

# Mayor and Council Communication

**DATE:** 08/26/25

**M&C FILE NUMBER:** M&C 25-0784

**LOG NAME:** 20CITYWIDE MASTER THOROUGHFARE PLAN AMENDMENT

**SUBJECT**

(ALL) Adopt Amendment to the Master Thoroughfare Plan to Add New Roadways, and Revise Cross Sections of Existing Roadways

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**RECOMMENDATION:**

It is recommended that the City Council adopt the proposed amendment to the Master Thoroughfare Plan to add new roadways and change cross sections of existing roadways.

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**DISCUSSION:**

The purpose of this Mayor and Council Communication is to approve an amendment to the Master Thoroughfare Plan (MTP) to add various new roadways and change the cross sections of various existing roadways. To relieve congestion and increase safety, connectivity, and travel choices, various roadways were identified that should be added to the City's MTP, and changes to cross sections of existing roadways in the MTP are recommended. The MTP was last updated on November 10, 2020. Since then, the City has increased its regional coordination with local, state, and federal partners. The amendment is broken down into three categories: New Roadways, Existing Roadways, and Texas Department of Transportation (TxDOT) Roadways. Inclusion of a facility in the Master Thoroughfare Network does not allocate funding for a corridor, but allows the City to collect impact fees for eligible improvements and better leverage potential federal transportation funds.

**New Roadways**

"New Roadways" refers to roads that are being planned but are not yet constructed. The new roadways recommended to be added to the MTP were identified for their regional traffic impacts. The addition of these new roadways will bridge gaps that have existed for decades. The additions were also selected to serve as backage roads for upcoming interstate highway construction projects. Many of the projects were modeled to confirm their impact on the overall transportation system. All projects were coordinated with adjacent cities and complemented their Master Thoroughfare Plans.

**Existing Roadways**

"Existing Roadways" includes roads that are constructed but were identified as part of a transportation study (Eastside Transportation Plan, East Berry Street Corridor Plan, Moving a Million Master Transportation Plan) as a road that would benefit from safety and/or operational improvements. Some existing roads were also identified as part of the public engagement portion of the Master Transportation Plan. These roadways and corridor updates will provide increased pedestrian and vehicular safety and provide relief to adjacent arterials.

**TxDOT Roadways**

"TxDOT Roadways" refers to roads controlled by the Texas Department of Transportation (TxDOT). In reviewing the Master Thoroughfare Plan it became apparent that certain TxDOT roadways were on the MTP while others were not. Some of the roadways not listed on the MTP are being designed by TxDOT for future improvement and widening. This update will allow Development Services Staff to inform the development community of TxDOT requirements for right-of-way needs for future construction projects, since the City does not have the authority to enforce TxDOT requirements. The new typical cross-sections (MTP Proposed) listed in the attached chart were provided by TxDOT and are based on projects in planning, design, or construction. They show the total right-of-way width only and do not include sidewalks, bike lanes, etc.

**Amendment Contents**

The Master Thoroughfare Plan amendments include context-sensitive cross sections to improve the safety and operations of the corridor. For example, the proposed cross-section along East Berry Street in front of Renaissance Square includes a continuous center left turn lane to increase access to the adjacent retail stores; however, the section near Cobb Park is highly recommended for a roundabout to account for the odd geometries of the intersection.

This amendment will serve as a minor update ahead of the creation of the Master Transportation Plan, which will introduce a new roadway classification system and multi-modal cross sections.

Property owners within 300 feet of the proposed updates were notified via mail, and the neighborhood associations were notified via email. The notice is also posted on the Development Services Department's website, and many of the proposed alignments were displayed at various public meetings associated with the applicable corridor study before adoption into the comprehensive plan.

The project is located in ALL COUNCIL DISTRICTS.

A Form 1295 is not required because: This M&C does not request approval of a contract with a business entity.

**FISCAL INFORMATION / CERTIFICATION:**

The Director of Finance certifies that approval of this recommendation will have no material effect on City Funds.

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