JOHNSON COUNTY
COMMISSIONERS COURT

Christopher Boedeker County Judge	Rick Bailey Commissioner Precinct 1	Kenny Howell Commissioner Precinct 2	Mike White Commissioner Precinct 3	Larry Woolley Commissioner Precinct 4

THE STATE OF TEXAS	§	
	§	**ORDER 2025-17**
COUNTY OF JOHNSON	§	

ORDER ADOPTING JOHNSON COUNTY MAJOR THOROUGHFARE PLAN

WHEREAS, Texas Local Government Code Section 232.102 allows a County to adopt a Major Thoroughfare Plan by Order; and

WHEREAS, notice of this Order was published in a newspaper of general circulation prior to the date of the meeting at which this Order was adopted; and

WHEREAS, a County may set forth Right-of-Way Requirements requiring up to 120' of designated Right-of-Way on a road identified in the Major Thoroughfare Plan; and

WHEREAS, Johnson County has engaged the services of a professional engineering firm, conducted public meetings and public hearings, and coordinated with the Texas Department of Transportation and the North Central Texas Council of Governments in creating a Major Thoroughfare Plan that addresses the transportation needs of the County in the future; and

WHEREAS, Johnson County coordinated with local stakeholders, including transportation engineers; local builders, developers, and businesses; elected officials; and governmental representatives from surrounding cities, counties, and other governmental entities to create the Major Thoroughfare Plan; and

WHEREAS, in order to plan for future growth, the Commissioners Court of Johnson County wishes to adopt its Major Thoroughfare Plan and to enforce the Right-of-Way requirements contained therein.

NOW THEREFORE BE IT ORDERED:

The Commissioners Court of Johnson County, Texas hereby enters this Order **ADOPTING** the attached Major Thoroughfare Plan and ordering the enforcement of this plan against all future plats and other subdivisions subject to the Johnson County Subdivision Rules and Regulations.

WITNESS OUR HAND THIS, THE 24TH DAY OF MARCH 2025.

Christopher Boedeker, Johnson County Judge
Voted: ✓ yes, ___ no, ___ abstained

Rick Bailey, Comm. Pct. 1
Voted: ✓ yes, ___ no, ___ abstained

Kenny Howell, Comm. Pct. 2
Voted: ✓ yes, ___ no, ___ abstained

Mike White, Comm. Pct. 3
Voted: ✓ yes, ___ no, ___ abstained

Larry Woolley, Comm. Pct. 4
Voted: ✓ yes, ___ no, ___ abstained

ATTEST: April Long, County Clerk

COMMISSIONERS COURT JOHNSON COUNTY, TEXAS

Johnson County Major Thoroughfare Plan

Final Draft

Prepared By

FREESE AND NICHOLS

Acknowledgments

Johnson County Commissioners Court

Christopher Boedeker | County Judge

Rick Bailey | Precinct 1

Kenny Howell | Precinct 2

Mike White | Precinct 3

Larry Woolley | Precinct 4

Project Steering Committee

Ana Patterson | President of the Southwestern Adventist University

Tom Foster | Director of Johnson County Emergency Services District

Dan McClendon | Council Member of the City of Burleson/Owner of McClendon Construction

Cory Murray | Vice-President of Johnson County Builders Association/Owner of Sharp Image Homes

Mike Peacock | City Manager of City of Joshua

Justin French | Community Development Director of the City of Alvarado

Jeremy Hutt | Director of City of Cleburne Public Works

David Boski | Assistant Director of City of Grand Prairie Transportation and Mobility

Tara Roden | Owner of Roden Real Estate Group

Alex Phillips | Director of City of Burleson Economic Development

Ex-Officio Members

Daniel Poole | TxDOT District Engineer

Victoria Johnson | NCTCOG Secretary Treasurer

Victor Vandergriff | Executive Director of TRTC

Johnson County Staff

Jennifer VanderLaan, CFM | Director of Public Works

Colt Friedrich, PE | County Engineer

Freese and Nichols, Inc.

Stanford Lynch, PE | Associate/Account Director

Edmund Haas, AICP | Vice-President/ Transportation Planning Manager

Kevin St. Jacques, PE, PTOE, PTP, CNU-A, RSP1 | Senior Transportation Engineer

Brian Crooks, AICP | Project Manager/ Transportation Planner

Daniela Kosnacova, AICP Candidate | Transportation Planner

David Jones, AICP, MPA | Urban Planner

Cambridge Systematics, Inc.

Zeina Wafa | Travel Demand Modeler Team Lead

Haiyun Lin, PhD. | Travel Demand Modeler

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Executive Summary

Plan Overview

The 2025 Johnson County Major Thoroughfare Plan (MTP) establishes a strategic framework to address the County's current and anticipated transportation needs. This comprehensive plan integrates existing municipal initiatives, incorporates public and stakeholder input, and outlines infrastructure improvements designed to enhance safety, mobility, and economic development.

Public Involvement

Public involvement played a pivotal role in the development of the MTP, ensuring the plan reflects the community's needs and aspirations. The County conducted extensive outreach efforts and received feedback from residents, community leaders and city officials through public meetings, stakeholder workshops, and an online survey featuring an interactive map.

The gathered input provided perspective on frequently highlighted transportation issues, guided network development, and helped formulate project corridors and plan recommendations.

By incorporating this inclusive approach with key stakeholders, County staff, and the public throughout the planning process, the plan recommendations reflect the community's vision while fostering a sense of shared ownership and accountability in its implementation.

Issues and Needs

Johnson County has experienced a significant transformation in recent years, driven by a rapid population increase and the growing demand for transportation infrastructure. Between 2010 and 2020, the County's population surged by almost 20%, from 150,934 to 179,927. Current projections suggest continued growth, with a population nearing 320,000 by 2036 and 450,000 by 2045.

This explosive growth has brought new opportunities but also intensified pressure on the County's transportation network, showing the need for strategic transportation planning. The analysis of existing conditions and public input revealed the following transportation issues and needs:

Congestion: Increasing traffic volumes on critical corridors, including I-35W, US 67, SH 174, SH 171 and FM 917, are causing longer commute times and diminished reliability.

Safety: High crash rates at intersections and along rural roadways highlight the need for targeted safety improvements.

Connectivity: Gaps in east-west and north-south roadways limit access to jobs, schools, and other essential services.

Multimodal Options: The County's growing population necessitates the consideration of alternative transportation modes, including transit services.

Freight Movement: Growth in industrial activity and truck movement through residential areas exacerbates traffic and safety concerns, highlighting the need for additional freight corridors.

Priority Projects

Short-Term (within 10 Years)

Short-term projects combine existing municipal projects, Johnson County Bond Program projects and TxDOT planned projects with several proposed projects from the MTP.

Proposed projects focus on improving traffic flow in northeastern areas of the County, including developing a new east-west connection parallel to US 67 via FM 917. This improvement includes upgrading the at-grade rail crossing in Egan with a full grade separation. An additional arterial roadway connection southwest of Cleburne is proposed to support ongoing development.

Medium-Term (10-20 Years)

Medium-term projects utilize existing right-of-way in the northwest portion of the County to improve the arterial network and connectivity in and around the City of Godley and from Cleburne northwest to the county line. Proposed projects also include additional east-west corridors parallel to US 67 to relieve traffic congestion along the highway, while a southern corridor in south Burleson would provide a new east-west connection between IH-35 and SH 174.

Long-Term (20+ Years)

Long-term projects include arterial improvements that reinforce earlier investments and complete county-wide arterial roadway connections. This includes completion of the corridor network in northwestern Johnson County with the Cresson and FM 1227 connectors, the inner loop southwest of Cleburne and the final east-west corridor - the Grandview connector between Rio Vista and Grandview.

Policy Recommendations

Right-of-Way Preservation: Regularly update the MTP to ensure right-of-way requirements align with growth projections.

Uniform Safety Standards: Develop consistent roadway design guidelines to improve safety across rural and urban areas.

Collaborative Partnerships: Strengthen coordination with local, state, and federal agencies to streamline funding and implementation processes.

Land Use Integration: Align transportation investments with zoning and land use policies to optimize economic and community benefits, with special emphasis on safety. Consider complementary transit services where warranted.

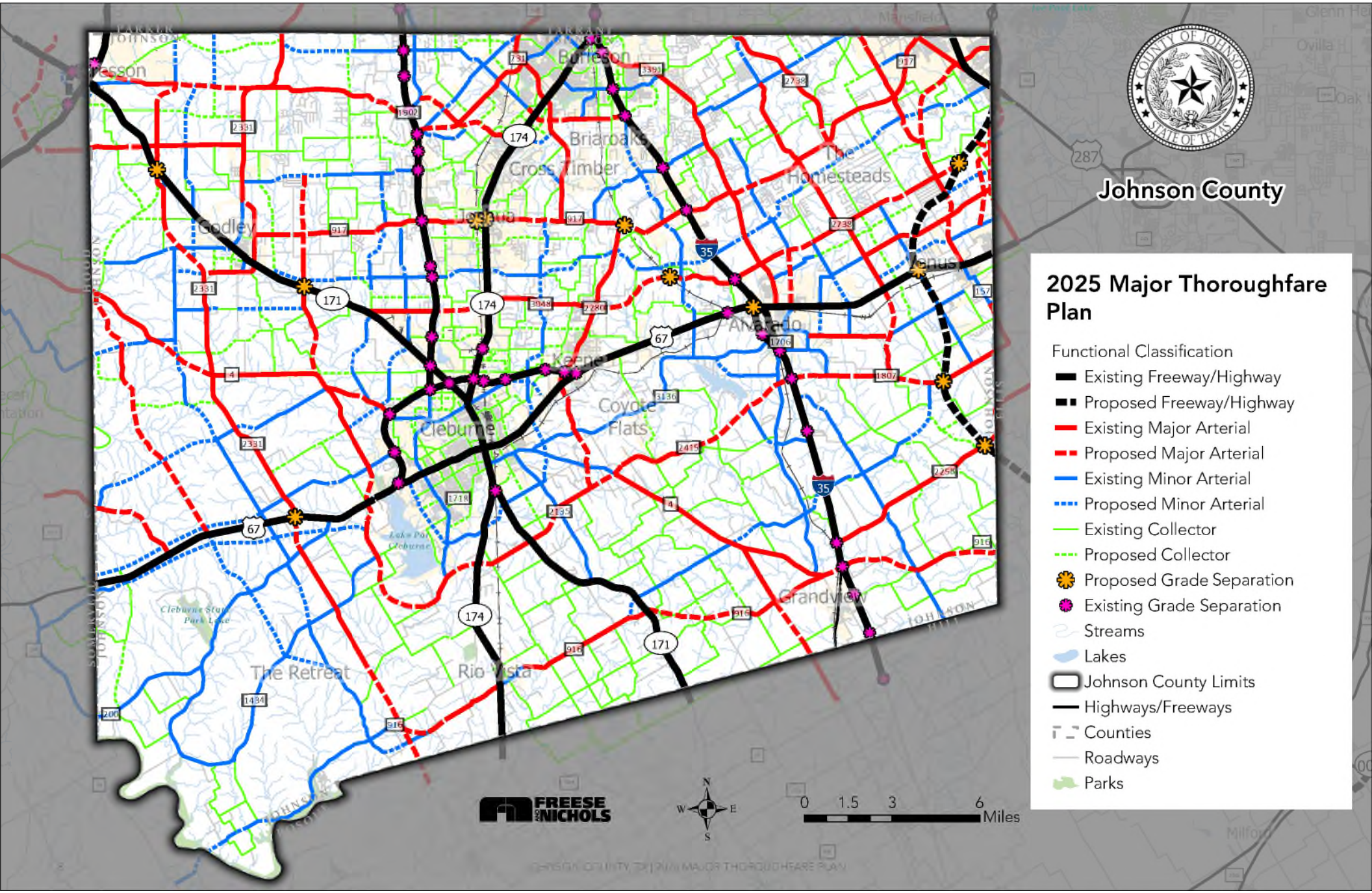
Public Transparency and Engagement: Provide accessible project dashboards and maintain regular communication with residents to ensure transparency and accountability with investment decisions and project implementation.

Funding Strategies

- Leverage regional, state, and federal grants to support multimodal transportation projects through coordinated and collaborative efforts
- Establish public-private partnerships to facilitate critical infrastructure development
- Continue to utilize bond programs to fund large-scale improvements and infrastructure expansion

Implementation Framework

The MTP emphasizes coordinated action between public and private stakeholders, phased investment strategies, and advanced modeling tools to prioritize and adapt projects effectively. These measures ensure that the County's thoroughfare supports sustainable growth and economic resilience.


Johnson County
2025 Major Thoroughfare Plan
Functional Classification
Existing Freeway/Highway
Proposed Freeway/Highway
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Proposed Major Arterial
Existing Minor Arterial
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Joshua
Cross Timber
Briaroaks
Burleson
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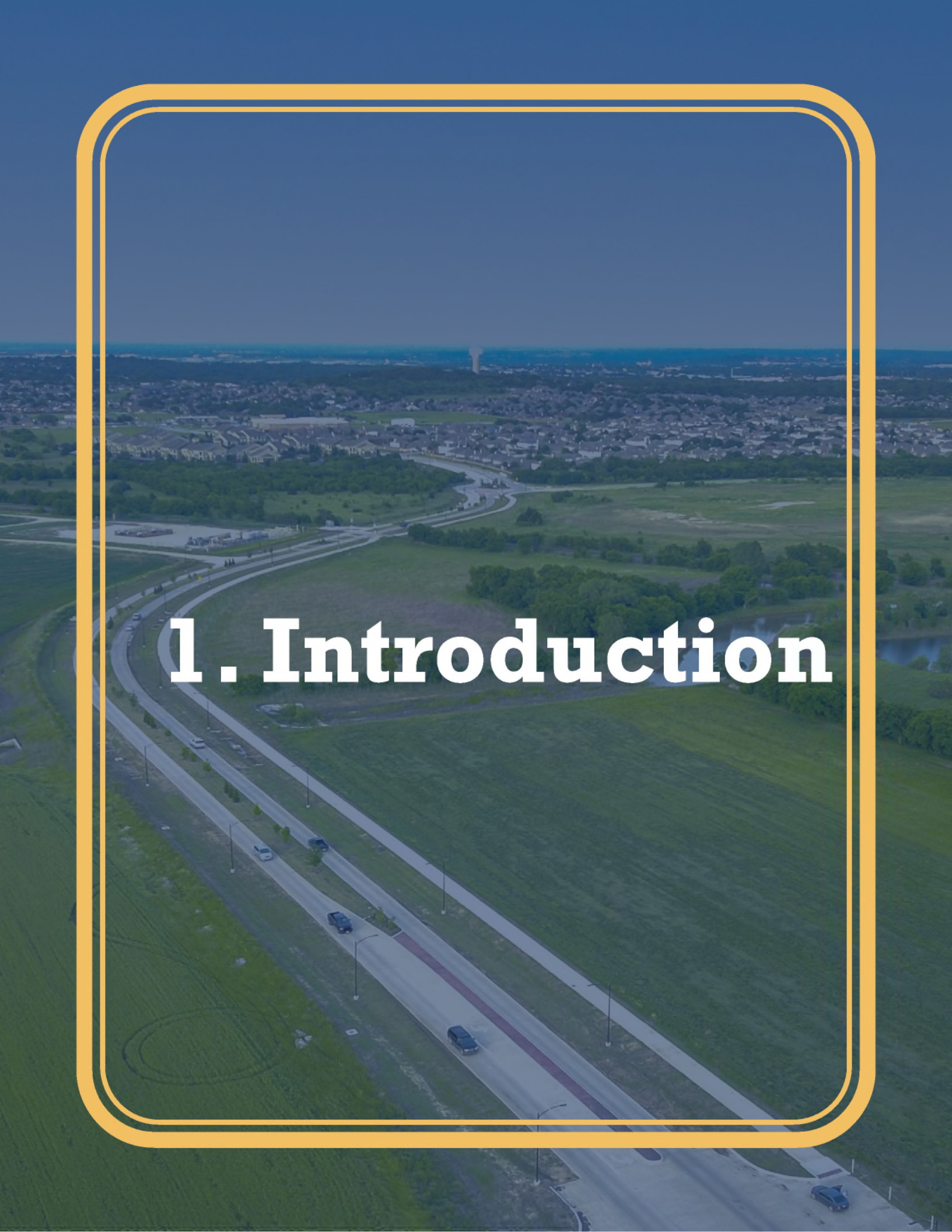


1. Introduction

Introduction

Developing transportation networks to accommodate future growth can be challenging for any community. Creating plans to accommodate growth requires understanding existing needs, current development patterns, forecasted growth and expected funding resources.

Recent legislative changes in Texas limit municipal annexations and place a greater burden on counties for roadway network development. The rise of special districts, such as Municipal Utility Districts and Planned Unit Developments, changes in social preferences, and the emergence of new transportation technologies further complicate transportation network expansion.

Successful thoroughfare plans create safe, connected and cost-effective transportation networks that accommodate long-term growth.

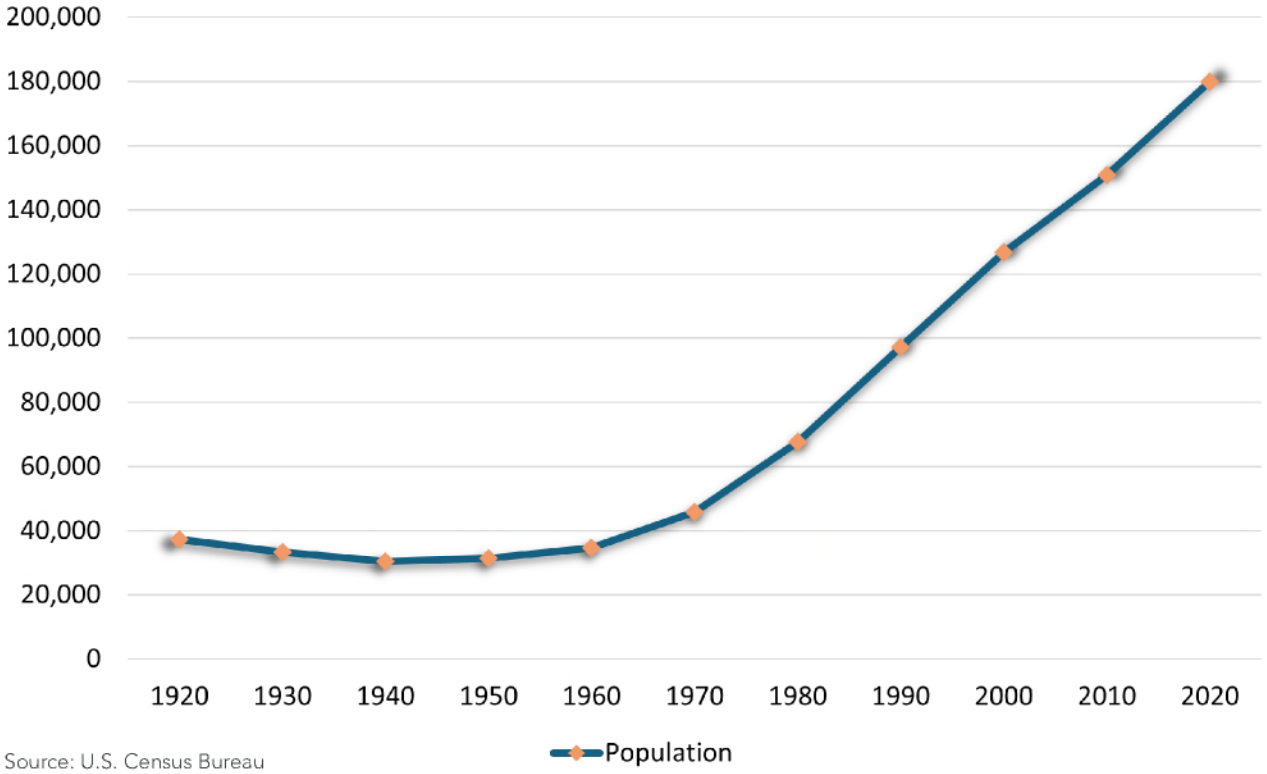
Plan Background

Johnson County has been experiencing substantial population and employment growth (see Figure 1), particularly in the northern portions of the County. Increases in large single-family housing and commercial development in these areas have produced significant demands upon the transportation network. This demand is expected to continue in the future.

The impact of this growth has increased the demand for new roadway capacity and magnified other transportation concerns such as traffic safety, congestion, roadway and bridge conditions, goods movement, and the need for complementary transportation systems.

Due to concerns over the impact of existing and forecasted growth, Johnson County chose to develop their first Major Thoroughfare Plan (MTP) to identify and advance transportation projects and programs. Through coordination with county, federal, state, municipal and other agency planning initiatives, this MTP will serve as the basis to guide decision-making in the implementation of mobility and transportation investments within the County.

Figure 1. Population Change in Johnson County



Source: U.S. Census Bureau

Plan Purpose

Thoroughfare plans seek to map out the future of a transportation network. They act as a statement of public policy, set goals and objectives, and identify the general location, alignment, design, and right-of-way needs for the orderly development of the roadway system.

The 2025 Johnson County MTP will create a robust and flexible framework to manage long-term growth and development. It aims to ensure that future roadway development supports continued rapid growth within Johnson County and enhances the quality of life for all residents.

Understanding Proposed Alignments

The roadway alignments outlined in the MTP may be revised several times before a final alignment is approved, designed and implemented. These revisions happen for a variety of reasons, such as environmental considerations, engineering design, compatibility with surrounding developments, future potential development, available funding or in response to stakeholder/public comments. Figure 2 below is an example of a roadway construction timeline and shows what factors and steps are required.

Thoroughfare Planning 101

While there is substantial variation between thoroughfare plans, all plans share several key attributes. Figure 3 on page 12 discusses each attribute.

- They are policy documents
- They are long-range in scope
- They include a thoroughfare plan map
- They focus on right-of-way preservation
- They include extensive public engagement
- They are living documents

Figure 2. Example of a Roadway Construction Timeline

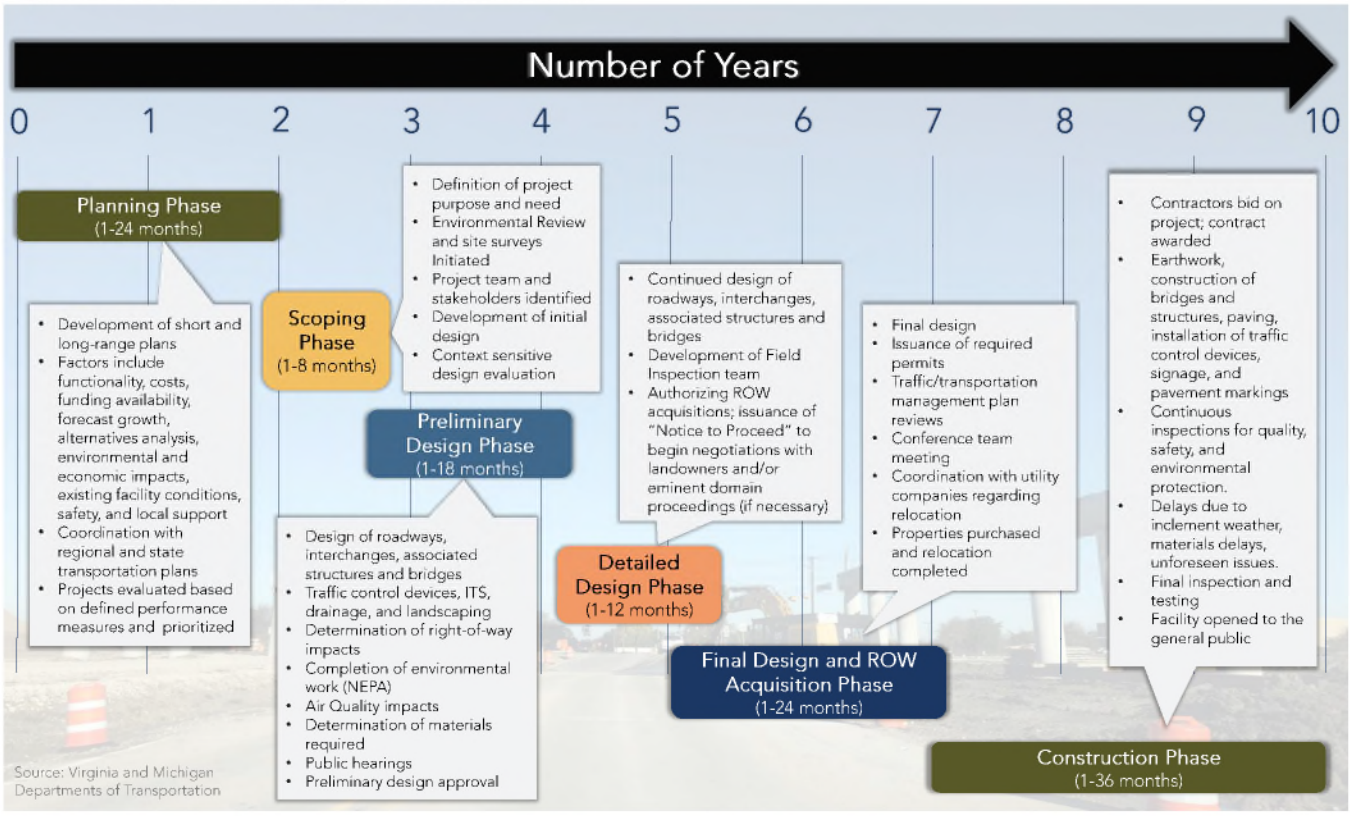


Figure 3. Key Attributes of Thoroughfare Planning

A Policy Document

A key function of all thoroughfare plans is to set policies for the orderly development of the roadway network, emphasizing network connections, optimizing roadway capacity and reflecting the community's preferences. All thoroughfare plans identify the general location and type of facilities required to support future growth and provide long-term solutions to shape and direct that growth.

