

2021 Thoroughfare Plan Update

October 18, 2022

Kimley»Horn



What a Thoroughfare Plan Is

- Right-of-way preservation document
- Required Network to support anticipated growth
- Guiding document for future project considerations

What a Thoroughfare Plan Is Not

- A Capital Improvement Program (CIP)
- A project to be implemented without future input
- Static – Evolves as needed

What has changed?

Removed:

Removed Rapp Road

Added:

No proposed changes

Current Utilization & neighboring cities

Eligible for regional sidewalk funding

Reduced:

Roanoke

Pearson

Bourland,

Mount Gilead – east of Bourland,

Keller Smithfield – north of 1709

Johnson

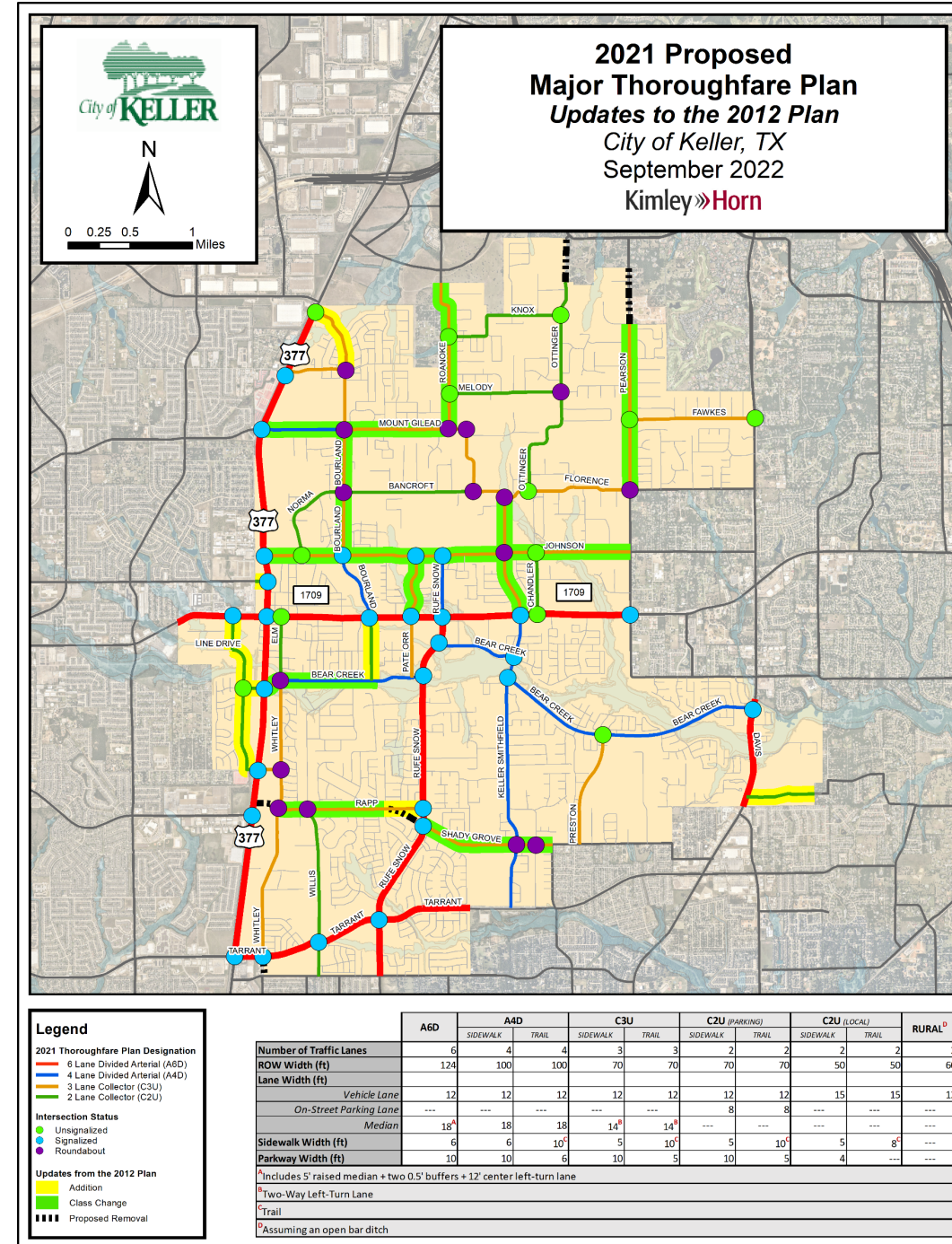
Rapp

Shady Grove

Widened:

