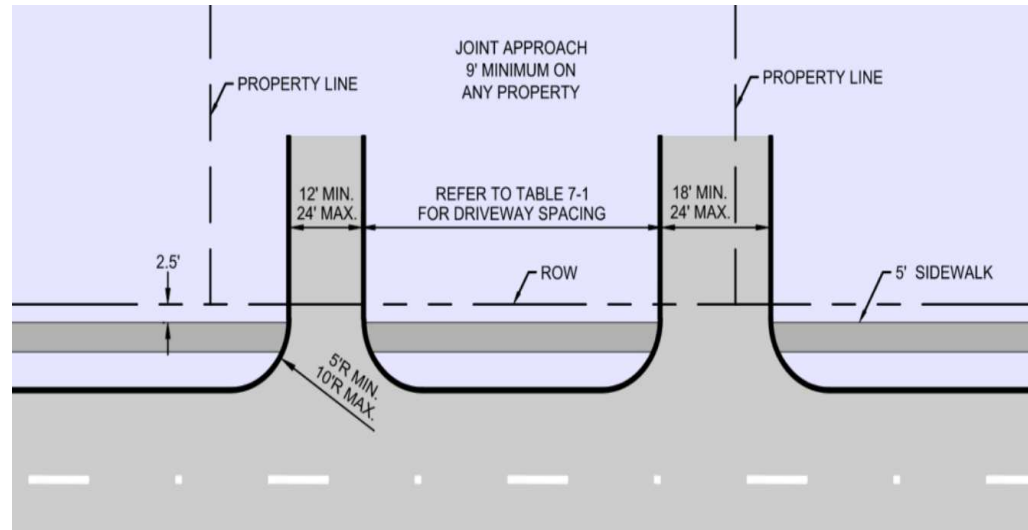


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements



Source: City of Plano Street Design Standards



- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 500-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes



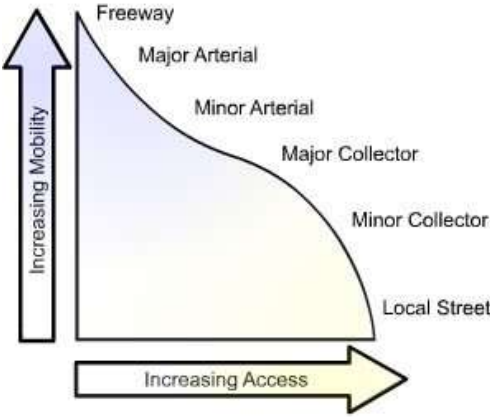
Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

Legend

- Burnet Traffic Counts (11)
- City of Burnet Limits
- City of Burnet ETJ

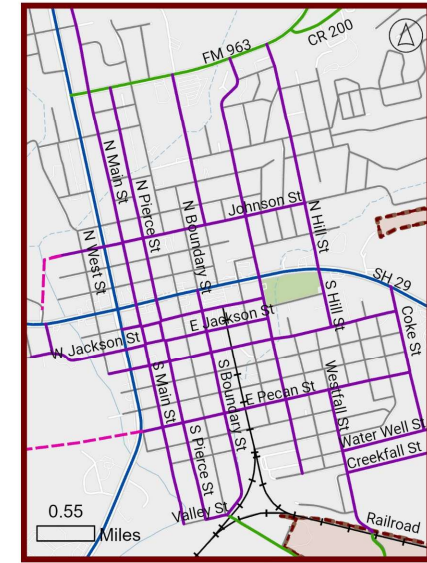
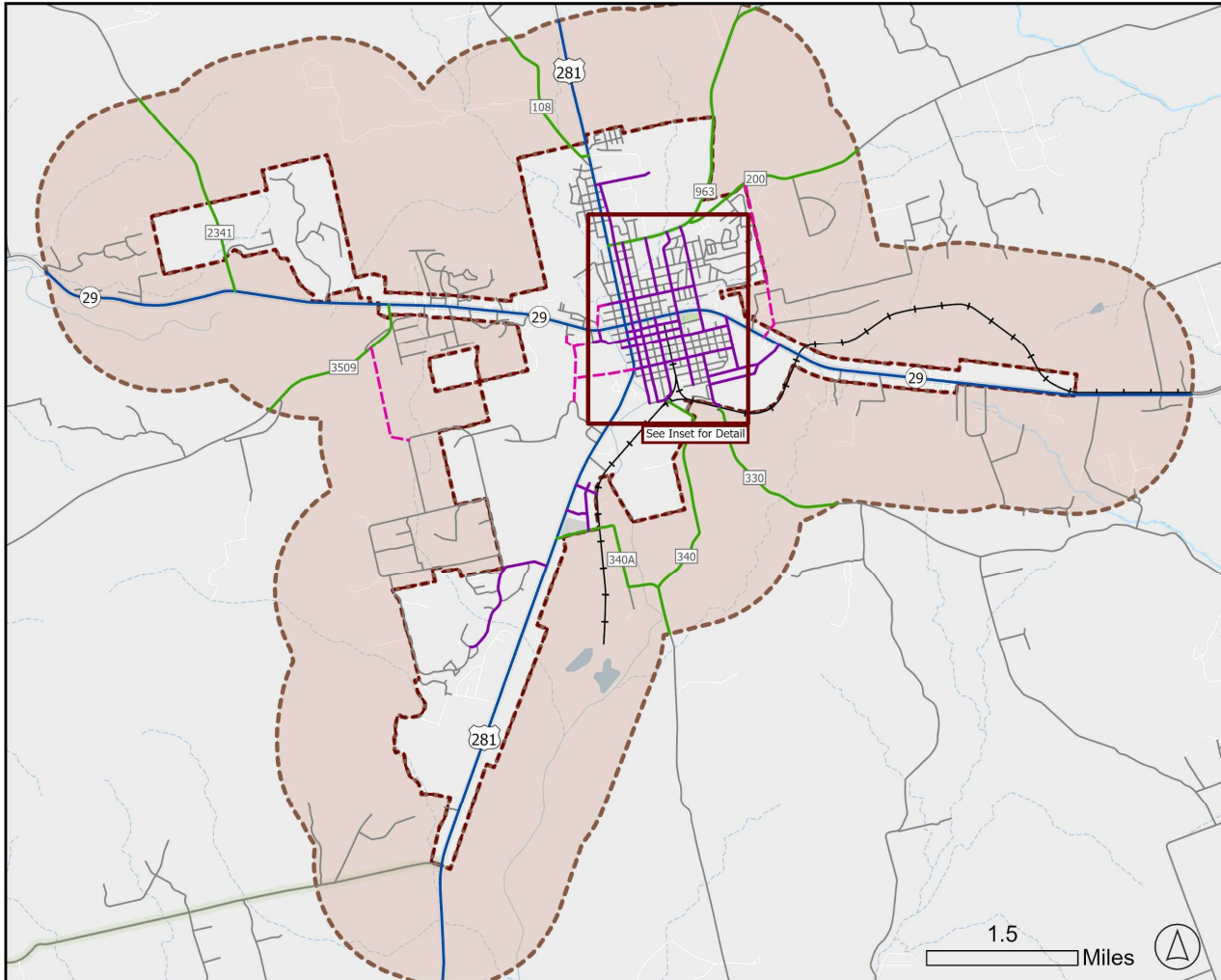
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

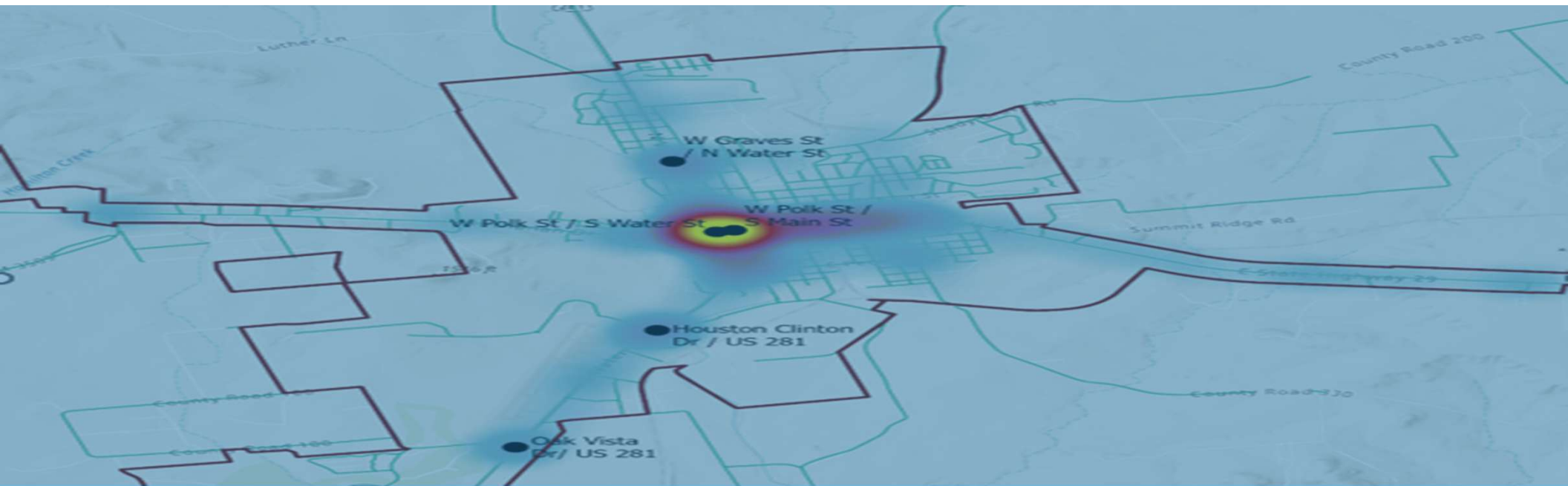
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

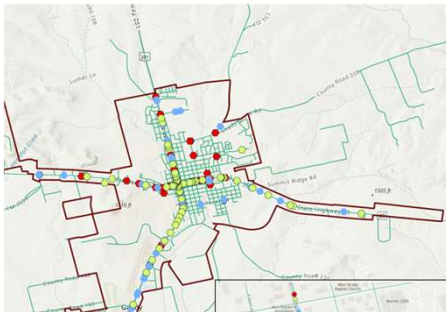
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



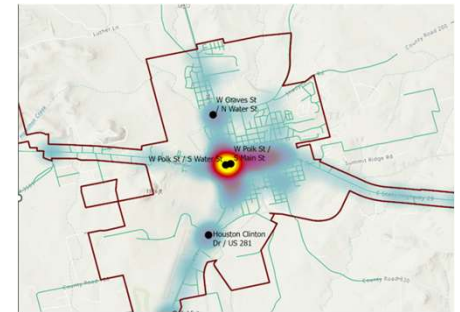
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



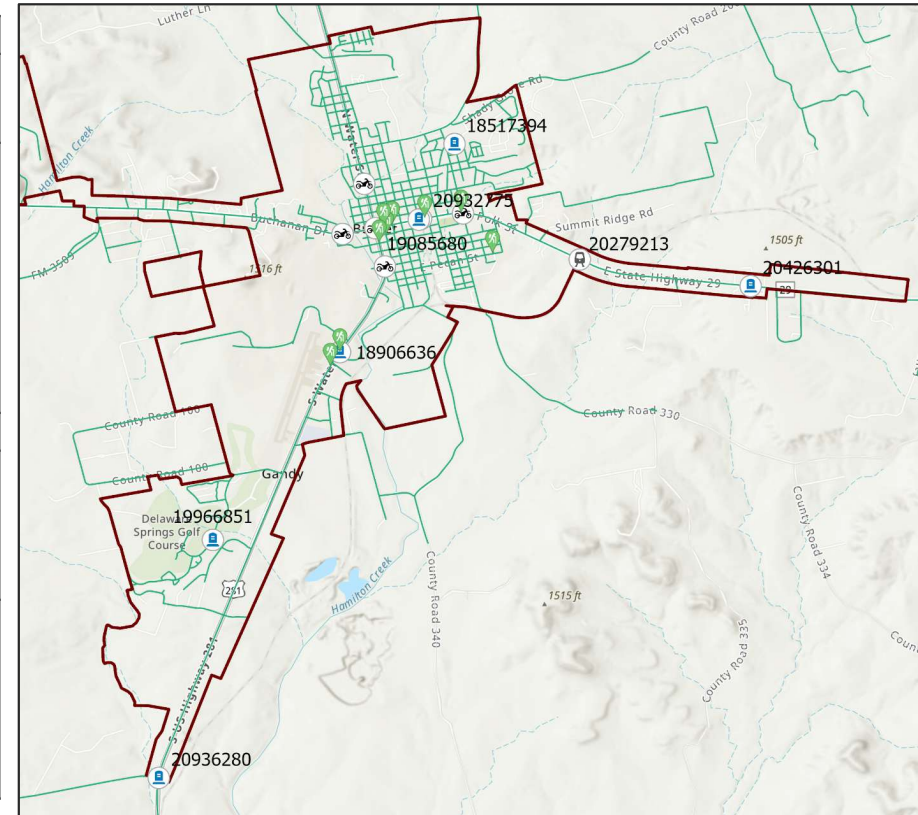
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

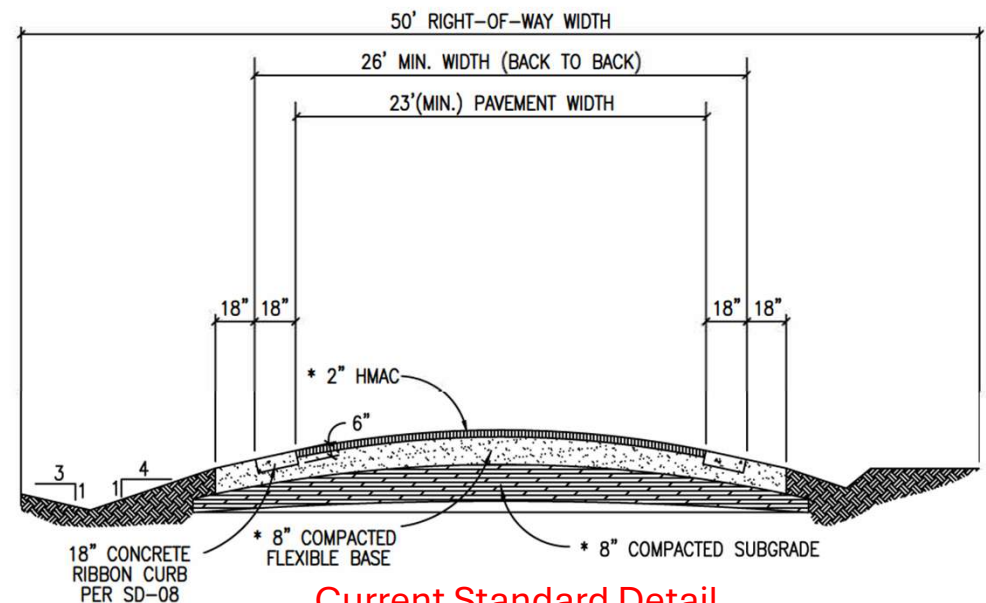
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

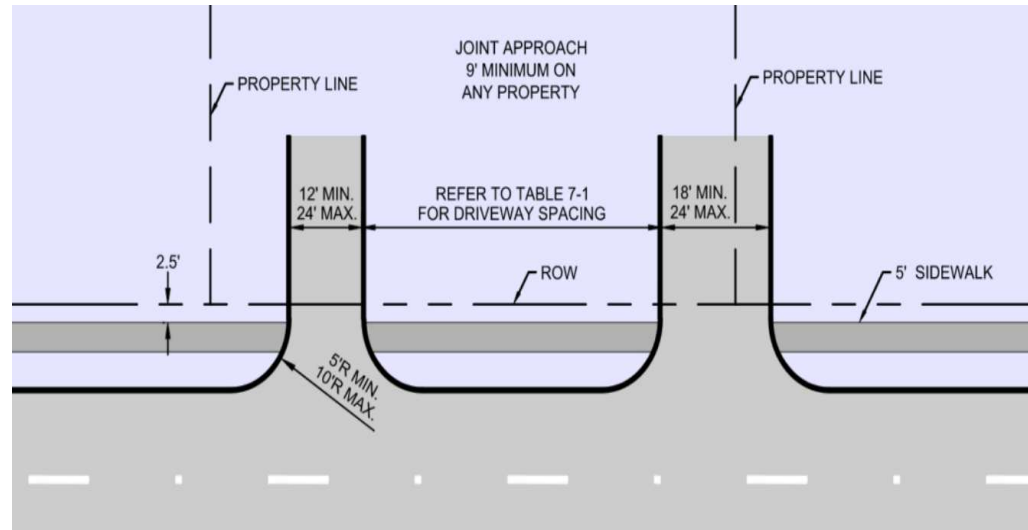


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

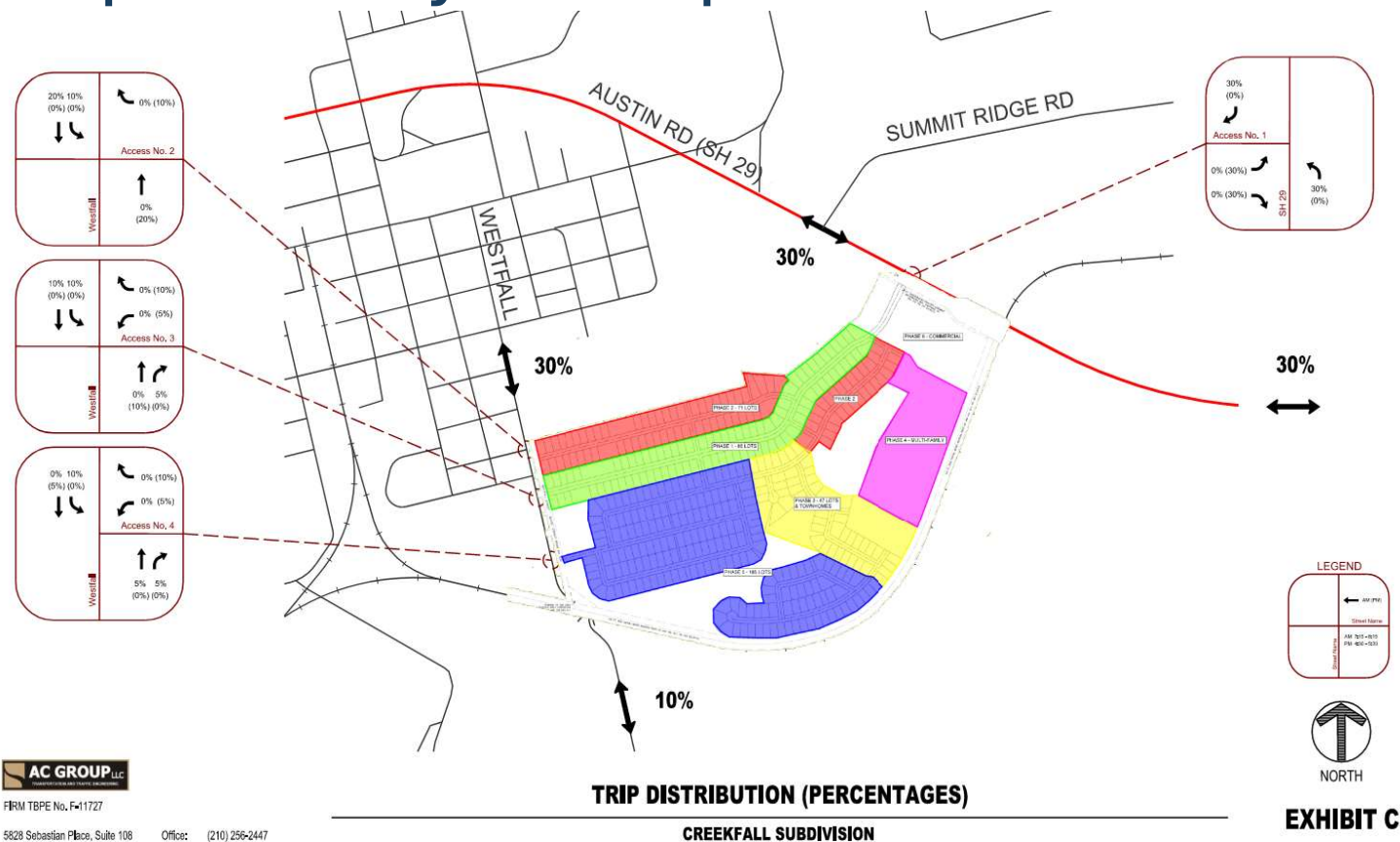


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 406-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes



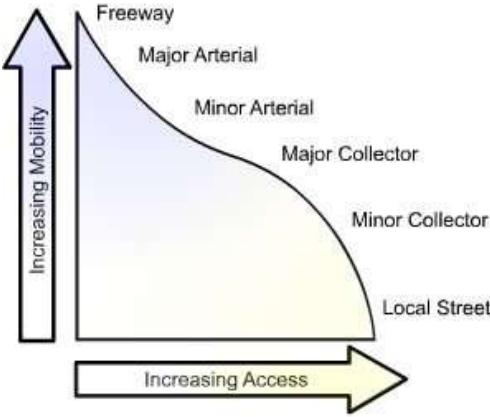
Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

Legend

- Burnet Traffic Counts (11)
- City of Burnet Limits
- City of Burnet ETJ

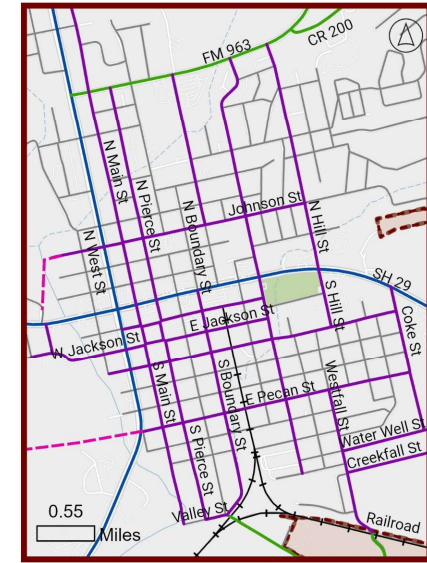
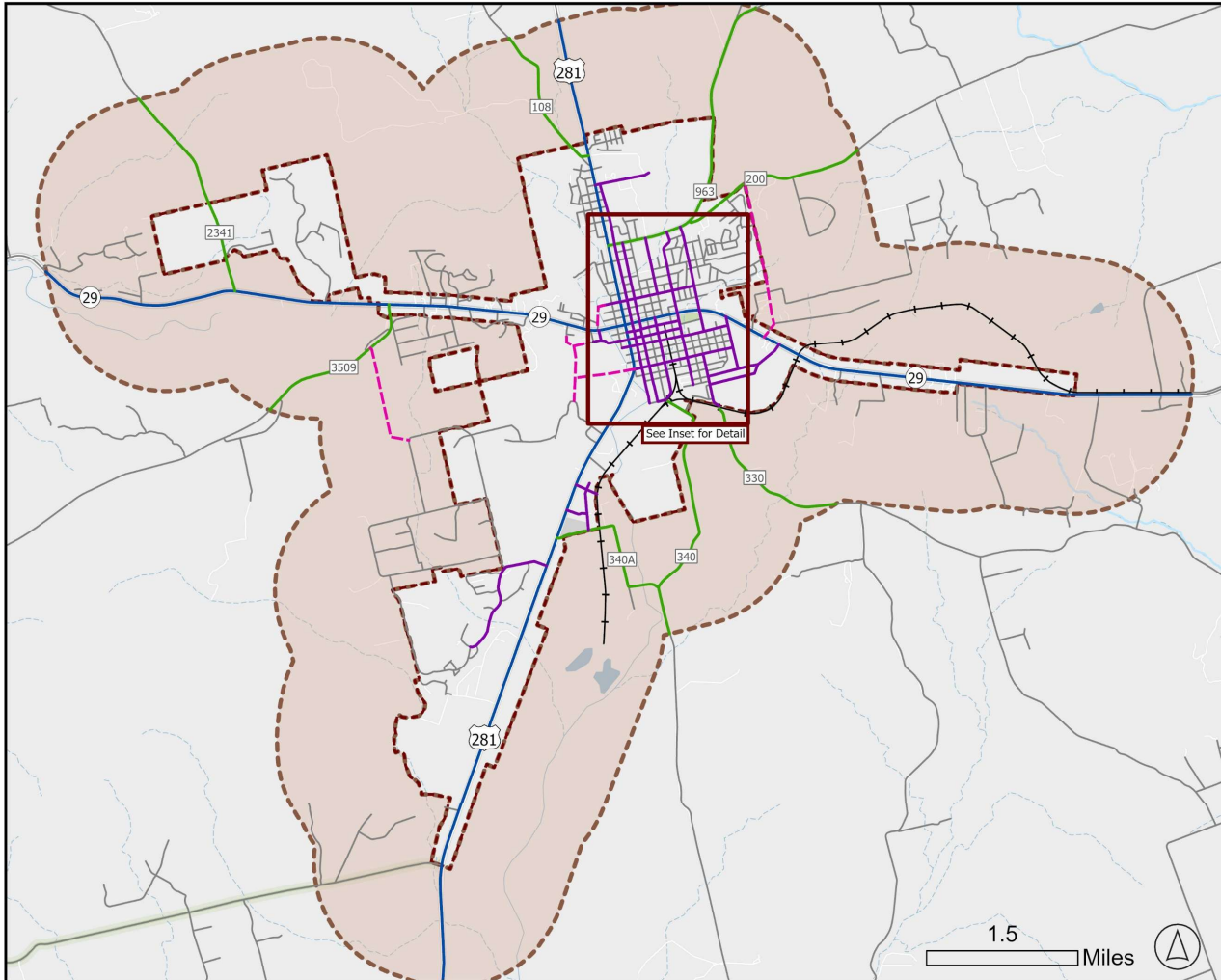
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