Focuses on Right-Of-Way Preservation

A key component of a thoroughfare plan is to create a mechanism to preserve roadway right-of-way for future roadways. This allows an effective and efficient roadway network to be developed over time to support growth as it occurs and prevent expensive land acquisition for roadways in the future. This is pivotal in more rural counties; while Texas counties do not have the legal authority to regulate land use, they are able to designate and secure roadway right-of-way through the development process.

Long-Range in Scope

All thoroughfare plans are focused on addressing long-range transportation needs to manage forecasted growth. The planning horizon for implementation is typically 20 years or more.

Extensive Public Engagement

Public involvement is crucial in all thoroughfare plans, where various stakeholders express their transportation needs and concerns. Public and stakeholder input should occur throughout the plan development process through public meetings, stakeholder workshops, and online surveys.

Thoroughfare Plan Map

A crucial plan element is a visual representation of future roadway recommendations, usually limited to arterials and collector roadways. The map identifies key strategic connections and integrates existing municipal thoroughfare plans within the study area to produce a clear and consistent vision for developing the County roadway network.

A Living Document

Roadway recommendations outlined in thoroughfare plans are not final. The plan itself is subject to constant revision and amendment and is typically updated every five to seven years in high-growth areas and every 10 years in lower-growth areas. As such, the thoroughfare plan acts as a "living document."

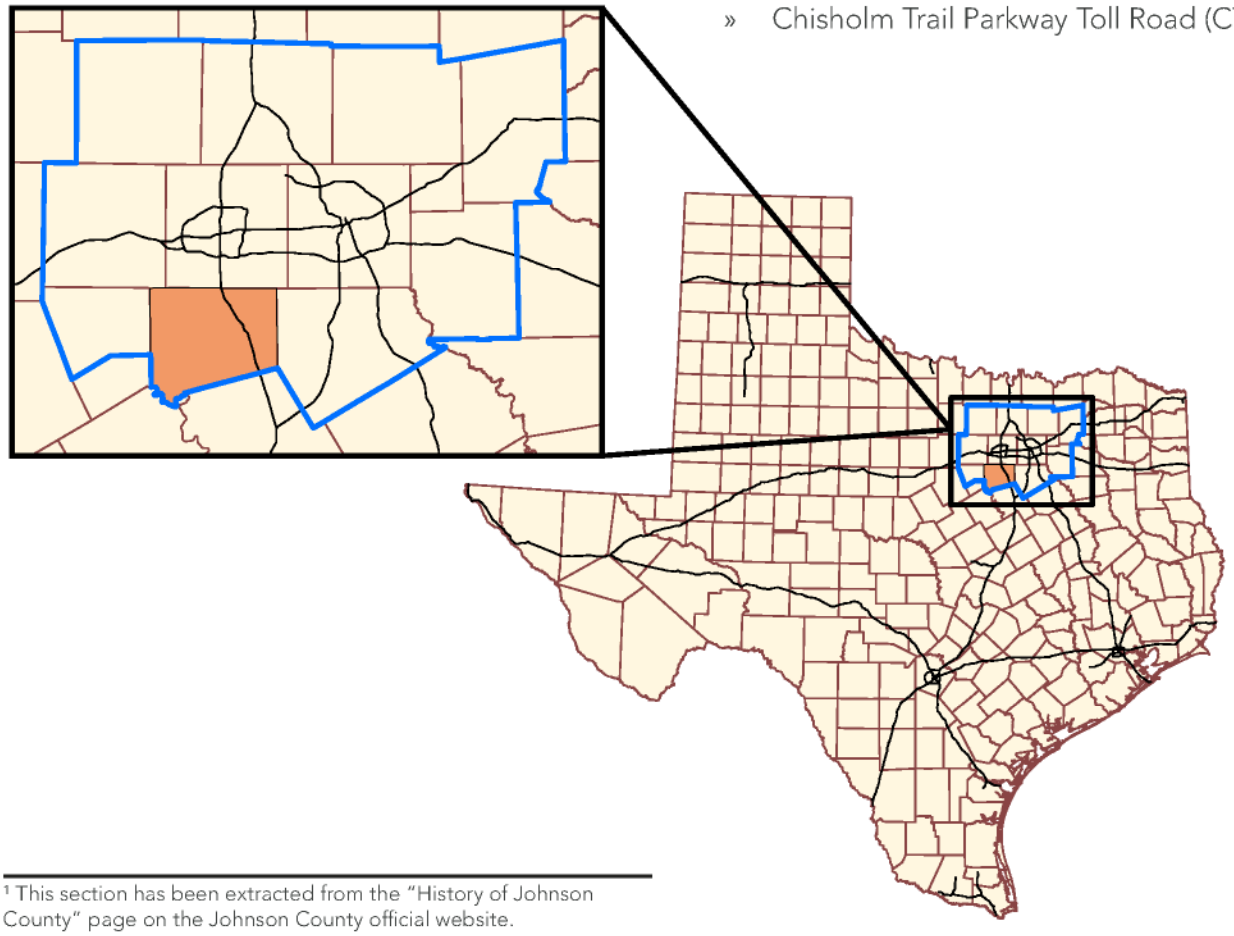
Study Area

Johnson County is located in North Central Texas on the southwestern edge of the Dallas-Fort Worth metropolitan area (see Figure 4). It was named after Middleton Johnson, a businessman, politician and Texas Ranger who was instrumental in the development of North Texas.

Early settlements were established in the 1840s, and Johnson County was officially founded in 1854. The City of Cleburne became the county seat in 1867.

The County's economy has evolved over time, transitioning from agriculture to a more diversified mix of industries. The arrival of railroads in the late 19th century played a crucial role in its development. In the 20th century, Johnson County experienced significant population growth as a result of its proximity to the Dallas-Fort Worth (DFW) Metroplex.

Figure 4. Johnson County Major Thoroughfare Plan Study Area



The population surged from 34,720 in 1960 to 97,165 in 1990. By 2000, the population had reached 126,811, with agriculture, railroads and manufacturing being key economic drivers.

The completion of the Chisholm Trail Parkway in 2014 positioned Johnson County as a prime destination for new residents and businesses in North Texas [1].

Major Corridors

There are currently seven major existing corridors in Johnson County that provide north-south and east-west regional connections:

- Interstate 35W (I-35W)
- US Highway 67 (US 67)
- US Highway 287 (US 287)
- US Highway 377 (US 377)
- State Highway 171 (SH 171)
- State Highway 174 (SH 174)
- Chisholm Trail Parkway Toll Road (CTP)

[1] This section has been extracted from the "History of Johnson County" page on the Johnson County official website.

Cities and Communities

Johnson County is home to numerous cities and unincorporated communities of various sizes that are either partially or entirely within Johnson County.

Figure 5. Cities and Communities in Johnson County

City	Unincorporated Community	Other
Alvarado Briaroaks Burleson* Cleburne Coyote Flats Cresson* Crowley* Fort Worth* Godley Grandview Joshua Keene Mansfield* Rio Vista Venus*	Bono Egan Lillian Parker Sand Flat	Cross Timber (Town) The Homesteads (Census-Designated Place)

* Communities partially in Johnson County

Vision, Goals and Objectives

The 2025 Johnson County Major Thoroughfare Plan's vision, goals, and objectives support the residents' desires and aspirations for its transportation system. The overall vision is broad in nature and supports the desired future outcomes in Johnson County. MTP goals are developed from the vision and set the framework for specific thoroughfare improvements.

The defined objectives conform to the SMART principle - Specific, Measurable, Achievable, Realistic, and Timely - and will be used to assess and identify transportation improvements.

Vision Statement

Johnson County will feature a system of thoroughfares and corridors that promotes multimodal mobility, connectivity, and safety, maintains and improves our existing infrastructure, supports future growth, and leverages economic benefits to sustain its long-term viability in a fiscally responsible manner. Together, these ideals will help promote Johnson County as a special place to live.

Goals and Objectives

Provide a transportation system that will effectively serve the existing and projected travel needs of Johnson County in a safe and efficient manner.

Objective 1: Develop a coordinated, efficient and unified thoroughfare network that considers the concerns of all system users and jurisdictions within the County.

- Incorporate existing city and county plans into the new 2025 Johnson County Major Thoroughfare Plan
- Ensure that the MTP bases thoroughfare capacities on projected demographic growth and travel demand
- Coordinate planning activities with adjacent counties and supporting agencies and promote effective connections to regional networks within and beyond Johnson County
- Consider incorporating development planning initiatives into the thoroughfare plan update process
- Include various transportation options in roadway network development and avoid creating obstacles to their development
- Create proposed transportation plans, policies, programs and projects that are equitable for all Johnson County residents
- Continue partnerships between local governments and federal and state agencies to facilitate the implementation of regionally significant projects

Objective 2: Improve roadway safety and system security.

- Identify and assess critical and high accident intersections. Help prioritize recommendations to reduce collisions along County-maintained roadways
- Identify best practices for roadway design to ensure consistency and improve safety in rural areas
- Establish regulations that reduce the number and frequency of residential driveways
- Discourage excessively wide thoroughfares as they act as barriers for pedestrians and bicyclists
- Consider innovative intersection designs to promote system resiliency, safety and affordability

Objective 3: Maintain a functionally classified thoroughfare network that provides efficient and effective flows of traffic throughout the County.

- Maintain a robust thoroughfare network and planning process to ensure efficient connections between freeways, arterials, collectors and local roadways
- Develop roadway design standards to ensure seamless connectivity across the roadway network

Objective 4: Promote integration between transportation and land use development.

- Evaluate planned developments to identify and preserve future alignments within the County and ensure consistency with other planned facilities in adjacent areas
- Collaborate with the ISDs on proposed school locations and assess their potential impact on the transportation system
- Promote connectivity between adjacent developments to lessen their impact on thoroughfares

Objective 5: Improve the ease of access to residential and commercial destinations within the County.

- Develop access coordination strategies for specific roadways connecting adjacent residential communities
- Develop access management strategies, such as intersection spacing, speed restrictions, and driveway consolidation for specific commercial corridors

Maintain and preserve existing transportation infrastructure to provide stability for system capacity, stormwater management, congestion levels and improved roadway safety.

Objective 1: Preserve rights-of-way and other properties for future transportation and supporting infrastructure investments.

- Regularly update the 2025 Johnson County Major Thoroughfare Plan to identify the required right-of-way for future transportation projects
- Identify existing corridors that may need to be widened and/or upgraded in functional class to accommodate future transportation needs
- Identify truck/shipping corridors, industrial zones and other logistics routes that may need additional right-of-way to accommodate future truck traffic

Objective 2: Identify future areas of roadway congestion and develop roadway recommendations to accommodate future demand.

- Leverage the regional travel demand model outputs to identify potential congestion areas and bottlenecks within Johnson County
- Identify roadway capacity improvements and connections to reduce the number of lane miles at LOS E and F

Objective 3: Identify structurally deficient corridors and bridges.

- Utilize existing pavement and bridge maintenance data to identify deficiencies in the existing network
- Coordinate and collaborate with state and local agencies to prioritize improvements
- Incorporate rehabilitation of substandard bridges and roads into corridor improvement plans
- Continue to support a pavement management system for all county roads and update it every five years

Objective 4: Identify existing roadways that can be realigned and widened to improve connectivity to major highways and alleviate congestion.

- Evaluate recommended realignments in the travel demand model to determine their effectiveness on the overall transportation network

Optimize the use of Johnson County funds and leverage additional funding for strategic implementation of transportation improvements to maximize public return on investment in transportation infrastructure and operation.

Objective 1: Optimize the current Johnson County thoroughfare funding strategy that maintains and develops the thoroughfare network in a fiscally responsible manner.

- Identify and develop flexible and scalable sources of roadway funding
- Develop and maintain a robust project selection process for proposed transportation improvements in coordination and collaboration with federal, state and local partners

Objective 2: Identify funding sources to leverage recommended transportation projects and maximize the impact of dollars allocated to transportation improvements in the County.

- Prioritize and phase transportation investments to maximize the use of available and programmed funds
- Continue to identify and pursue private, regional, state and federal revenue sources for funding multimodal transportation improvements
- Continuously educate stakeholders on innovative funding strategies
- Promote the continued use of County bond programs to fund future roadway improvements
- Partner with regional, state and federal agencies, such as the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), and the Federal Highway Administration (FHWA), to fund transportation infrastructure improvements within the County

Objective 3: Provide transparency and meaningful public awareness, ongoing citizen input, and participation opportunities to implement and update the MTP.

- Provide feedback on the development and implementation of the MTP (even after adoption) to ensure it remains part of future transportation decisions throughout the County
- Promote online surveys as an effective and efficient means of soliciting public input
- Create a web page on the County website that tracks all County roadway projects and is updated semi-annually

Invest in transportation improvements that support the economic vitality of Johnson County.

Objective 1: Identify transportation improvements for county roads that support the physical and economic vitality of Johnson County.

- Identify potential corridors for commercial development
- Develop phasing plans for improvements along key corridors within Johnson County
- Promote projects that support access to the local economy, such as tourism, parks and other attractions or events within the County
- Support strategies that encourage Johnson County residents to live, work, play and age within their communities

Objective 2: Provide for safe and effective freight movement throughout Johnson County while mitigating any negative impact on residents' quality of life.

- Identify alternative truck routes through and around communities that avoid negative impacts on residential areas and enter commercial areas via roadways that are appropriately sized to accommodate trucks
- Promote efficient and safe truck and rail freight movement throughout the County
- Review pavement conditions and overall congestion levels on existing and proposed truck routes
- Promote alignments that have benefits for truck traffic, where appropriate

Objective 3: Promote integration between transportation and land use development.

- Leverage transportation investments to enhance land use and economic benefit
- Consider backage roads where possible along specified inter-regional corridors to enhance economic benefit

Objective 4: Identify and implement policies and programs that support and incentivize development initiatives to encourage public-private partnerships, promote timely implementation of transportation improvements, and reduce overall cost.

- Continue to support programs reporting on project development and issues relative to thoroughfare planning for the Johnson County Commissioners Court
- Partner with TxDOT, NCTCOG and local municipalities to fund the construction and/or enhancement of selected commercial corridors within the County
- Increase awareness and monitor opportunities to implement innovative funding strategies for proposed transportation projects
- Create incentive programs for developers and other stakeholders that support roadway network development

Thoroughfare Planning Process

The work program for the development of the 2025 Johnson County Major Thoroughfare Plan can be broken down into four main elements:

Data Collection and Plan Input

- Project initiation and data collection
- Development of thoroughfare plan vision, goals, and objectives
- Steering Committee, stakeholder and public input and issues identification
- Documentation of existing conditions

Thoroughfare Planning and Development

- Demographic analysis and data collection for travel demand modeling
- Modeling and thoroughfare network development
- Thoroughfare planning
- Functional street classification and design standards
- Thoroughfare plan map and documentation

Plan Implementation and Public Hearings

- Definition of critical projects
- Funding strategies
- GIS-based thoroughfare plan web-map
- Public hearing

Project Management and Coordination

- Project coordination meetings
- Project deliverables

Plan Timeline

The development of the Johnson County Major Thoroughfare Plan was a 16-month process starting in November 2023 and ending in March 2025. Figure 6 below outlines each phase in the planning process and its place on the project timeline.

Figure 6. Plan Development Timeline

Review of Existing Plans

Current and previous plans were reviewed to determine existing conditions, document existing efforts, identify opportunities and ensure that proposed recommendations support broader objectives. This integration helped create a more connected and accessible network. Figure 7 below lists all plans reviewed during the thoroughfare plan development process.

Figure 7. List of Reviewed Plans and Documents

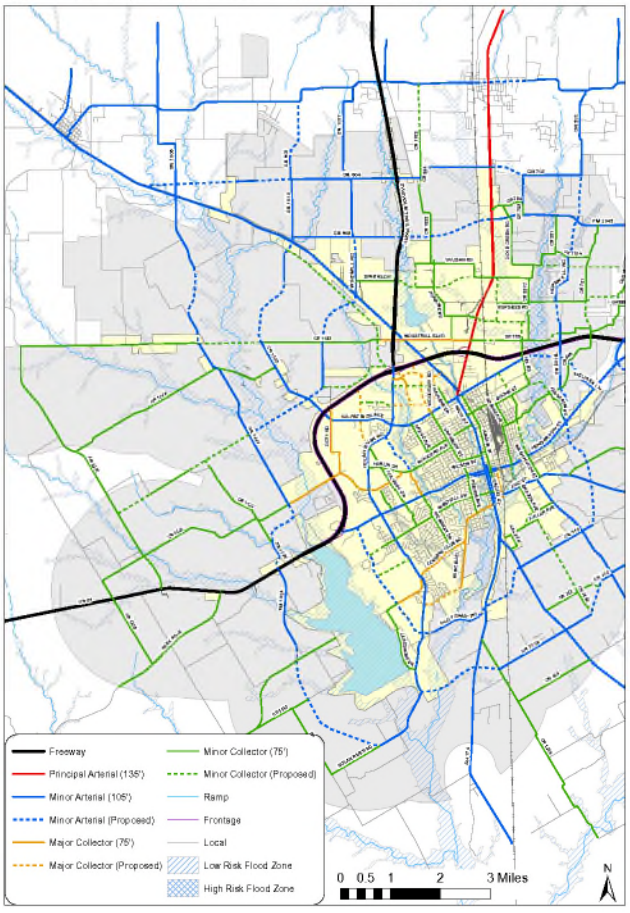
Agency	Name
City of Alvarado	Comprehensive Plan 2017
Alvarado ISD	Demographic Report Fall 2021
City of Burleson	Mobility Plan 2022
	Imagine Burleson 2020
	Chisholm Summit Master Plan
City of Cleburne	Plan Cleburne 2014
	Master Thoroughfare Plan 2022
Ellis County	Master Thoroughfare Plan 2019
City of Fort Worth	Comprehensive Plan 2023
	Thoroughfare Plan 2020
City of Godley	Draft Comprehensive Plan December 2023
Godley ISD	Demographic Report 2023
City of Grand Prairie	Comprehensive Plan Update 2018
	Southgate 360 Corridor Plan
City of Grandview	Comprehensive Plan 2018-2035
Johnson County	Subdivision Rules and Regulations
City of Joshua	Comprehensive Plan 2022
	Thoroughfare Plan 2022
City of Mansfield	Comprehensive Plan 2023
	Thoroughfare Plan 2023
NCTCOG	Mobility 2045 Update
Parker County	Thoroughfare Plan 2018
TxDOT	Bicycle Tourism Trails Study
	2022 ADA Transition Plan
	Planned Projects
City of Venus	Future Land Use Plan 2023
	Thoroughfare Plan 2022

City of Cleburne Master Thoroughfare Plan 2022

The 2022 Master Thoroughfare Plan was an update to the previous thoroughfare plan created in 2017 and 2021. Key recommendations included:

- Including all proposed projects in the Cleburne Capital Improvement Program
- Updating the thoroughfare plan every five years
- Functional classification updates throughout the city
- Realignment of several proposed corridors in the rapidly growing East Lakeshore Area
- New roadways in the Cleburne Station Area that is planned to be a mixed-use regional destination
- Increase of right-of-way by 15 feet to accommodate wider parkways for each roadway classification
- Requiring a minimum right-of-way within 200 feet of all approaches to intersections with arterials to accommodate turn lanes

Figure 8. City of Cleburne 2022 Thoroughfare Plan Map



City of Burleson 2022 Mobility Plan

The 2022 Mobility Plan served as an update to the previous 2015 Mobility Plan. The new plan proposed multiple changes that focused mostly on removing proposed roadways in the city's southwestern and south-central Extraterritorial Jurisdiction (ETJ), and adding new proposed roadways in the southwestern and southeastern area of the city. The plan also proposed revisions to the city's cross sections, focusing mainly on reducing the width of the travel lane to provide more space for parkways and sidepaths to accommodate pedestrian and bicycle users.

The plan further proposed:

- 49 future intersections, primarily in the city's south and southwestern area and along I-35 corridor
- Short-term, mid-term and long-term pedestrian projects, mostly in the northern part of the city
- 1.34 miles of on-street bicycle facilities and 121.57 miles of shared-use path facilities spanning across the whole city and ETJ

City of Venus 2023 Future Land Use Plan and Thoroughfare Plan

The 2023 Venus Comprehensive Plan included an inventory of major thoroughfares and a map of the Future Land Use Plan (FLUP) with new proposed roadways, shown in Figure 10 on page 22. The main takeaways from the plan are the suggested extension of SH 360 toll road west of Venus in two phases, FM 157 realignment and widening, and a proposed paved 4-lane east-west connection on existing CR 108 that is currently a dirt road.