Mount Gilead – west of Bourland

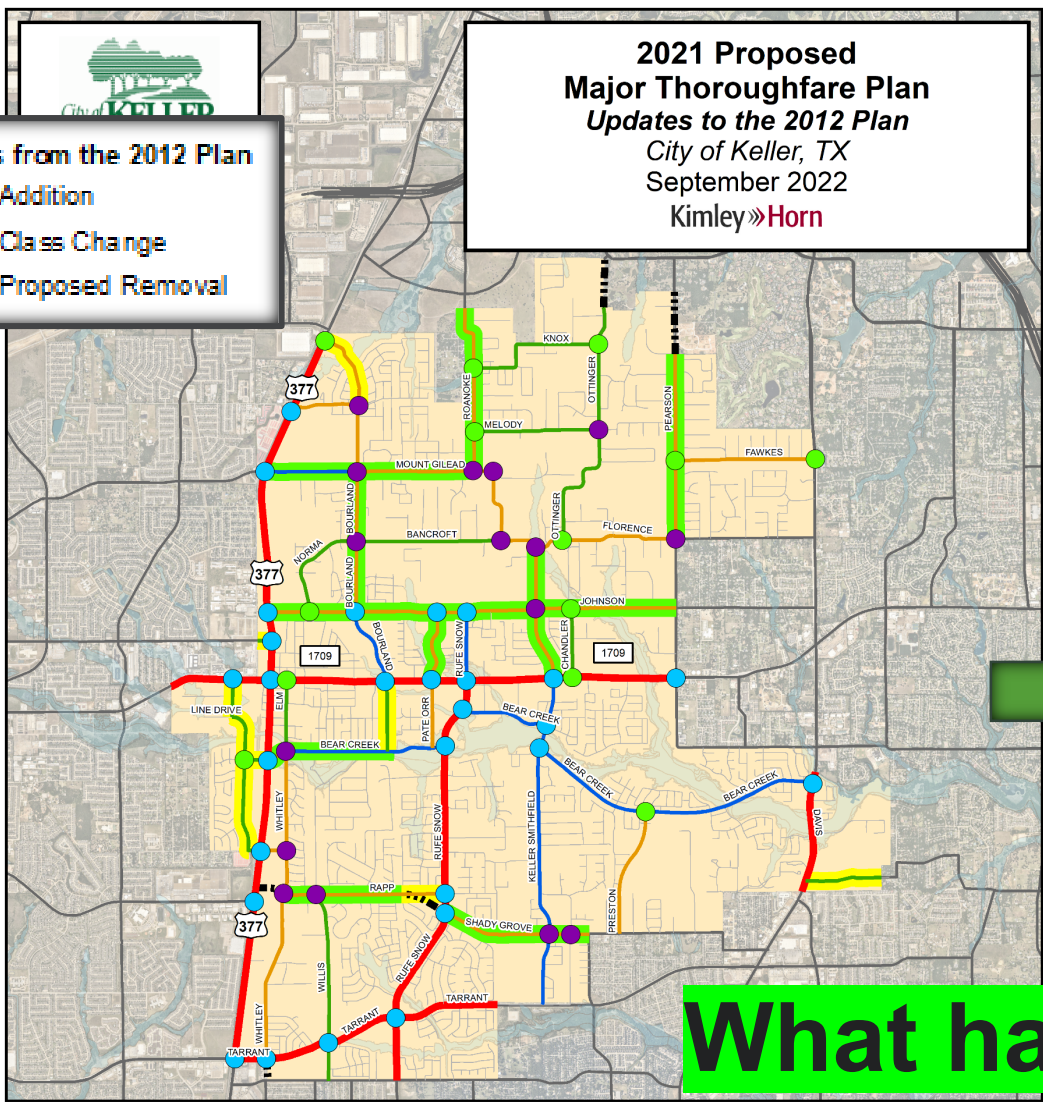
Bear Creek - east of Elm



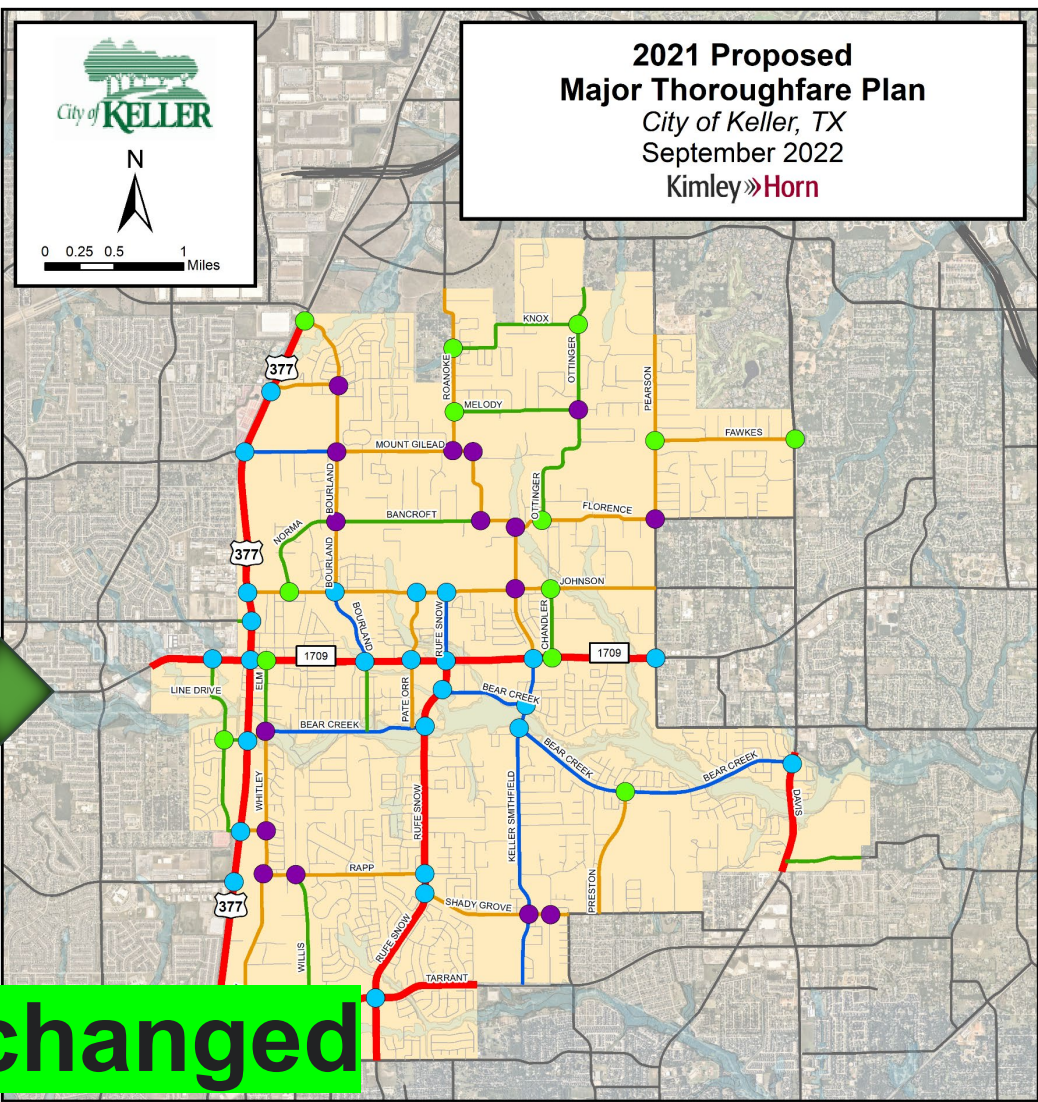
Updates from the 2012 Plan

- Addition
- Class Change
- ■ ■ Proposed Removal

2021 Proposed Major Thoroughfare Plan
Updates to the 2012 Plan
 City of Keller, TX
 September 2022
 Kimley»Horn



2021 Proposed Major Thoroughfare Plan
 City of Keller, TX
 September 2022
 Kimley»Horn



What has changed

Legend

2021 Thoroughfare Plan Designation

- 6 Lane Divided Arterial (A6D)
- 4 Lane Divided Arterial (A4D)
- 3 Lane Collector (C3U)
- 2 Lane Collector (C2U)

Intersection Status

- Unsignalized
- Signalized
- Roundabout

Updates from the 2012 Plan

- Addition
- Class Change
- ■ ■ Proposed Removal

	A6D	A4D		C3U		C2U (PARKING)		C2U (LOCAL)		RURAL ¹	
Number of Traffic Lanes	6	4	4	3	3	2	2	2	2	2	
ROW Width (ft)	124	100	100	70	70	70	70	50	50	60	
Lane Width (ft)											
Vehicle Lane	12	12	12	12	12	12	12	15	15	12	
On-Street Parking Lane	---	---	---	---	---	8	8	---	---	---	
Median	18 ^a	18	18	14 ^b	14 ^b	---	---	---	---	---	
Sidewalk Width (ft)	6	6	10 ^c	5	10 ^c	5	10 ^c	5	8 ^c	---	
Parkway Width (ft)	10	10	6	10	5	10	5	4	---	---	
^a Includes 5' raised median + two 0.5' buffers + 12' center left-turn lane											
^b Two-Way Left-Turn Lane											
^c Trail											
^d Assuming an open bar ditch											