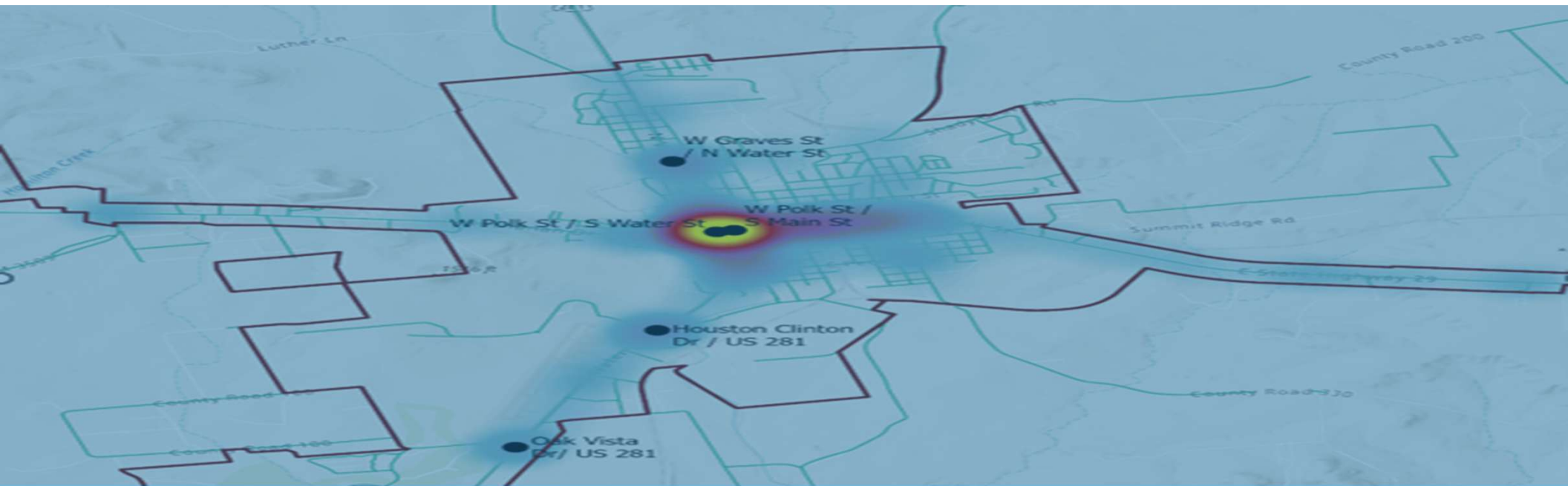
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

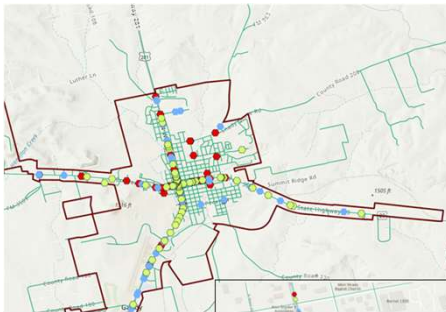
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



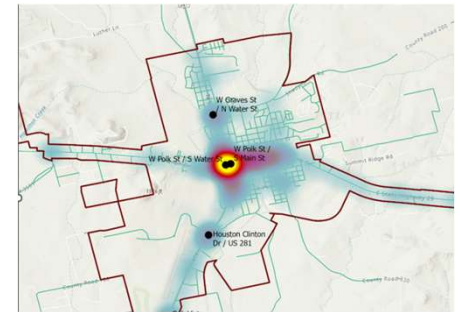
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



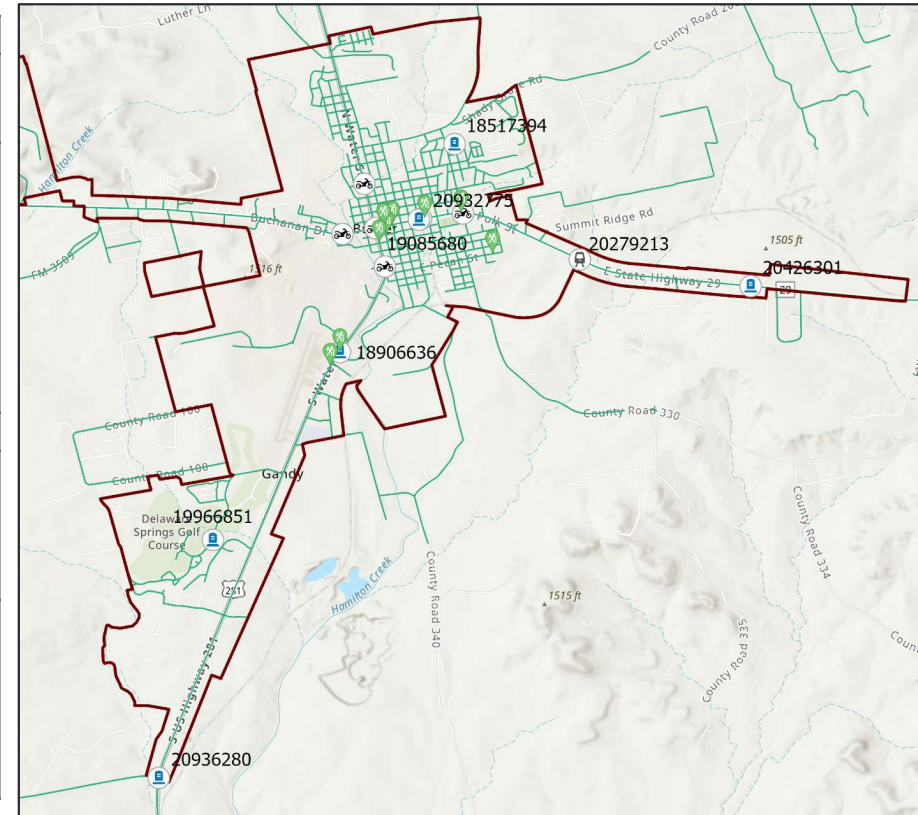
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

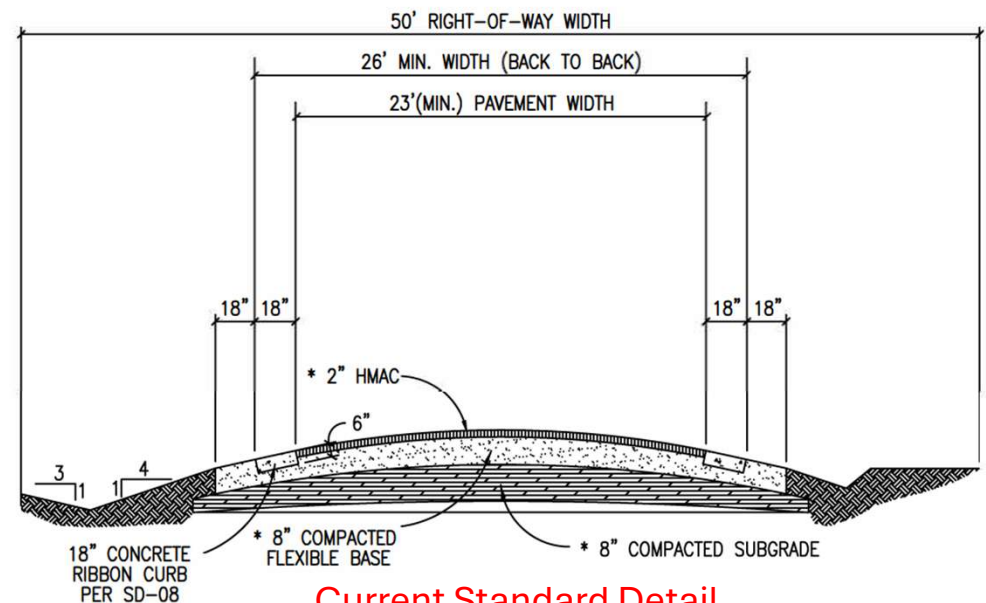
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

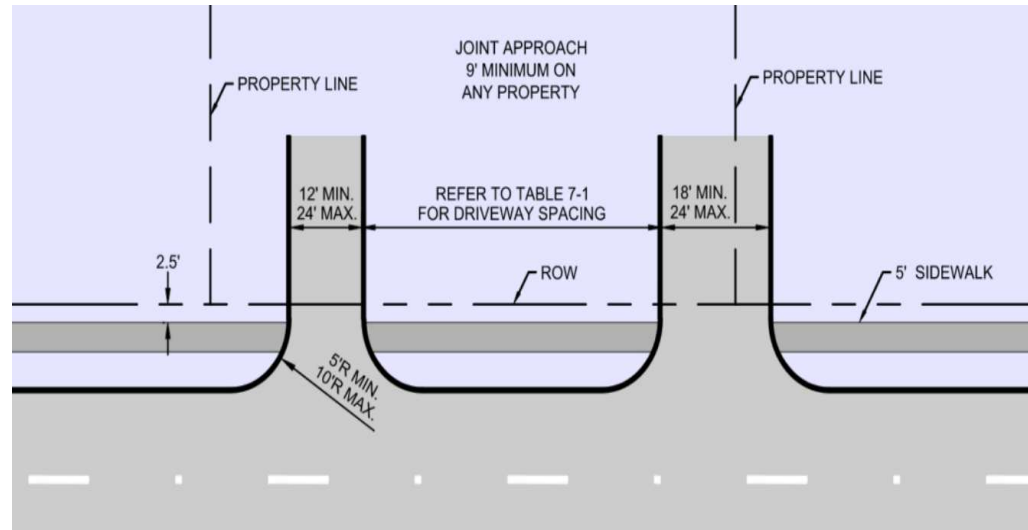


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

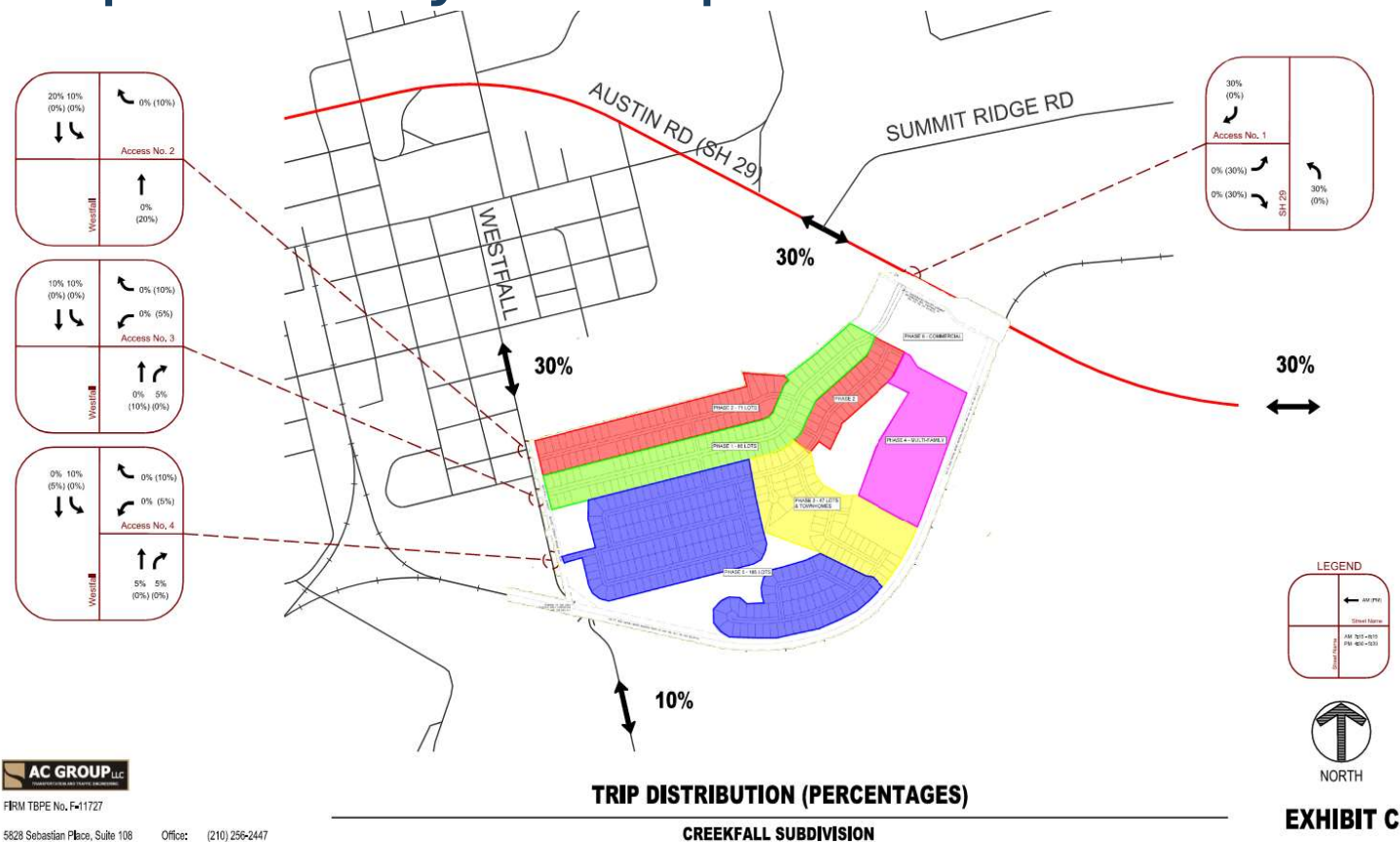


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 490-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

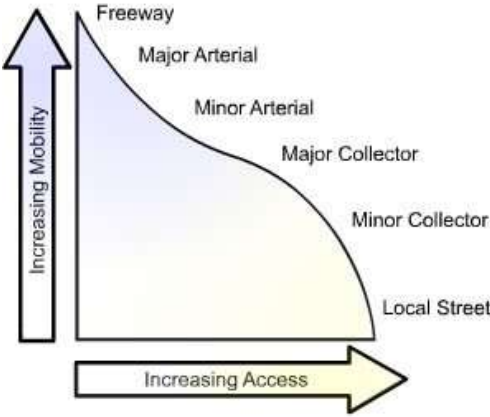


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

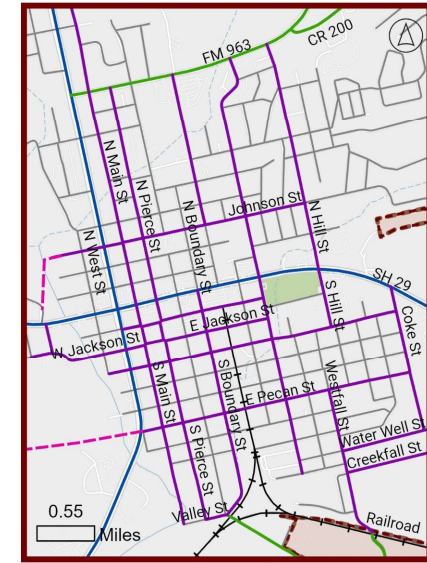
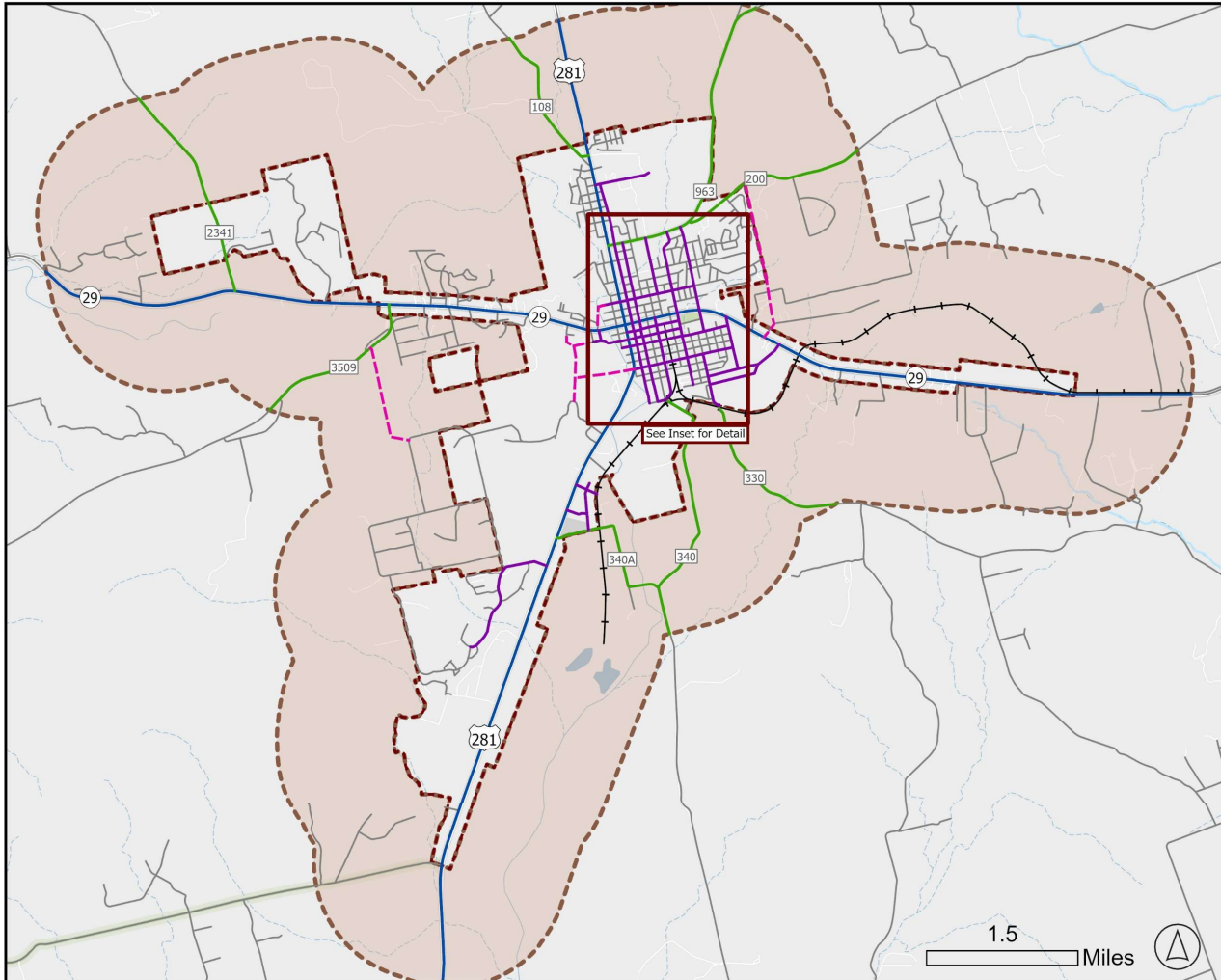
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

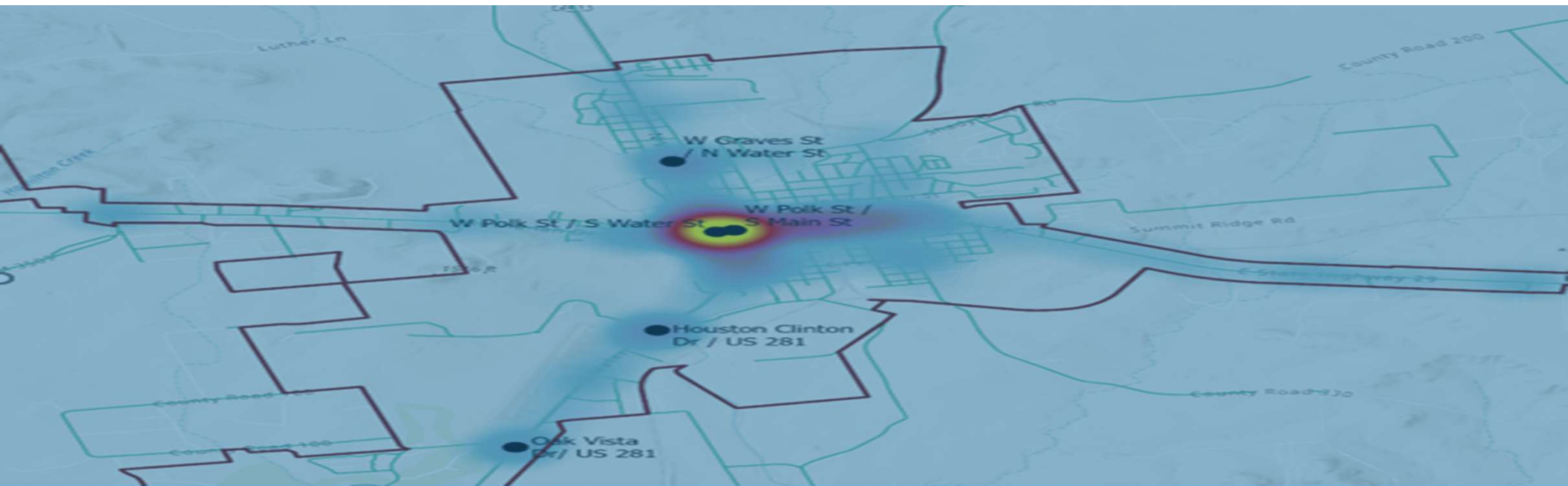
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

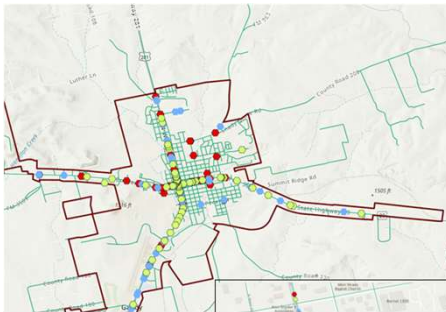
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



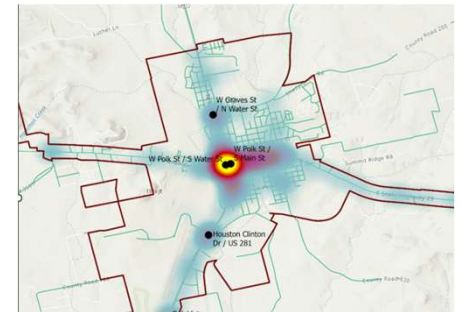
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



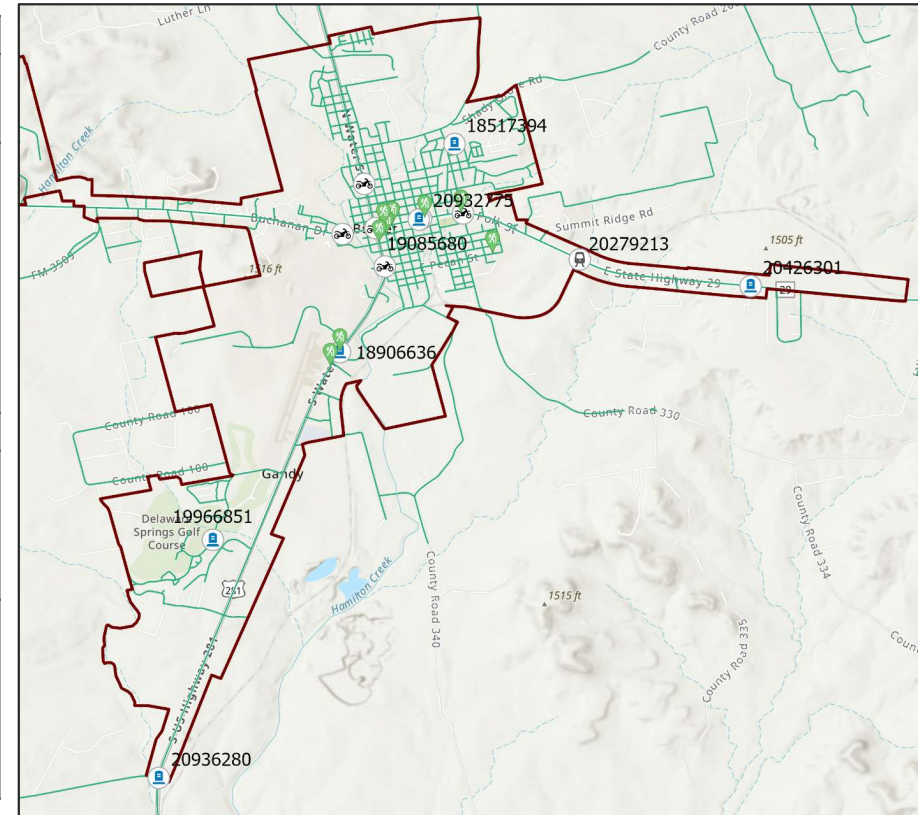
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

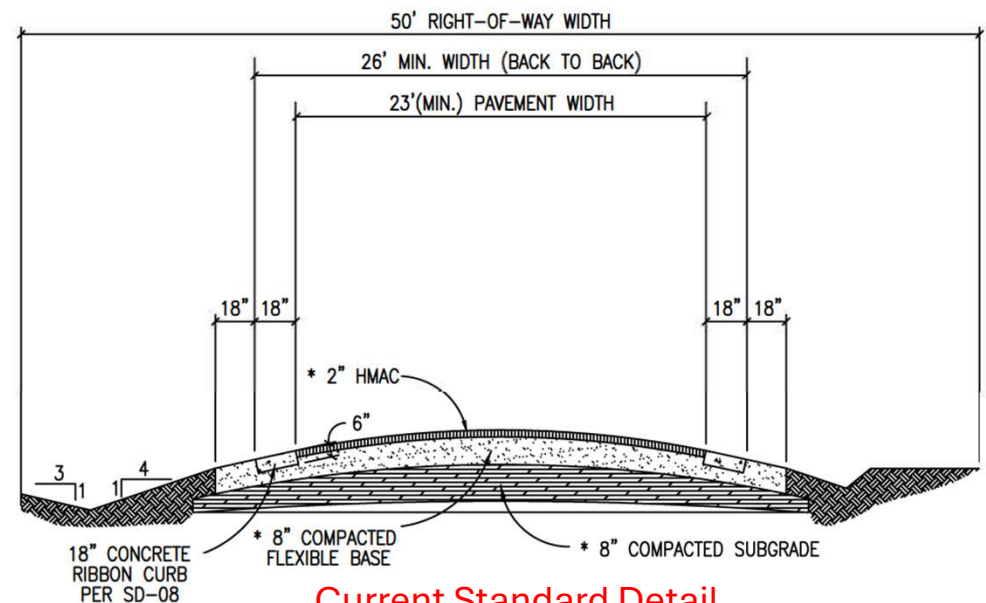
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