Figure 9. City of Burleson 2022 Mobility Plan Map

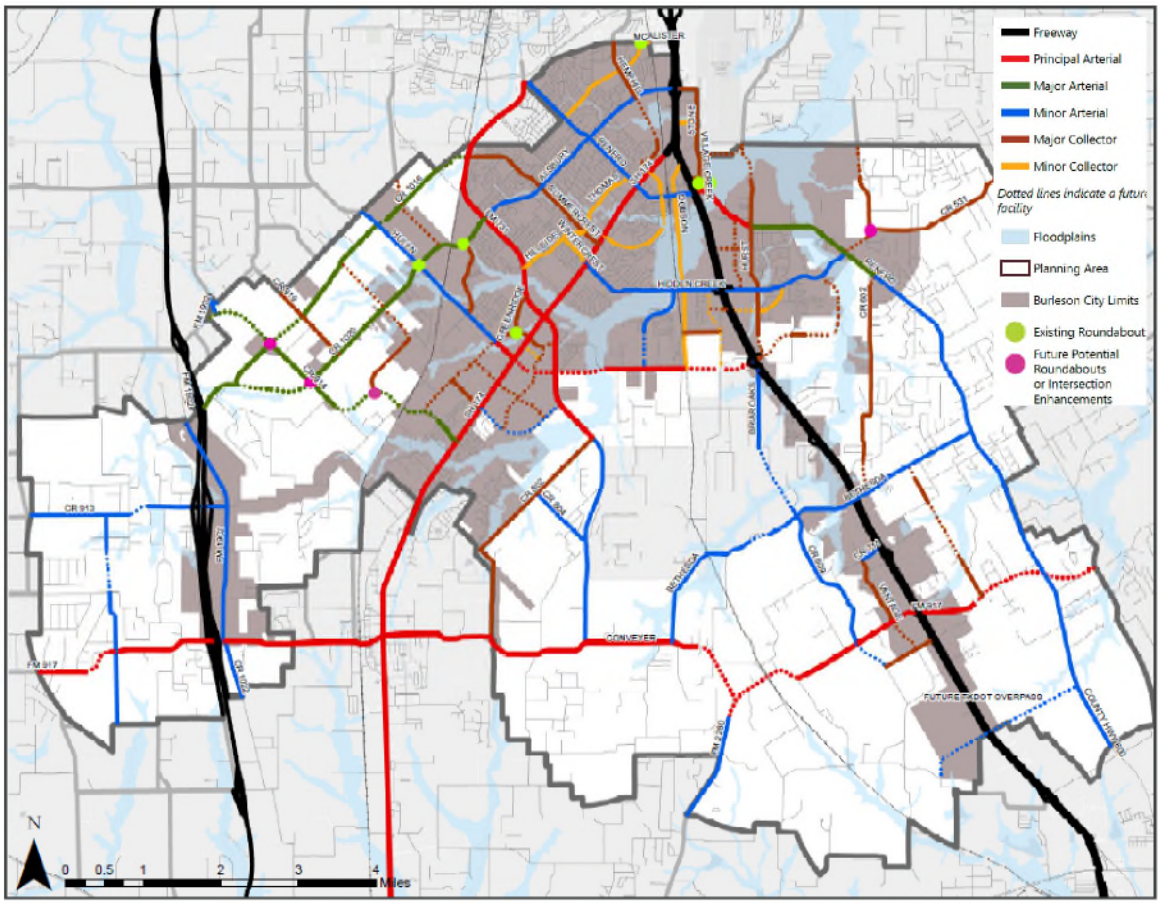
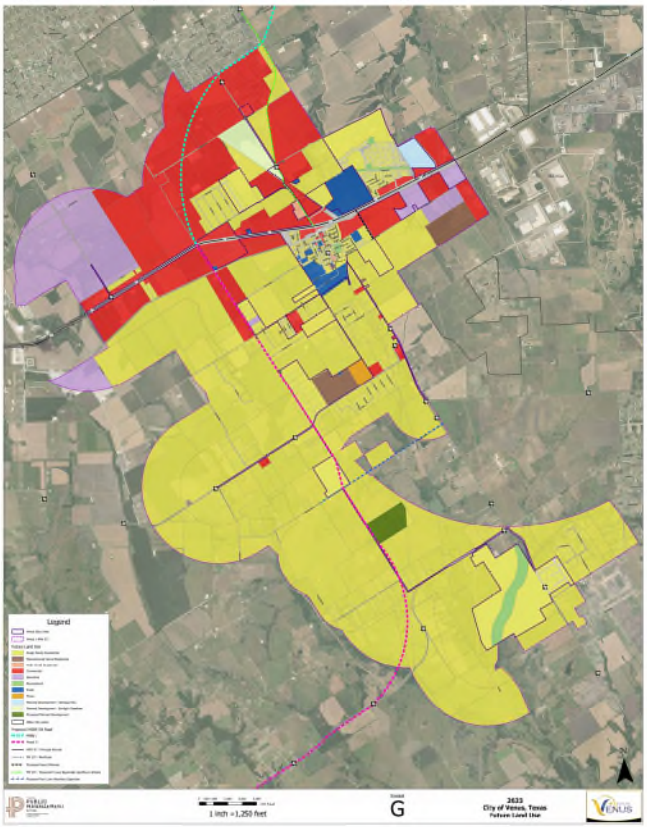


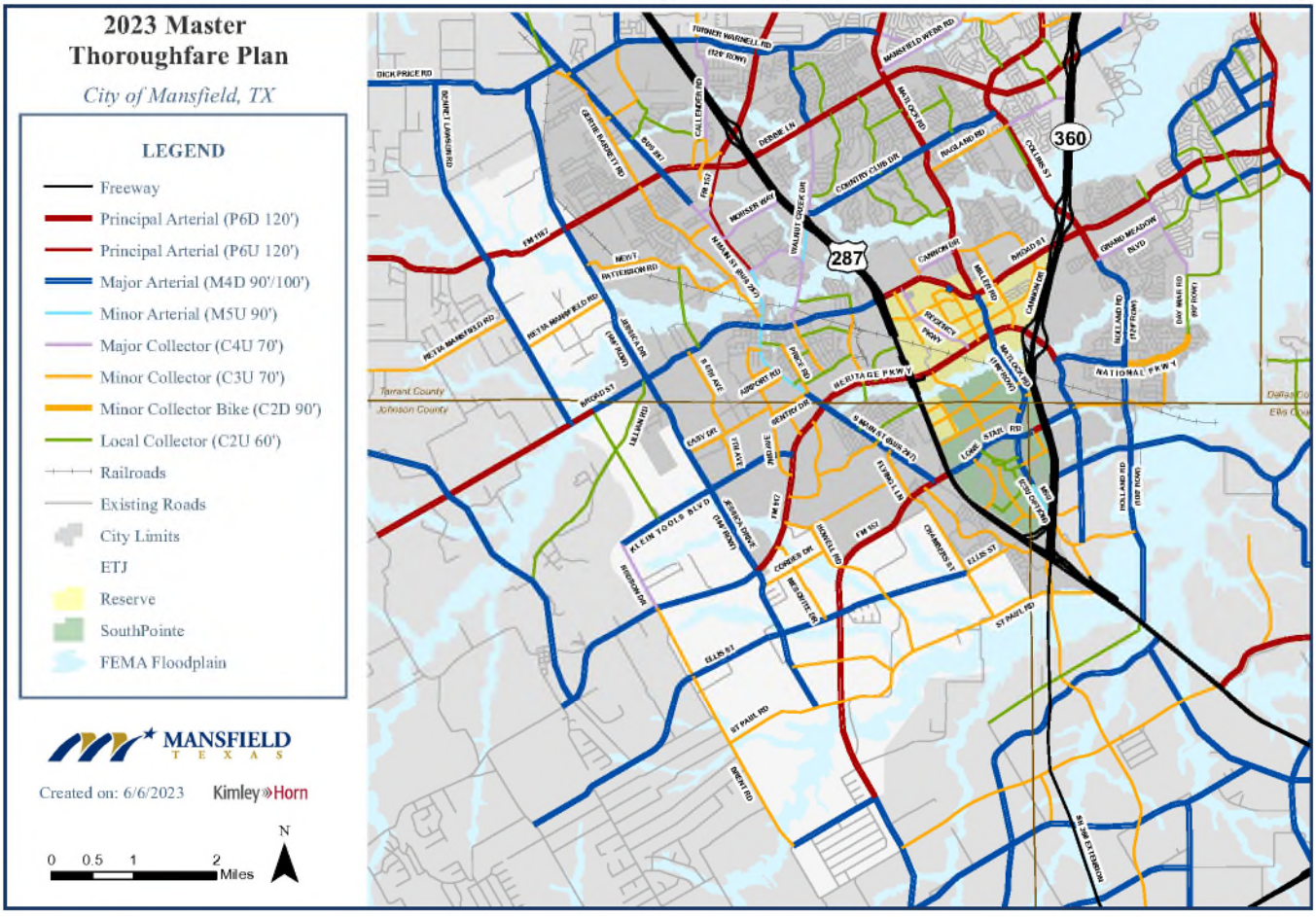
Figure 10. City of Venus 2022 Thoroughfare Plan Map



City of Mansfield 2023 Master Thoroughfare Plan

The City of Mansfield updated its Master Thoroughfare Plan in June 2023. The plan emphasizes the importance of creating a balanced and connected roadway network that supports current and future growth. One of the key recommendations is to enhance east-west and north-south connectivity by improving and upgrading the functional classification of select existing thoroughfares. With the ongoing and anticipated developments, the plan also proposed several new east-west and north-south minor collector connections in the city's portion of Johnson County while notably avoiding the floodplain in the south of the city caused by Mountain Creek.

Figure 11. City of Mansfield 2023 Master Thoroughfare Plan Map



City of Alvarado 2017 Thoroughfare Plan

City of Alvarado's 2017 Thoroughfare Plan proposed new major and minor arterial connections, primarily in the north portion of Alvarado to create parallel routes to I-35 W and US 67 to enhance its existing transportation network. In the south, it designated CR 405E as a major arterial roadway and proposed an alignment that would connect it to FM 1807 in the southeast part of the city, creating an important east-west connection and an alternative route to US 67.

The plan also recommended new design standards for Alvarado roadways with the following functional classifications and minimum right-of-way widths:

- Major Thoroughfare - 120'
- Arterial - 80'
- Collector - 60-64'
- Local Street - 54'

City of Godley Thoroughfare Plan (December 2023 Draft)

City of Godley's Thoroughfare Plan served as a strategic roadmap for transportation decisions of the municipality. It identified roadways with serious operational and safety concerns and sidewalks or trails with high priority for construction. The plan recommends various short-, medium- and long-term actions, such as bridge maintenance, exploring funding strategies, strengthening regional transportation partnerships and upgrading traffic signals.

The plan proposed the following new corridors:

- An arterial class roadway east of Godley from Main Street (FM 917) to CR 915
- A series of collector-class roadways southwest of Godley between FM 2331 and CR 1128

Figure 12. City of Alvarado 2017 Thoroughfare Plan Map

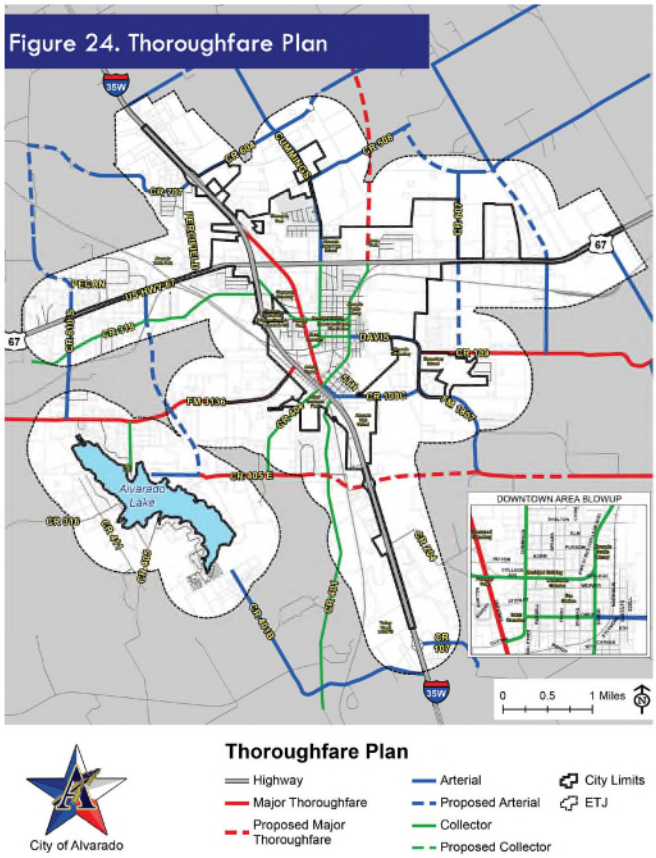
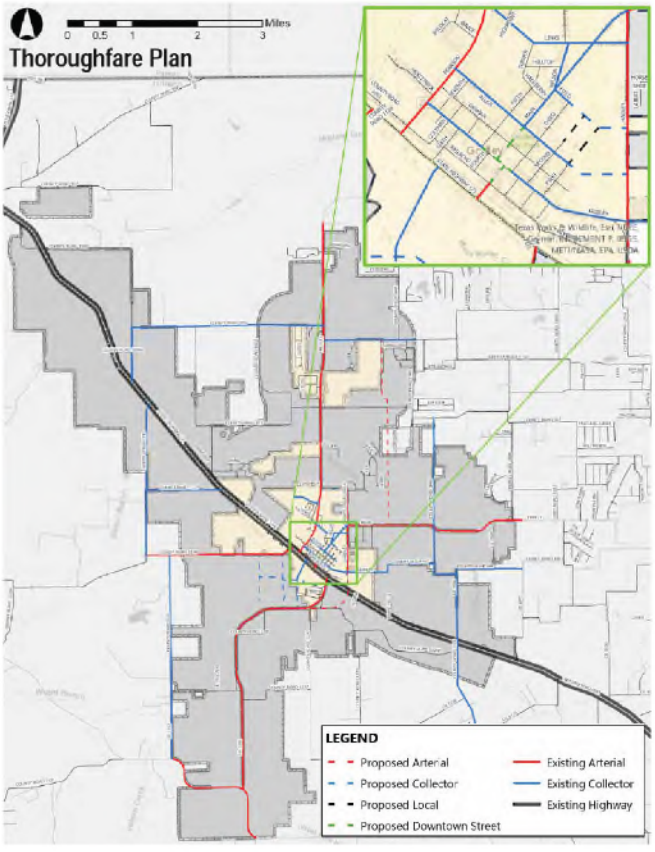


Figure 13. City of Godley 2023 Draft Thoroughfare Plan Map



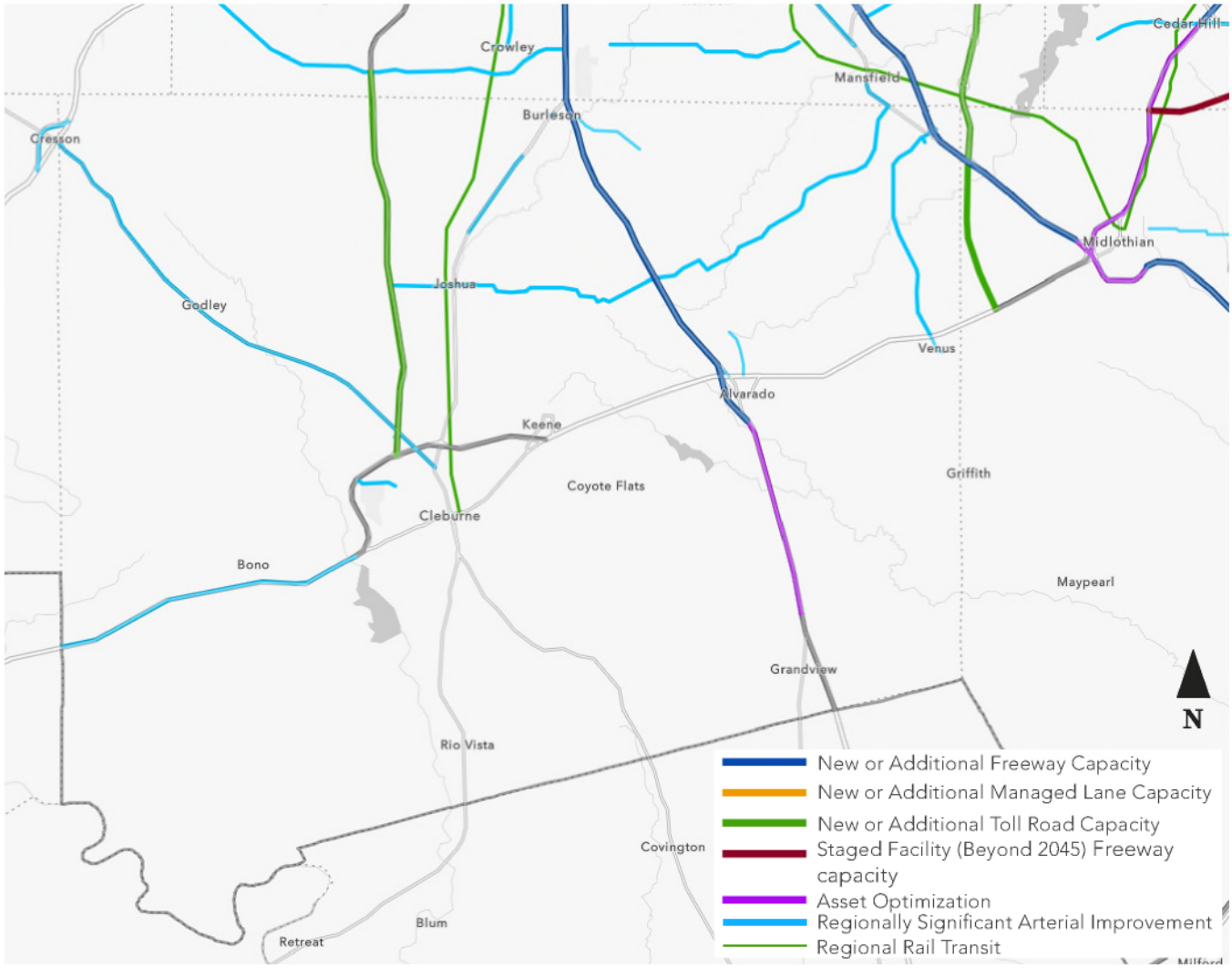
NCTCOG Mobility 2045

The North Central Texas Council of Governments (NCTCOG) is a voluntary and non-binding association and the predominant regional planning body in North Texas – conducting research, studies, and regional plans related to transportation, environmental sustainability, and growth management.

NCTCOG currently has several projects in its long-range Metropolitan Transportation Plan that are within Johnson County (see Figure 14). They include, but are not limited to:

- Chisholm Trail Parkway Toll Road widening to 4 lanes
- Proposed regional rail service from Fort Worth to Cleburne
- Widening of the following regionally significant corridors:
  - US 67 from Somervell County line to FM 1434
  - SH 174 from I-35W to Renfro Street and from Wicker Hill Road to north of Elk Drive
  - FM 917 from CR 515 to I-35W
  - US 287 from Tarrant County line to Lone Star Road/FM 157
  - I-35W from SH 174 to the south of US 67
- Intersection and interchange improvements on I-35W from Bethesda Road to near Asher Road

Figure 14. NCTCOG Mobility 2045 Update Roadway and Transit Recommendations Map for the Johnson County Area



Source: NCTCOG Mobility 2045 Update Recommendations

2. Existing Transportation Conditions

Community Snapshot

Demographics

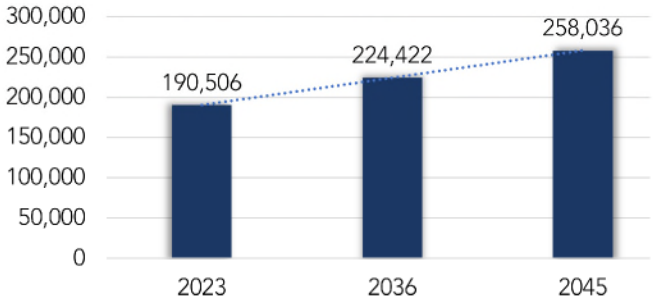
Population

NCTCOG forecasts Johnson County's population to increase by 35%, from 190,506 in 2023 to 258,036 in 2045 (Figure 16), with an annual compound growth of 1.4%. The Texas Water Development Board's (TWDB) forecasts are more optimistic and predict a population of 273,990 in 2040 (Figure 15).

TWDB provides forecasts even further into the future. According to TWDB, Johnson County's population is expected to increase to almost 415,000 by 2080, with an annual compound growth of 1.4% - the same rate as the NCTCOG forecast.

Mansfield is expected to increase in population the most out of all the cities fully, or partially in Johnson County. Venus is supposed to decrease in population. However, the demographic analysis conducted by the project team shows an increase in population throughout all of the municipalities in the County.

Figure 16. Johnson County Population Growth (2023-2045)



Source: NCTCOG

The areas with the highest population growth are predicted to be the northeast, north-central, and northwest parts of the County, followed by the area southwest of Cleburne.

Map 1 and Map 2 on page 27 show the NCTCOG population by Traffic Analysis Zones (TAZs) for 2023 and 2045, respectively. Map 3 on page 28 shows population change in the TAZs from 2023 to 2045.

Demographic forecasts for 2045 were revised as part of the travel demand modeling process and are discussed in Chapter 4.

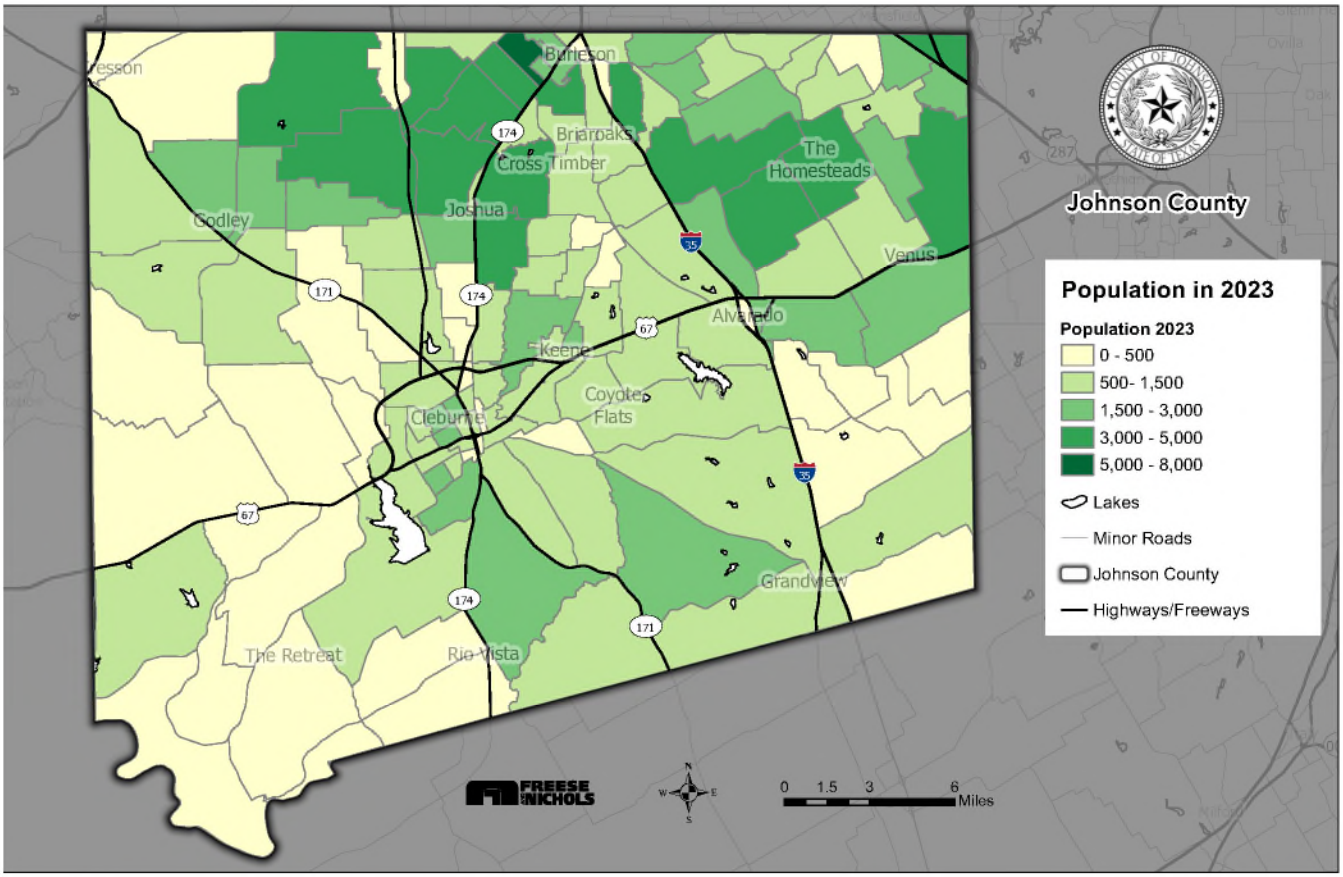
Figure 15. Population Growth of Cities in Johnson County (2020-2080)

Name	2020	2030	2040	2050	2060	2070	2080	Growth Rate
Mansfield*	72,602	109,714	118,153	144,087	200,885	203,808	207,080	1.76%
Johnson County	179,927	231,653	273,990	309,329	340,836	375,965	414,989	1.40%
Crowley*	18,070	22,372	26,629	30,180	33,059	36,223	39,700	1.32%
Johnson County SUD**		72,538	91,442	101,701	110,847	121,131	132,694	1.22%
Rio Vista*	1,008	1,069	1,217	1,387	1,581	1,800	2,051	1.19%
Burleson*	47,641	52,575	61,261	69,775	77,415	85,974	95,560	1.17%
Cleburne	31,352	36,047	40,636	45,230	49,329	53,937	59,118	1.06%
Fort Worth*	918,915	1,124,516	1,333,700	1,371,311	1,477,768	1,593,514	1,718,619	1.05%
Alvarado	4,739	4,988	5,732	6,477	7,150	7,908	8,756	1.03%
Godley	1,450	1,365	1,562	1,760	1,939	2,139	2,363	0.82%
Grandview	1,879	1,754	1,996	2,238	2,455	2,699	2,975	0.77%
Keene	6,387	6,066	6,361	6,650	6,876	7,130	7,421	0.25%
Venus	4,361	2,416	2,266	2,121	1,967	1,824	1,691	-1.57%