Legend

2021 Thoroughfare Plan Designation

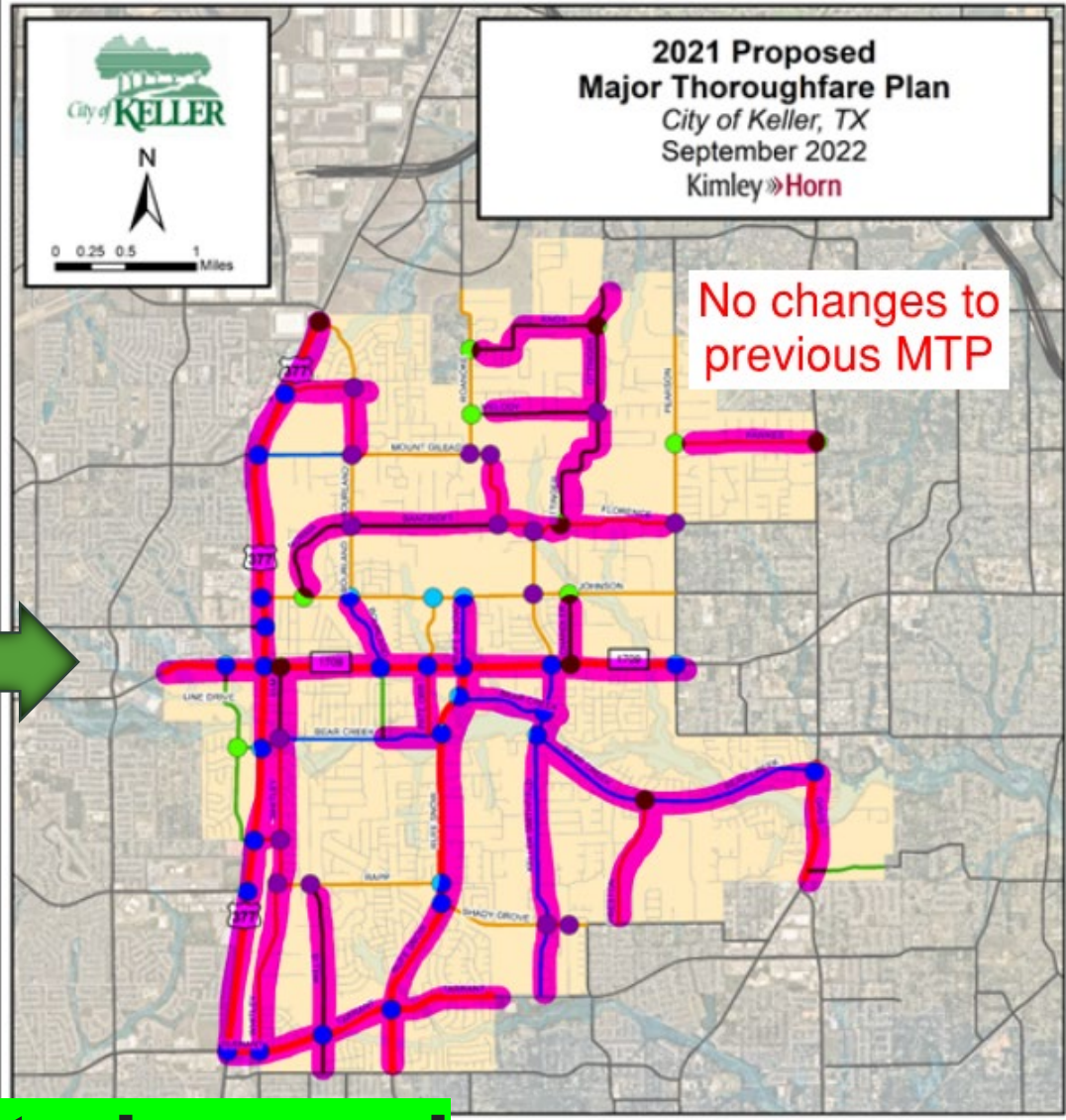