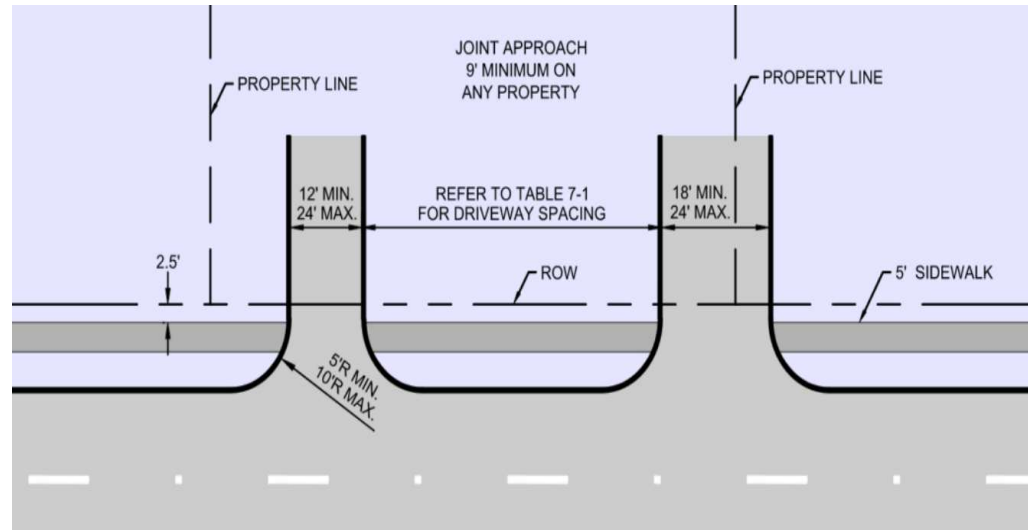


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

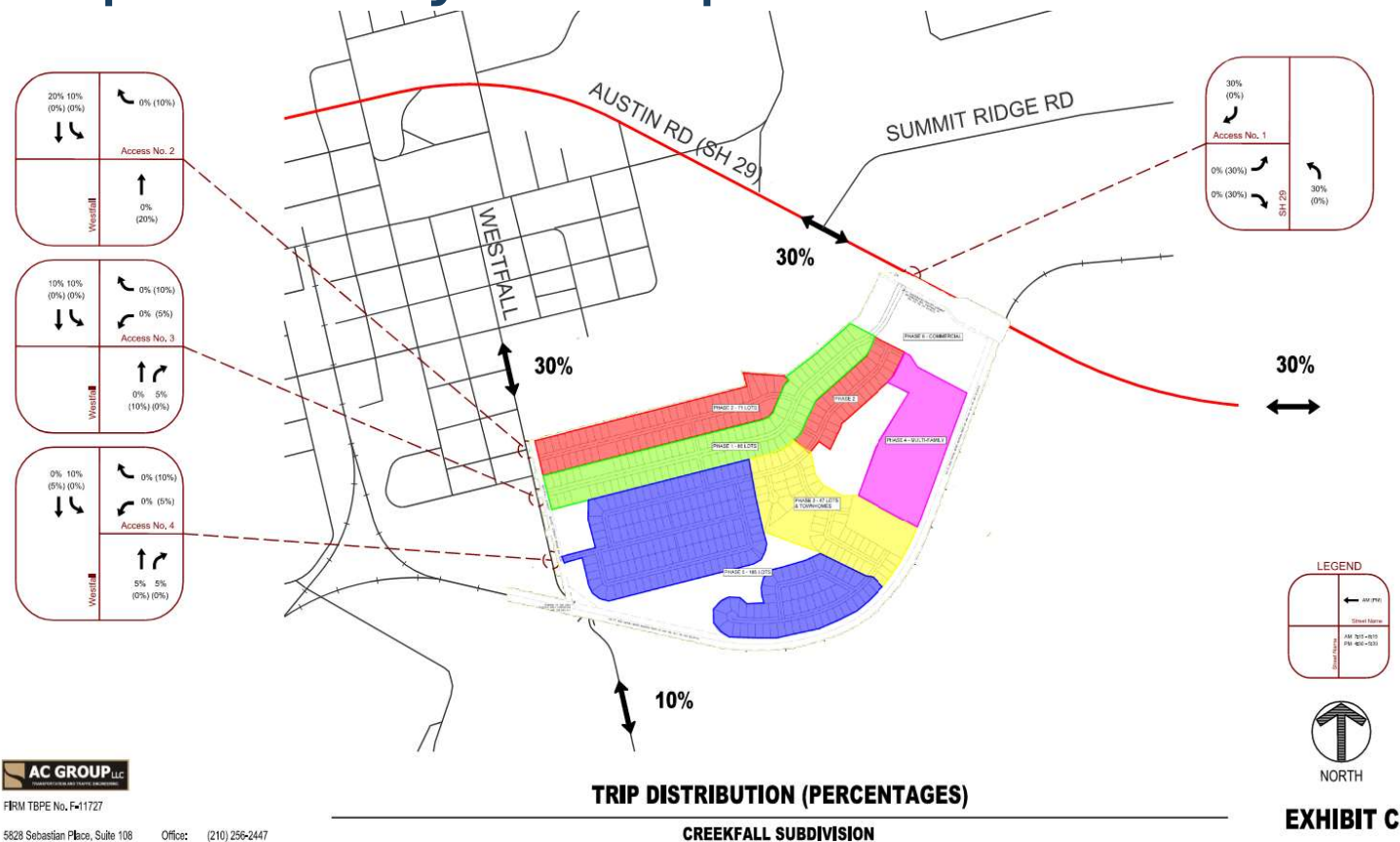


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 406-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

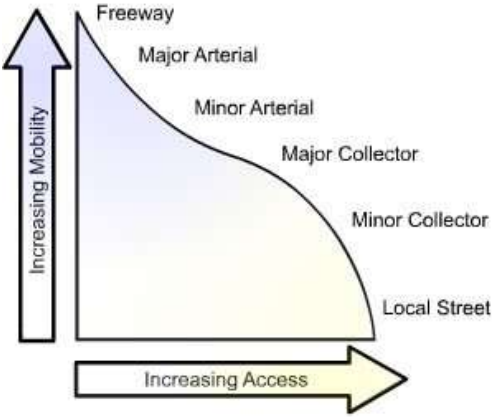


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

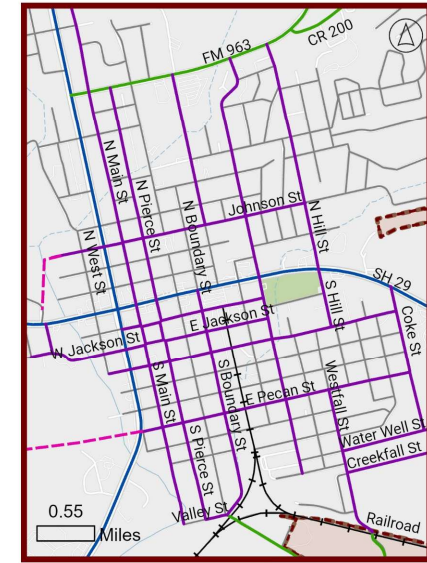
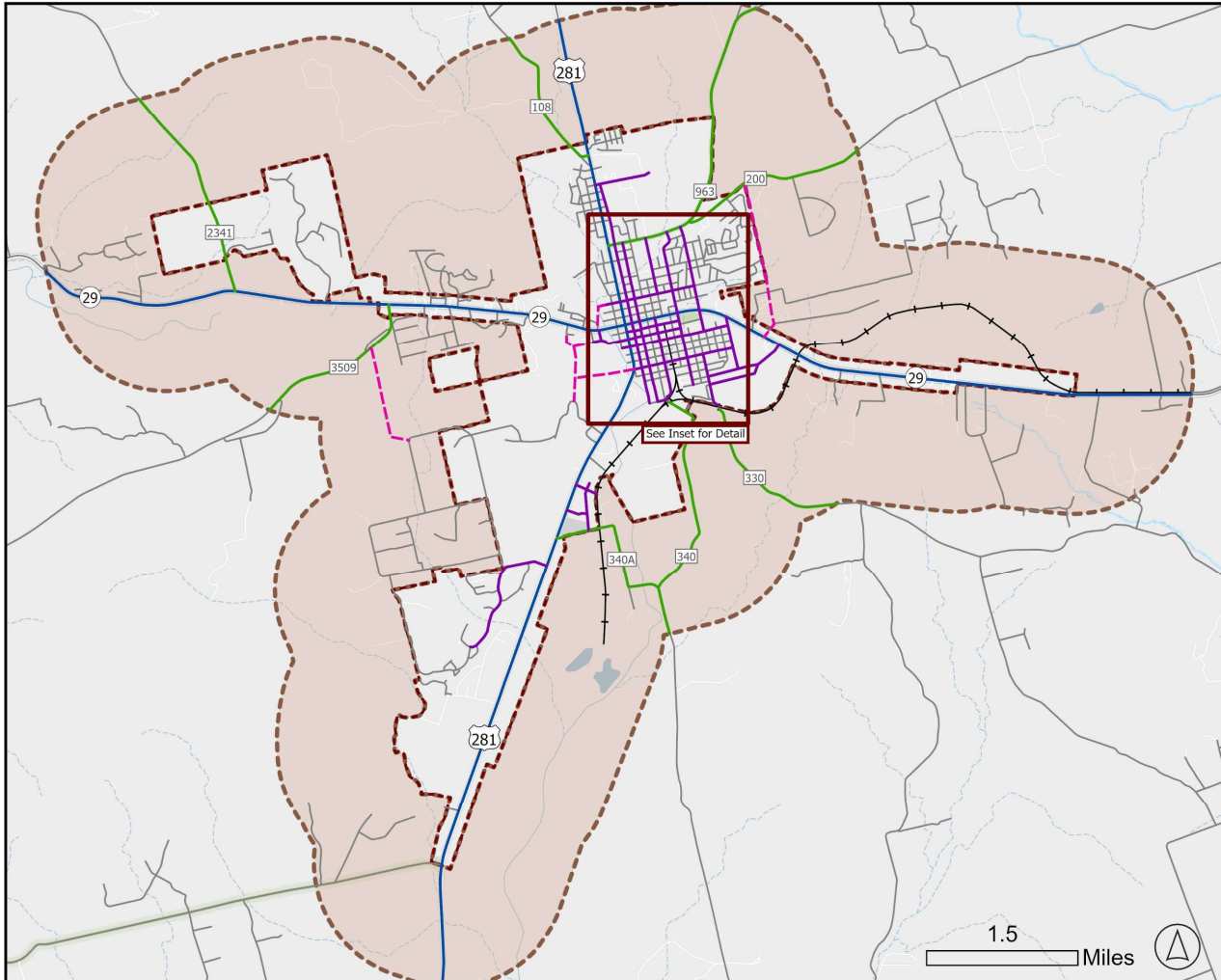
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

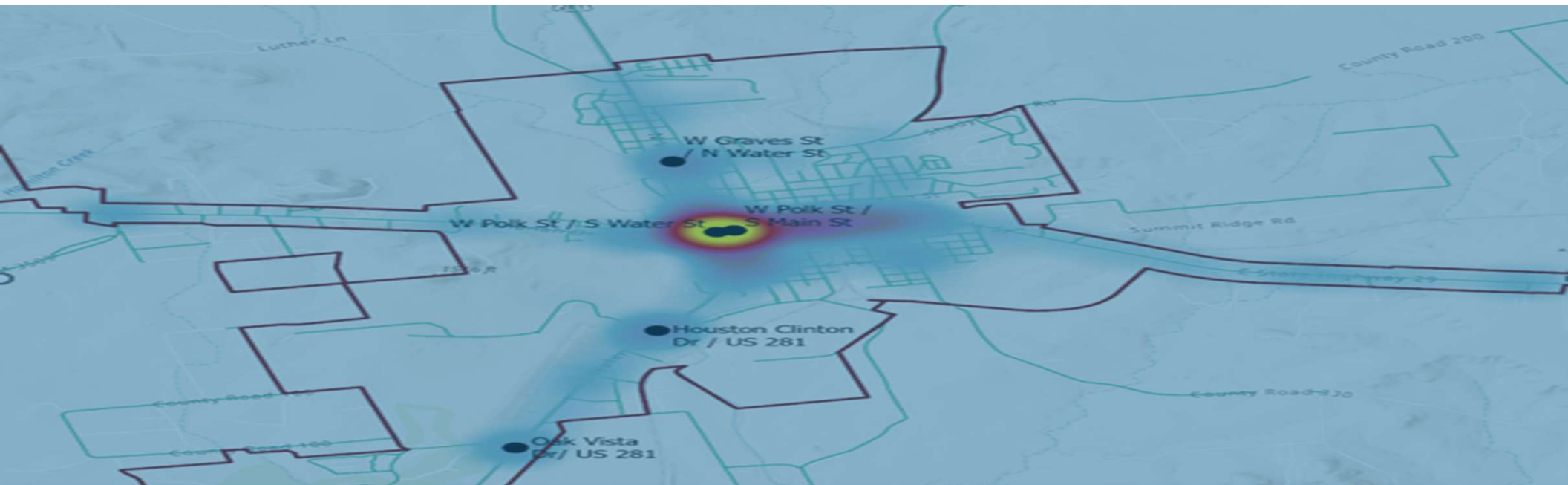
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

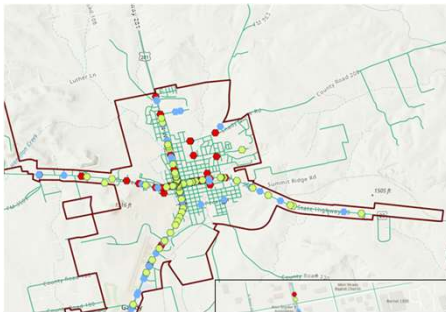
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



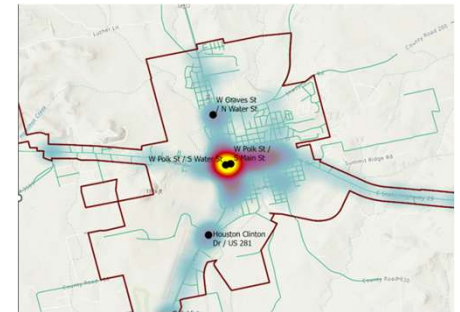
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



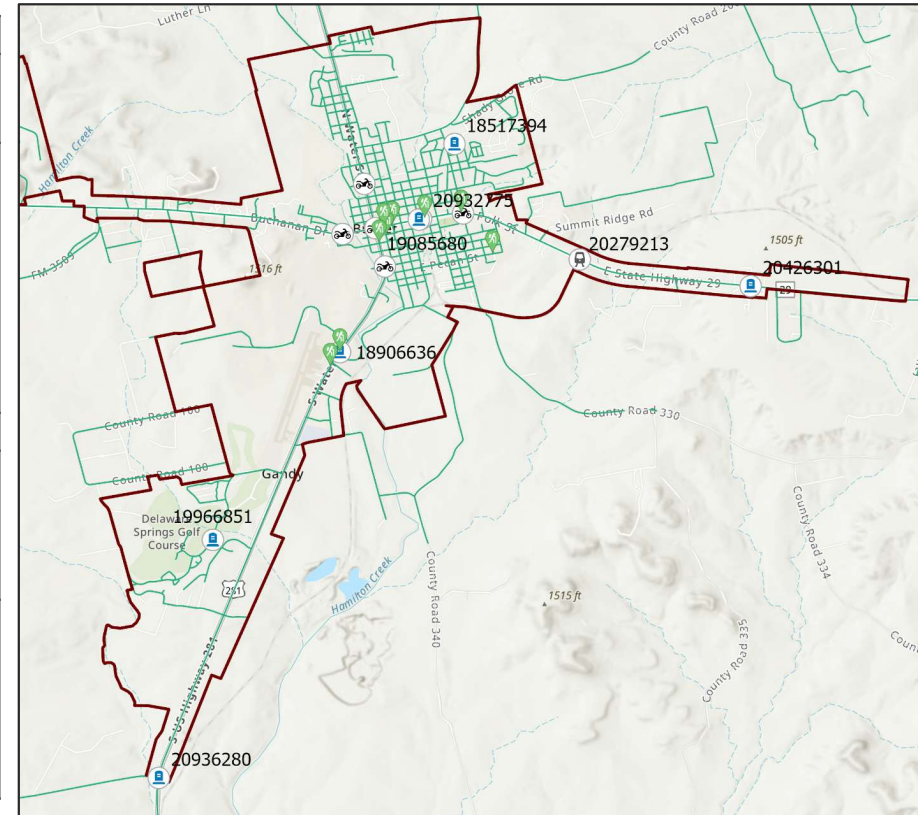
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

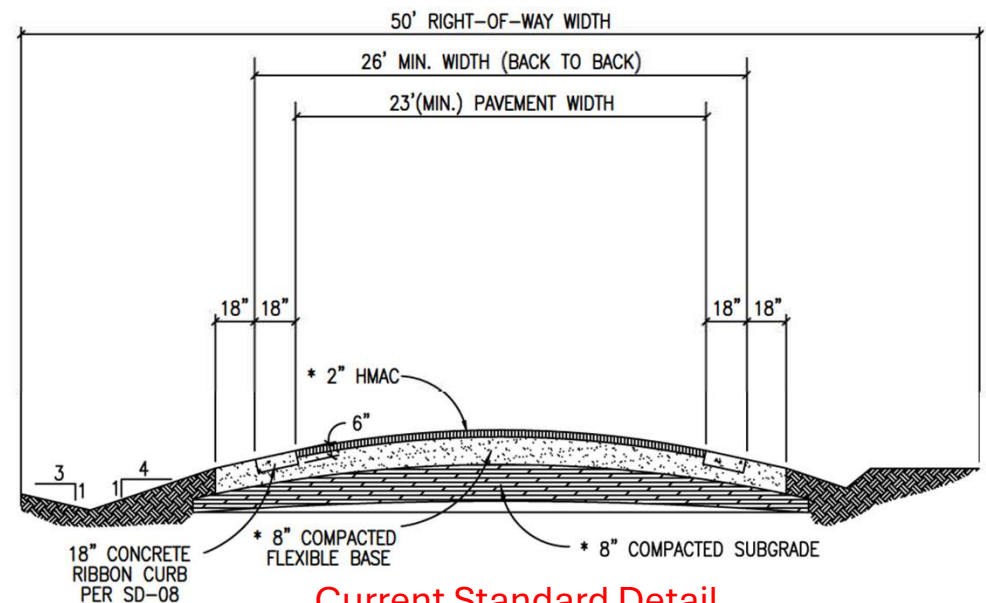
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

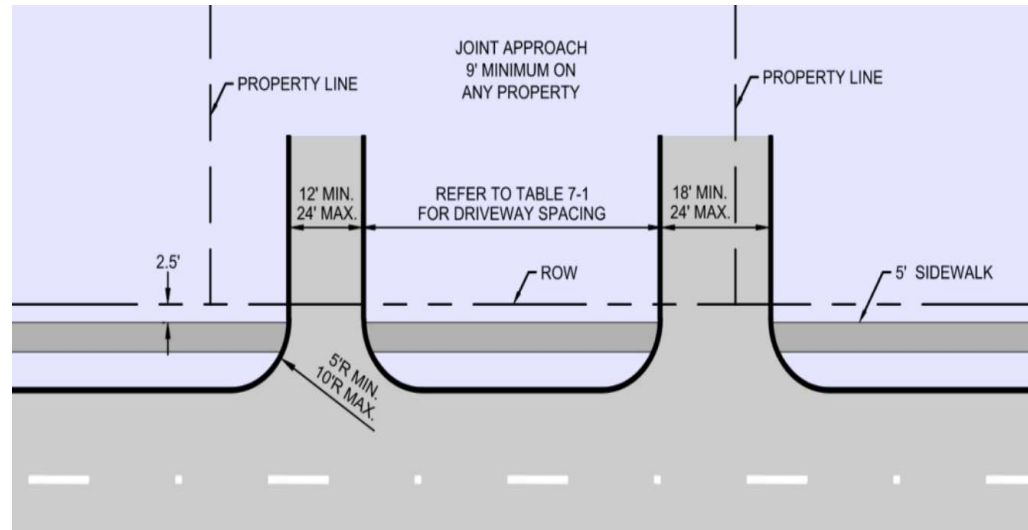


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

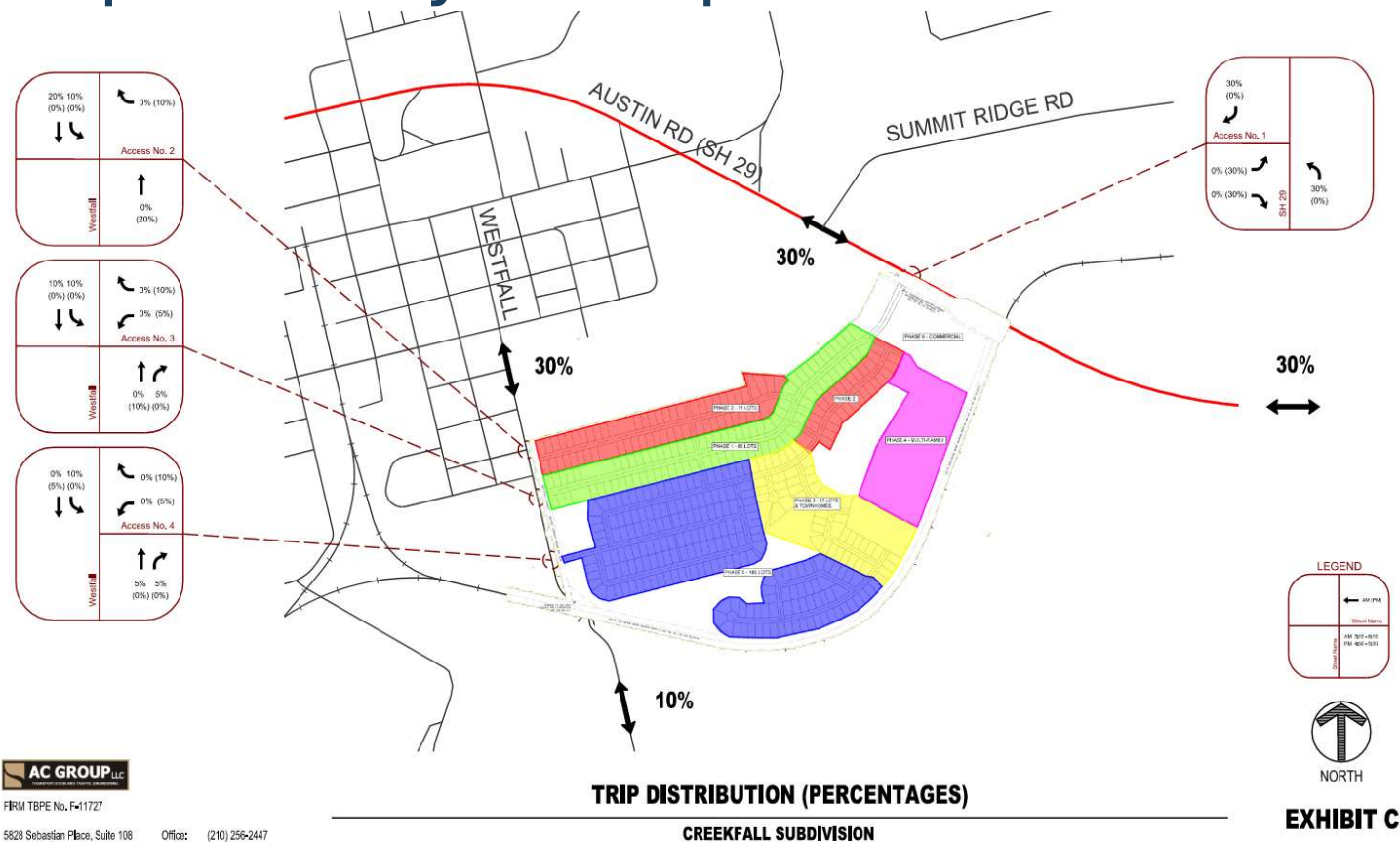


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 490-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