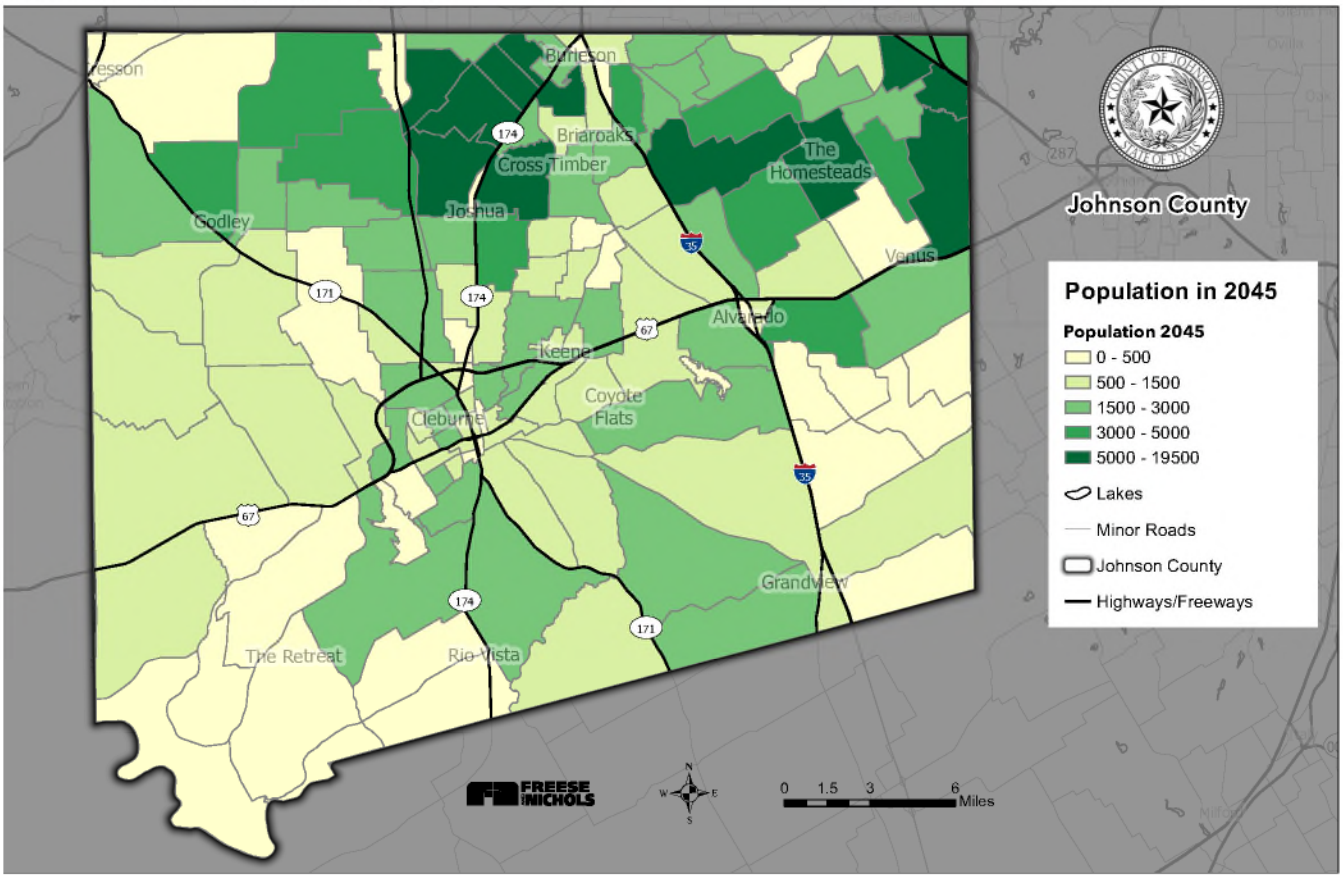
Notes:
* Cities located in multiple counties. Number represents their population growth as a whole
** Johnson County Special Utility District

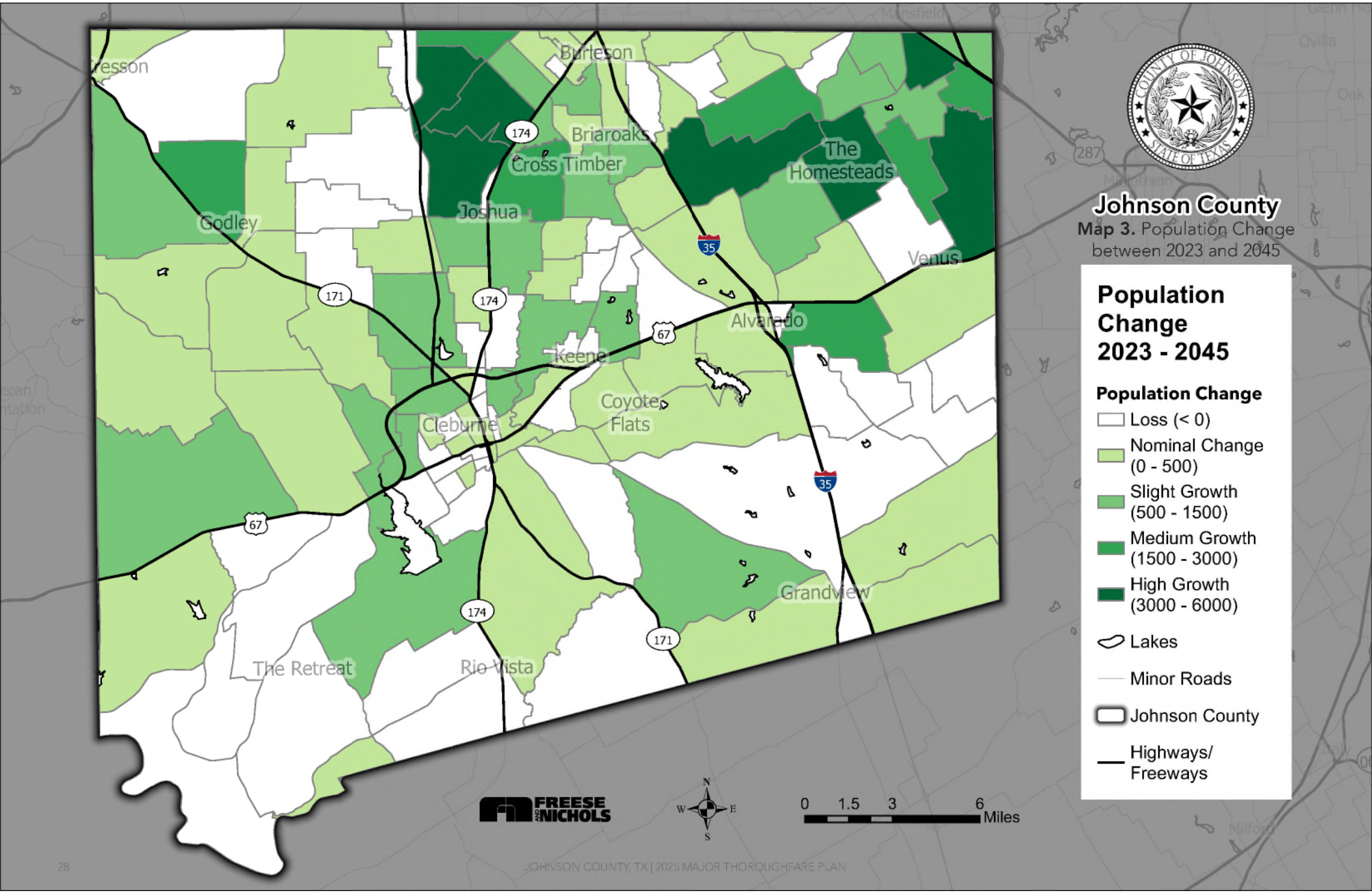
Source: TWDB, Decennial Census 2020

Map 1. Johnson County Population in 2023



Map 2. Johnson County Population in 2045




Burleson
Briaroaks
Cross Timber
The Homesteads
Joshua
Godley
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
174
171
67
35
287
Johnson County
Map 3. Population Change between 2023 and 2045
Population Change 2023 - 2045
Population Change
Loss (< 0)
Nominal Change (0 - 500)
Slight Growth (500 - 1500)
Medium Growth (1500 - 3000)
High Growth (3000 - 6000)
Lakes
Minor Roads
Johnson County
Highways/ Freeways
FREESE NICHOLS
N
W
E
S
0 1.5 3 6
Miles

Employment

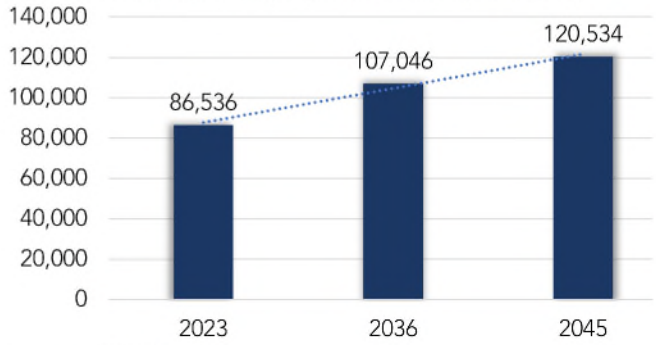
NCTCOG forecasts Johnson County's employment to increase by 39.3%, from 86,536 in 2023 to 120,534 in 2045 (Figure 17), with an annual compound growth of 1.5%.

As shown on Map 5 on page 30, areas with the highest employment in 2045 are located in the northeast and adjacent to key mobility corridors such as US 67, Chisholm Trail Parkway and I-35W north of Alvarado.

Overall employment growth between 2023 and 2045 is mostly located along the northern edge of the County, north of Godley to Mansfield, as illustrated on Map 6 on page 31.

As part of the travel demand modeling process, employment forecasts were revised. Please see Chapter 4. Network Modeling Analysis for the revised employment forecasts.

Figure 17. NCTCOG Employment Growth (2023-2045)

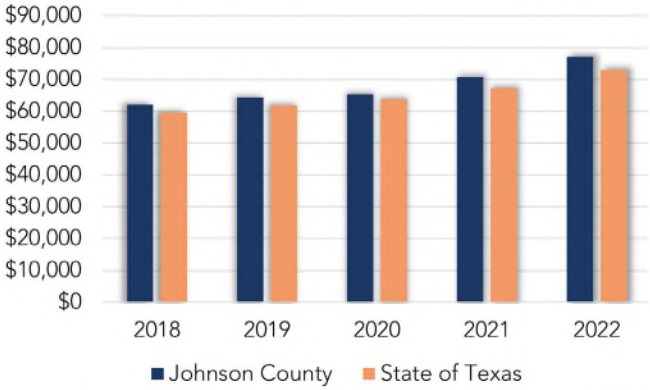


Source: NCTCOG

Median Household Income (MHI)

Income often correlates to trip activity and auto use - the higher the household income, the greater likelihood of more trips by auto. As shown in Figure 18, the MHI in Johnson County has been rising steadily in the past five years. It grew by 24%, going from $62,066 in 2018 to $77,058 in 2022. This growth in MHI is only slightly higher than that of the state of Texas.

Figure 18. Median Household Income Growth (2018-2022)



Source: American Community Survey 5-Year Estimates, Table S1901

Major Employers

Figure 19 below outlines the major employers found within Johnson County. All of the employers listed have 300 or more employees and are located in urban areas.

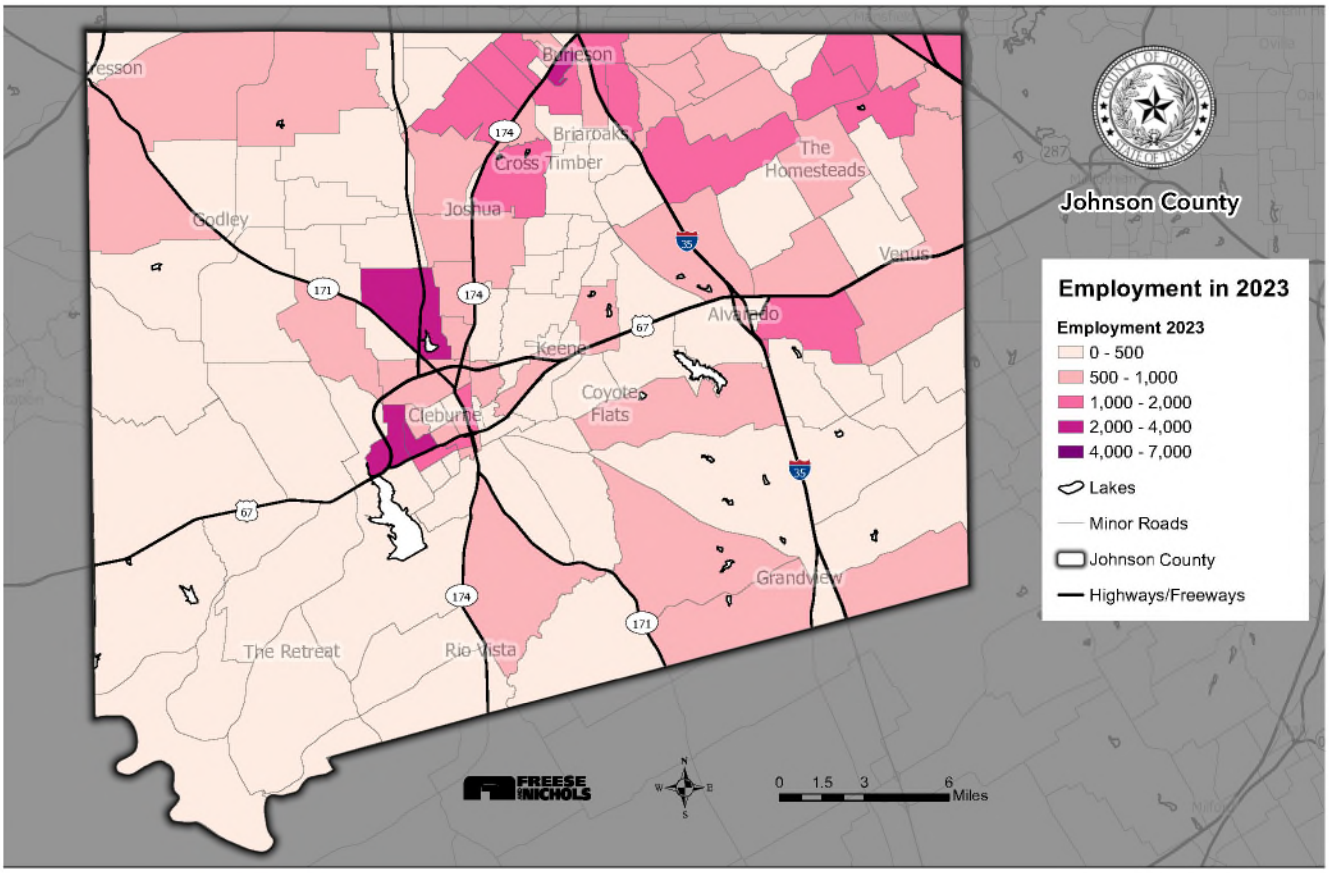
The largest employers in Johnson County are Louis Vuitton, Walmart, Amazon and Klein Tools. Other major employers can be found in manufacturing, healthcare, retail, public administration and mining industries.

Figure 19. Major Employers

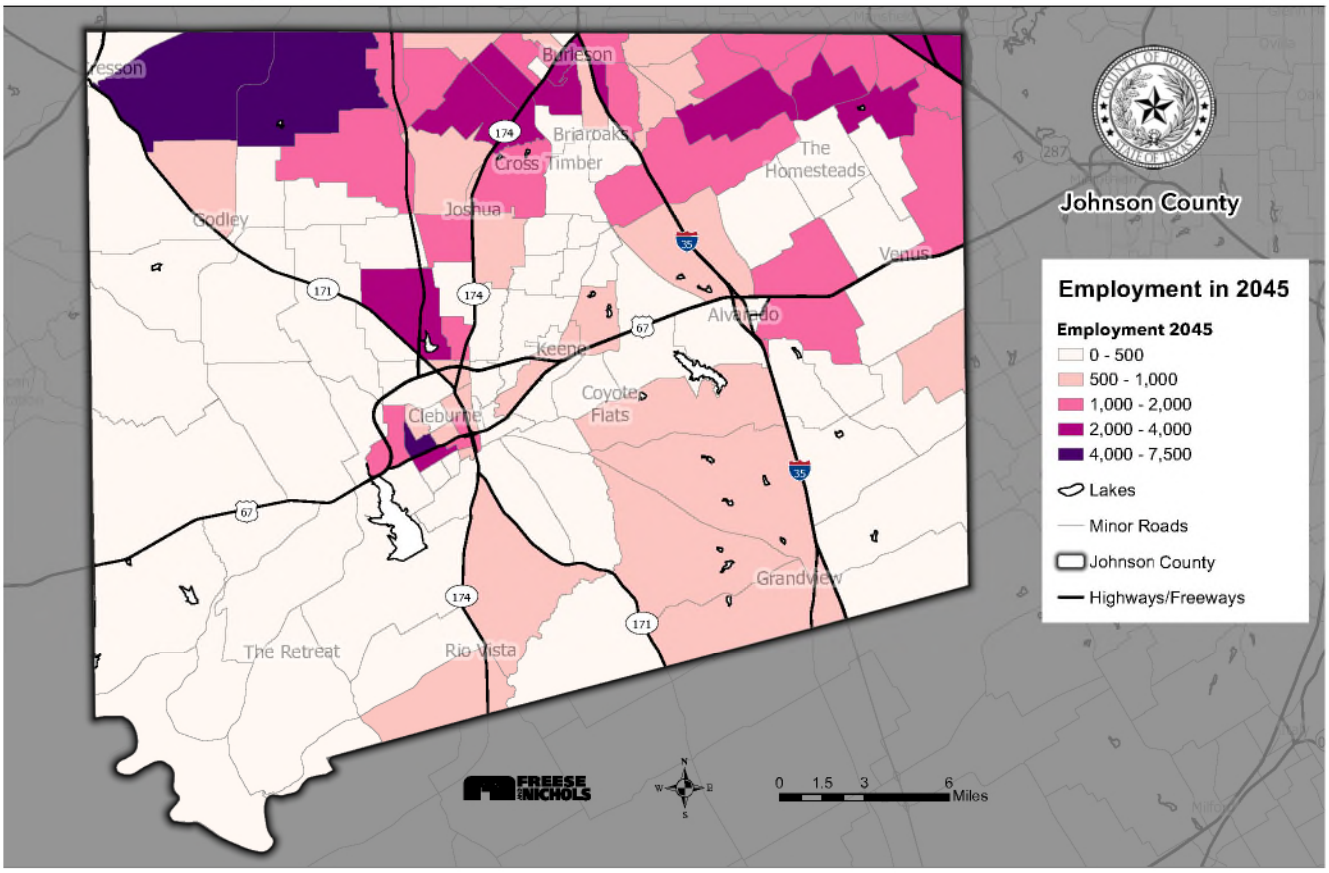
Employer Name	Employees	City	Industry (NAICS)
Louis Vuitton	1,000	Keene	Manufacturing
Walmart Distribution Center	736	Cleburne	Whole-sale trade
Amazon Delivery	500	Mansfield	Retail Trade
Klein Tools	500	Mansfield	Manufacturing
Halliburton Energy Services	475	Alvarado	Mining
Texas Health Harris Methodist Hospital	435	Cleburne	Health Care and Social Assistance
Johns Manville	400	Cleburne	Manufacturing
Cleburne City Hall	360	Cleburne	Public Administration
Rangaire LP	350	Cleburne	Mining
Walmart Supercenters (2) / HEB Grocery	300	Cleburne/Burleson	Retail Trade
Owen Oil Tools	300	Godley	Manufacturing

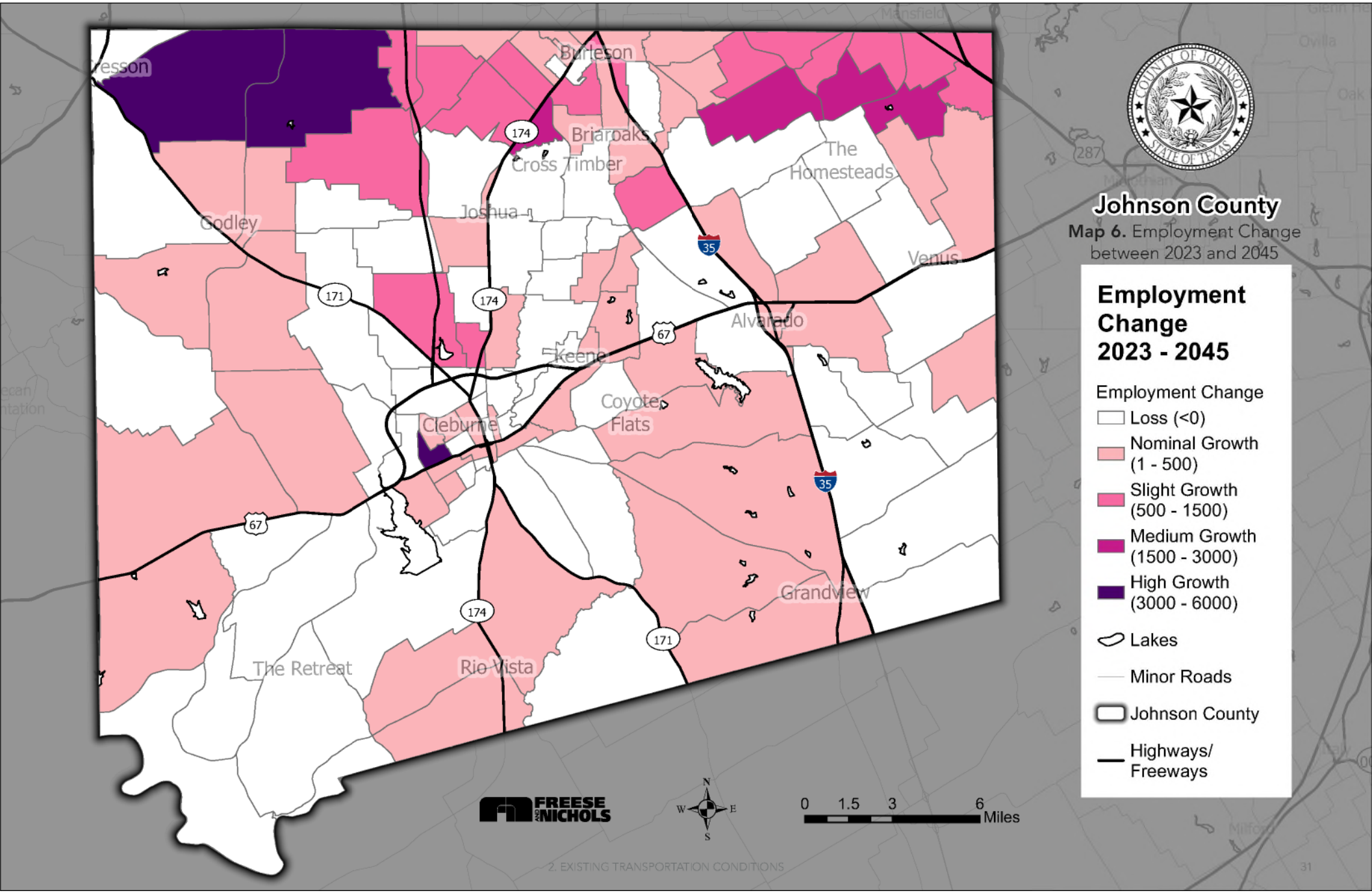
Source: NCTCOG, US Census Bureau

Map 4. Johnson County Employment in 2023



Map 5. Johnson County Employment in 2045




Johnson County
Map 6. Employment Change between 2023 and 2045
Employment Change 2023 - 2045
Employment Change
Loss (<0)
Nominal Growth (1 - 500)
Slight Growth (500 - 1500)
Medium Growth (1500 - 3000)
High Growth (3000 - 6000)
Lakes
Minor Roads
Johnson County
Highways/ Freeways
Burleson
Briaroaks
Cross Timber
The Homesteads
Joshua
Godley
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
Mansfield
Ovilla
Midlothian
Milford
174
171
67
35
287
FREESE NICHOLS
N
W
E
S
0 1.5 3 6
Miles

Disadvantaged Populations

Proposed projects and recommendations must be equitably distributed to include, and not discriminate against, disadvantaged persons. The U.S. government has identified environmental justice as a major concern and has developed extensive guidance on addressing the adverse impacts of development on low-income and minority populations.