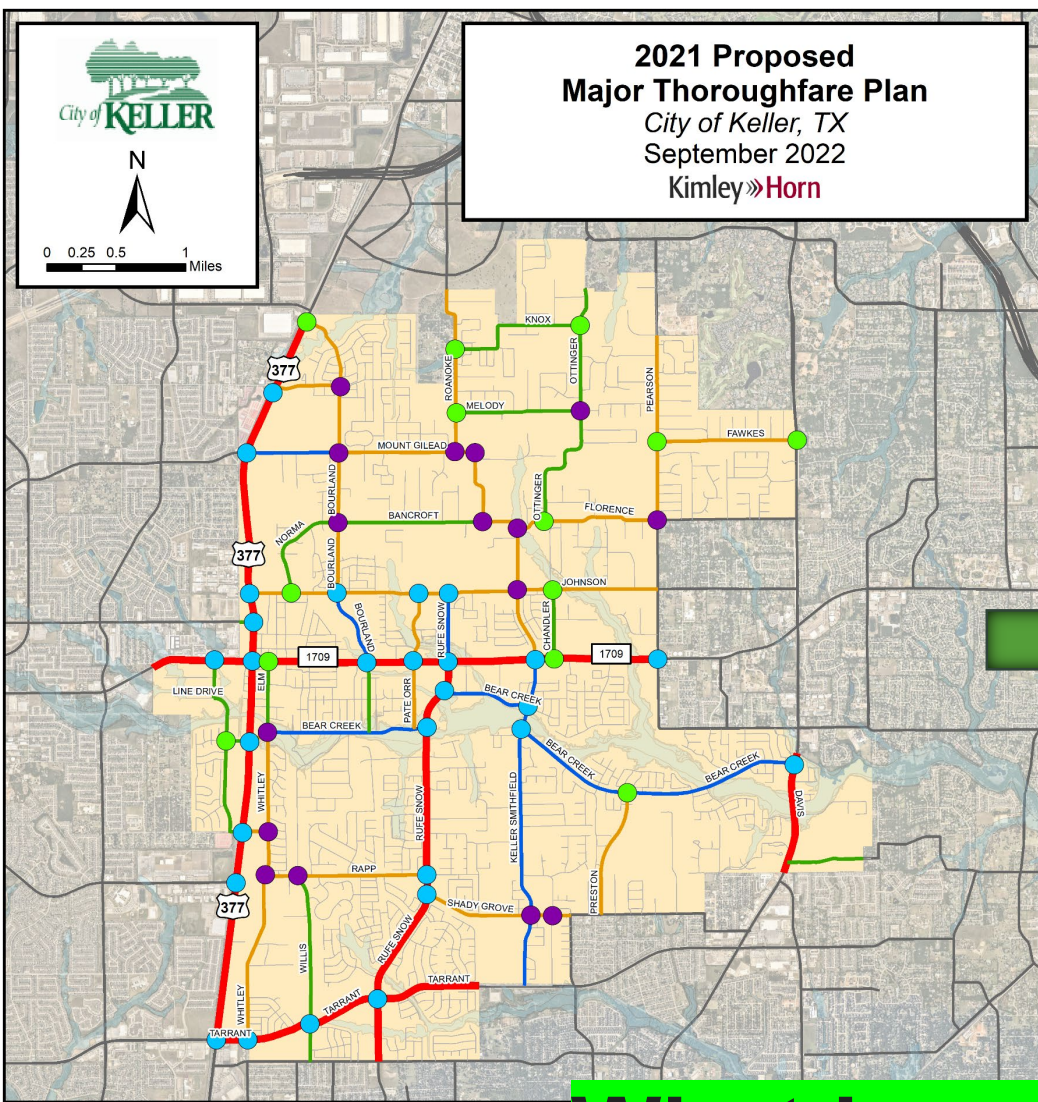
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Intersection Status