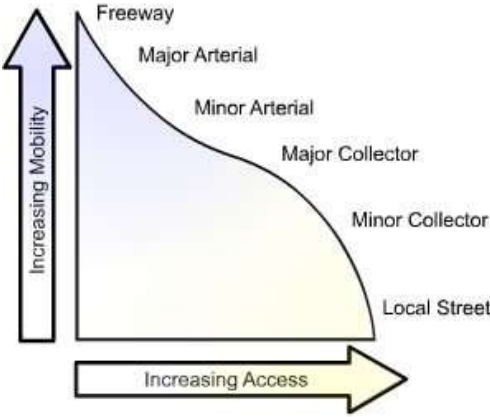


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

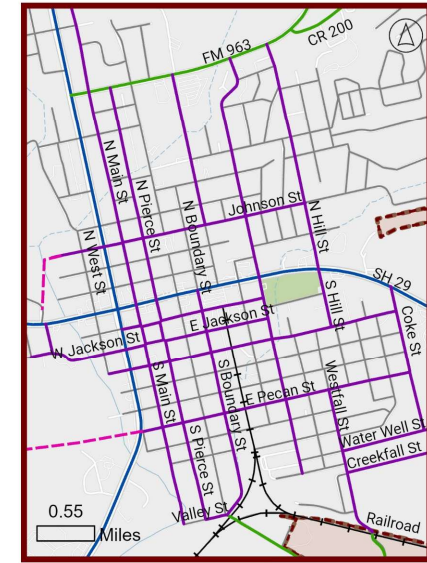
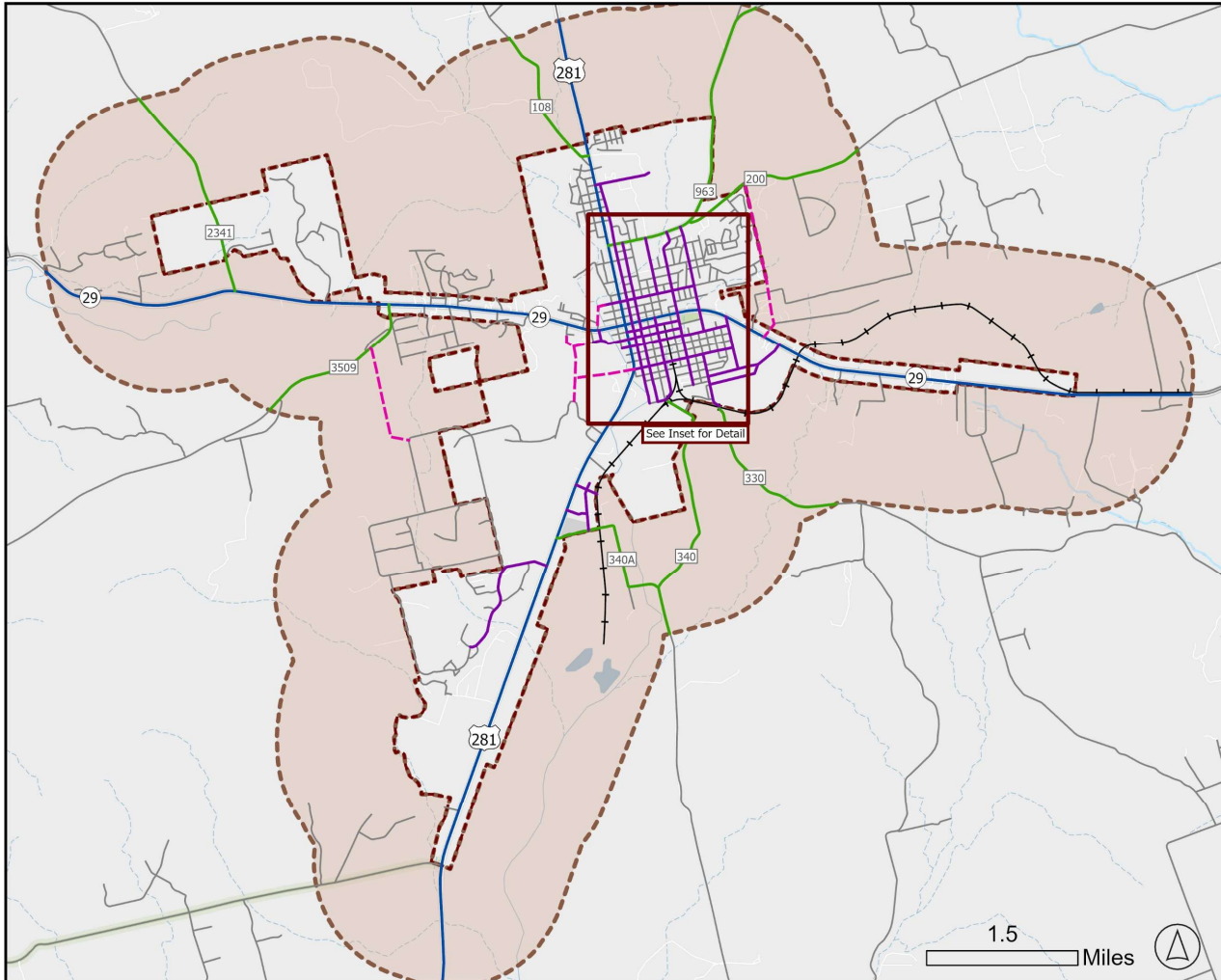
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

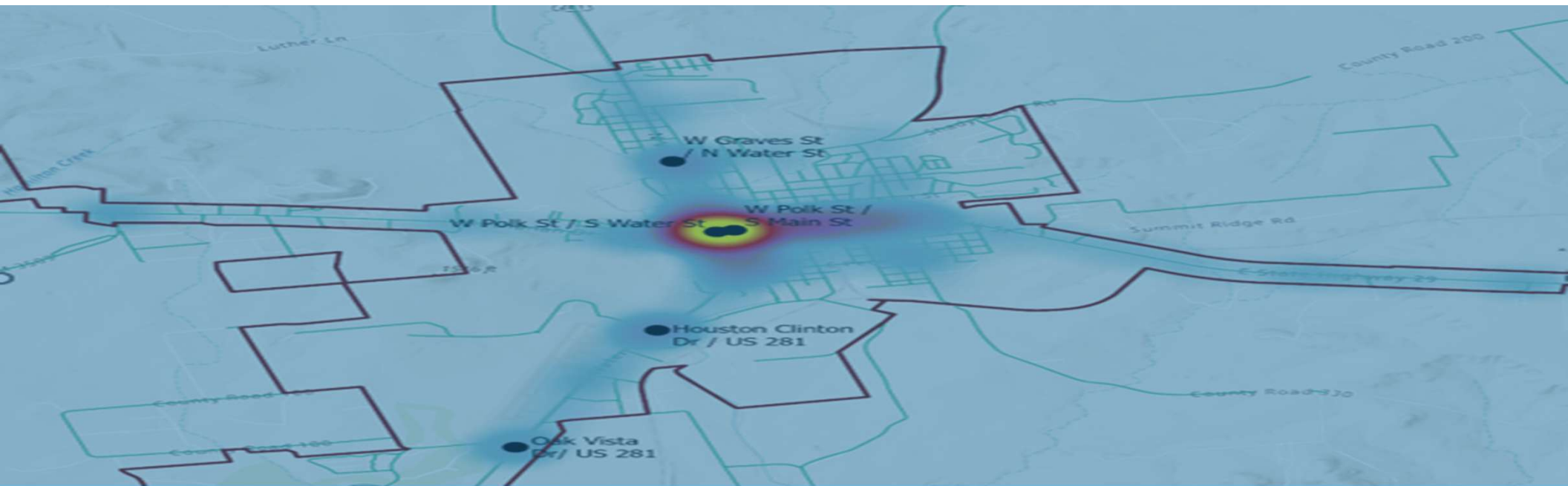
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

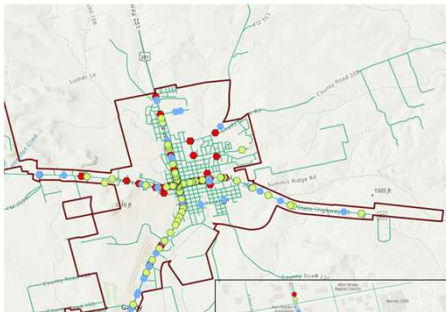
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



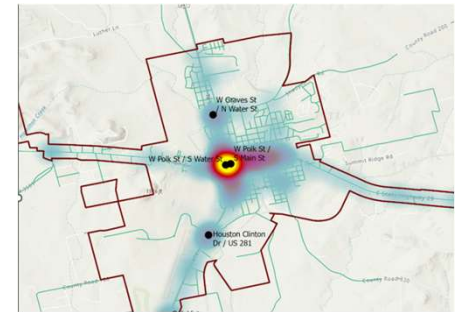
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



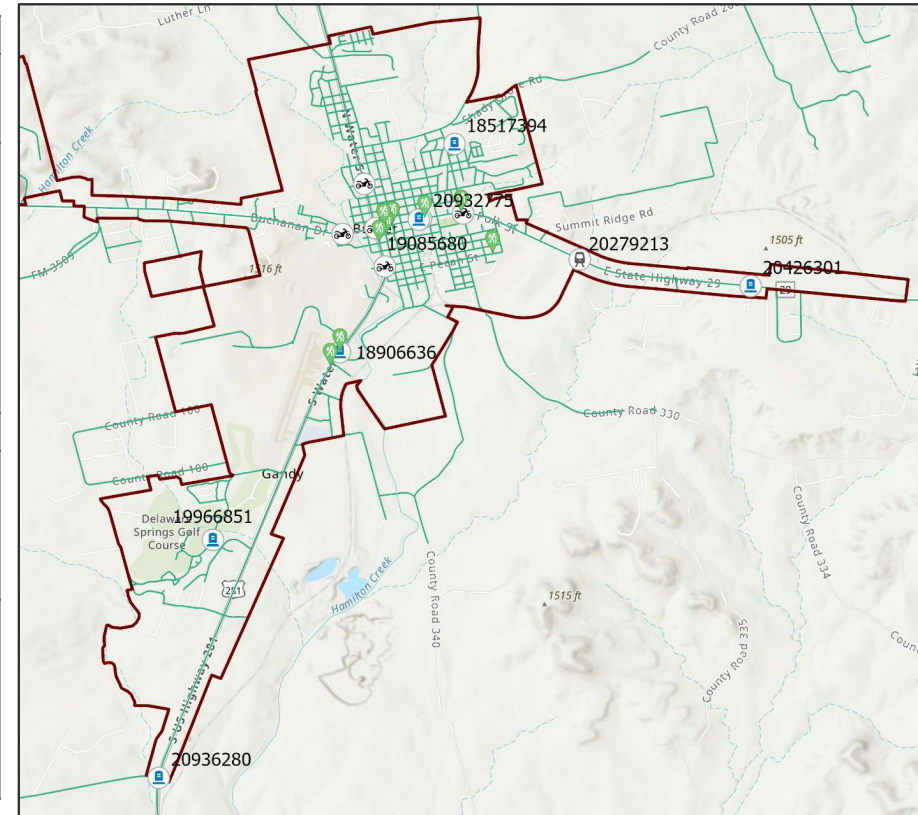
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

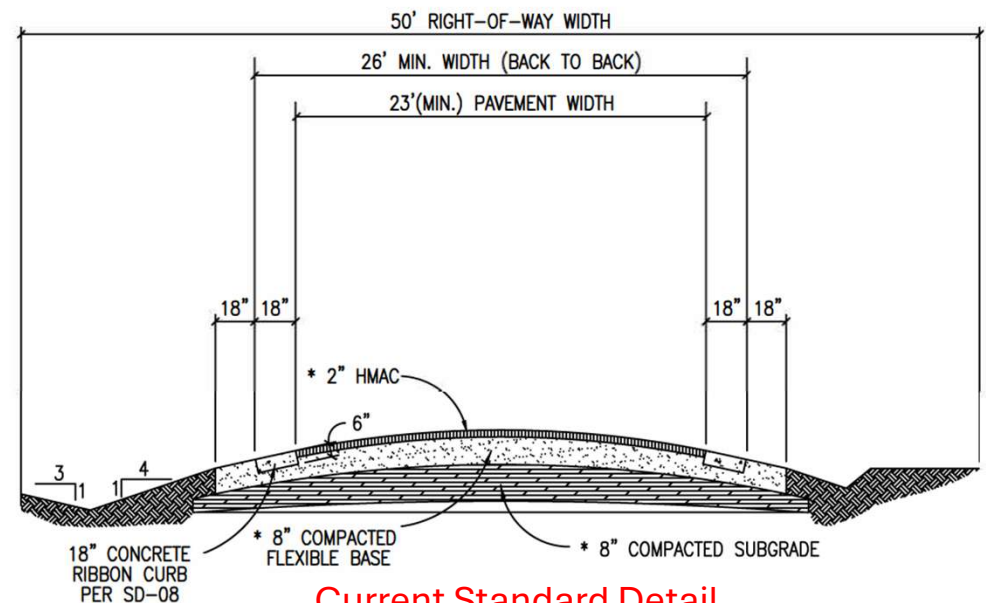
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

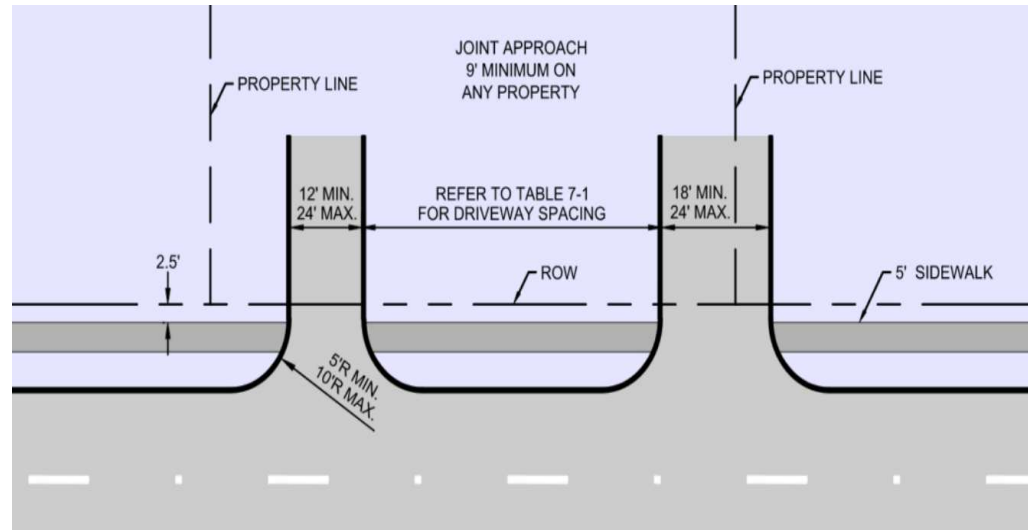


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

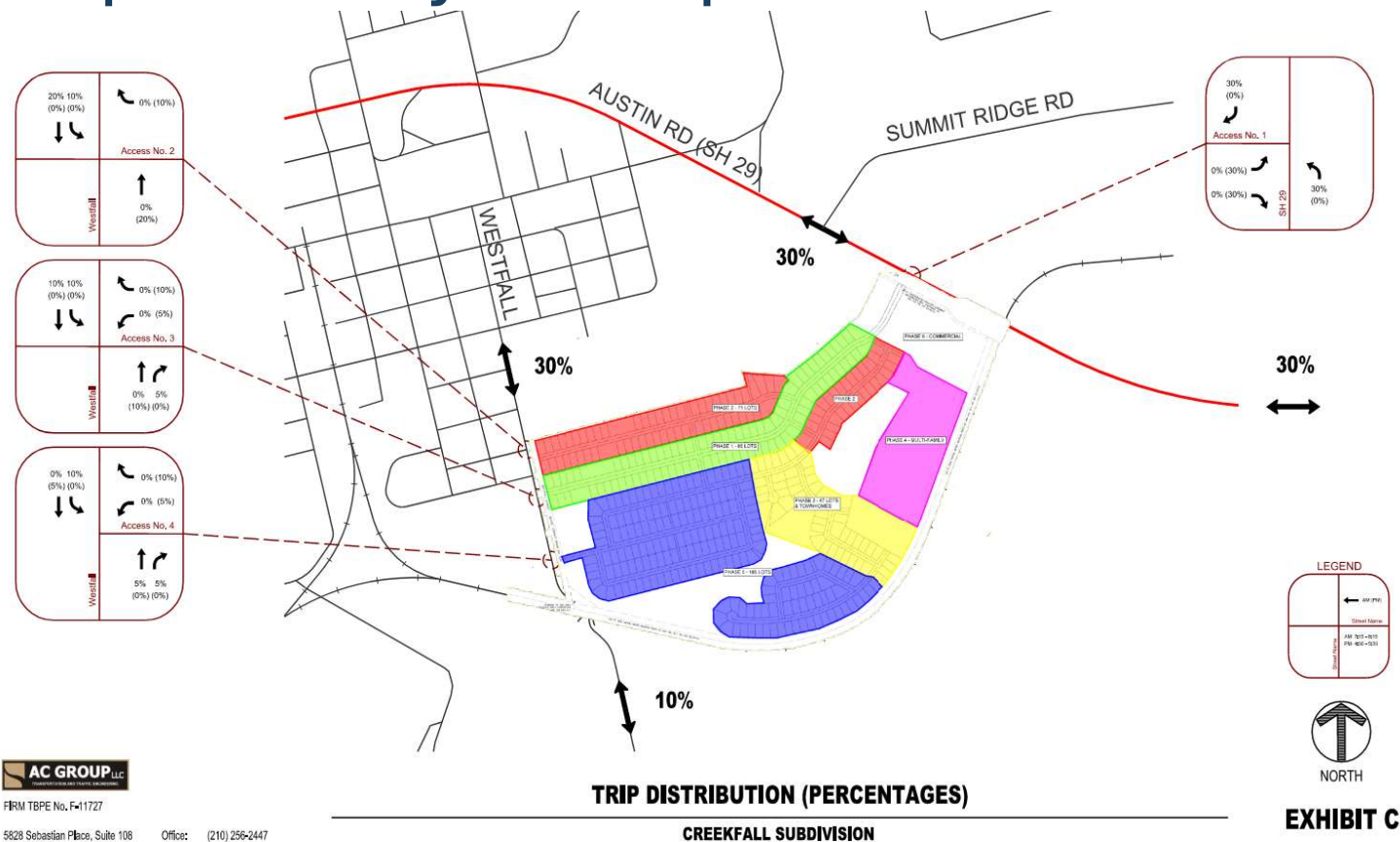


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 490-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

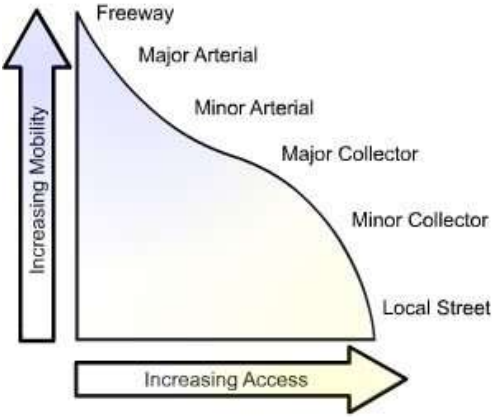


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

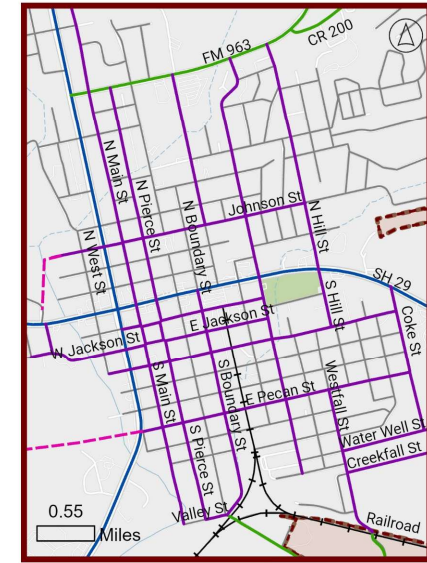
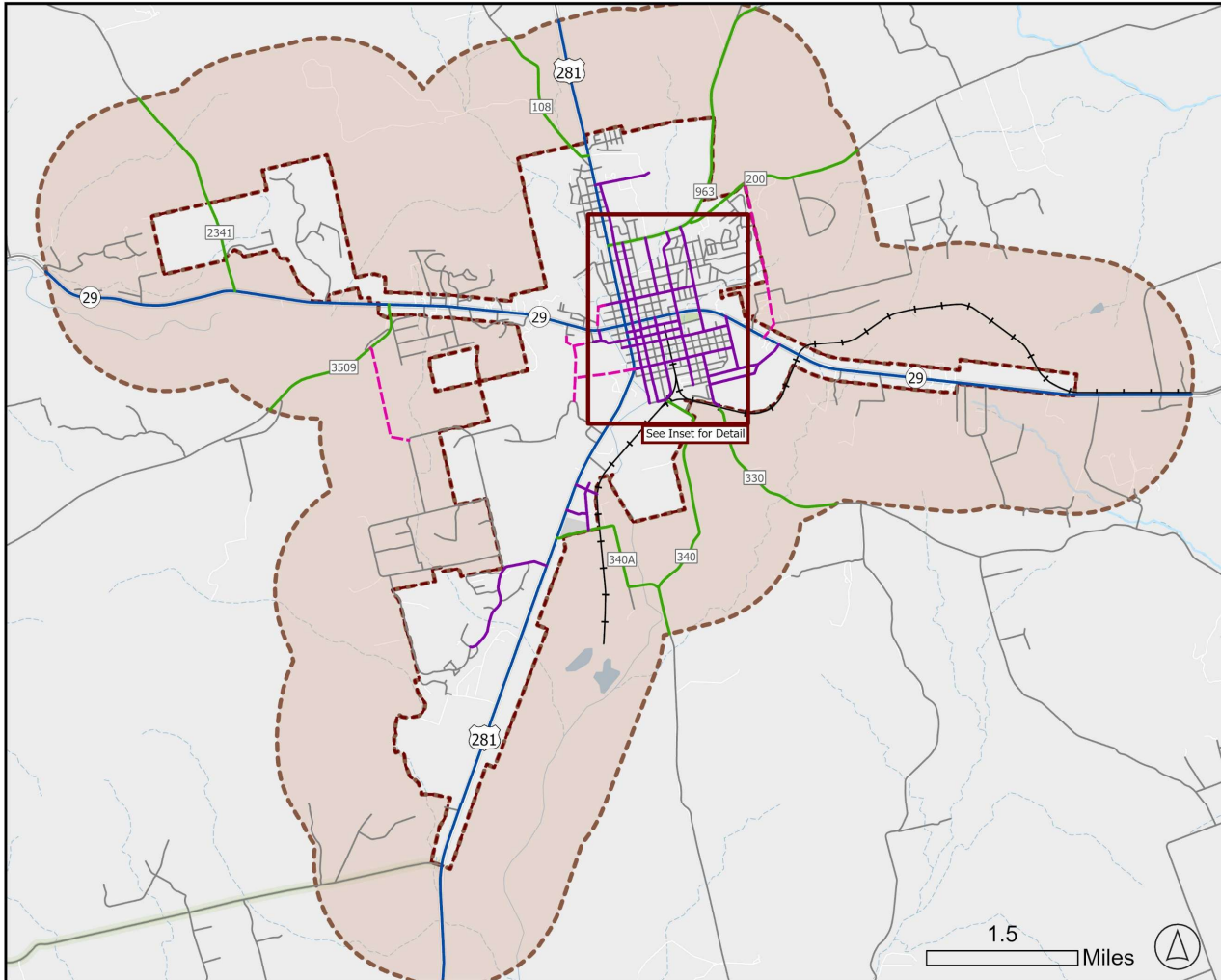
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

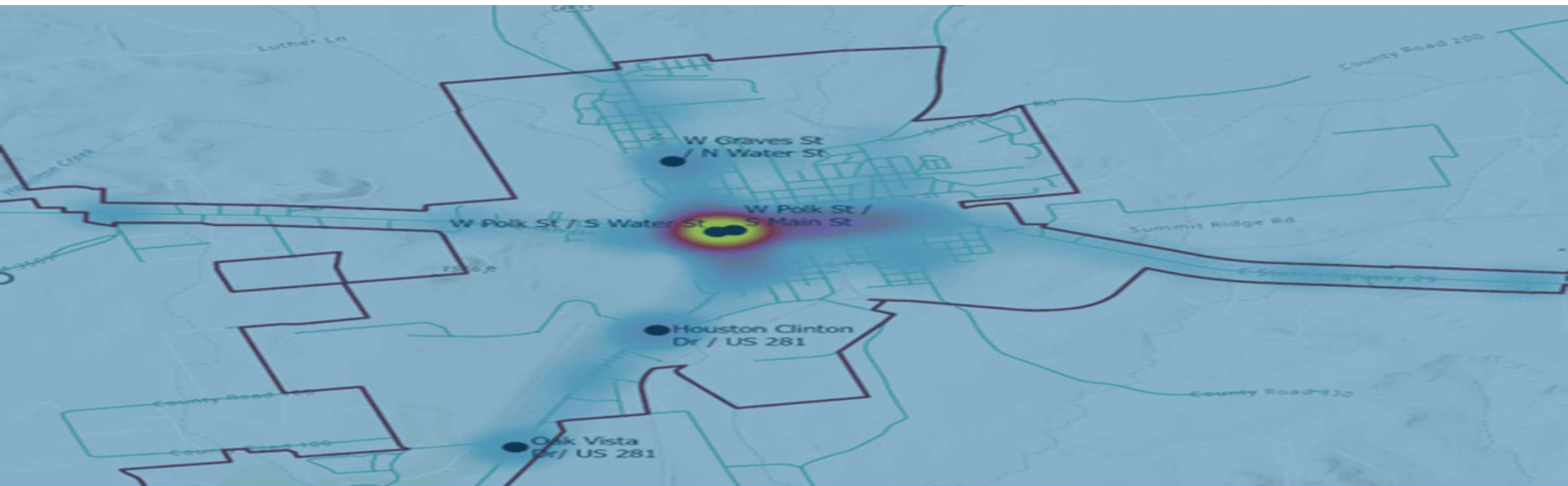
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