The FHWA encourages a comprehensive approach in transportation decisions to advance equity. As Figure 20 illustrates, under equality, everyone gets the same resource regardless of their need, leaving some people at a disadvantage. However, under equity, everyone is given different tools based on their need and are able to successfully participate.

Environmental Justice Index

NCTCOG has developed an Environmental Justice Index using the ACS 2018-2022 5-Year Estimate datasets to identify the disadvantaged populations in the NCTCOG area. The total minority variable describes the percentage of total minority persons in the block group, and it includes the following racial or ethnic groups:

- American Indian or Alaska Native
- Asian
- Black or African American
- Hispanic or Latino
- Native Hawaiian or Other Pacific Islander
- Some Other Race (non-white)
- Two or More Races (could include white)

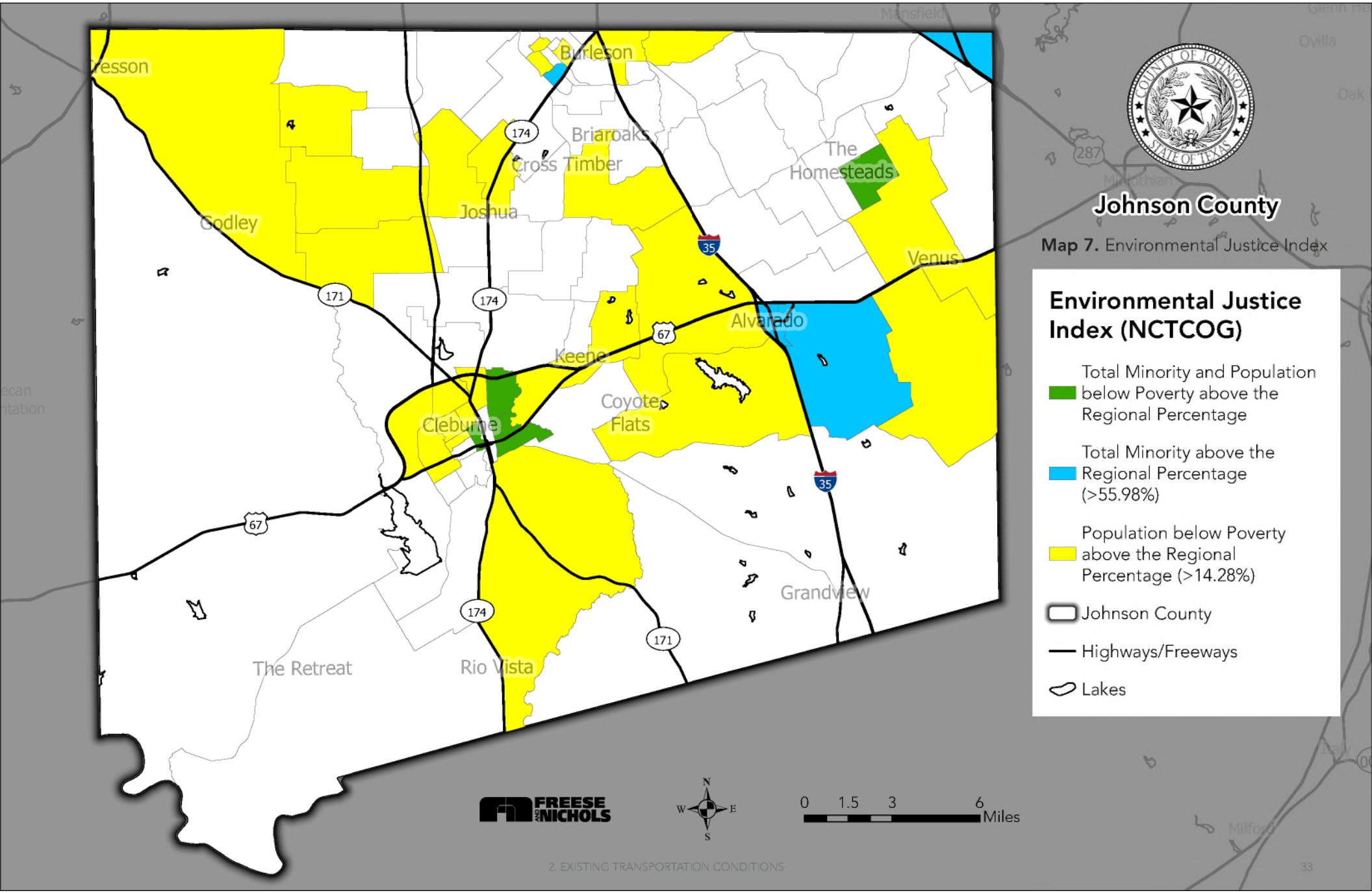
The low-income variable is the percentage of persons whose household income is below the poverty level set by the Department of Health and Human Services. The Department of Health and Human Services does not provide spatial data associated with the number of people below the poverty level, therefore, ACS data must be used. NCTCOG established the low-income threshold as 125% of the ACS poverty level.

As shown in Map 7 on page 33, in Johnson County the minority and low-income populations are spread throughout the County, with population living below poverty being the largest environmental justice group. This population is generally concentrated in the Cleburne area, in the northwest part of the County, and along major corridors, such as I-35, US 67 in the eastern part of the County, SH 171 and SH 174.

Four block groups were identified to have an overlap of minority and low-income populations with higher percentages than the region. Those are found in Cleburne and The Homesteads community.

Figure 20. Equality vs. Equity

Source: 2017 Robert Wood Johnson Foundation. With permission modified by FHWA.


Johnson County
Map 7. Environmental Justice Index
Environmental Justice Index (NCTCOG)
Total Minority and Population below Poverty above the Regional Percentage
Total Minority above the Regional Percentage (>55.98%)
Population below Poverty above the Regional Percentage (>14.28%)
Johnson County
Highways/Freeways
Lakes
Burleson
Briaroaks
Cross Timber
Joshua
Godley
The Homesteads
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
174
171
67
35
287
FREESE NICHOLS
N
W
E
S
0 1.5 3 6
Miles

Travel Behavior

Inflow and Outflow of Workers

An analysis of commuter flows using the U.S. Census Data (LODES dataset) reveals a highly mobile workforce in Johnson County. Figure 21 shows that most people either commute into the County for work or travel elsewhere to work. Twice as many workers leave Johnson County to work than those who commute into the County. This may be explained by Johnson County's close proximity to major employment centers in the DFW Metroplex.

As shown in Figure 22, the top destinations of workers who live in Johnson County are the Cities of Fort Worth, Cleburne, Dallas, Burleson and Arlington.

Figure 21. Inflow and Outflow of Workers

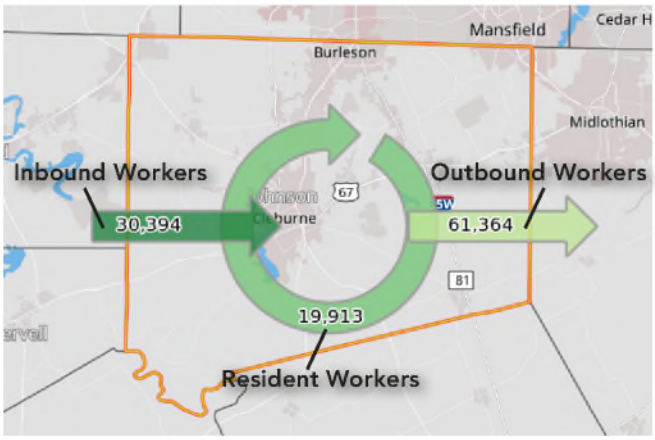


Figure 22. Top 10 Destinations of Workers Who Live in Johnson County

Where Are Workers Employed	Percent Share
Fort Worth, TX	21.0%
Cleburne, TX	8.3%
Dallas, TX	6.5%
Burleson, TX	6.4%
Arlington, TX	6.0%
Mansfield, TX	3.2%
Grand Prairie, TX	2.2%
Irving, TX	1.9%
Joshua, TX	1.7%
Midlothian, TX	1.4%
All Other Locations	34.4%

Commuting

In Johnson County, 86% of residents drove to work alone compared to the state average of 75.1%, while public transportation, walking, and biking each accounted for less than 1% (see Figure 23). Approximately 5% of residents worked from home, which is higher than all non-auto modes combined.

Figure 24 reveals that over 20% of residents had a travel time to work of 30 to 34 minutes, higher than the state average of 15.1%. The County also had a higher percentage of residents with commute times of 45 minutes or more compared to Texas.

Figure 23. Means of Transportation to Work in Johnson County

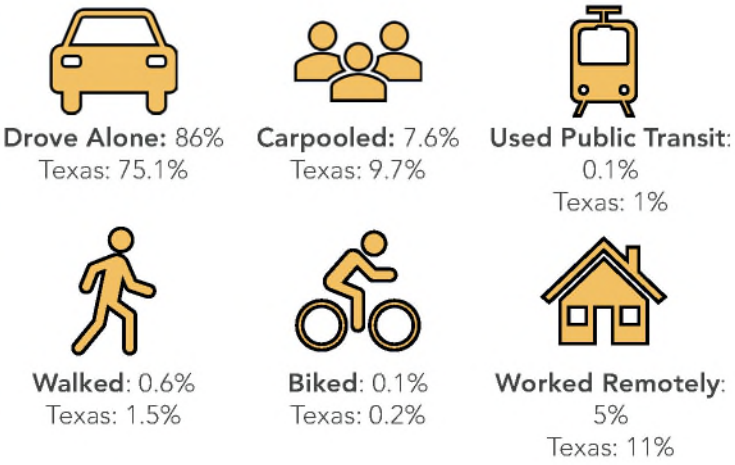
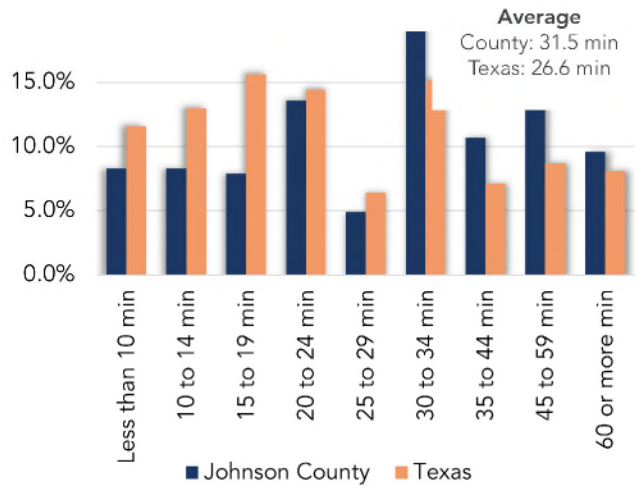


Figure 24. Travel Time to Work in Johnson County



Traffic Volumes

Understanding traffic volumes on a roadway network helps to determine demand for the roadway and required capacity to ensure adequate traffic flow.

Traffic Volumes in Johnson County

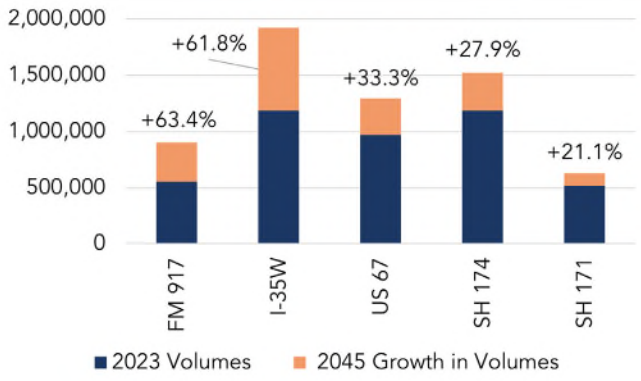
In 2023, the volumes ranged from fewer than 10 vehicles per day to 45,000 vehicles per day. The highest ADT (average daily traffic) in the County was 42,641 on southbound I-35W south of the I-35W and SH 174 interchange in Burleson. In 2045, the highest ADT is also projected to be in Burleson, with 63,913 vehicles per day on SH 174 between John Jones Drive and Elk Drive.

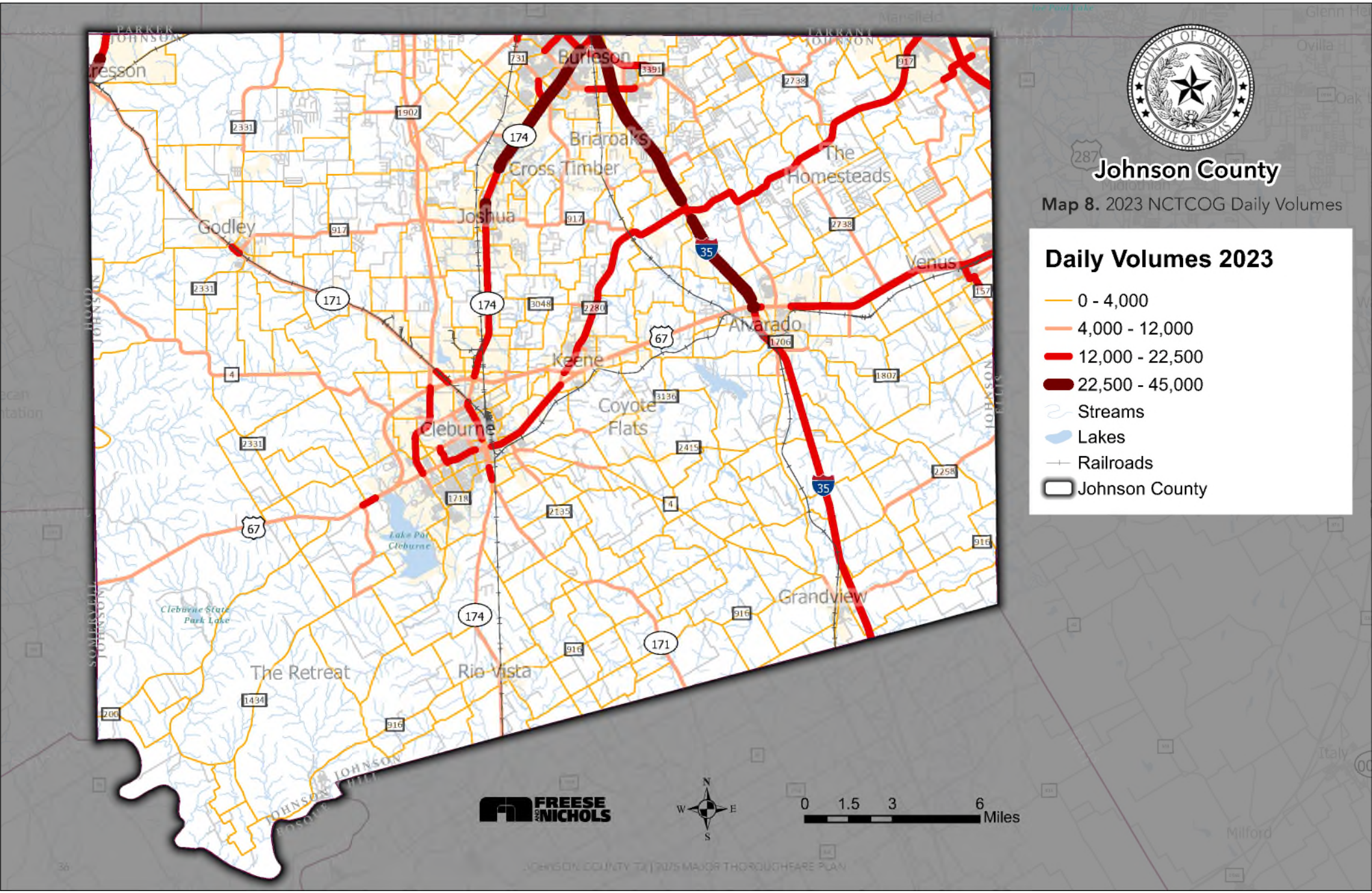
The high volumes of traffic are mostly contained within freeways, highways and major arterials within Johnson County. Much of this traffic can be attributed to daily commuting residents traveling to the DFW Metroplex as well as heavy intermodal freight activity on I-35W, US 67 and SH 174.

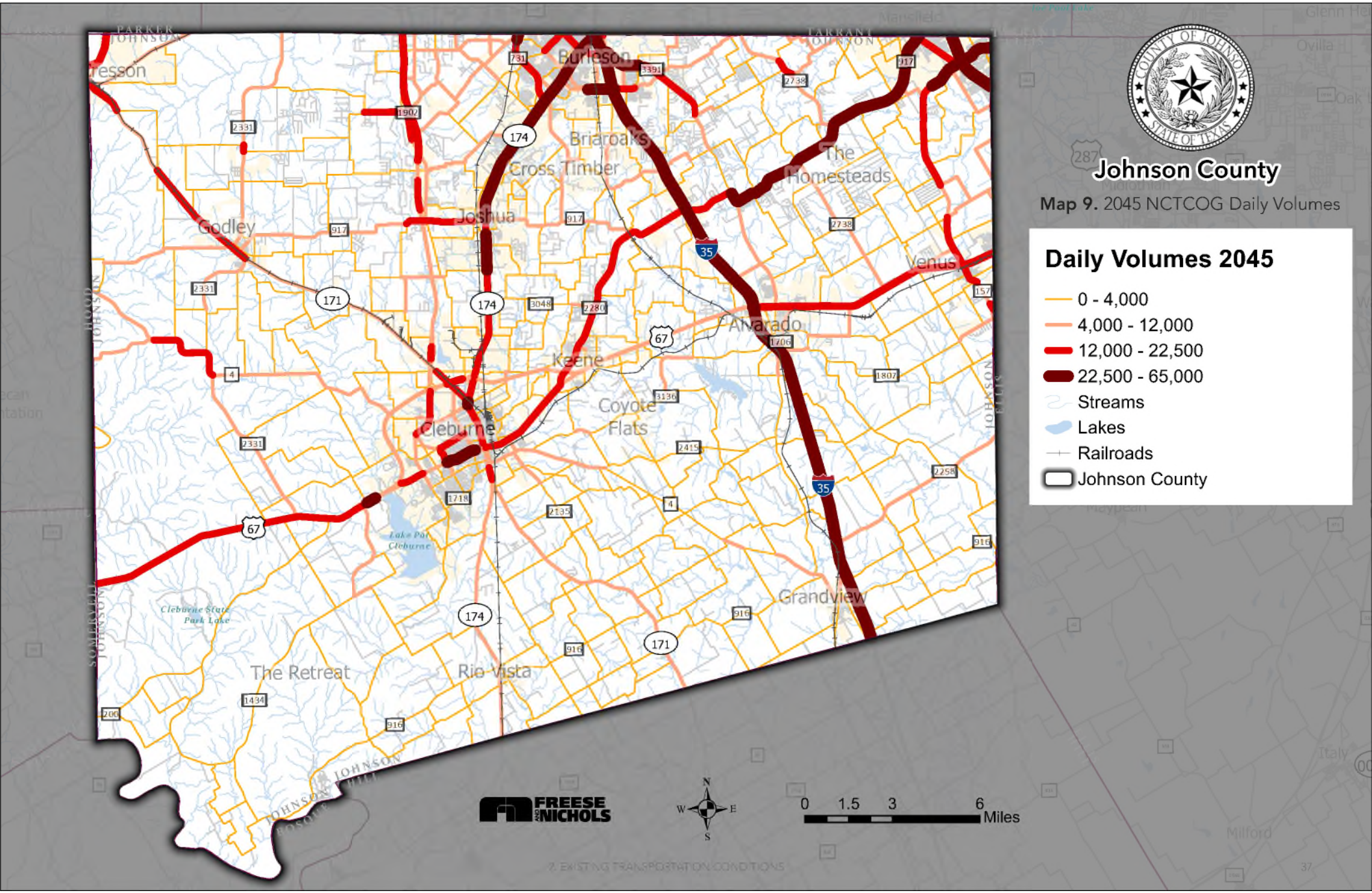
Figure 25 lists corridors with the highest volumes in 2023 and their growth in volumes in 2045. FM 917 is expected to grow the most with 63.4% increase in volumes, with I-35W right behind with 61.8% growth.

These findings are illustrated on Map 8 on page 36 and Map 9 on page 37, which show the 2023 and 2045 ADT volumes in Johnson County. The network shown with the volumes does not include the proposed thoroughfare network and recommended projects.

Figure 25. 2023-2045 Growth in Volumes




Johnson County
Map 8. 2023 NCTCOG Daily Volumes
Daily Volumes 2023
0 - 4,000
4,000 - 12,000
12,000 - 22,500
22,500 - 45,000
Streams
Lakes
Railroads
Johnson County
Burleson
Godley
Joshua
Cross Timber
Briaroaks
The Homesteads
Venus
Alvarado
Keene
Cleburne
Coyote Flats
Grandview
The Retreat
Rio Vista
Cleburne State Park Lake
Lake Pat Cleburne
FREESE AND NICHOLS
N
W
E
S
0 1.5 3 6
Miles


Johnson County
Map 9. 2045 NCTCOG Daily Volumes
Daily Volumes 2045
0 - 4,000
4,000 - 12,000
12,000 - 22,500
22,500 - 65,000
Streams
Lakes
Railroads
Johnson County
Burleson
Briaroaks
Cross Timber
Joshua
Godley
The Homesteads
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
Cleburne State Park Lake
Lake Pat Cleburne
FREESE AND NICHOLS
N
W
E
S
0 1.5 3 6
Miles

Level of Service

Level of Service (LOS) is a performance measure used to evaluate the function and flow of traffic through a roadway network. LOS is a measure of congestion expressed as the volume-to-capacity ratio of a roadway. Volumes represent an estimated number of vehicles observed on a road segment, while capacity is the maximum number of vehicles a roadway was designed to accommodate within that segment.

Traffic operational performance is based on an LOS grading scale from A through F, with A referring to free-flow traffic conditions and F representing severely congested facilities. The closer a roadway's volumes are to equaling or exceeding their capacity, the lower the LOS will be (D-F). Figure 26 describes the operational conditions for each LOS grade.

Congestion in Johnson County

In 2023, most congested areas were in the northeastern part of the County, notably FM 917 and US 67 around Venus. Some congestion was visible on roadways in Cleburne and on SH 174 and FM 3391 in Burleson.

By 2045, the congestion is forecasted to increase, with more sections of FM 917 and US 67 and roadways in the northwestern part of the County showing severe levels of congestion. Some of the roadways include, but are not limited to, FM 2738, FM 4, FM 2331 and FM 2280.

Map 10 on page 39 and Map 11 on page 40 show the LOS on Johnson County roadways in 2023 and 2045. The network shown with the LOS does not include the proposed thoroughfare network and recommended projects.