- Unsignalized
- Signalized
- Roundabout

— Adjacent City Thoroughfares

	A6D	A4D		C3U		C2U (PARKING)		C2U (LOCAL)		RURAL ¹	
Number of Traffic Lanes	6	4	4	3	3	2	2	2	2	2	
ROW Width (ft)	124	100	100	70	70	70	70	50	50	60	
Lane Width (ft)											
Vehicle Lane	12	12	12	12	12	12	12	15	15	12	
On-Street Parking Lane	---	---	---	---	---	8	8	---	---	---	
Median	18 ^a	18	18	14 ^b	14 ^b	---	---	---	---	---	
Sidewalk Width (ft)	6	6	10 ^c	5	10 ^c	5	10 ^c	5	8 ^c	---	
Parkway Width (ft)	10	10	6	10	5	10	5	4	---	---	
^a Includes 5' raised median + two 0.5' buffers + 12' center left-turn lane											
^b Two-Way Left-Turn Lane											
^c Trail											
^d Assuming an open bar ditch											



What has not changed

- Legend**
- 2021 Thoroughfare Plan Designation**
- 6 Lane Divided Arterial (A6D)
 - 4 Lane Divided Arterial (A4D)
 - 3 Lane Collector (C3U)
 - 2 Lane Collector (C2U)
 - Adjacent City Thoroughfares
- Intersection Status**
- Unsignalized
 - Signalized
 - Roundabout

	A6D	A4D	C3U	C2U	ADJACENT CITY THOROUGHFARES
Number of Traffic Lanes	6	4	3	2	
ROW Width (ft)	124	100	70	50	
Lane Width (ft)					
Vehicle Lane	12	12	12	12	12
On-Street Parking Lane	---	---	---	---	---
Median	18 ^a	18	14 ^b	14 ^b	---
Sidewalk Width (ft)	6	6	10 ^c	5	10 ^c
Parkway Width (ft)	10	10	6	10	5