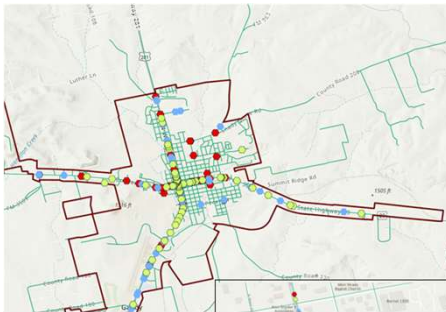
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



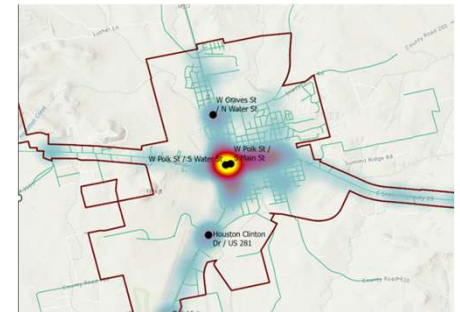
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



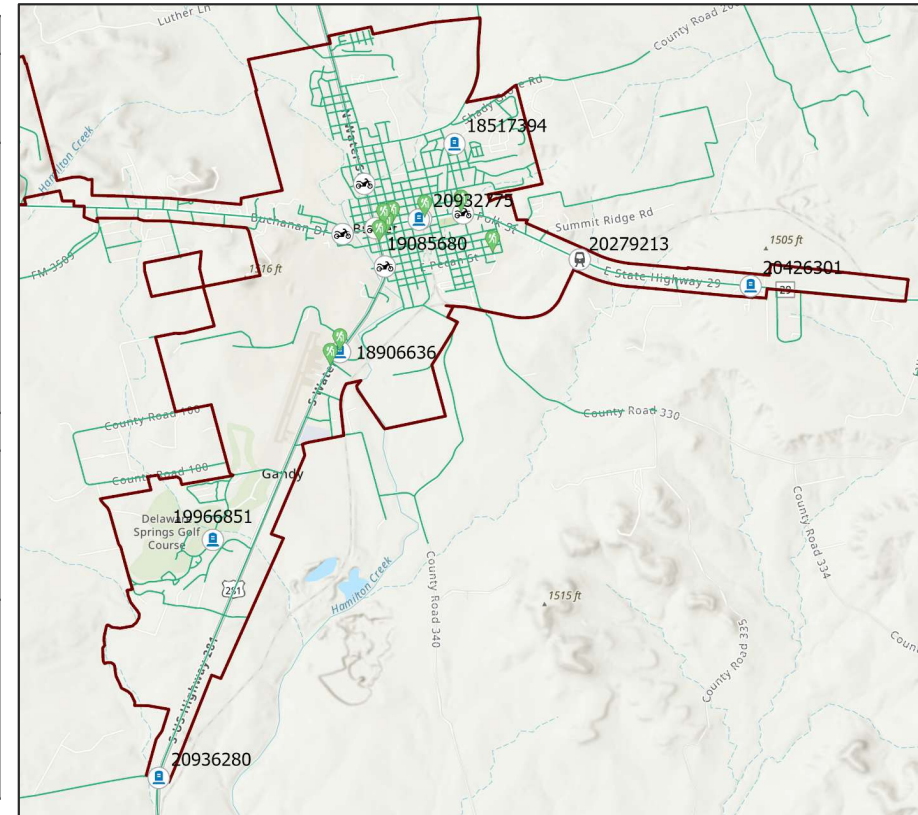
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

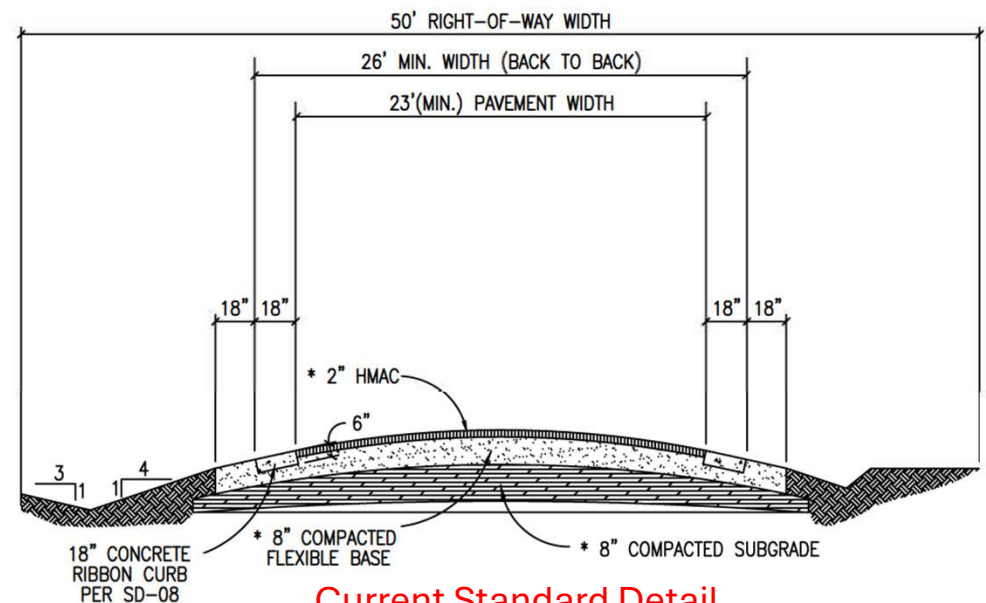
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

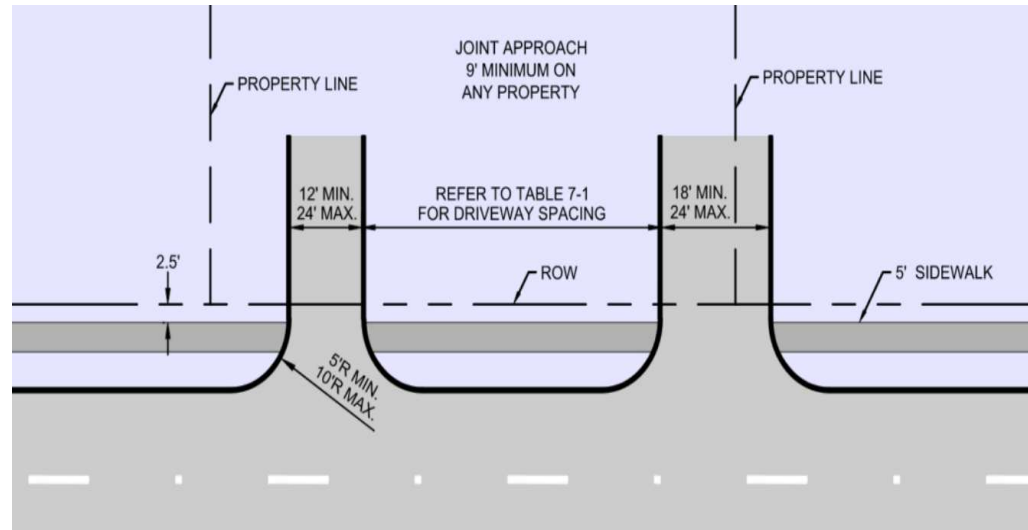


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

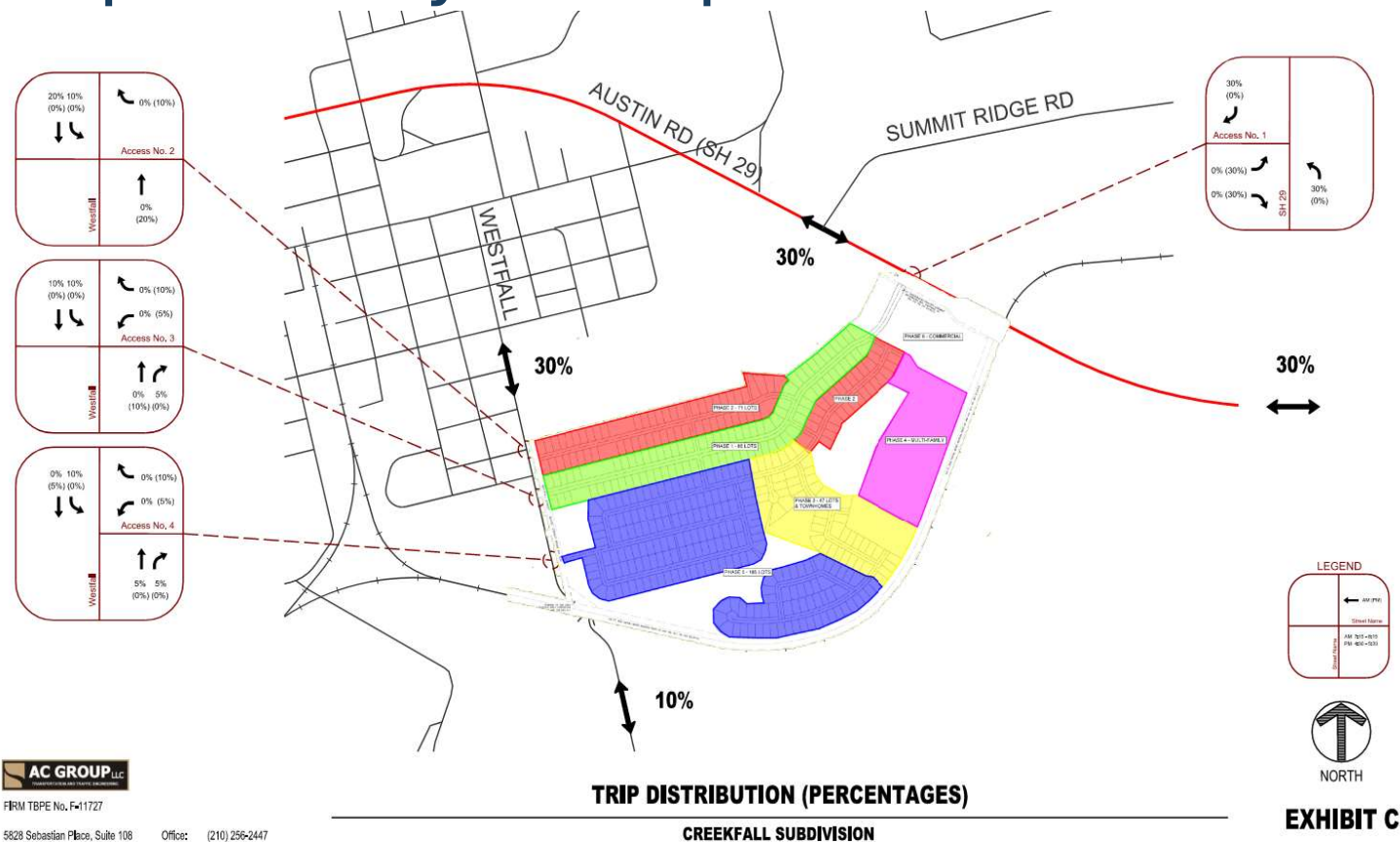


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



AC GROUP, LLC

FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 406-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

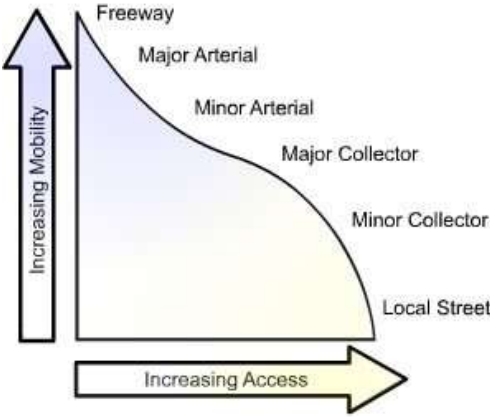


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

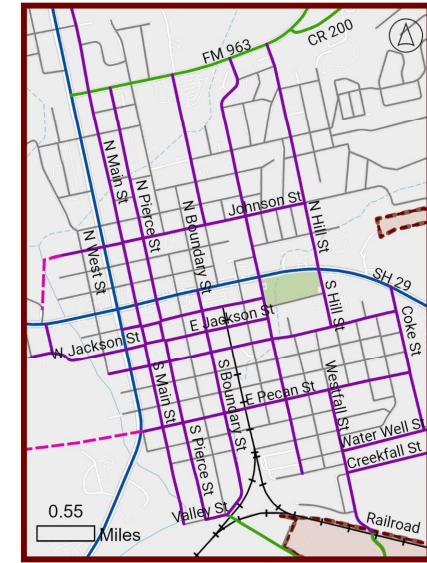
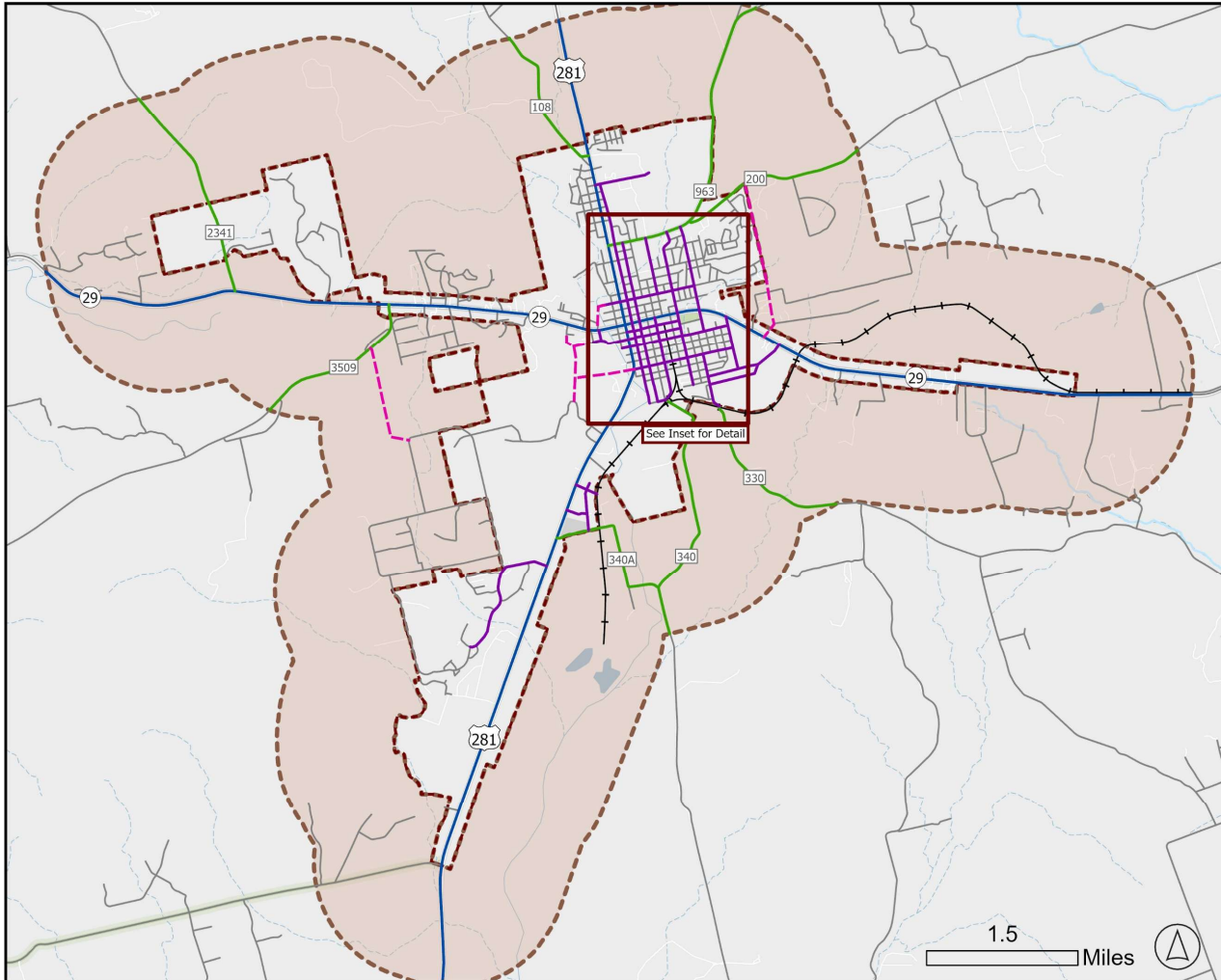
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

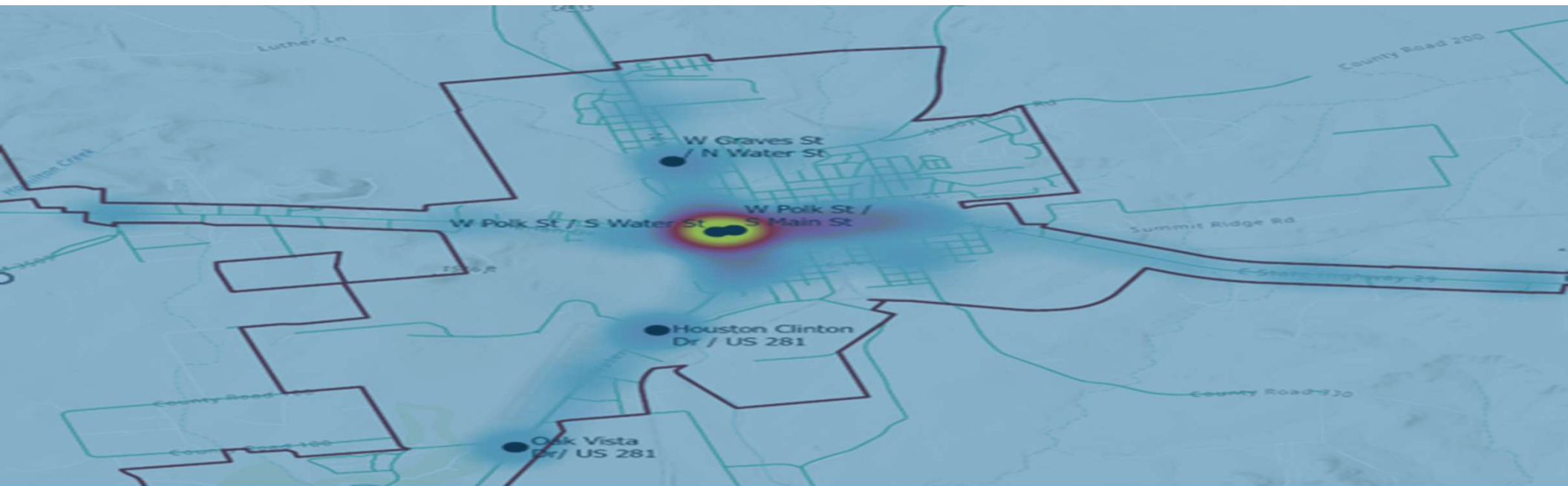
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

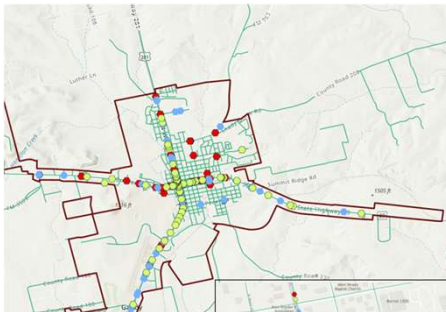
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



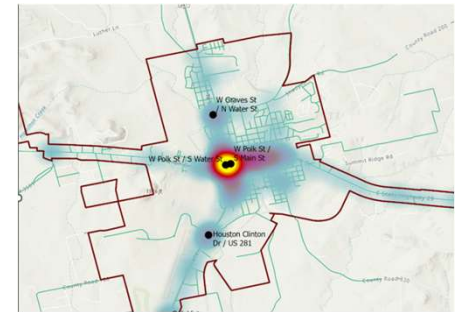
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



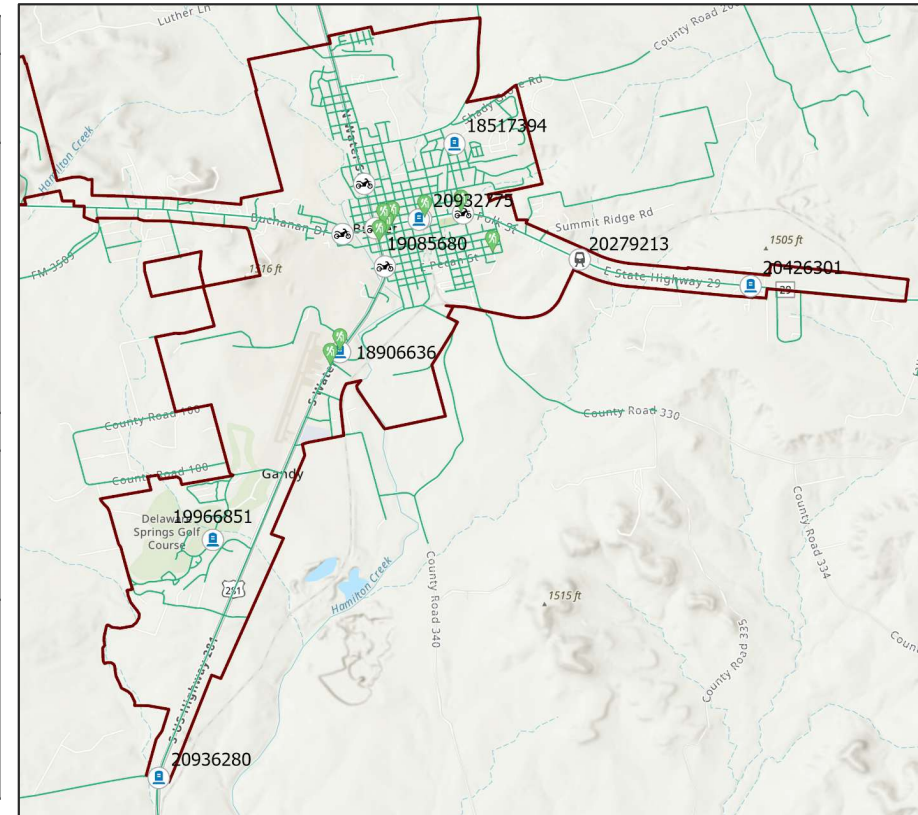
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

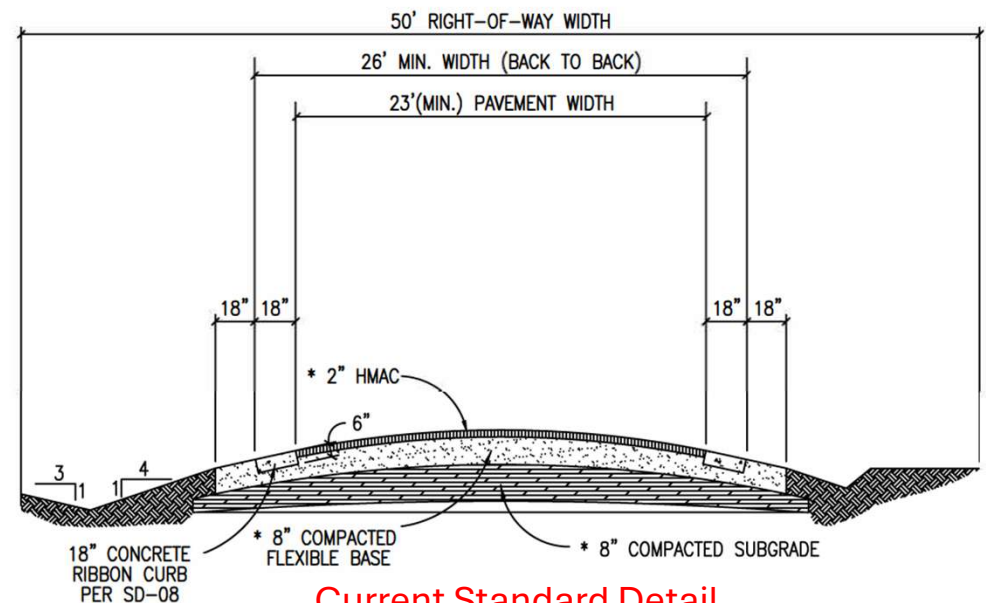
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