Figure 26. Level of Service Grades

LOS A, B and C:

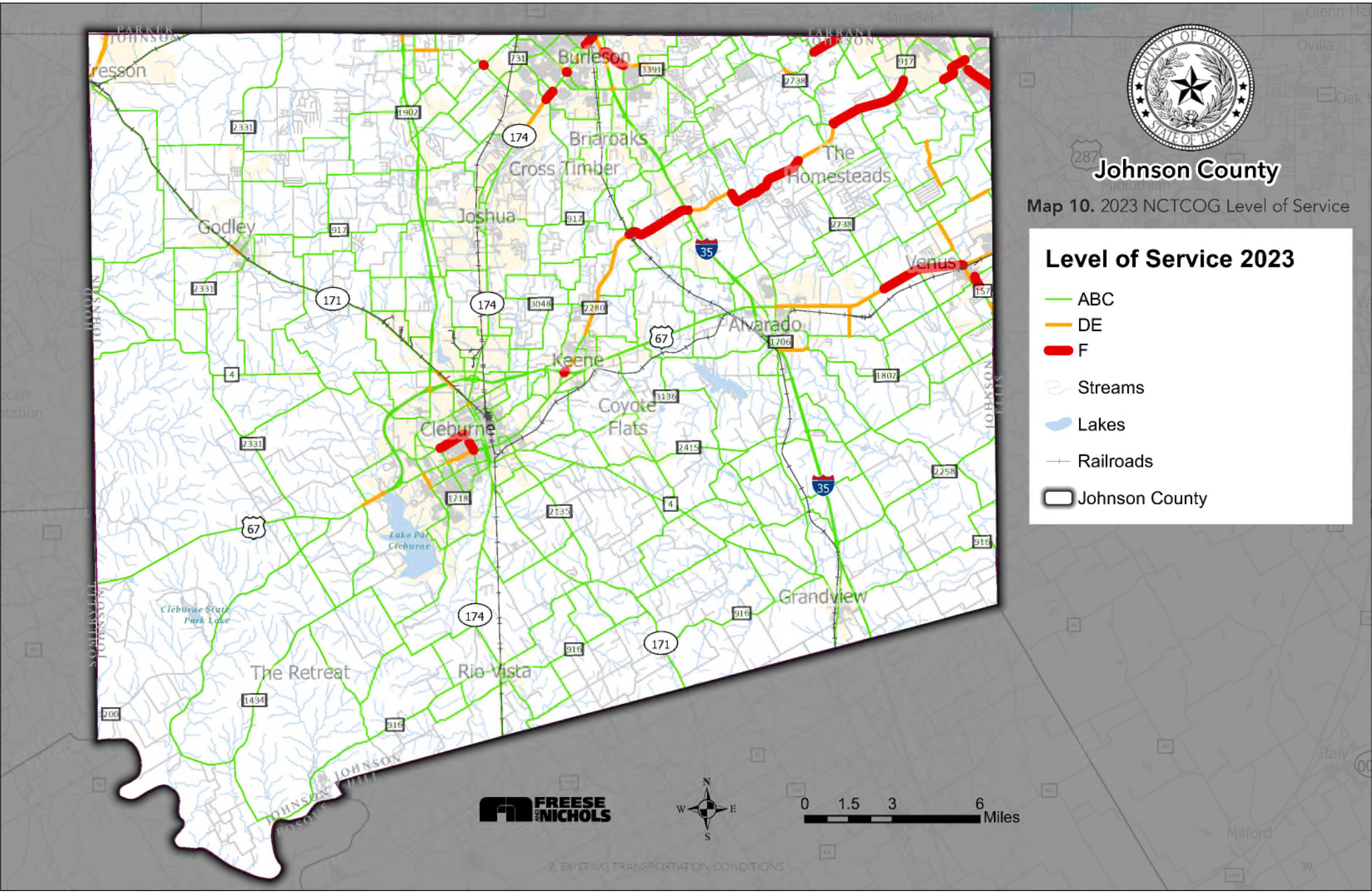
Traffic flow in this category moves at or above the posted speed limit. Travel time in this category is not hindered as a result of congestion because traffic volumes are much less than the actual capacity.

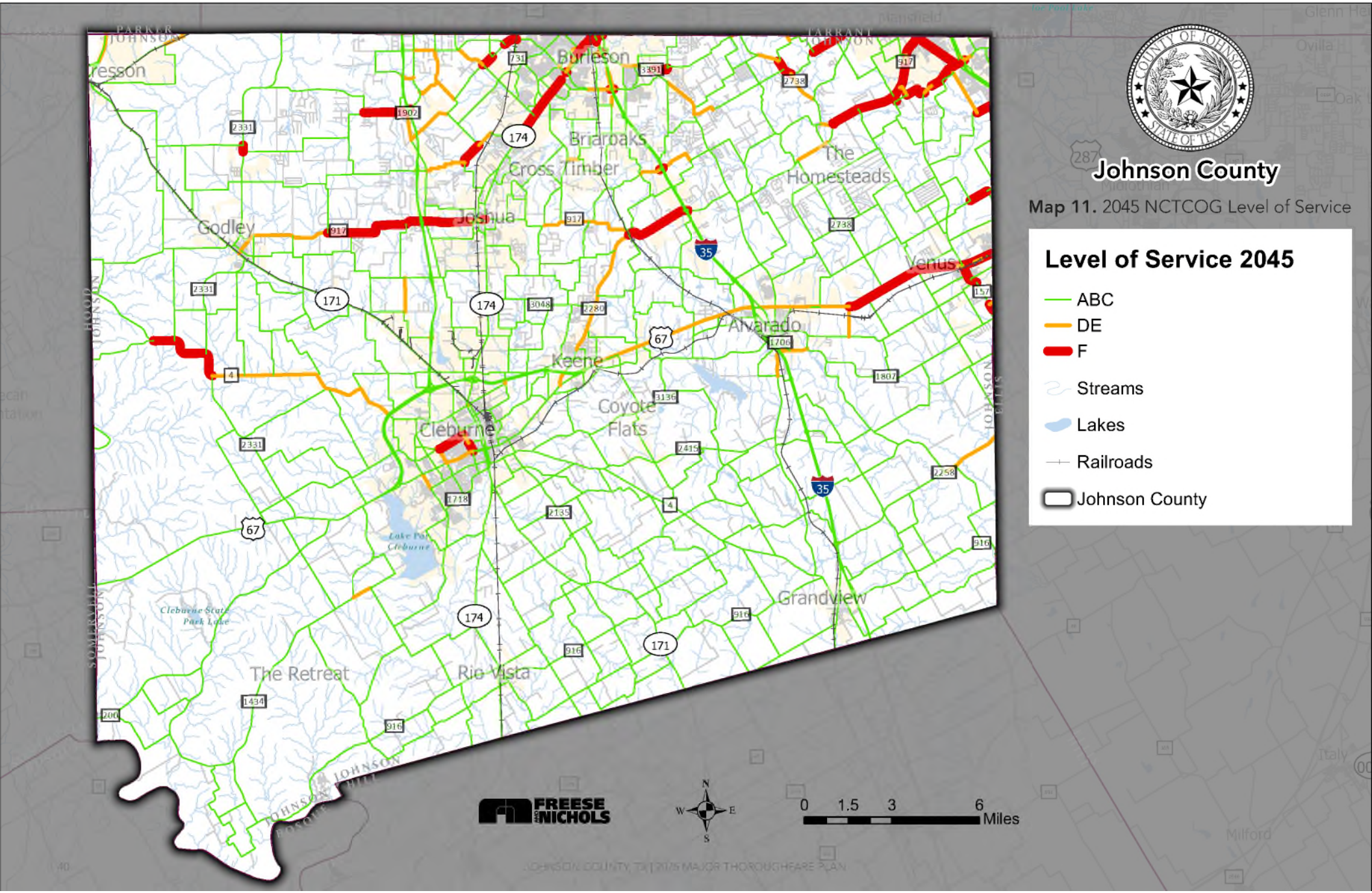
LOS D and E:

This category is slightly more congested than LOS ABC. Traffic volumes are beginning to reach the design capacity of the roadway. Traffic usually moves along at an efficient rate and posted speeds may not be fully reached.

LOS F:

Congestion is apparent in this category. Traffic flow is irregular, and speed varies. The posted speed limit is rarely, if ever, achieved in this category. In more congested corridors, traffic can be at a mere standstill with limited progression during peak hours.


Johnson County
Map 10. 2023 NCTCOG Level of Service
Level of Service 2023
ABC
DE
F
Streams
Lakes
Railroads
Johnson County
Burleson
Briaroaks
Cross Timber
Joshua
Godley
The Homesteads
Venus
Alvarado
Keene
Cleburne
Coyote Flats
Grandview
The Retreat
Rio Vista
Cleburne State Park Lake
Lake Pat Cleburne
FREESE NICHOLS
N
W
E
S
0 1.5 3 6
Miles


Johnson County
Map 11. 2045 NCTCOG Level of Service
Level of Service 2045
ABC
DE
F
Streams
Lakes
Railroads
Johnson County
Burleson
Godley
Joshua
Briaroaks
Cross Timber
The Homesteads
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
Rio Vista
The Retreat
Cleburne State Park Lake
Lake Pat Cleburne
FREESE NICHOLS
0 1.5 3 6 Miles

Crash Analysis

The cost of accidents imposes substantial costs on the community and its residents. According to the National Safety Council, in 2022, the average total cost for motor vehicle accidents to society for a fatal accident was approximately $1.8 million dollars while injury accidents cost on average just over $160,000.

While insurance companies and the persons involved do absorb the majority of these costs, much of these are paid indirectly by the community through higher insurance premiums, increased property and income taxes, and other additional fees. While local residents may not be directly involved in these accidents, their communities end up paying for them indirectly.

Crashes in Johnson County

An analysis of traffic accidents was conducted using the TxDOT Crash Records Information System (CRIS). The analysis revealed that there were 14,005 motor vehicle crashes in Johnson County between 2019 and 2023.

Crashes by Roadway Class

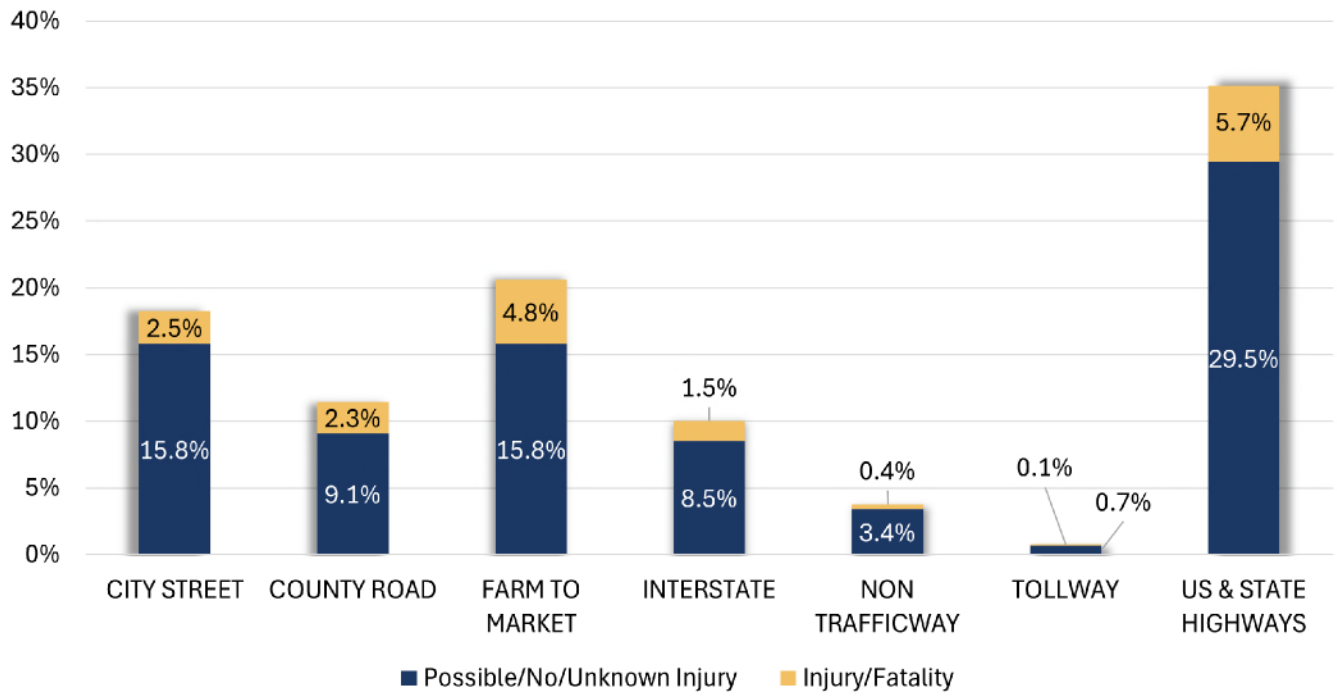
Figure 27 suggests that most crashes in Johnson County occurred along Interstates, US and State Highways, and Farm to Market (FM) roads. Map 12 on page 43 reveals that these facilities had noticeably higher numbers and densities of accidents than all other types of roadways in the County.

Specific road segments with high crash rates were identified during the crash analysis. Those locations included, but are not limited to:

- I-35W at US 67 in Alvarado
- I-35W at FM 917
- SH 174 in Joshua
- SH 174 at US 67
- SH 174 between Wilmoth Drive and CR 1110A
- FM 2280 between FM 917 and Keene

With some mentioned exceptions, most high crash locations were confined to urban areas in Cleburne, Burleson and Alvarado, and interchanges along I-35W.

Figure 27. Severity of Injury in Vehicle Crashes by Roadway Class



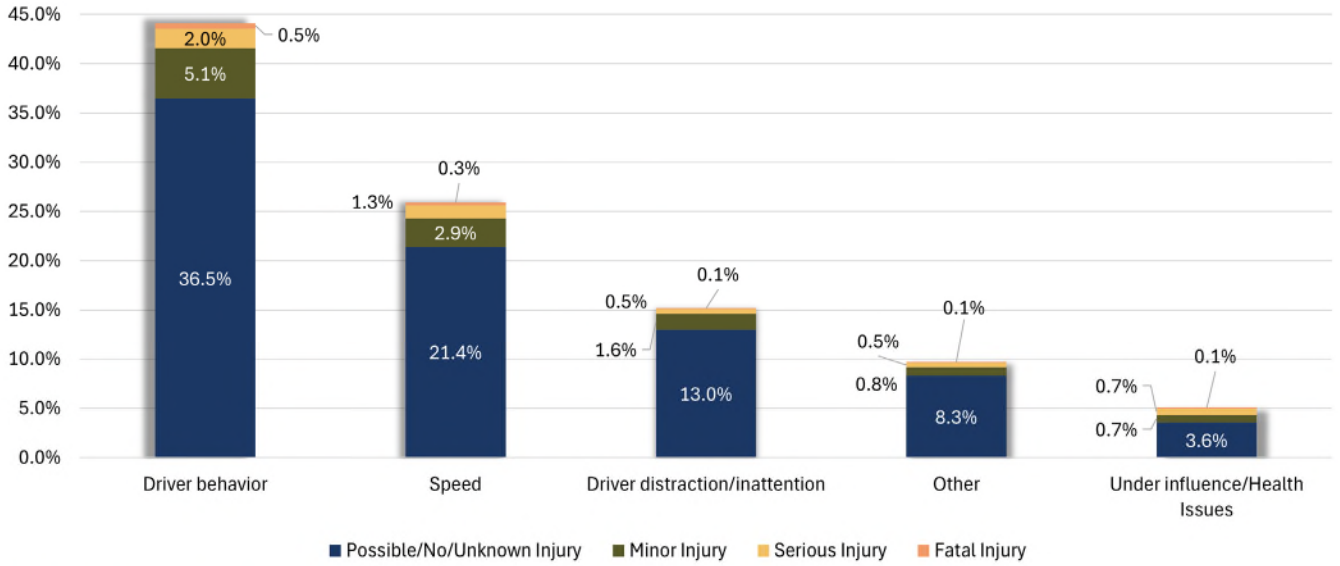
Contributing Factors

Figure 28 shows contributing factors in vehicle crashes by their severity of injury. Driver behavior was the most common factor, and refers to actions and decisions made by the driver that deviate from safe driving practices. These types of crashes accounted for almost 45% of all crashes in Johnson County, regardless of their severity.

Examples include, but are not limited to, failing to yield right-of-way, failing to stop or disregarding a stop sign or a traffic light, making an improper or unsafe turn, and driving in the wrong way or on the wrong side of the roadway.

Speeding was the second most common contributing factor and was responsible for 25.9% of all the crashes in Johnson County.

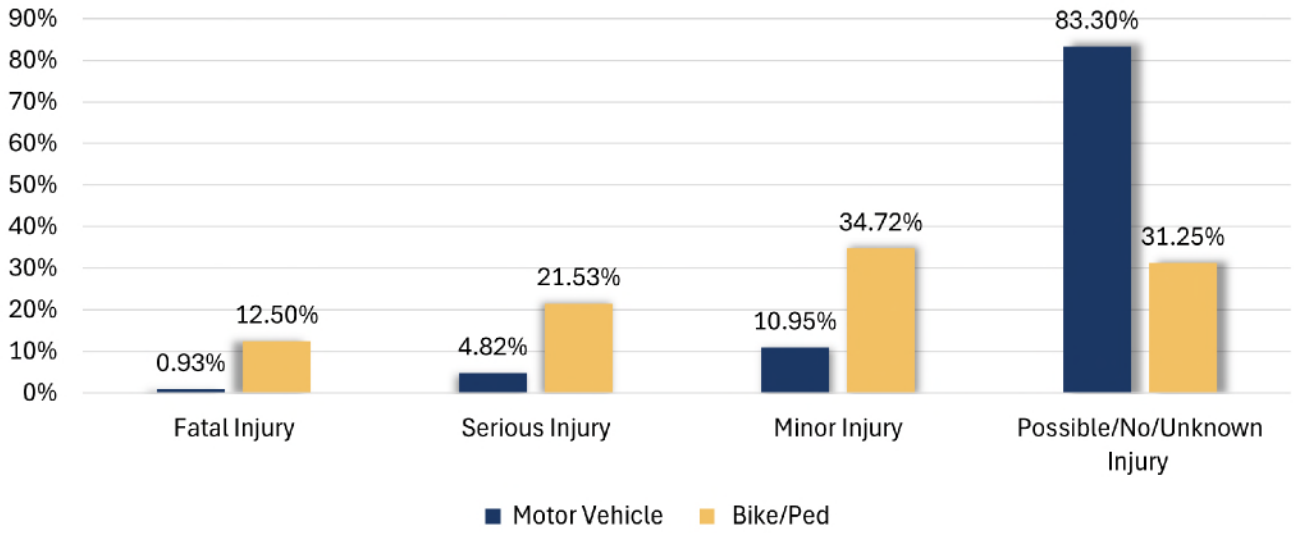
Figure 28. Contributing Factors in Vehicle Crashes

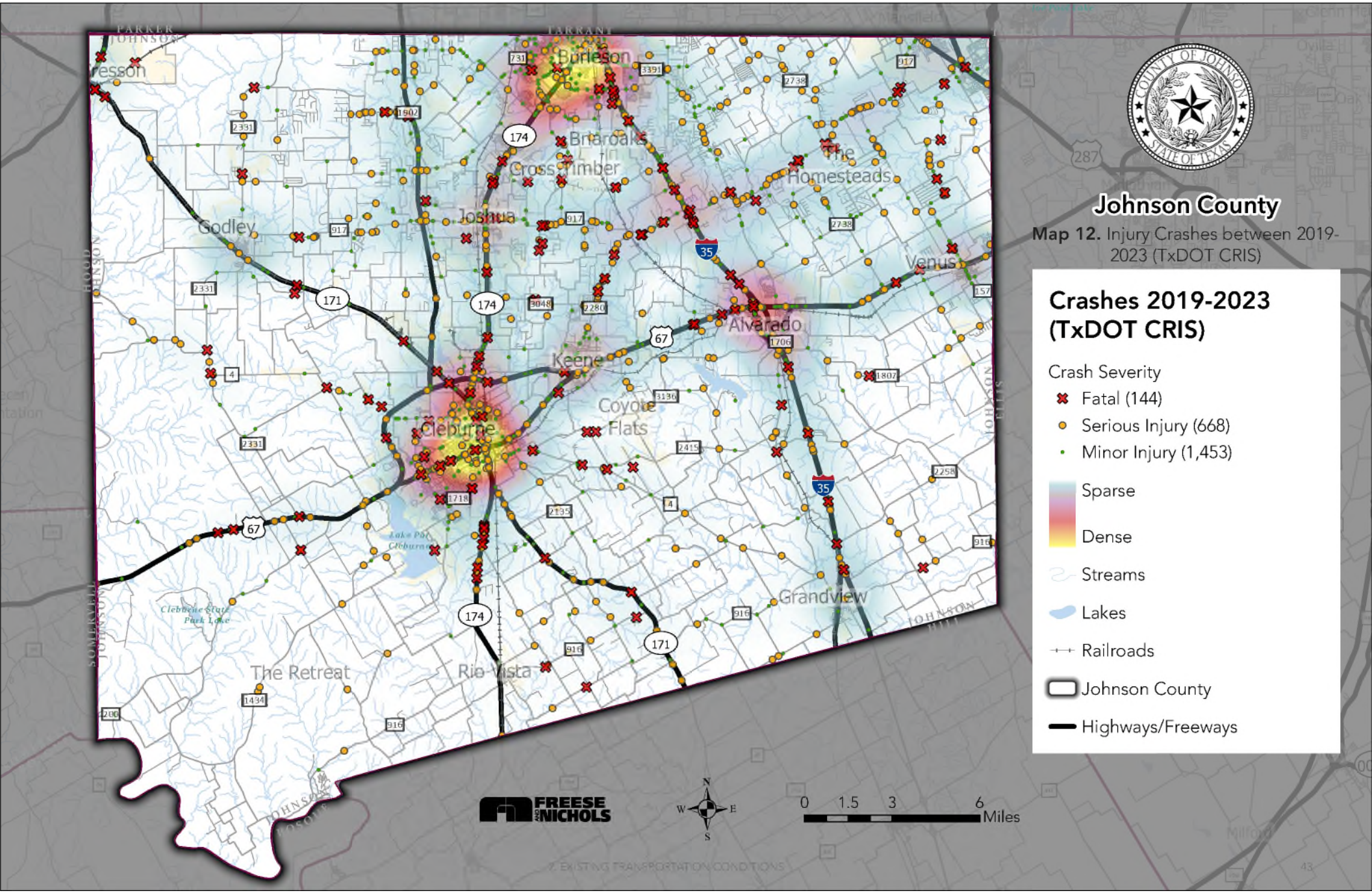


Bike/Ped Crashes

Figure 29 compares the severity of injury between vehicle, pedestrian and bicyclist crashes. While injury crashes made up less than 17% of all vehicular accidents, almost 70% of all bike/ped crashes resulted in fatal, serious or minor injuries. In other words, a bicyclist or a pedestrian is almost four times more likely to be killed or injured when involved in a crash compared to a person in a vehicle.

Figure 29. Severity of Injury in Vehicle and Bike/Ped Crashes




Johnson County
Map 12. Injury Crashes between 2019-2023 (TxDOT CRIS)
Crashes 2019-2023 (TxDOT CRIS)
Crash Severity
Fatal (144)
Serious Injury (668)
Minor Injury (1,453)
Sparse
Dense
Streams
Lakes
Railroads
Johnson County
Highways/Freeways
Burleson
Godley
Joshua
Cross Timber
Briaroaks
The Homesteads
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
Cleburne State Park Lake
FREESE AND NICHOLS
0 1.5 3 6 Miles

Freight Transportation

Trucking

Trucking and intermodal freight corridors are prevalent throughout Johnson County. I-35W is a strategic intermodal corridor and currently has the highest truck volumes in the County (see Map 13). Other designated national and state truck routes are US and BUS 67, US and BUS 287, SH 174, SH 171 and FM 1902. Truck volumes are highest along I-35W and US 67 west of Cleburne.

Map 14 on page 45 illustrates all truck routes, railroads and airports in Johnson County. The map shows only two truck stops in Johnson County along I-35W. A lack of adequate truck rest stops in the DFW region is a known issue; the construction of additional truck facilities would enhance intermodal freight operations and promote trucking and warehousing activities in Johnson County.

Stakeholder and public input noted multiple locations throughout the County where truck operations are becoming increasingly hazardous, especially along BUS 67 in Cleburne and along SH 171 south of Cleburne.