^aIncludes 5' raised median + two 0.5' buffers + 12' center left-turn lane
^bTwo-Way Left-Turn Lane
^cTrail
^dAssuming an open bar ditch

- 2021 Thoroughfare Plan Designation**
- 6 Lane Divided Arterial (A6D)
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 - Adjacent City Thoroughfares
- Intersection Status**
- Unsignalized
 - Signalized
 - Roundabout

	A6D	A4D	C3U	C2U (preferred)	C2U (local)	RURAL ^d
Number of Traffic Lanes	6	4	3	2	2	2
ROW Width (ft)	124	100	70	70	50	60
Lane Width (ft)						
Vehicle Lane	12	12	12	12	12	12
On-Street Parking Lane	---	---	---	---	---	---
Median	18 ^a	18	14 ^b	14 ^b	---	---
Sidewalk Width (ft)	6	6	10 ^c	5	10 ^c	8 ^e
Parkway Width (ft)	10	10	6	10	5	4

^aIncludes 5' raised median + two 0.5' buffers + 12' center left-turn lane
^bTwo-Way Left-Turn Lane
^cTrail
^dAssuming an open bar ditch
^eAssuming an open bar ditch



Comments

- 319 Total Comments
- 309 on Throughfare Plan
- 263 Do not widen
- 8 on Impact Fees
 - 5 No more taxes
 - 2 Do it
 - 1 Delay or Phase In
- 36 other comments or suggestion
 - 27 Want Sidewalks

Do not widen the street – 263

- Keller Smithfield – 131
 - Remains unchanged
 - Does NOT need improvements
- Marshall Ridge – 57
 - No widening is planned
- Bear Creek Parkway – 13
 - Functional Continuity
- Rufe Snow – 4
 - Right-of-way is already there
 - Wide Median

Action Needed

- Consider adoption of the Major Thoroughfare Plan.
 - Changes may require adjustments to proposed Impact Fees.

2021 Impact Fee Update

October 18, 2022

Kimley»Horn



Fee Scenarios - Existing

Impact Fee	Maximum Assessment per Service Unit	Actual Assessment / Service Unit	Percentage of Maximum Assessment Rate
Water	\$2,918.00	\$979.10	33.6%
Wastewater	\$1,835.00	\$918.00	50.0%
		Res / Non-Res / Retail	Res / Non-Res / Retail
Roadway: North	\$3,082.00	\$1,052.35/\$626.18/\$263.09	34.2%/20.3%/8.5%
Roadway: South	\$1,720.00	\$860.00/\$626.18/\$263.09	50%/36.4%/15.3%

Fee Scenarios – CIAC Recommendation

Impact Fee	Maximum Assessment per Service Unit	Actual Assessment / Service Unit	Percentage of Maximum Assessment Rate
Water	\$6,539.00	\$6,539.00	100%
Wastewater	\$2,764.00	\$2,764.00	100%
Roadway: North	\$1,748.00	\$1,748.00	100%
Roadway: South	\$1,998.00	\$1,998.00	100%

CIAC Recommended



Fee Scenarios – Council Discussion

Impact Fee	Maximum Assessment per Service Unit	Actual Assessment / Service Unit	Percentage of Maximum Assessment Rate
Water	\$6,539.00	\$3,269.50	50%
Wastewater	\$2,764.00	\$1,382.00	50%
Roadway: North	\$1,748.00	\$874.00	50%
Roadway: South	\$1,998.00	\$999.00	50%

Action Needed

- Consider adoption of proposed Impact Fees.



Questions

Alonzo Linan, Director of Public Works

Jeff Whitacre, Kimley-Horn

John Atkins, Kimley-Horn

April Escamilla, Kimley-Horn

John Green Kimley-Horn