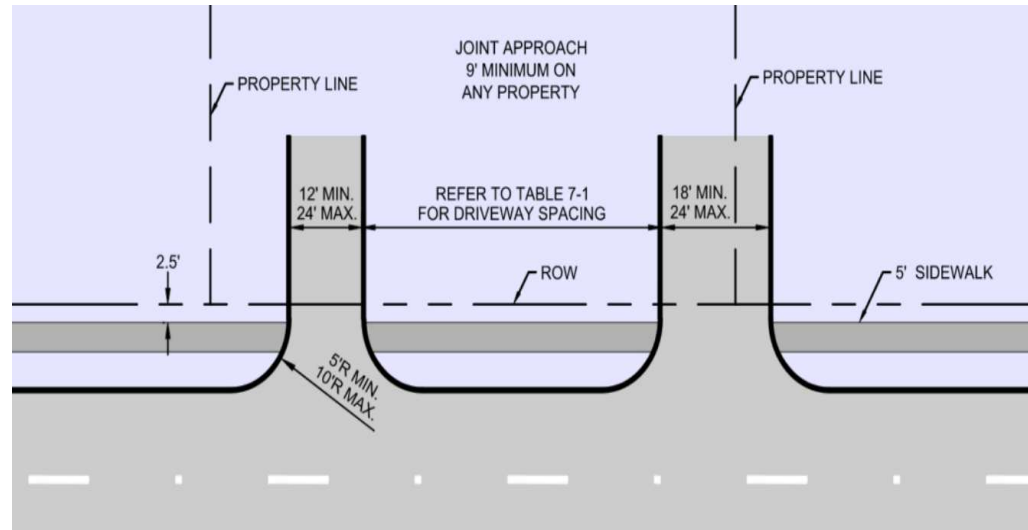


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

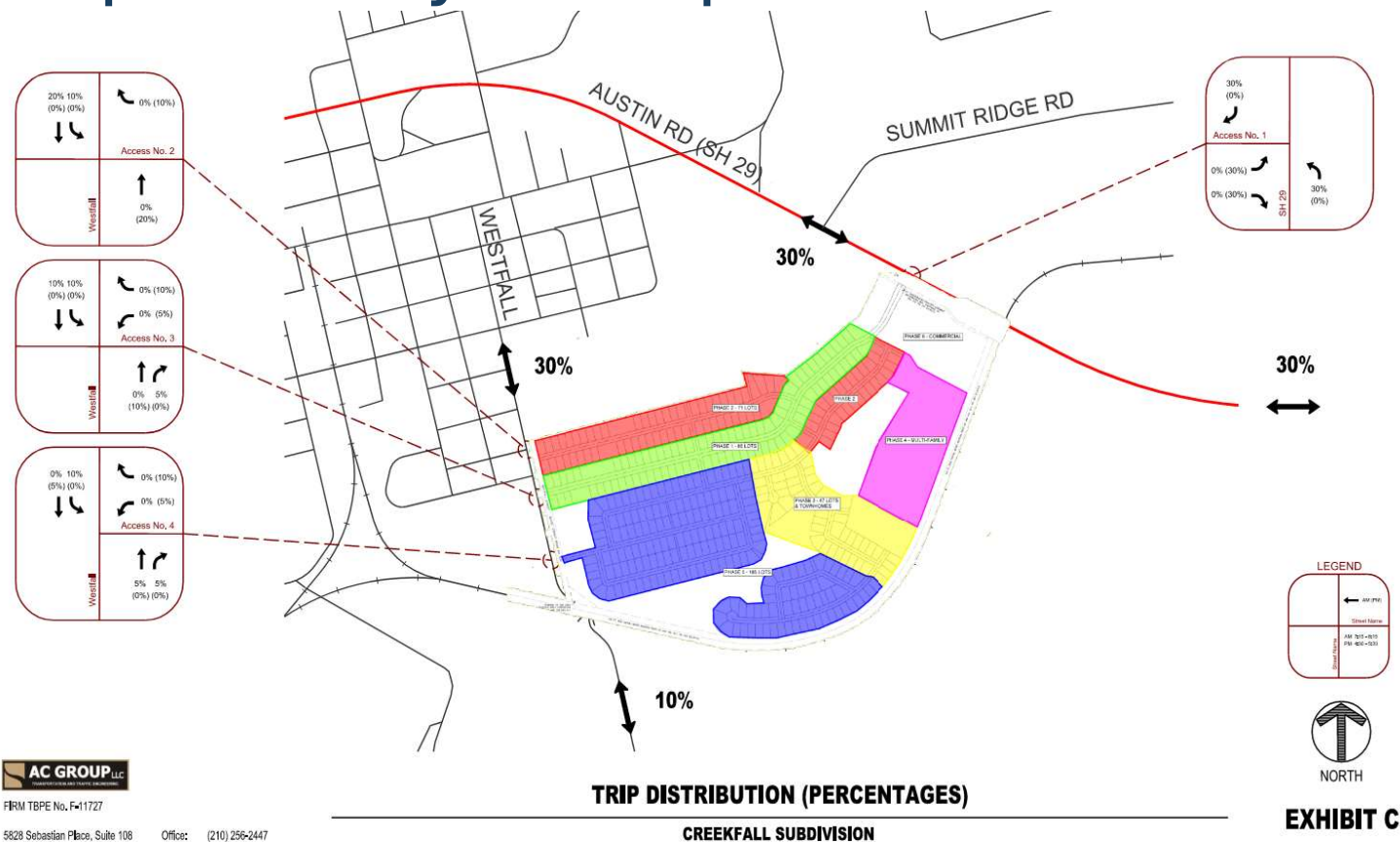


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 490-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



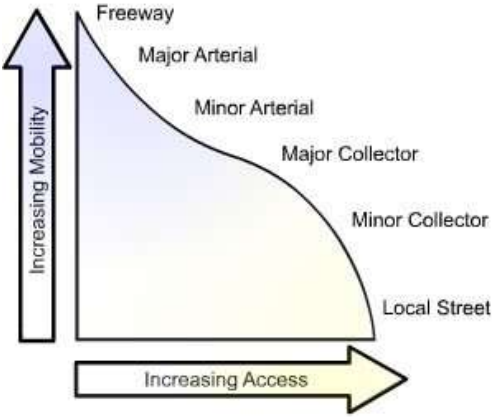
City of Burnet - Traffic Counts and Volumes



Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

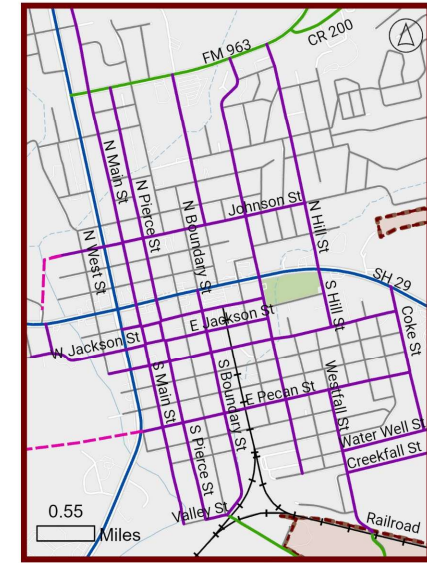
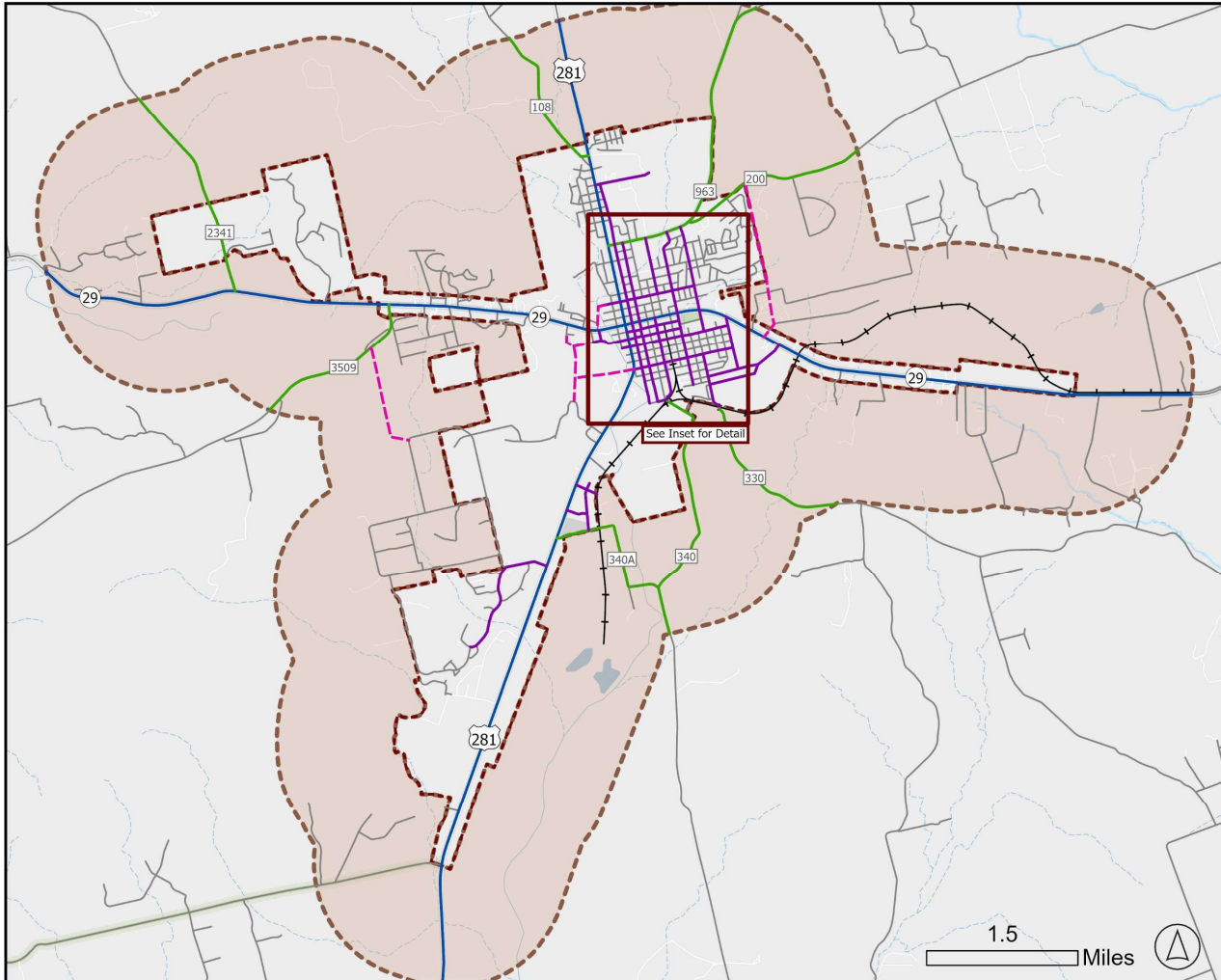
- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

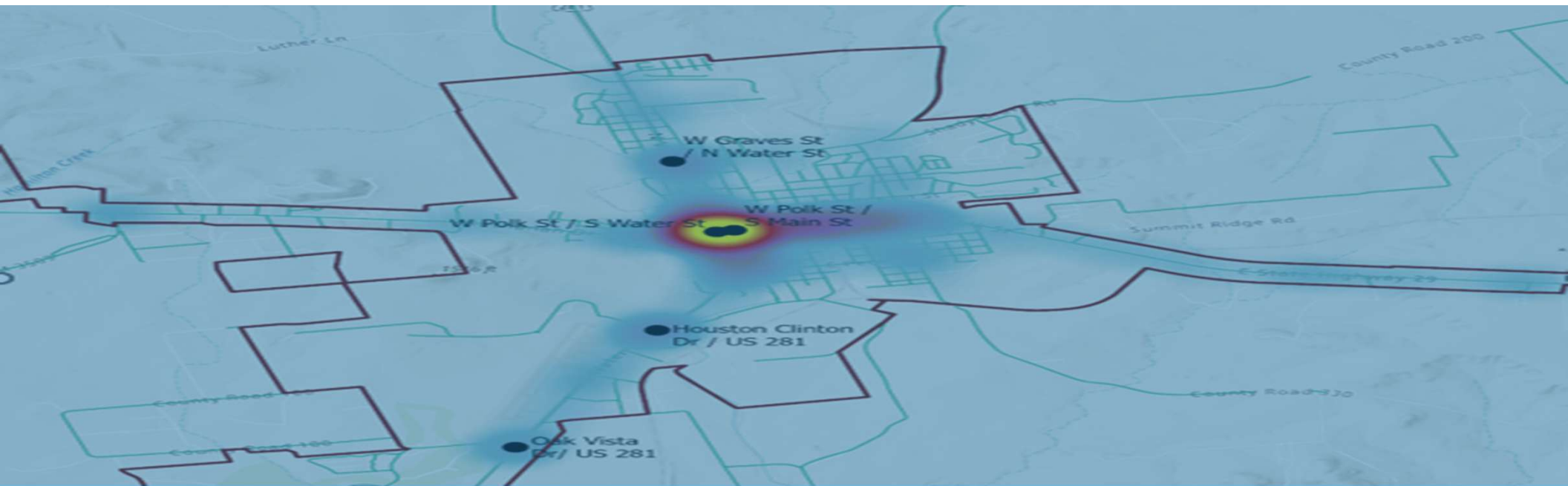
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

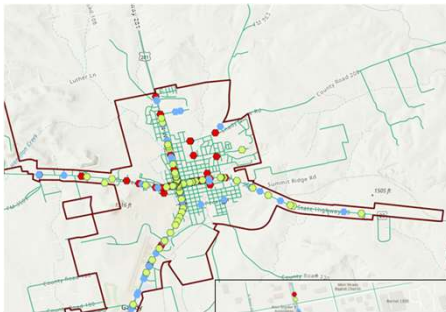
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



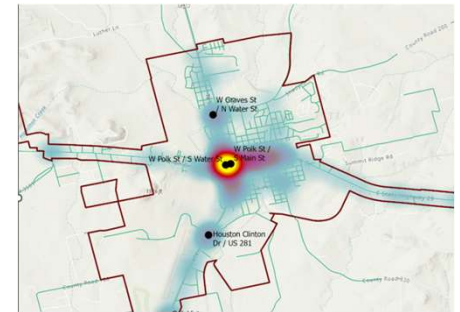
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



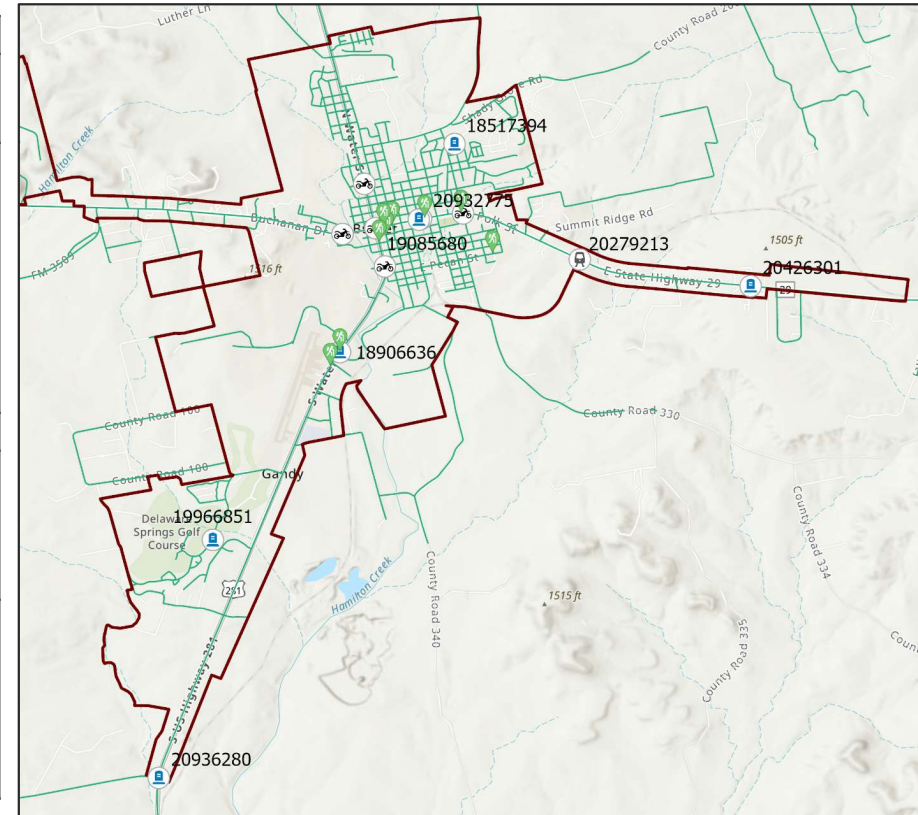
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

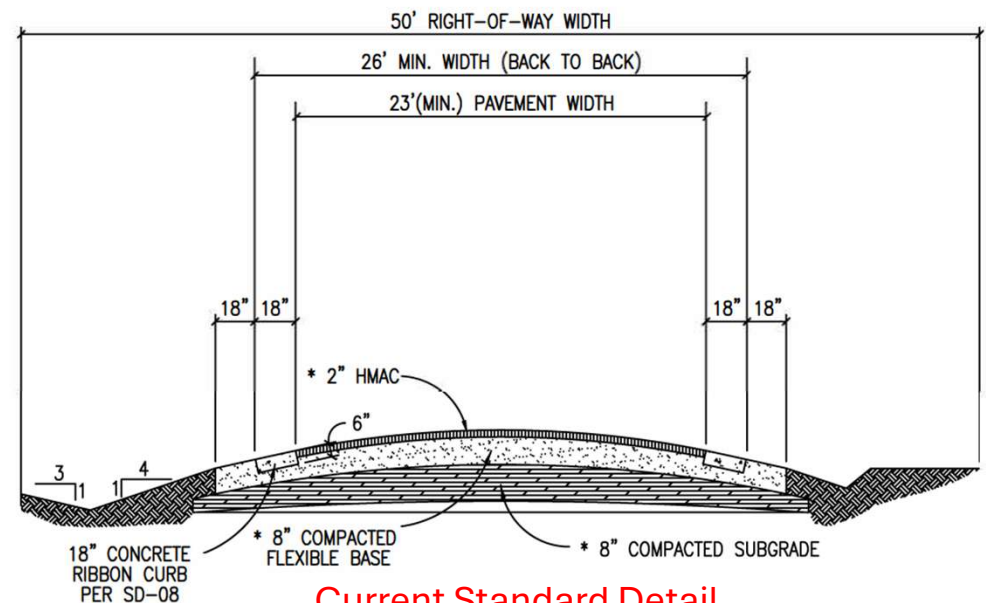
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

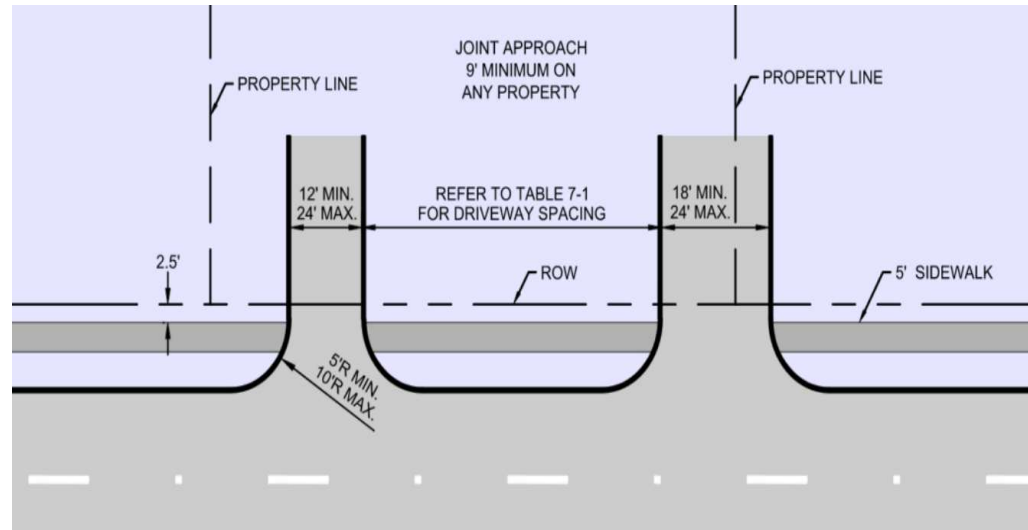


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

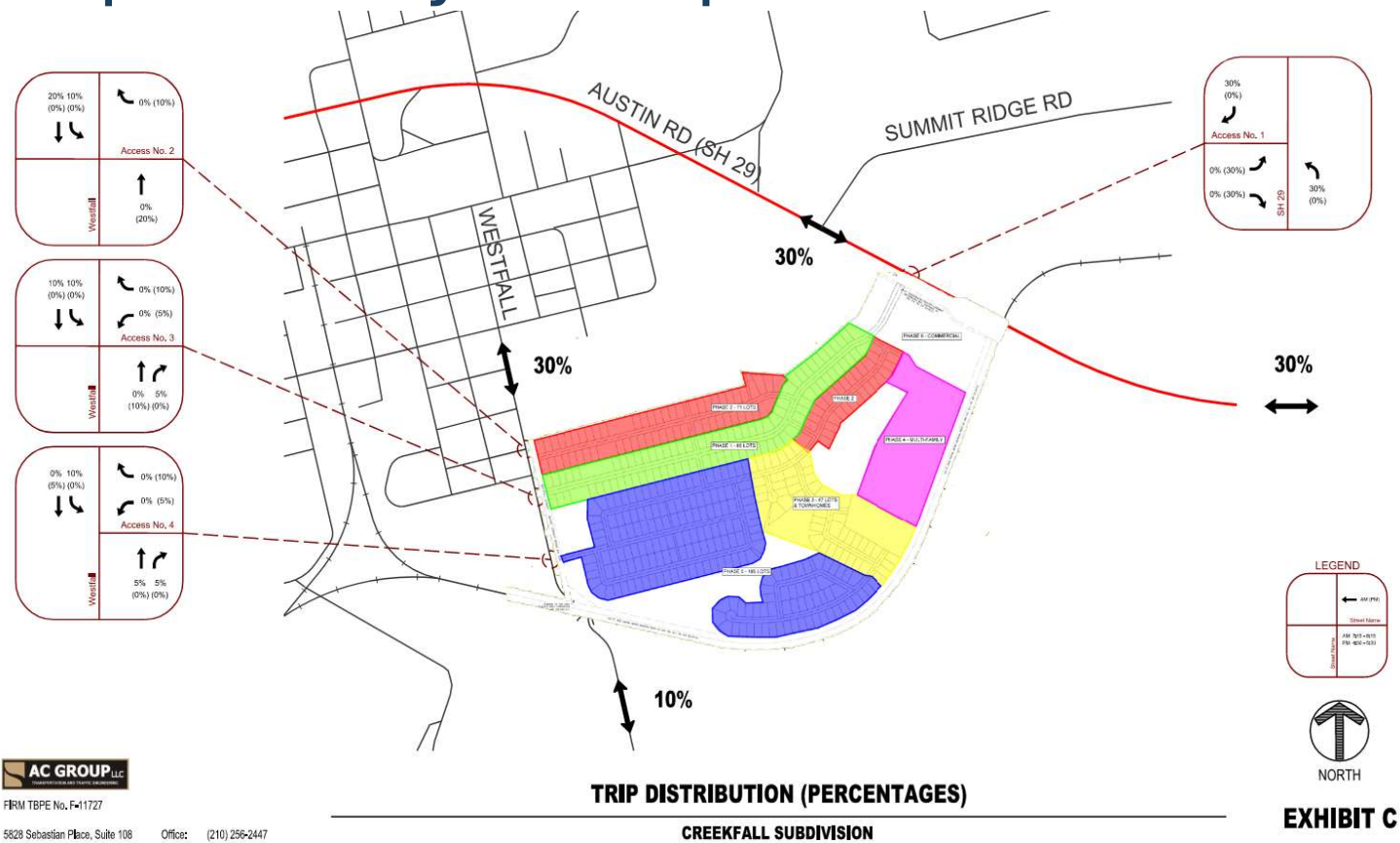


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes



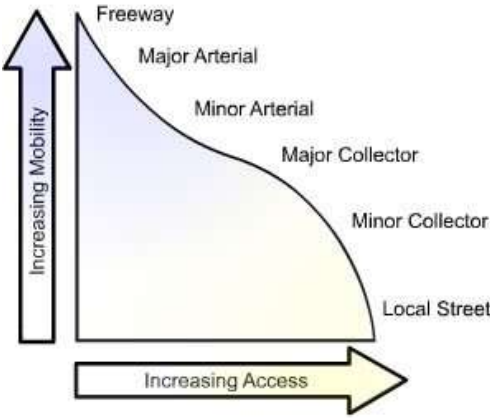
Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

Legend

- Burnet Traffic Counts (11)
- City of Burnet Limits
- City of Burnet ETJ

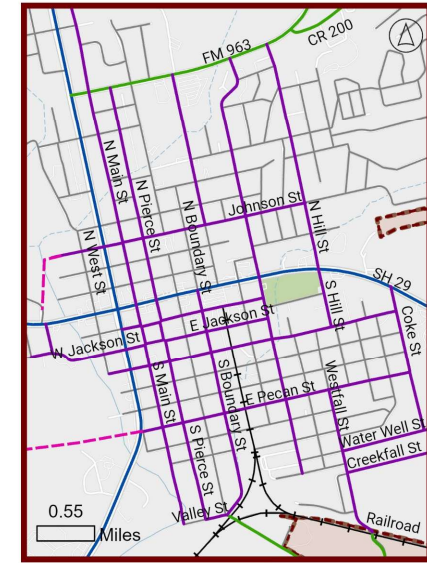
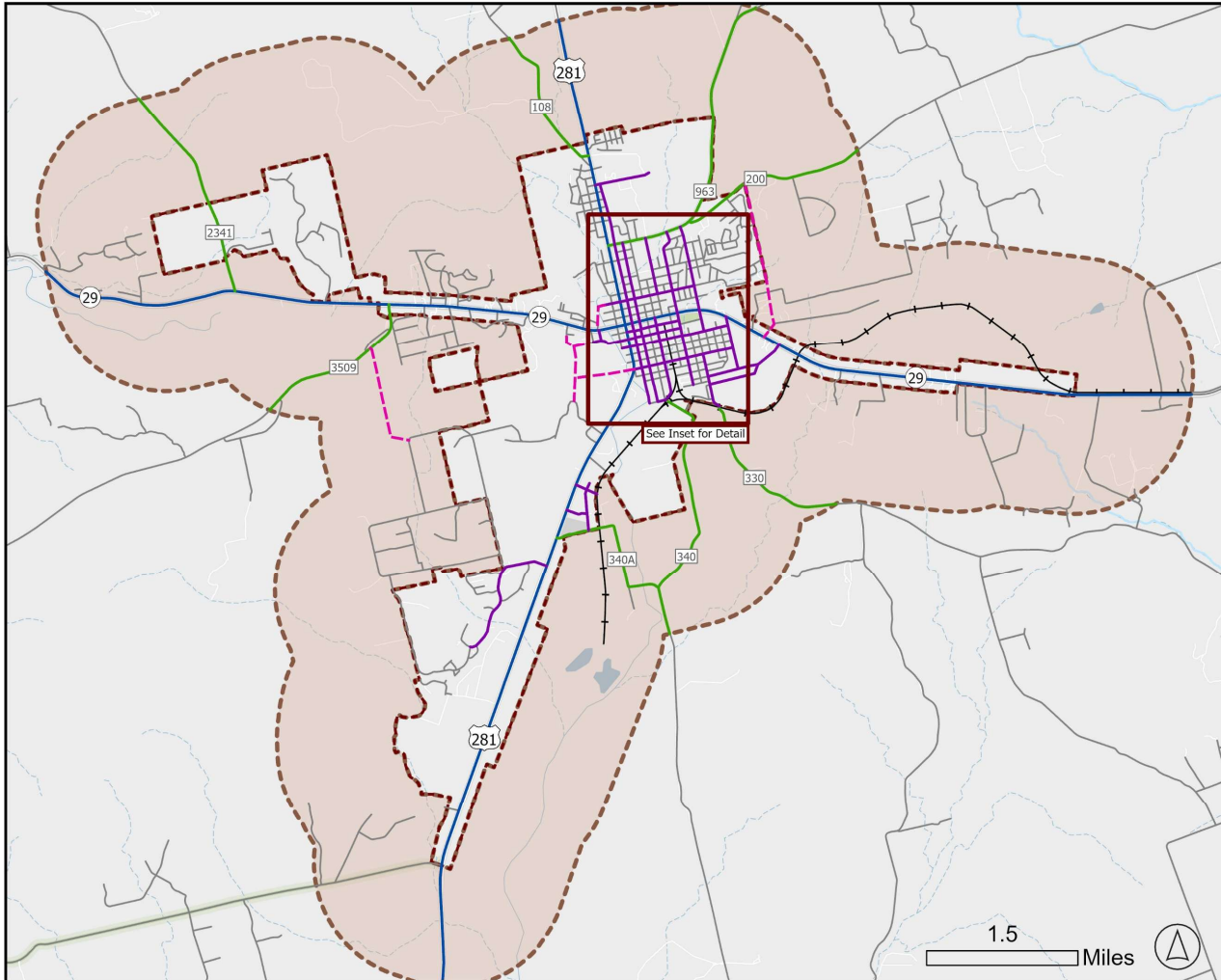
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