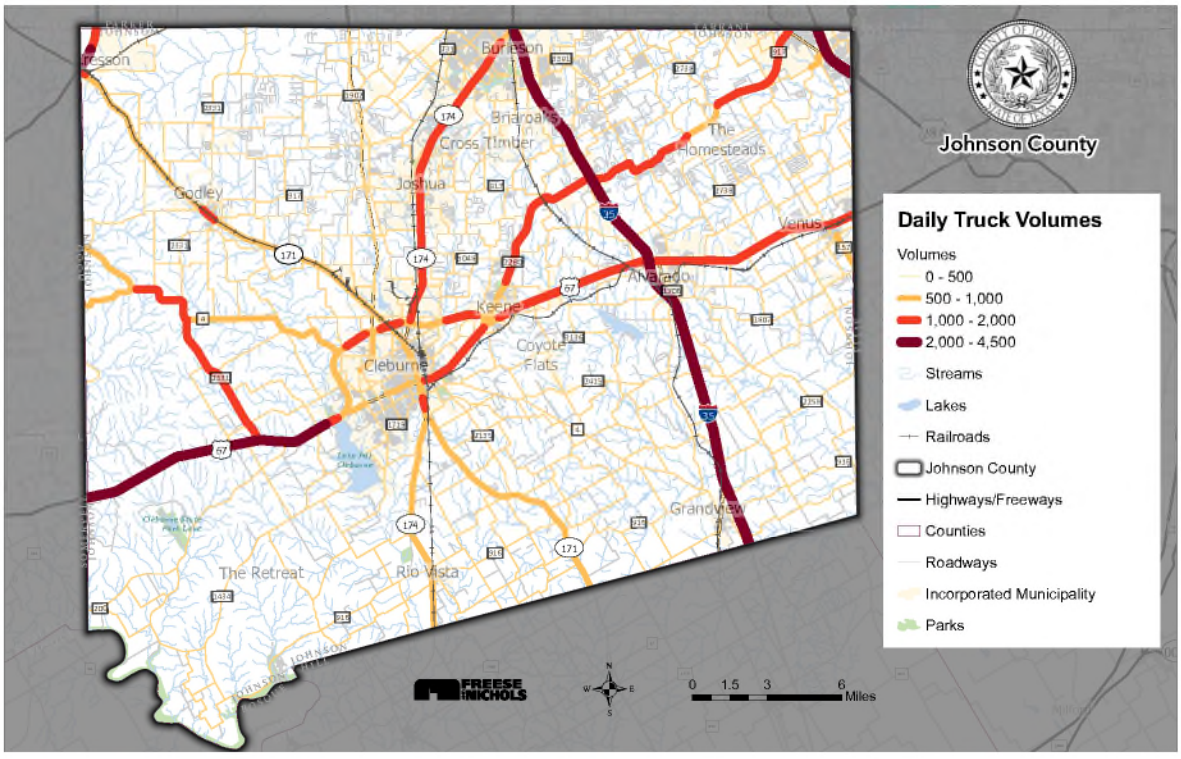
Freight Rail

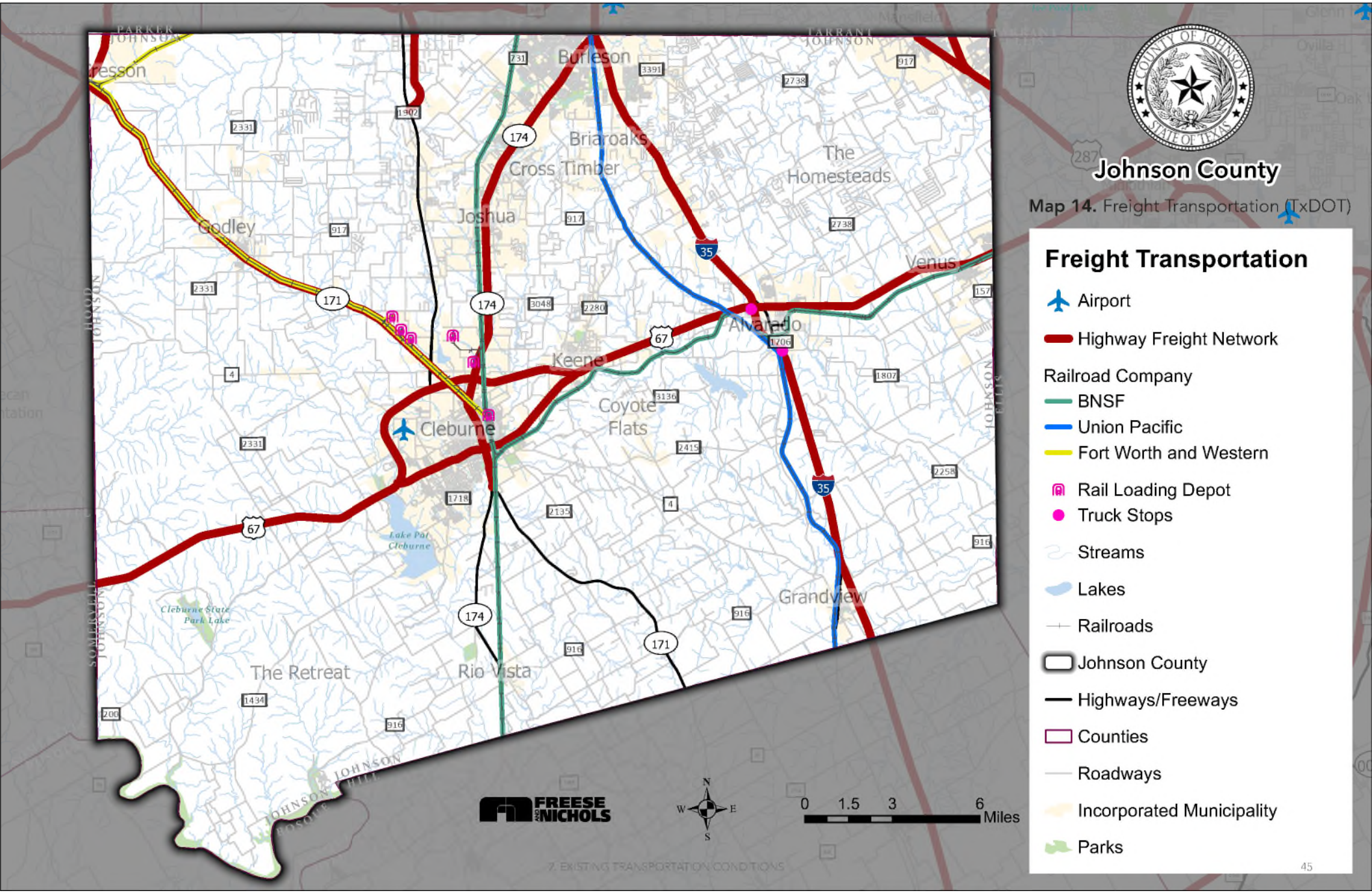
Union Pacific (UP), BNSF, and Fort Worth and Western are the three railways operating in Johnson County (see Map 14 on page 45). BNSF operates two lines, one north-south line going from Tarrant County to Hill County along SH 174, and one east-west connection going from the Intermodal Depot in Cleburne to Ellis County along US 67. UP operates a line running parallel to I-35W, and Fort Worth and Western runs a line that parallels SH 171 from Cleburne northwest into Cresson.

Aviation

The Cleburne Regional Airport located 30 miles from downtown Fort Worth, is currently the only general aviation airport in Johnson County. The facility has 91 operations (take-offs and landings) daily, with approximately 118 aircraft based at the airport. The facility has a single paved runway and no control tower.

Map 13. 2023 Truck Volumes in Johnson County




Johnson County
Map 14. Freight Transportation (TxDOT)
Freight Transportation
Airport
Highway Freight Network
Railroad Company
BNSF
Union Pacific
Fort Worth and Western
Rail Loading Depot
Truck Stops
Streams
Lakes
Railroads
Johnson County
Highways/Freeways
Counties
Roadways
Incorporated Municipality
Parks
Burleson
Briaroaks
Cross Timber
The Homesteads
Joshua
Godley
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
Cleburne State Park Lake
Lake Pat Cleburne
FREESE NICHOLS
0 1.5 3 6 Miles
2. EXISTING TRANSPORTATION CONDITIONS
45

Transit Services

Passenger Rail

The only passenger rail currently available in Johnson County is provided by Amtrak through their Texas Eagle route, which provides services between Los Angeles and Chicago with 16 stops in Texas, including Cleburne, Fort Worth and Dallas.

A potential future commuter rail line was recommended in the NCTCOG 2045 Mobility Plan update. The plan recommends a 30-mile regional rail transit route from Fort Worth Central Station to Cleburne Intermodal Transportation Depot by 2045.

Source: Amtrak

Commuter Bus

The only commuter bus transportation offered in Johnson County is the City of Cleburne's City-County Transportation (CCT) service. CCT was previously known as Cletran, and the service operates a commuter bus route from Cleburne to Fort Worth Intermodal Transportation Center, stopping in Burleson and Joshua. The service also offers low-cost, on-demand public transportation to other cities that are within Johnson County, except Burleson.

Source: City of Cleburne

Intermodal Depot/Amtrak Station in Cleburne, TX (Source: Amtrak)

TxDOT Planned Projects

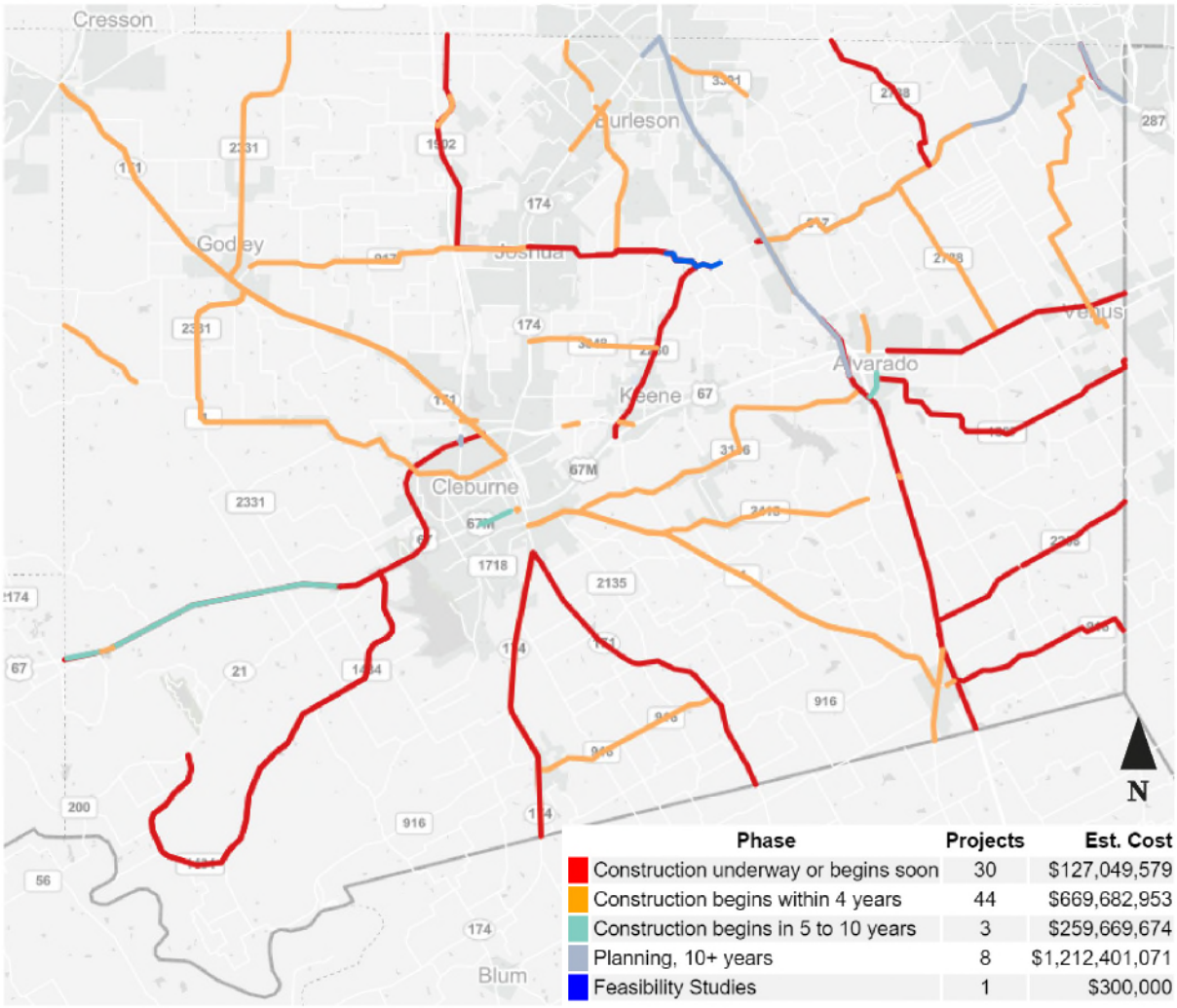
TxDOT constantly tracks and updates the status of its roadway projects through its Project Tracker online application.

A snapshot from TxDOT's Project Tracker in Figure 30 shows that in Johnson County, 30 projects are currently under construction or will begin soon, and 44 projects are estimated to begin within four years. Eight projects are in the planning phase and are anticipated to take place in 10 or more years, mainly including segments along I-35W. One feasibility study is planned for a segment of FM 917 around the railroad crossing in Egan.

Projects relevant to the County's MTP include:

- Widening of US 67 from the western Johnson County line to FM 1434
- Widening of SH 174:
  - From I-35W to Renfro Street
  - From Wicker Hill Road to north of Elk Drive
- Widening of FM 917 from CR 515 to I-35W
- Widening of US 287 from Tarrant County line to Lone Star Road/FM 157
- Widening of I-35W from SH 174 to south of US 67
- Intersection and interchange improvements on I-35W from Bethesda Road to near Asher Road

Figure 30. TxDOT Planned Projects in Johnson County



Barriers to Development

When developing a thoroughfare networks, the built and natural environments often dictate where thoroughfares can be built at the lowest cost. Map 15 on page 49 reveals known barriers to roadway development in Johnson County. Other barriers, such as parks, civic buildings and residences, also pose barriers but are usually easier to accommodate through changes in roadway alignment, design and/or negotiations with landowners.

Water Bodies and Floodplains

The most significant barriers to roadway development in Johnson County are floodplains, rivers and lakes. These features are most prevalent in the northeastern area of the County and south of Cleburne. Water bodies and floodplains pose significant challenges that require more costly solutions.

Utilities

Johnson County is crossed by several major utility easements. Two major national petroleum pipelines, the Explorer and Magellan, and several major transmission lines traverse the County. In addition to utility easements, electrical substations, pumping stations, and transmission towers are extremely difficult and expensive to relocate.

Railroads

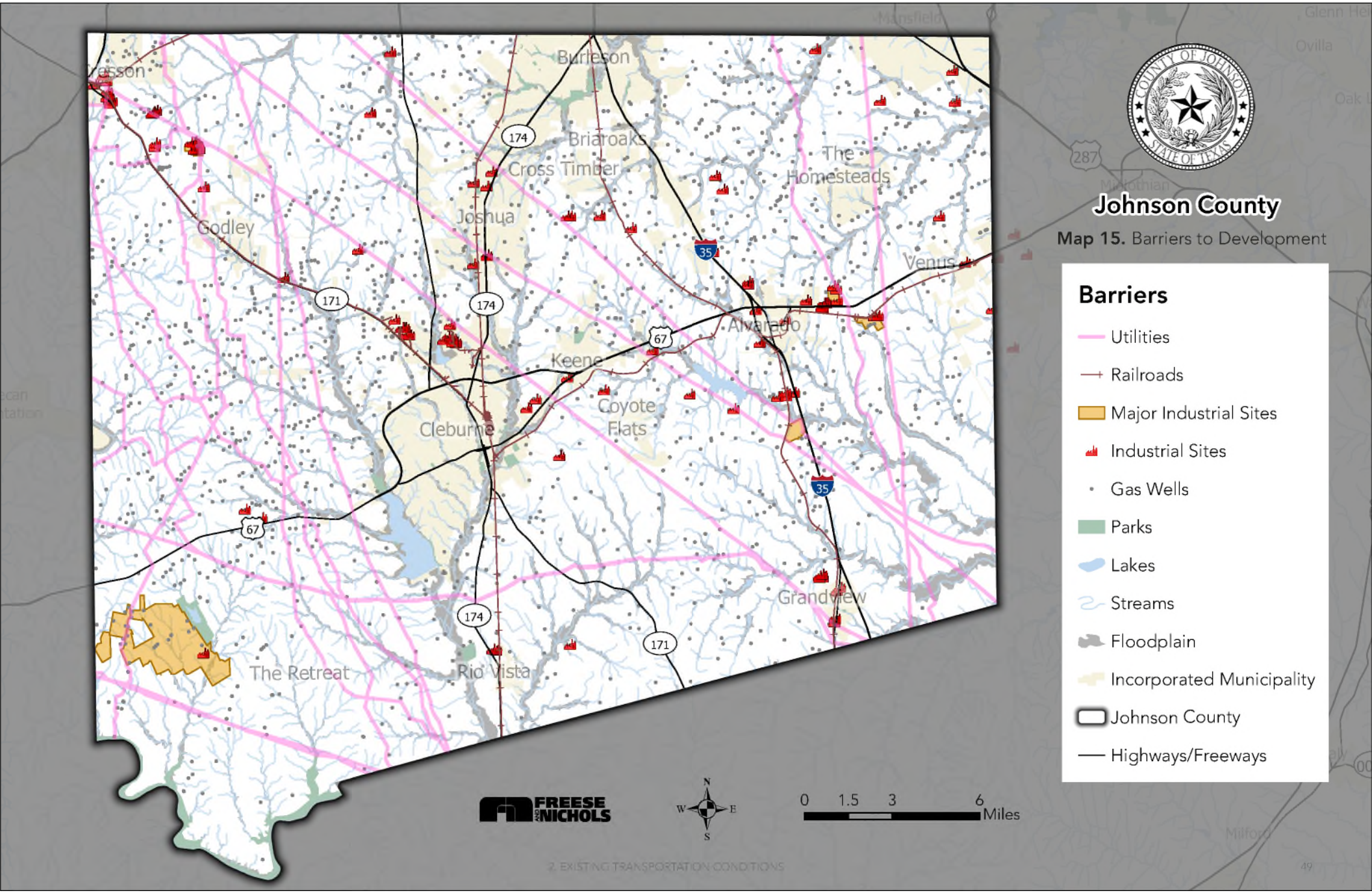
Despite their economic benefits, railroads are oftentimes a barrier to network development, as new at-grade crossings require the consent of the owner of the railroad company. These permissions are extremely difficult to obtain. TxDOT's 2020 Metroplex Freight Mobility Study identified 113 at-grade railroad crossings within the County.

Oil and Gas

Johnson County has a large number of oil and gas wells, especially in the western areas which are more rural. These wells, often located on large parcels of land, are extremely expensive to relocate and create physical barriers that limit the routing options for new roadways.

Industrial Sites

Large industrial sites, such as landfills, gravel pits, concrete plants, and water and wastewater treatment plants, are usually located on large parcels that usually cannot be relocated. The presence of these sites greatly limits or complicates proposed adjacent network development.


Johnson County
Map 15. Barriers to Development
Barriers
Utilities
Railroads
Major Industrial Sites
Industrial Sites
Gas Wells
Parks
Lakes
Streams
Floodplain
Incorporated Municipality
Johnson County
Highways/Freeways
Burleson
Briaroaks
Cross Timber
The Homesteads
Joshua
Godley
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
Mansfield
Ovilla
Midlothian
Milford
174
171
67
35
287
FREESE NICHOLS
N
W
E
S
0 1.5 3 6 Miles

3. Public and Stakeholder Involvement

Engagement Efforts

Johnson County and the project team conducted a robust public engagement effort to gain input on transportation issues and needs from stakeholders and the public from all communities throughout Johnson County. Figure 31 lists all meetings held during the MTP development process.

Figure 31. Summary of Public and Stakeholder Engagement Efforts

Meeting Type	Date	Location
County Commissioner Meetings	Dec 11, 2023	Cleburne
	Feb 26, 2024*	Cleburne
	Mar 26, 2024*	Cleburne
	Jan 27, 2025*	Cleburne
Project Steering Committee Meetings	Jan 19, 2024	Cleburne
	May 29, 2024	Cleburne
	Jan 16, 2025	Virtual
Stakeholder Meetings	Feb 7, 2024	Cleburne
	Feb 8, 2024	Cleburne
	Jul 24, 2024**	Virtual
	Aug 6, 2024**	Virtual
	Sep 4, 2024**	Virtual
Public Meetings/ Town Halls	Jan 24, 2024	Burleson
	Jan 25, 2024	Alvarado
	Oct 23, 2024	Cleburne
	Jan 27, 2025***	Cleburne
Plan Adoption	Feb 10, 2025	Cleburne

* Briefings only
** Meetings discussing SH 360 extension into Johnson and Ellis Counties
*** Public viewing before the County Commissioner Briefing

Small group discussion during the Project Steering Committee meeting, January 2024.

Please refer to Appendix A for the complete summary of the stakeholder and public engagement efforts.

Stakeholder Engagement

Stakeholder input is a vital component of the thoroughfare planning process; it provides unique perspectives and ensures that the plan addresses key issues and meets diverse needs. This inclusive approach builds trust, transparency and accountability, leading to more informed decision-making and successful outcomes.

County Commissioners Court

The project team conducted one four-hour workshop meeting with the County Judge and Commissioners to receive input on roadway issues and needs, growth, and future development and policy needs. Throughout the planning process, short briefings were held for the County Judge and Commissioners, with a public hearing for the MTP adoption in March 2025.

Project Steering Committee

The MTP Project Steering Committee was appointed to provide input on issues and needs, develop the MTP's goals and objectives, and review materials prepared at critical stages of the planning process.

The MTP Project Steering Committee was composed of 13 members representing municipality, county, and state officials, civic and technical leaders, and private business owners.

The project team conducted three workshops with the Committee members. The first workshop was held in January 2024 at the input stage, the second in May 2024 at the first draft stage of the plan, and the last one in January 2025 to review the final draft of the MTP.

Stakeholder Meetings

Stakeholder meetings were held in the City of Cleburne in February 2024 and involved two four-hour period meetings with 30-minute allotted windows for each stakeholder.

The purpose of the meetings was to allow for a one-on-one meeting with each stakeholder and the project team.

The invited stakeholders included city, county, and state officials, members of the Texas House of Representatives, ISD officials, technical and civic leaders, and private business owners. The invitations were sent to 57 stakeholders, with 21 attending the meetings.

Public Engagement

The project team conducted extensive public engagement efforts to ensure that the community's needs and preferences were considered in the development of the MTP. Involving the public allowed the project team to gather valuable insights, identify local priorities, and address concerns, resulting in more effective and equitable solutions and a thoroughfare network that better serves the community's needs.

Town Hall Meetings

Two rounds of Town Hall meetings were held during the thoroughfare planning process.

The first round of meetings was organized during the MTP input stage in January 2024 in the Cities of Burleson and Alvarado. The Town Hall meeting included a presentation explaining a thoroughfare plan and the public's role in its development. The presentation was followed by an interactive small group discussion where people could talk to the project team, make comments and mark-up maps with their issues and needs.

Increasing congestion along major and minor corridors, safety concerns at major intersections and sharp curves, and heavy truck traffic were among the most frequently highlighted issues and needs of the residents of Johnson County.

Town Hall meeting in Alvarado, January 2024.

Presentation to the Project Steering Committee during the meeting, January 2024.

Breakout session during the Town Hall meeting in Burleson, January 2024.

The second Town Hall meeting was held during the first draft stage in October 2024 in Cleburne along with the Bond Program Town Hall. The second Town Hall aimed to gather the public's comments and recommendations regarding the MTP draft. The meeting also included a presentation showing the proposed draft thoroughfare network, which was followed by an interactive small-group discussion with the project team.

Lastly, a public viewing of the MTP was organized before the last County Commissioners briefing in January 2025.

Online Survey and Interactive Map

The project team also created an online survey to reach a broader and more diverse spectrum of public and stakeholders, allowing those who could not attend in-person public or stakeholder meetings to share their concerns and comments. The survey page also included an interactive map where respondents could place markers with comments directly on a map.

The survey was distributed via Johnson County's official website and social media and was shared during the stakeholder and public meetings. It was open from January 19, 2024, to March 1, 2024, and received 57 survey responses and 126 interactive map comments.

Key Findings

The results shown in Figure 32 suggest that more than half of the respondents believe that transportation in Johnson County needs improvement. Only around 5% of respondents rated Johnson County transportation as excellent.