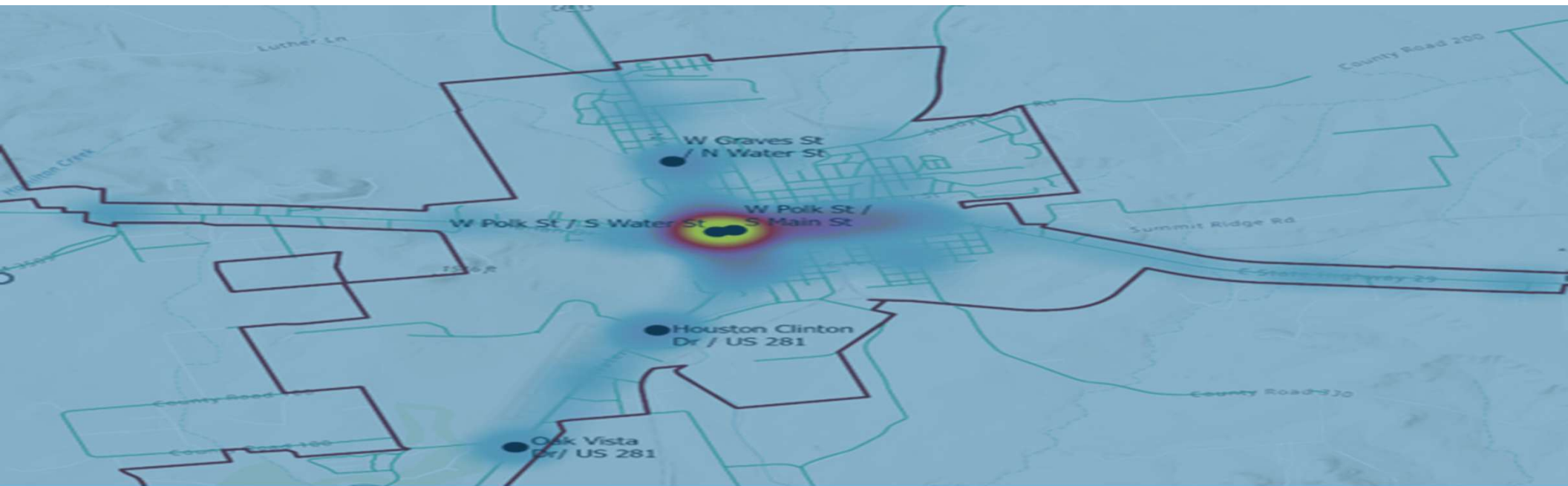
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

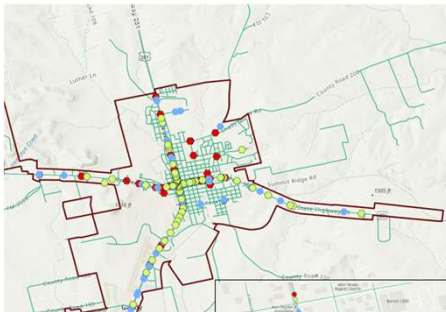
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



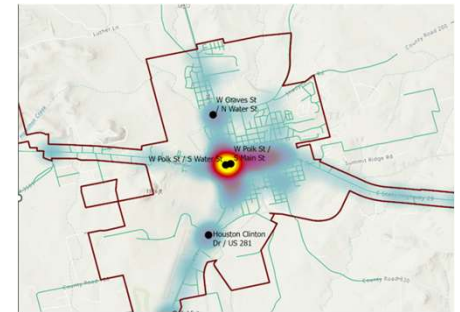
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



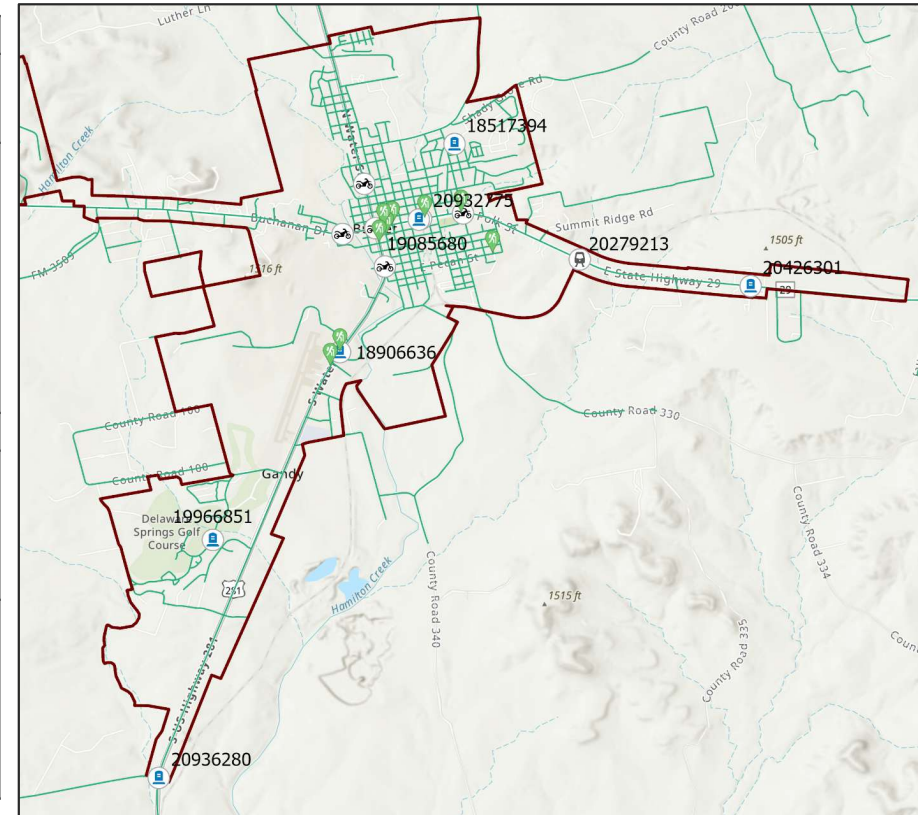
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

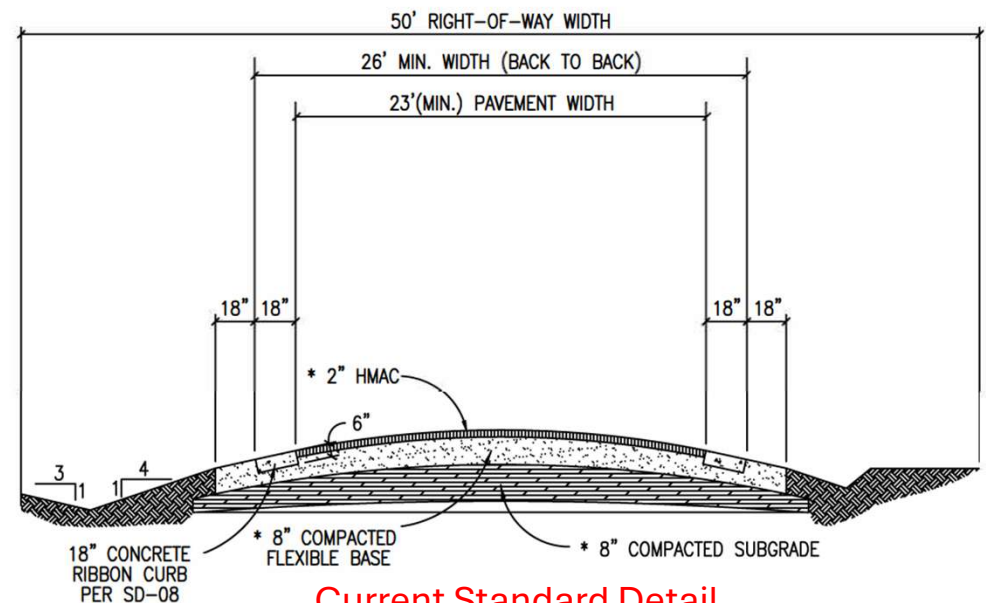
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

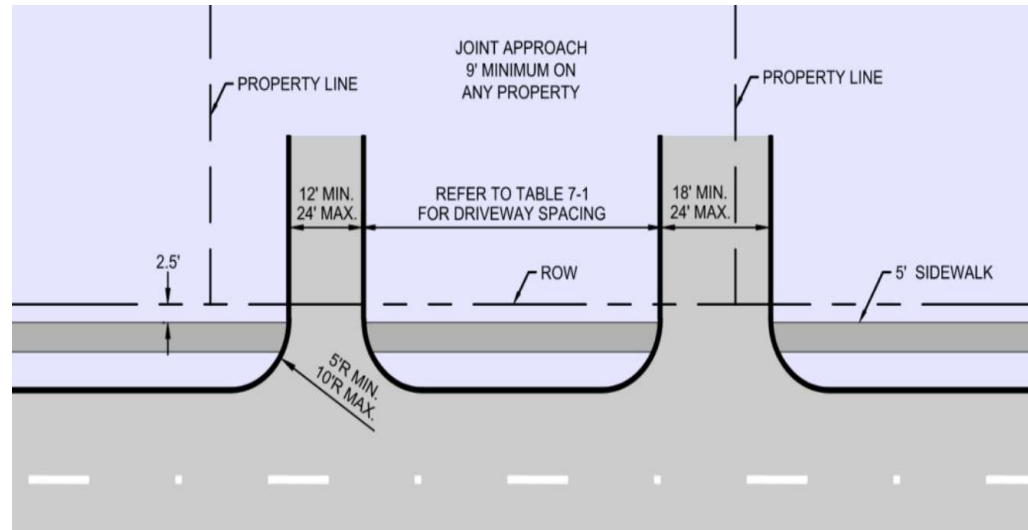


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

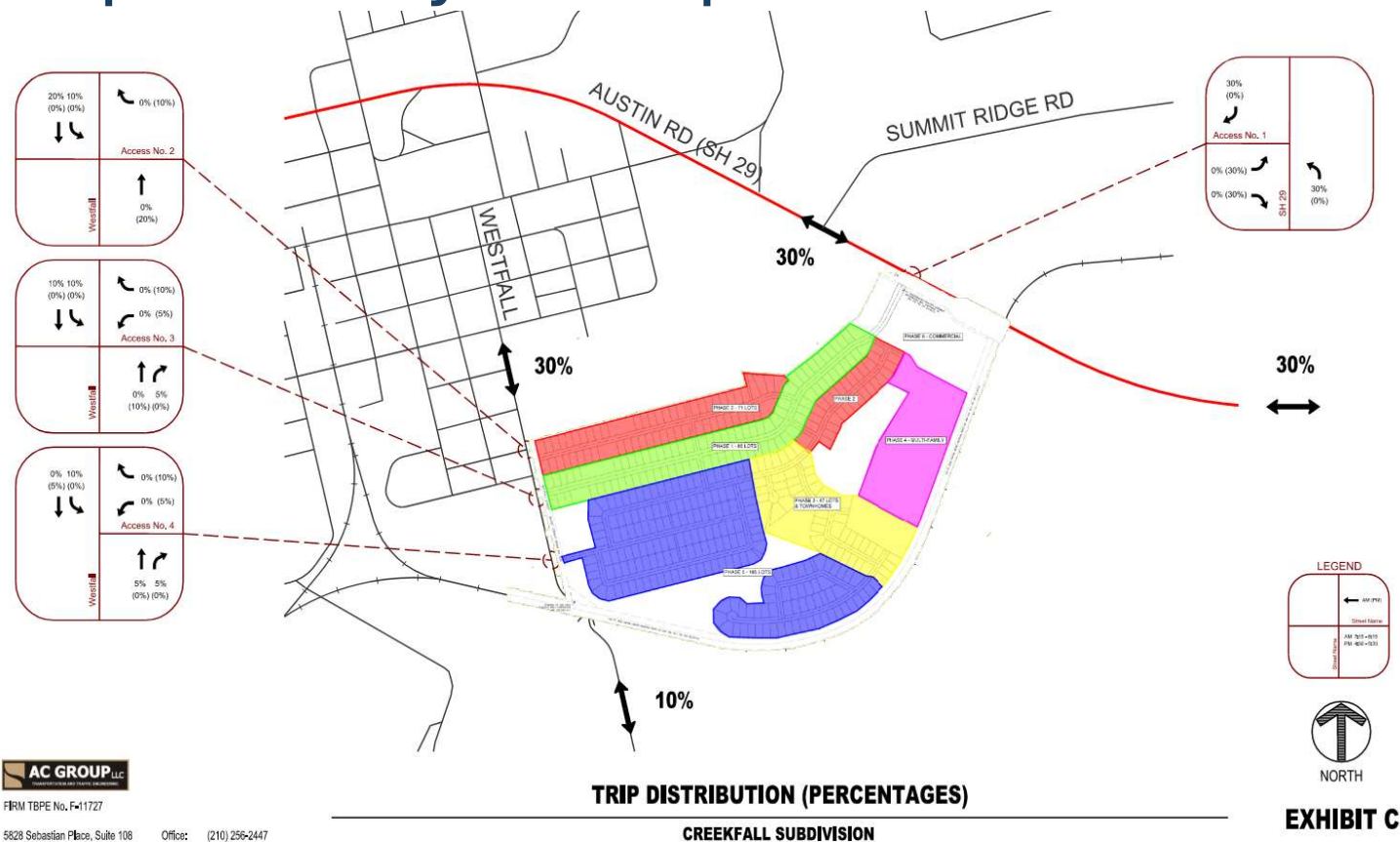


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



FIRM TBPE No. F-11727

5828 Sebastian Place, Suite 108
San Antonio, Texas 78250

Office: (210) 256-2447
Fax: (210) 406-0680



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

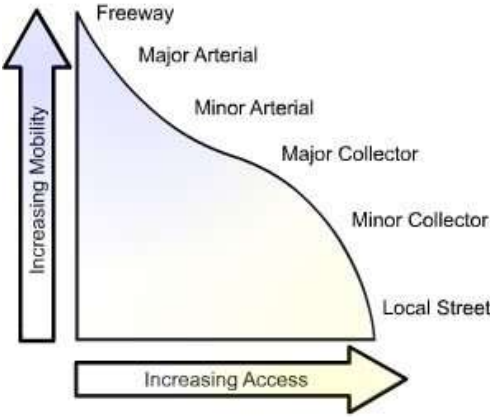


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

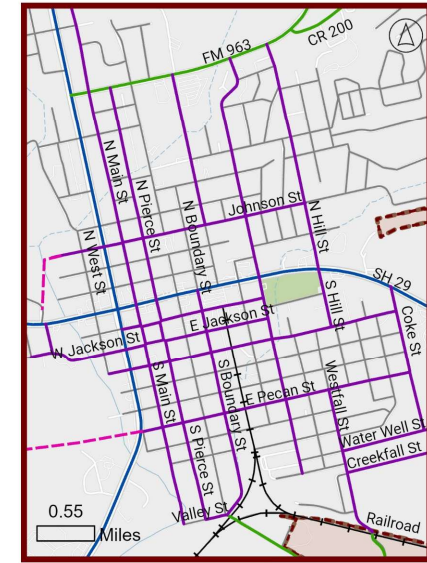
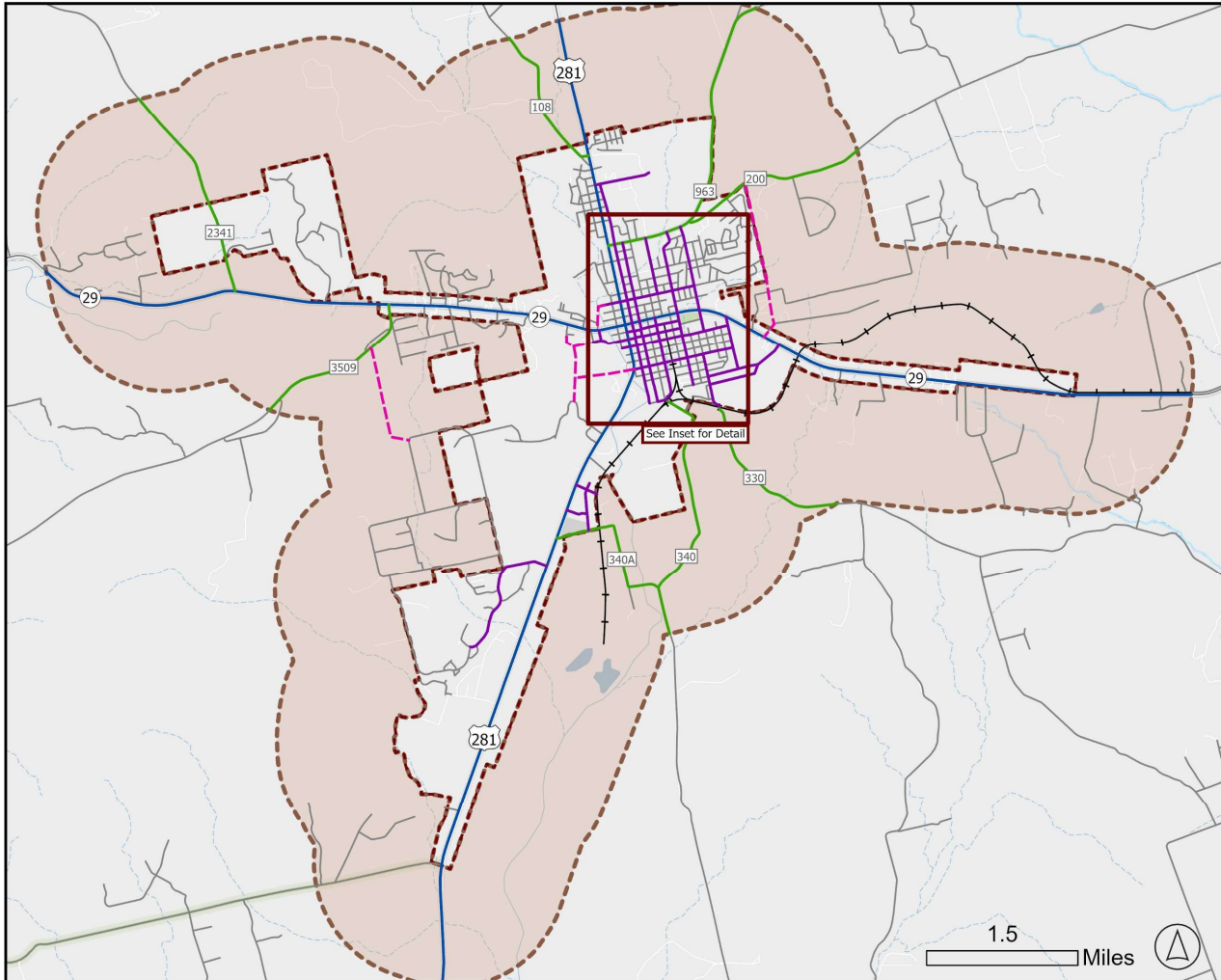
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

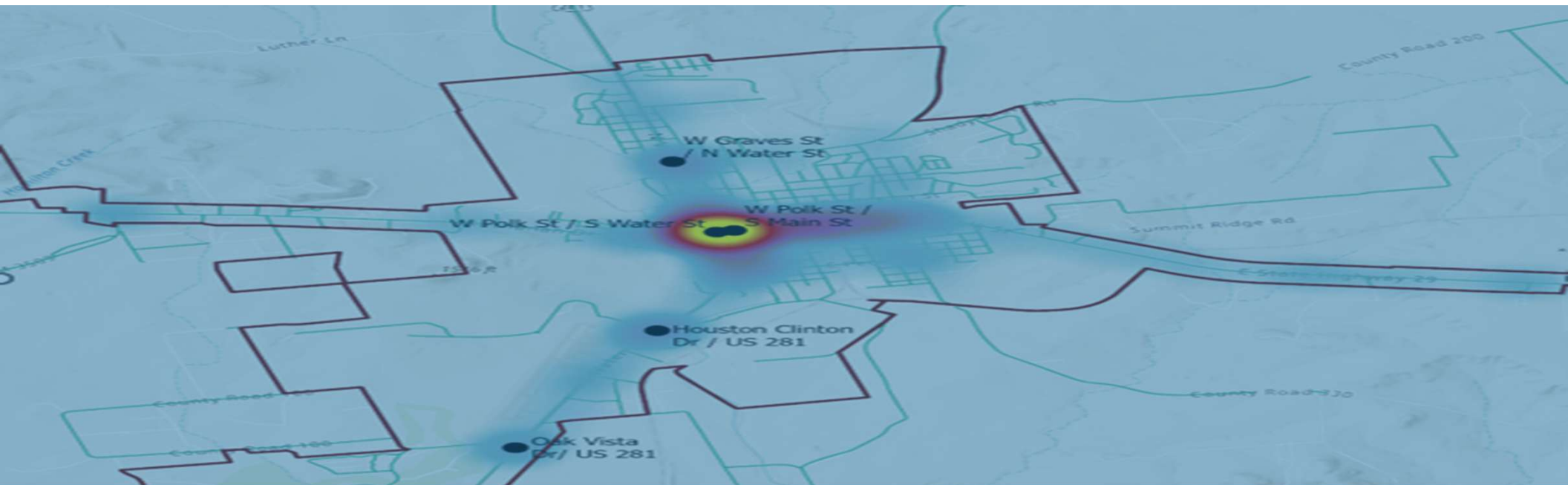
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

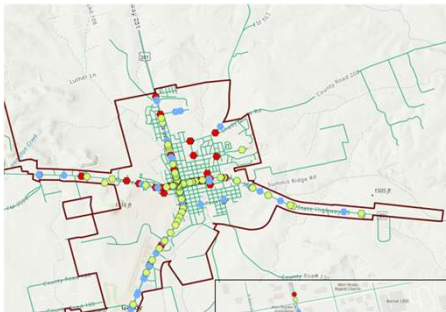
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



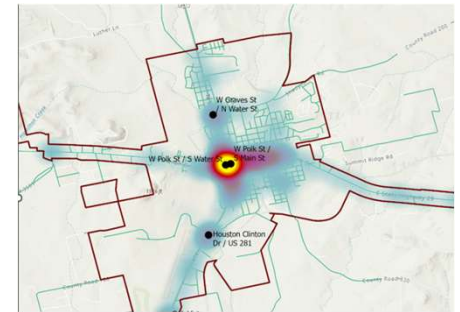
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



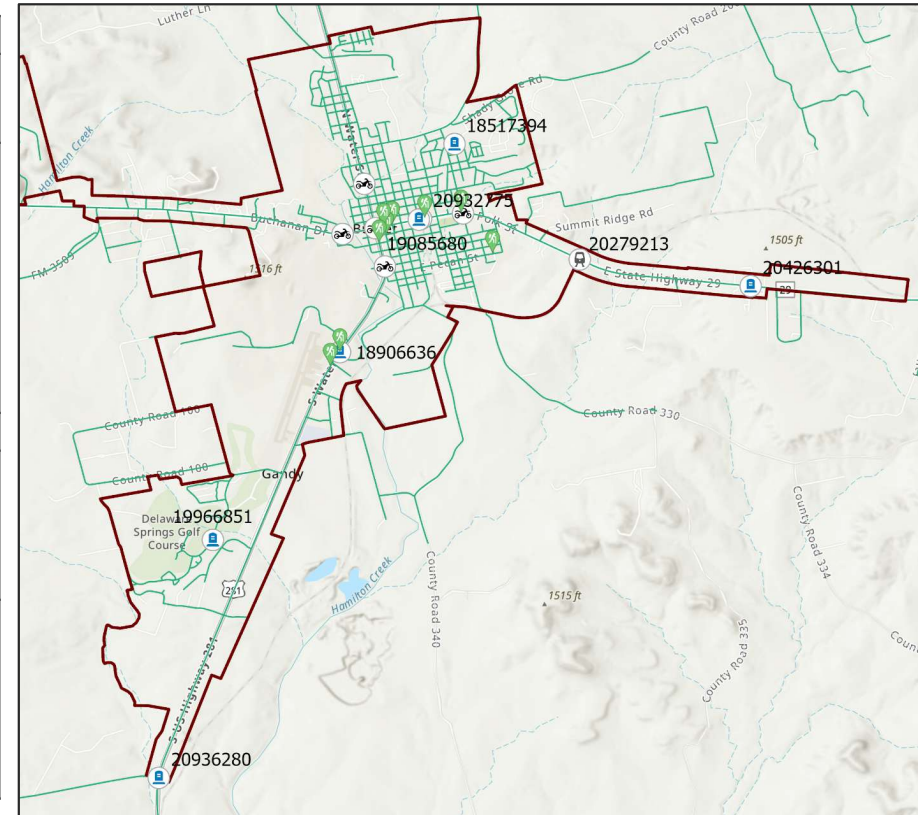
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation





Transportation Master Plan

Project Updates: Code Recommendations, Thoroughfare Plan, Safety
September 22, 2025



Overview

- Review Recommend Code Changes
 - Includes changes to Technical Construction Standards & Specifications
- Thoroughfare Plan Draft
 - Traffic Volumes (24-hour)
 - Potential Solutions Downtown Area
- High Crash Locations
 - Other Potential Safety Hazards



Code Recommendations

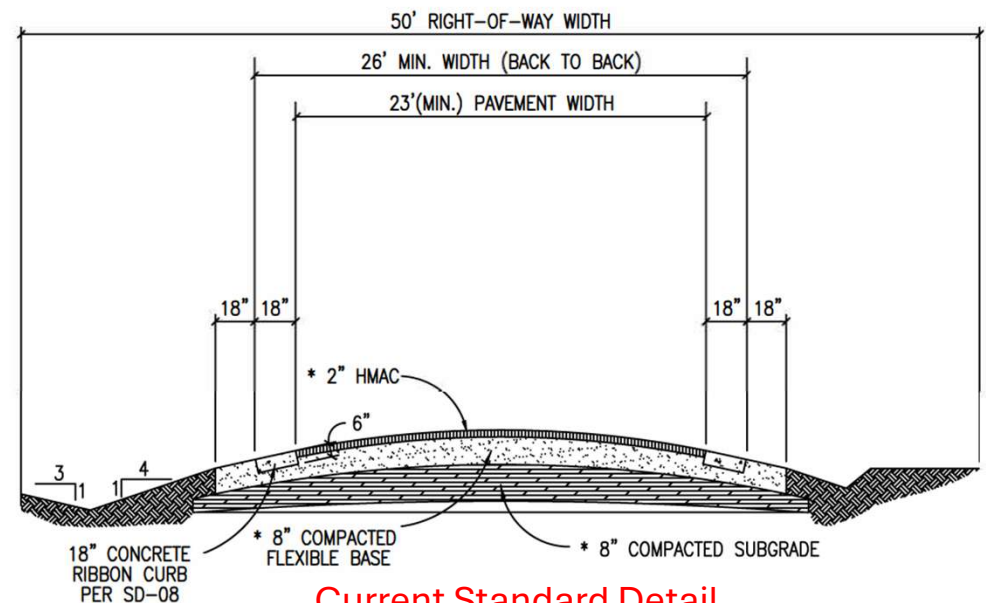
Improving Transportation Development Requirements



Changes to Street Requirements

Technical Construction Standard Specifications – Section 200 – Streets

- Minimum curb to curb width of 30 feet for all streets, Minimum ROW of 60 feet
- Standardize stand-up curb over ribbon curb (except large lot subdivisions)
- Increase right-of-way corner clips (for visibility and utilities at intersections)
- Require geotechnical recommendation for street pavement sections

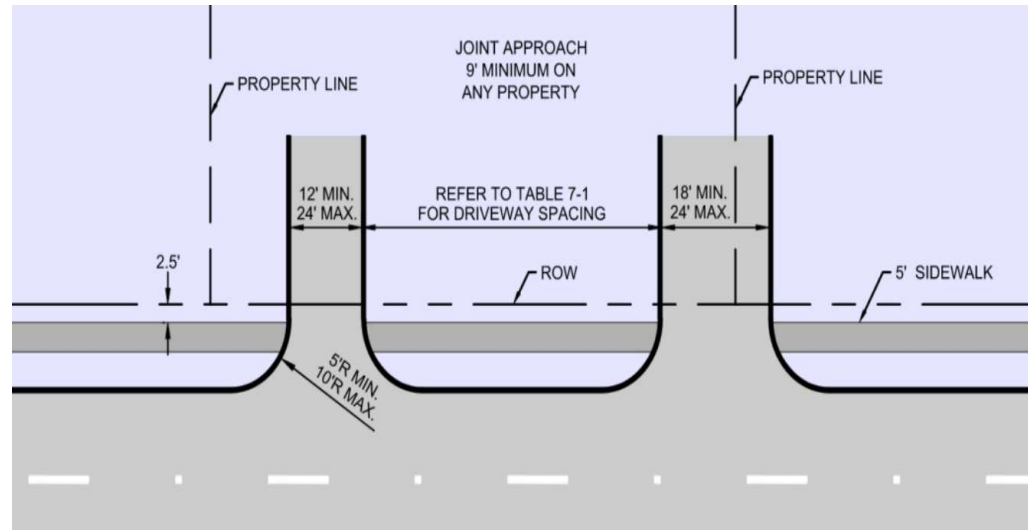


Current Standard Detail
for Local Streets



Add Driveway Requirements

- Currently no guidance on driveway spacing on commercial corridors
 - Minimum distance to intersection corner
 - Interconnectivity between lots (cross access) should be required
 - Required spacing from property line and/or if shared driveway on line
- Residential maximum 1 driveway
 - Exception for frontage > 200 feet
- Need guidance on timing of construction for driveways in tandem with sidewalks for subdivisions to meet ADA requirements

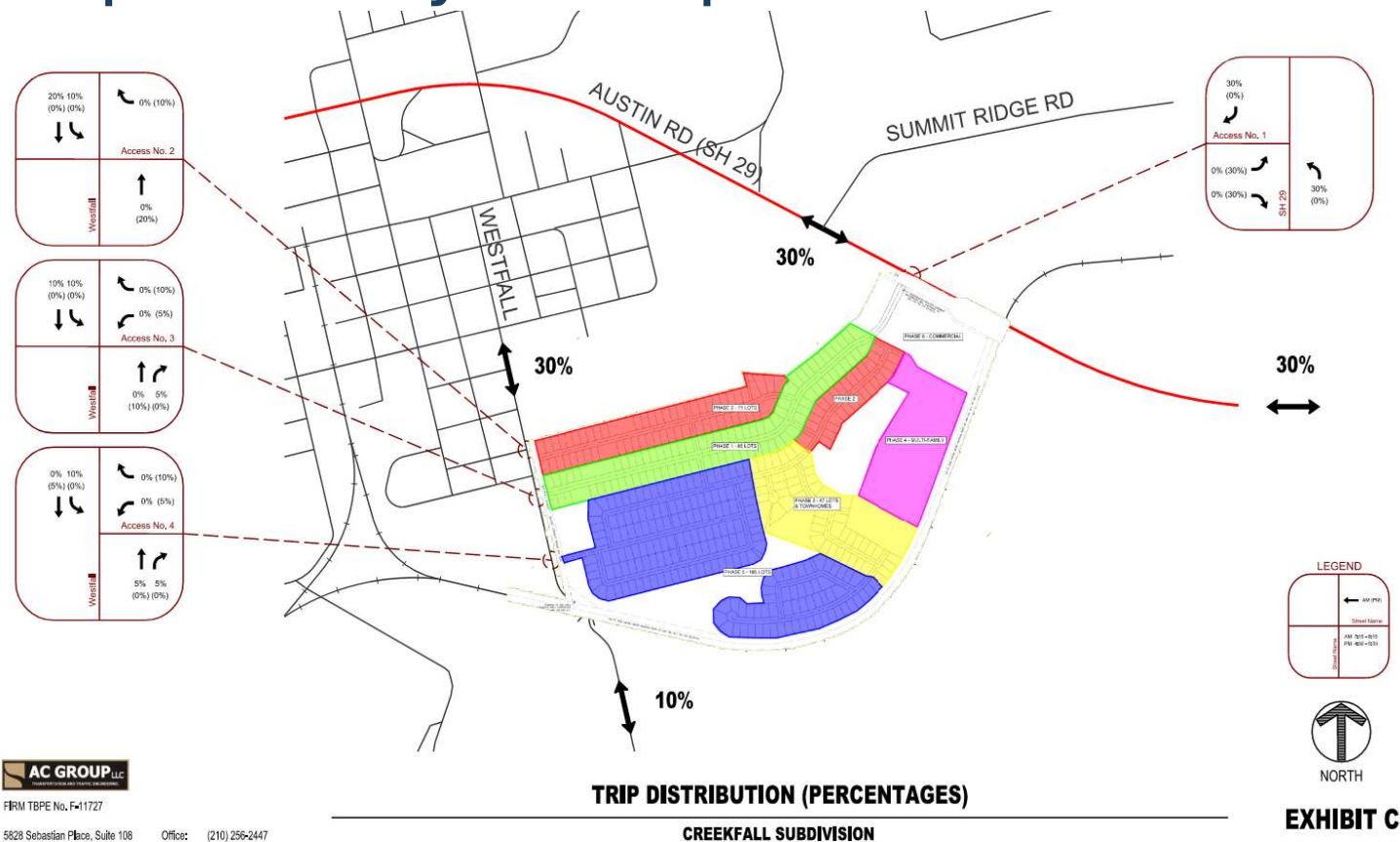


Source: City of Plano Street Design Standards



Establish Traffic Impact Analysis Requirement

- Currently no threshold for requiring a traffic impact analysis
- No real parameters on what needs to be analyzed
- No guidance on developer responsibility for improvements if not a local street



Add Collector Requirement for Subdivisions

- Currently not a threshold to require anything larger than a local street
 - Thoroughfare Plan / Traffic Impact Analysis requirement can help
 - Alternative is to require a street without houses fronting / driveways > ## Lots
- Important to have adequate capacity, emergency response, connectivity



Traditional
Grid
Design
(circa 1900)



Curvilinear Loop Designs &
Beginning of Cul-De-Sacs
(approx. 1930 – 1950)



Conventional
Cul-De-Sac
Design
(since 1950)



Traffic Observations & Thoroughfare Plan

Discuss Traffic Issues & Concept of a Thoroughfare Plan



City of Burnet - Traffic Counts and Volumes

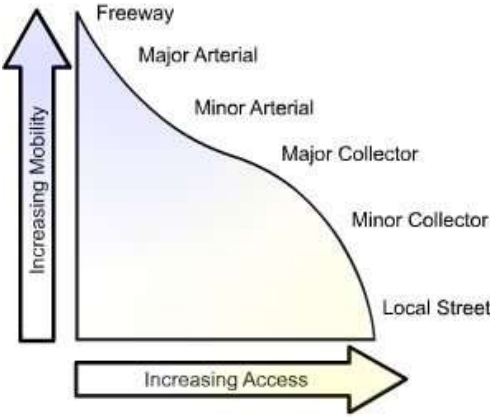


Street	NB/EB	SB/WB	Total Volume
E Pecan St	2,186	2,397	4,583
CR 330	833	865	1,698
S Main St	139	482	622
S Boundary St	944	631	1,605
N Wood St	445	475	920
N Rhomberg St	805	735	1,540
S Rhomberg St	1,057	968	2,025
Coke St	735	722	1,457
N West St	614	711	1,325
W Jackson St	554	264	830
N Hill St	2,273	2,307	4,580

Table. 24-hour Daily Traffic Volumes collected on August 27, 2025

- Legend**
- Burnet Traffic Counts (11)
 - City of Burnet Limits
 - City of Burnet ETJ

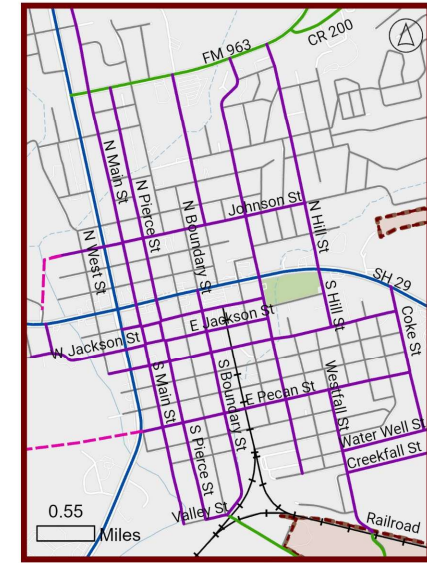
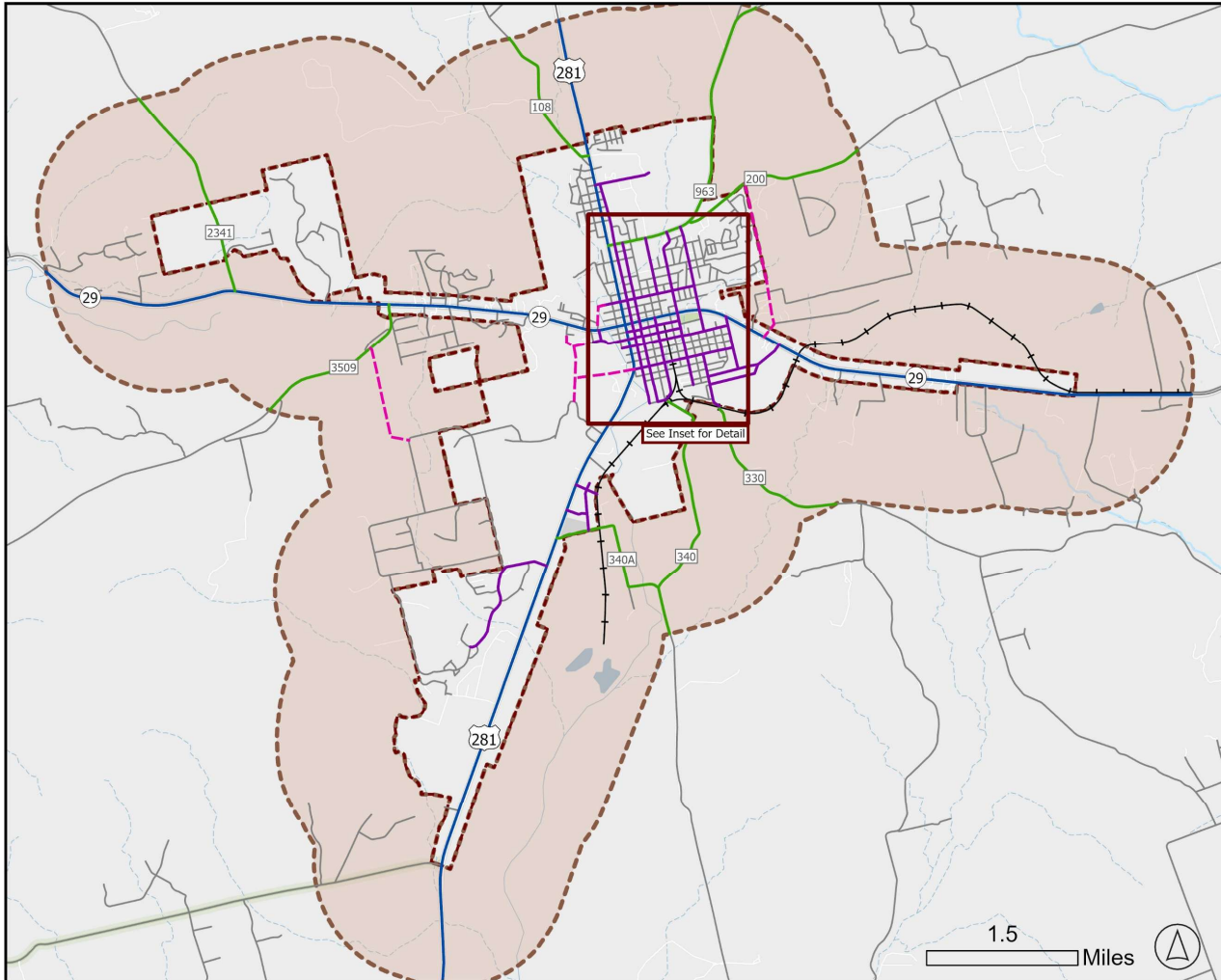
0.35 Miles



City of Burnet - DRAFT Thoroughfare Plan



JG1



Inset Map: Downtown Burnet

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Minor Roads
- Railroad
- Potential Connections
- - - City of Burnet Limits
- - - City of Burnet ETJ

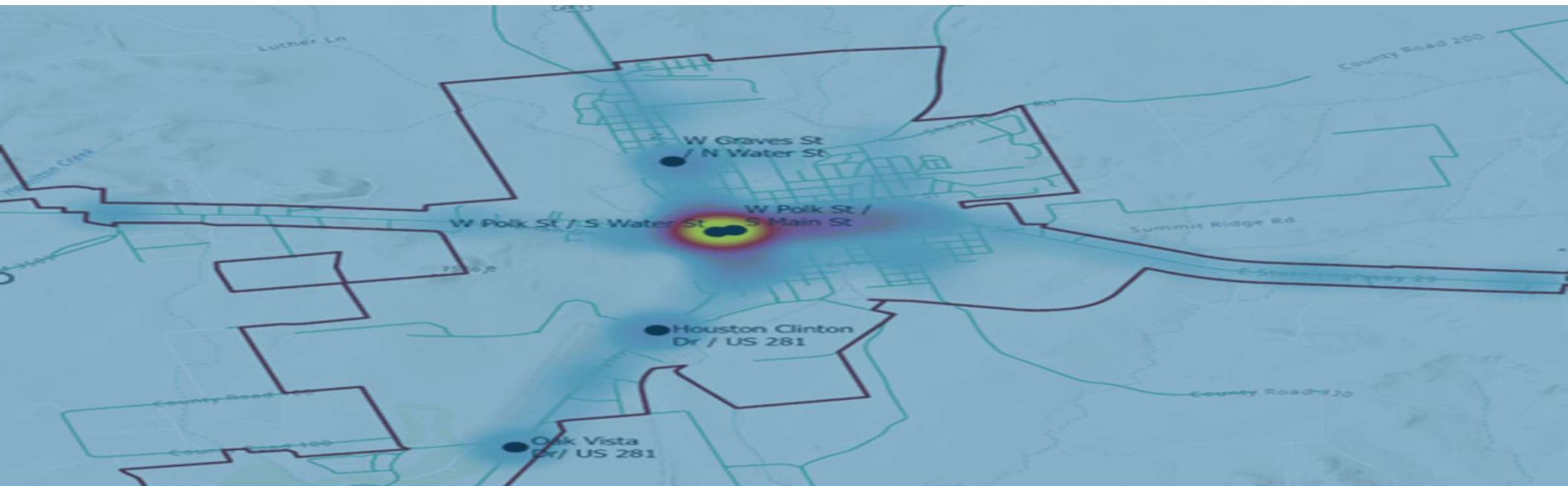
Data Source: TxDOT Roadways and City of Burnet

Slide 10

JG1

[@Priya Vaghani] can you export as JPG and replace this image?

Jake Gutekunst, 2025-09-19T15:13:07.668



Safety Observations

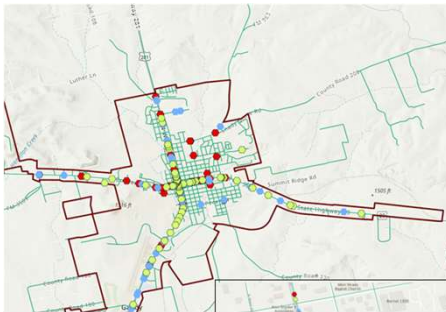
Review of High Crash Locations and Trends in Burnet



Primary Observations

TOTAL CRASHES

748 total crashes over the last 5 years



FATALITIES

Seven fatal crashes in Burnet since 2020.

In 2024, 0.7% of crashes in Texas were fatal.

Burnet averaged a 0.67% crash fatality rate, roughly equal to the state average.



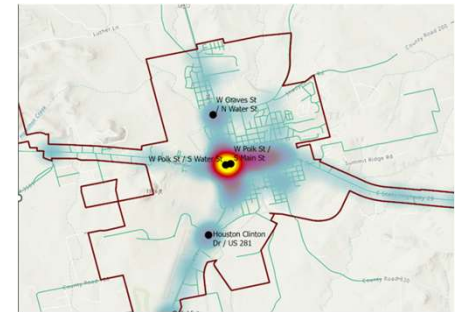
VULNERABLE USERS

The city has experienced ten pedestrian, five bicyclist, and one railroad crash over the analyzed time period



US-281 AND SH-29

US 281 and SH 29 demonstrate primary safety concerns. US 281 had hot spots at Graves (FM 963), SH 29, and Houston Clinton Drive. SH 29 had hot spots at US 281 and at Main St.



US 281 and SH 29

- The segments of US 281 and SH 29 within Burnet's urban core have a significantly higher than state average crash rates

Facility	Crash Rate	Average	Difference
US 281 – City Limits	168	181	93%
US 281 – Urban Core	487	181	268%
SH 29 – City Limits	176	215	82%
SH 29 – Urban Core	605	215	281%

- Most dangerous intersection in the city is US 281 / SH 29, where 73 crashes, or 9.8% of all crashes within Burnet occur
- 70% of pedestrian crashes, 100% of cyclist crashes, and 71% of fatal crashes occurred on either US 281 or SH 29



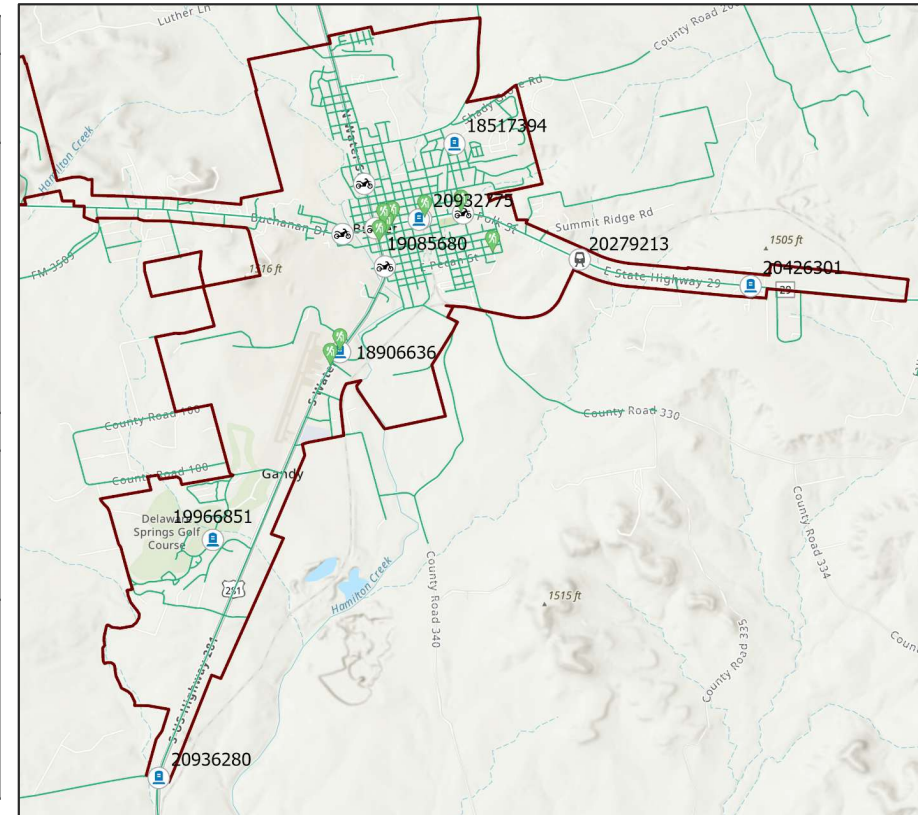
Cause of Accidents

- 18.7% of crashes (140) were collisions where both vehicles were going straight, the same direction, and collided at an angle
- 12.6% (94) involved a vehicle going straight that collides with a vehicle turning left
 - *Often correctible with turn restrictions or adding traffic controls for safety*
- 8.8% (66) crashes were read-end collisions



Fatality Analysis

Crash ID	20426301	18517394	20932775	19085680	18906636	19966851	20936280
Location	SH 29 NEAR BURNET HILLS DR	LEWIS DR NEAR HARVEY AVE	SH 29 NEAR HILL ST	SH 29 NEAR WOOD ST	US 281 NEAR INDUSTRIAL PARK RD	DELAWARE SPRINGS BLVD	US 281 AT PARK RD 4
Contributing Factors	FAILED TO CONTROL SPEED	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; SPEEDING - (OVERLIMIT)	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	FATIGUED OR ASLEEP; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	ILL	FAILED TO CONTROL SPEED; WRONG SIDE - NOT PASSING
Crash Year	2024	2021	2025	2022	2022	2024	2025
First Harmful Event	MOTOR VEHICLE IN TRANSPORT	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	PEDESTRIAN	FIXED OBJECT	MOTOR VEHICLE IN TRANSPORT
Manner of Collision	SAME DIRECTION - ONE STRAIGHT- ONE STOPPED	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - ONE STRAIGHT- ONE LEFT TURN	ANGLE - BOTH GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	ONE MOTOR VEHICLE - GOING STRAIGHT	OPPOSITE DIRECTION - BOTH GOING STRAIGHT



QUESTIONS?

CONNECTING CAPITAL TO COMMUNITIES SINCE 1980

We solve mobility and infrastructure challenges that impact communities.
TGC connects planning, engineering and policy expertise to deliver projects when local capital is scarce.



Jake Gutekunst, PE, AICP
Principal
The Goodman Corporation



Priya Vaghani
Associate
The Goodman Corporation



Noah Pope
Associate
The Goodman Corporation