Figure 32. Rating of Transportation Quality in Johnson County

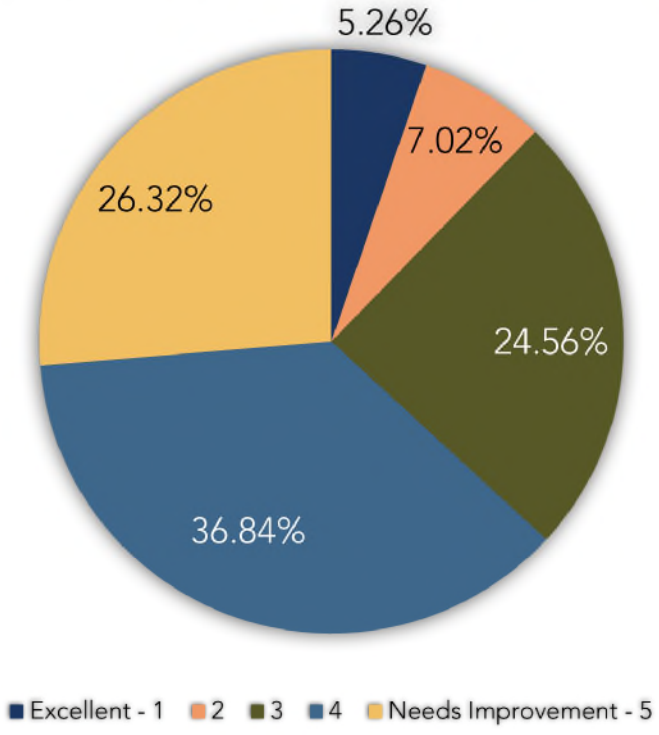
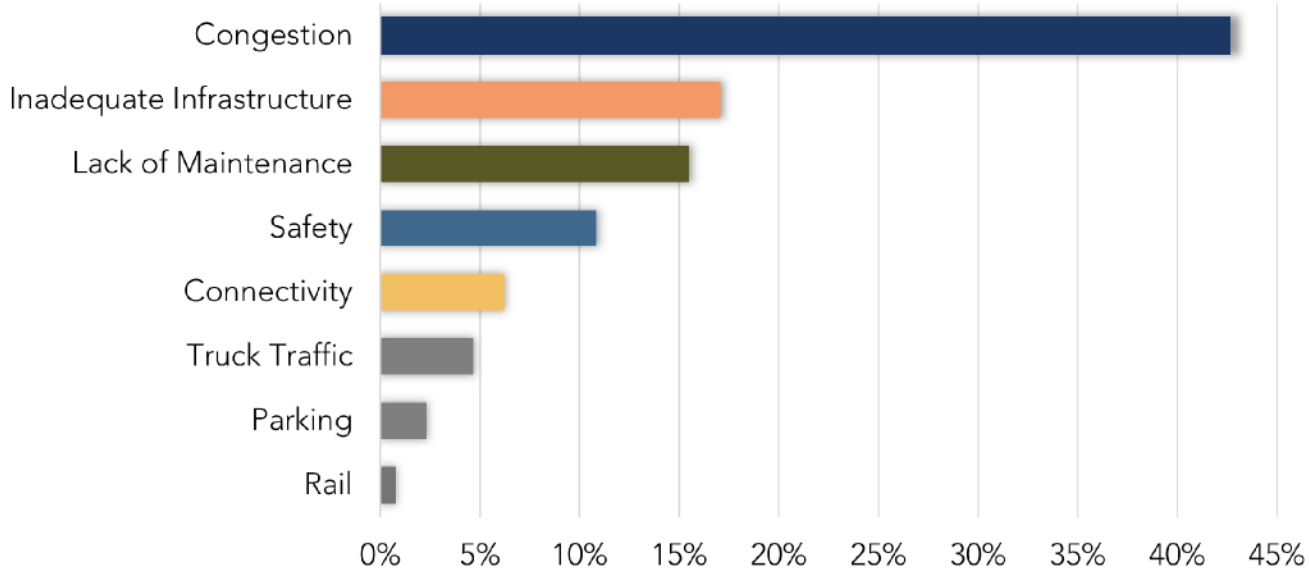


Figure 33. Major Transportation Issues in Johnson County



Congestion was reported as the major transportation issue faced in Johnson County today (Figure 33 above), which was also reflected through conversations with key stakeholders and the County Commissioners. Truck traffic, parking and rail each had less than 5% of respondents considering them an issue.

When asked about ranking potential solutions to improve truck traffic in the County, respondents indicated, with a score of 2.79, that investing in truck-designated infrastructure and facilities would be the most effective solution (see Figure 34). These results also align with the input received from the stakeholder meetings.

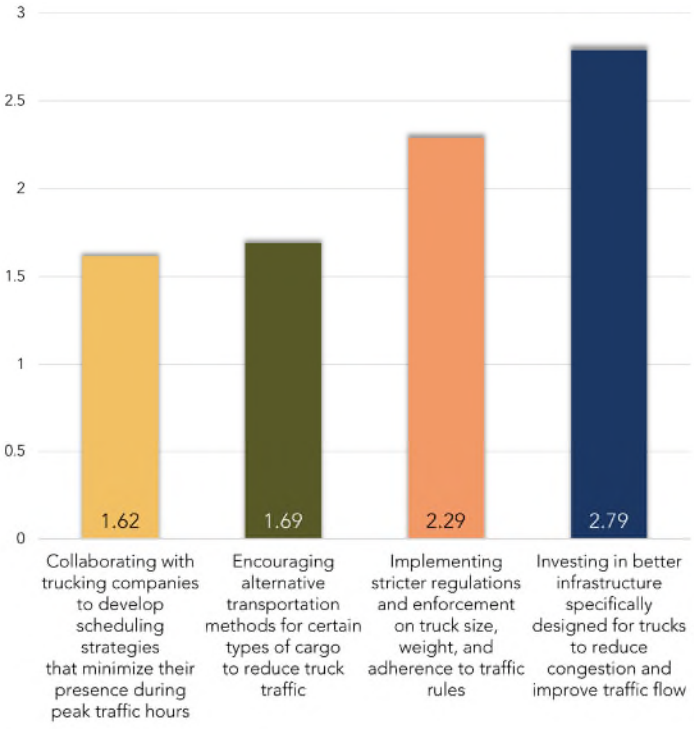
Please refer to Appendix A for the complete survey results and comments on open-ended questions.

Interactive Map Results

An interactive map was included in the online survey to allow residents to provide comments about specific locations in Johnson County. Map 16 on page 55 illustrates the locations and categories of the comments.

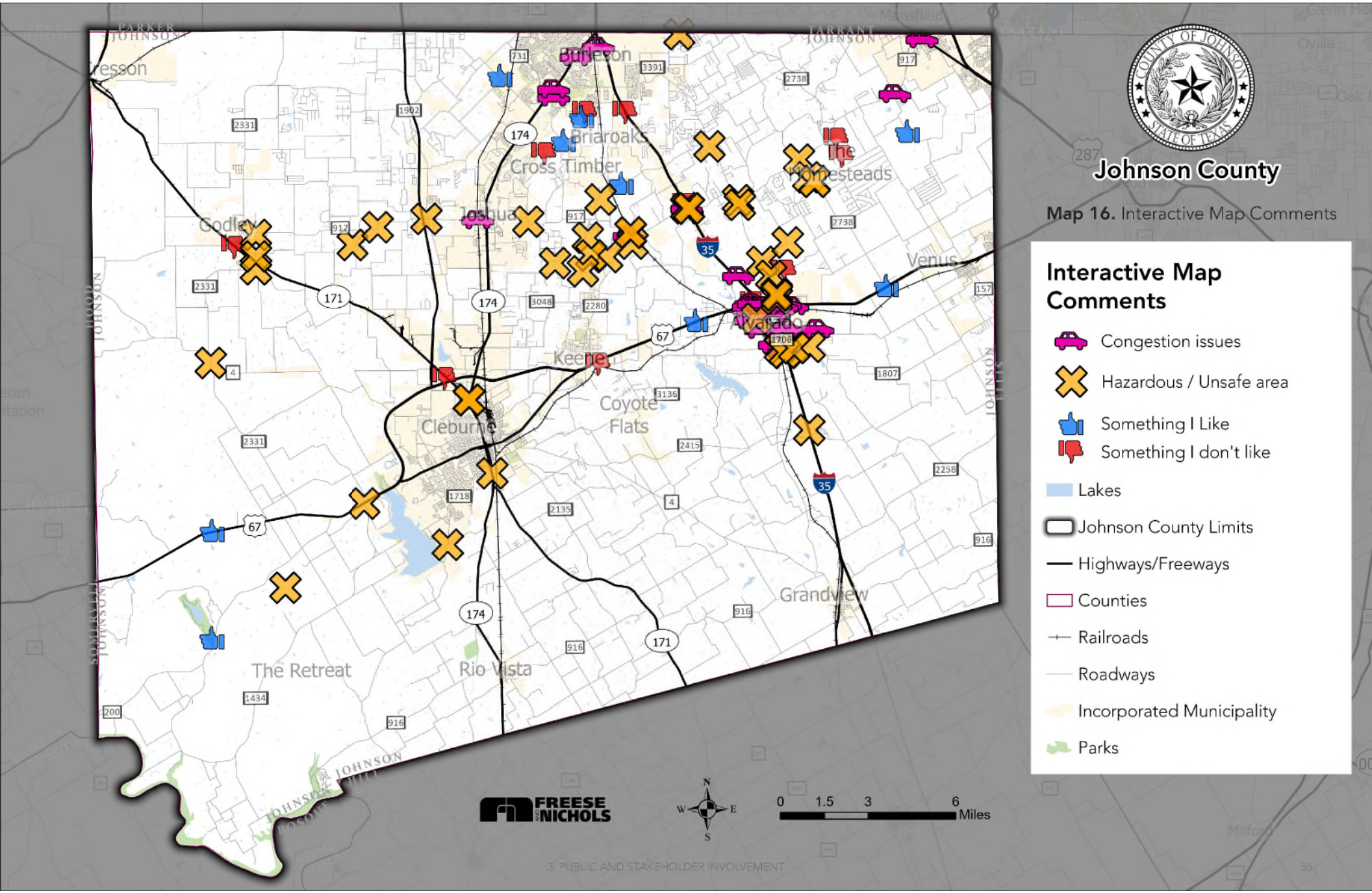
Respondents identified a number of areas where they encountered congestion issues or which were perceived as hazardous or unsafe.

Figure 34. Solutions to Concerns Related to Truck Traffic



Other comments included concerns about connectivity, intersections, traffic signals, and proposed roadways.

For the full list of interactive map comments, please refer to Appendix A.


Johnson County
Map 16. Interactive Map Comments
Interactive Map Comments
Congestion issues
Hazardous / Unsafe area
Something I Like
Something I don't like
Lakes
Johnson County Limits
Highways/Freeways
Counties
Railroads
Roadways
Incorporated Municipality
Parks
Cleburne
Keene
Godley
Joshua
Cross Timber
Briaroaks
Burleson
Venus
Alvarado
Coyote Flats
Grandview
The Retreat
Rio Vista
The Homesteads
FREESE NICHOLS
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Miles

Transportation Issues and Needs

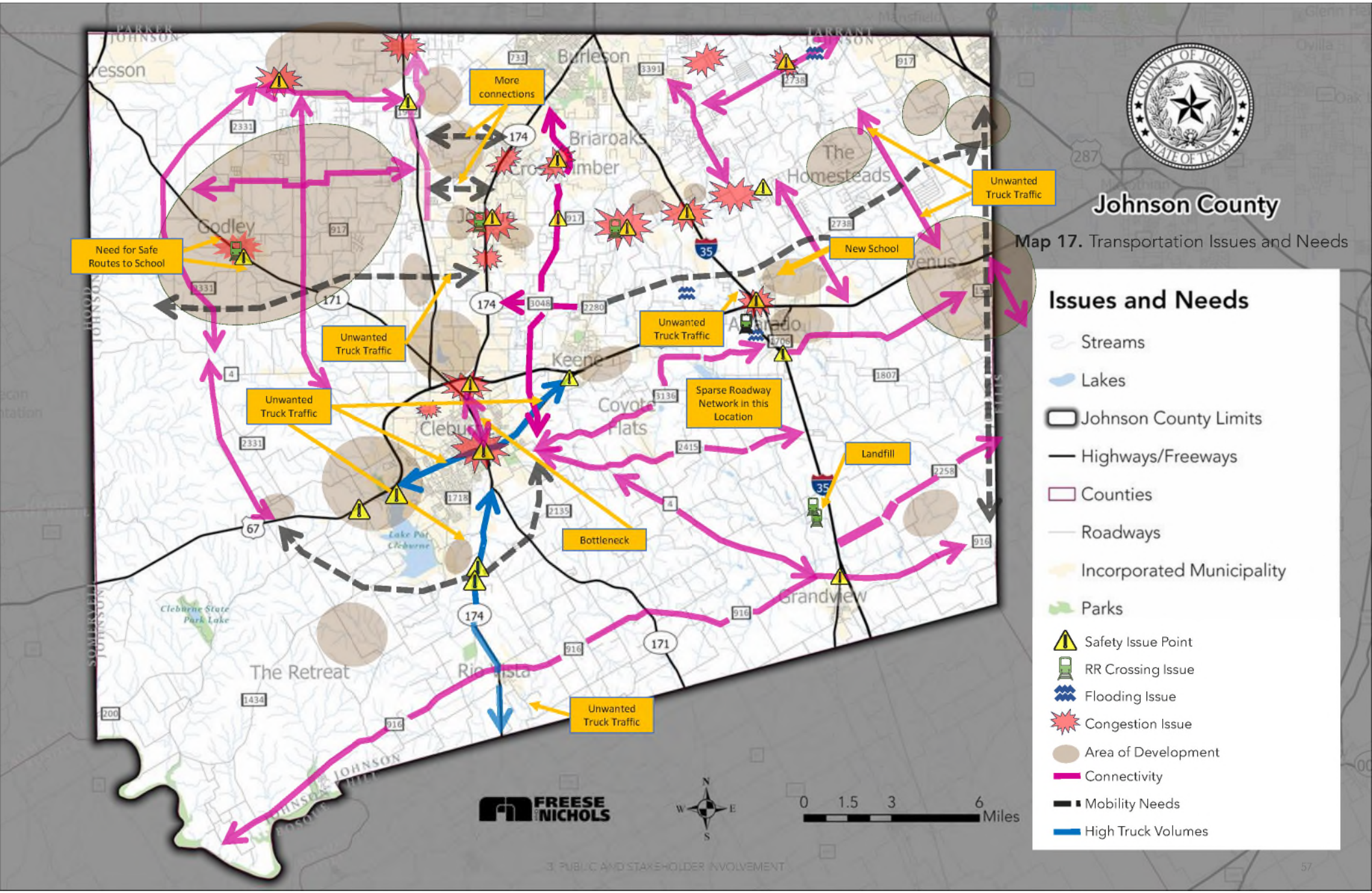
Based on the findings from data collection and public/stakeholder outreach processes, Johnson County identified transportation issues and needs that potentially impact network development. The key issues and needs in Johnson County are summarized below, and the identified issues and needs are depicted on Map 17 on page 57.

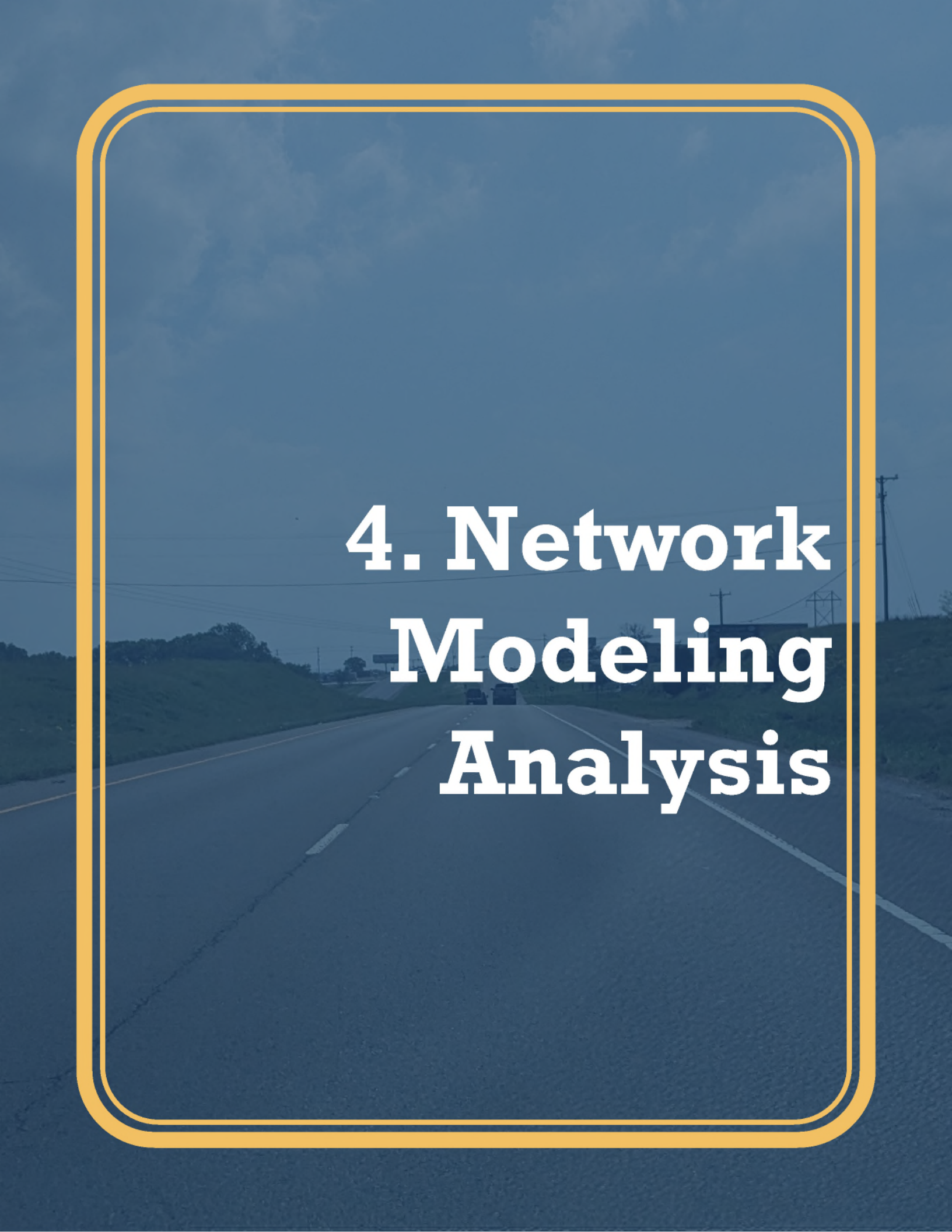
Stakeholders identified intersections as a primary safety concern. The key safety issues at intersections were the high number of crashes, inefficient geometry, and missing traffic signalization or congestion. Congestion poses a safety risk along straight road segments as it leads to higher instances of rear-end collisions and erratic driving behaviors, like sudden lane changes and braking.

A general lack of connectivity across the roadway network is a known issue in Johnson County, forcing traffic onto a limited number of contiguous roadways. US 67 is the only east-west highway that spans across the entire County, and its alternatives (such as FM 917) have lower vehicle capacity and sharp curves at select locations. South of US 67, the network is sparse, with a lack of east-west and north-south connections.

Stakeholders and the general public consistently mentioned truck traffic as an issue in Johnson County. Issues included truck traffic through Downtown Cleburne and unwanted truck traffic cutting through residential streets to avoid congestion. Lack of adequate trucking infrastructure along designated truck routes was also identified as an issue contributing to trucks not utilizing the designated truck routes.

Public engagement highlighted the issue of at-grade railroad crossings causing traffic bottlenecks throughout the County. During peak traffic, train passages can lead to miles-long traffic congestion and delays of up to 30 minutes, which prompts drivers to seek alternative routes, often diverting traffic onto local roads and increasing traffic safety concerns. This is also an issue for emergency services, who have longer response times when key railroad crossings are closed.


Johnson County
Map 17. Transportation Issues and Needs
More connections
Need for Safe Routes to School
Unwanted Truck Traffic
Unwanted Truck Traffic
Unwanted Truck Traffic
Unwanted Truck Traffic
New School
Sparse Roadway Network in this Location
Landfill
Bottleneck
Unwanted Truck Traffic
Issues and Needs
Streams
Lakes
Johnson County Limits
Highways/Freeways
Counties
Roadways
Incorporated Municipality
Parks
Safety Issue Point
RR Crossing Issue
Flooding Issue
Congestion Issue
Area of Development
Connectivity
Mobility Needs
High Truck Volumes
FREESE NICHOLS
0 1.5 3 6 Miles



4. Network Modeling Analysis

Travel Demand Modeling 101

A Travel Demand Model (TDM) is a computerized representation of a community or region's transportation system. TDMs use land use and population and employment forecasts to simulate the movement of commuters throughout a transportation network under various conditions. Transportation planners use model results to display current network conditions and to predict how changes to the system or its environment will affect future travel demand. TDMs can be programmed to model all modes of travel utilized in a regional transportation system. However, most TDMs - including the one used for this analysis - only forecast roadway and transit demand.

Forecast of Travel Demand

NCTCOG's Dallas Fort Worth Regional Travel Model was used to assess Johnson County's thoroughfare network. The analysis for the regional travel demand model included 2023, 2036, and 2045 demographics at the Traffic Analysis Zone (TAZ) level for the North Central Texas Region. The model forecasts trips in the region based on several factors that include, but are not limited to:

- Trip purpose (work, home, non-work)
- Trip length
- Household income
- Generated demand
- Network capacity

Trips are forecasted in the region based on population and employment projections and household income. These projections help determine how many trips will be produced daily and users will travel between their origin and destination.

Basic Model Theory

The model is composed of a series of mathematical models that simulate travel on the transportation system based on various parameters and assumptions.

The model divides the entire NCTCOG region (including Johnson County) into thousands of TAZs, with specific demographic and land use data associated with each zone. The TAZs are used by a series of mathematical models to determine trip demand and travel patterns for road and transit users. The modeling process encompasses four primary steps:

Trip Generation

The number of trip productions and attractions between each TAZ trip origin zone and destination zone (O-D pair) are calculated using demographic inputs.

Trip Distribution

Productions and attractions are converted into estimated trips between each O-D pair.

Modal Split

The anticipated number of trips are broken down by mode of transportation for each O-D pair.

Trip Assignment

Determination of optimal routes completed via path building using travel time and cost. Trips are incrementally loaded onto the transportation network. Outputs reveal network performance.

The model results help predict future transportation conditions and evaluate strategies to mitigate long- and short-term deficiencies in the roadway network.

Modeling Demographics

Population Growth Estimates

Methodology

1. NCTCOG's 2023 population estimates were acquired and used as the base for future projections.
2. Historical growth trends in Johnson County were analyzed as well as population projections from a number of public data sources.
3. Information about approved/entitled developments was collected.
4. Each TAZ was classified as "urban" or "rural" based on water access.
5. TAZs with access to large-scale water were further classified into "urbanized" and "developing" and assigned a corresponding growth rate.
6. Updated population projections were created and presented to the Commissioners Court for approval.

Development Activity

The growth estimates used the 2023 NCTCOG population estimates as a base. No adjustments were made to the base year population; however, approved/entitled developments identified by County and city stakeholders were applied to the 2023 estimates to inform 2036 and 2045 estimates.

Urban versus Rural TAZs

To determine appropriate future growth rate assumptions, each TAZ in the County was classified as "urban" or "rural." Urban TAZs have existing access to potable water services or supplies that support urban-scale development, which in Johnson County includes TAZs served by municipal water services or the Johnson County Special Utility District.

The analysis assumed that TAZs without ready access to these water systems were more likely to develop into estate lots with water wells or private services, diluting the growth potential of those TAZs over the next 20 years as land is made unavailable for denser development. Land within these rural TAZs also lacks access to public or large-scale wastewater treatment capacity due to the cost of extending or providing sewer to outlying areas or topography constraints (particularly in the southwest portion of the County). The lack of access to water systems constrains the development of these TAZs to on-site septic facilities (OSSF). Because Johnson County requires a minimum 2-acre lot size for OSSF, these areas will likely remain low-density even if water service is upgraded.

Urbanized versus Developing TAZs

TAZs with access to large-scale urban water were further classified into "urbanized" and "developing." Urbanized TAZs represent the bottom quartile of size among all the TAZs in the County, which tended to exhibit characteristics of areas that have already been urbanized. Because these TAZs were already densely developed relative to the rest of the County, the lowest future growth rate was applied to these TAZs.

Urbanizing TAZs were assigned the fastest growth rate between 2023-2036 when they had the highest percentage of undeveloped land remaining. Beyond 2036, these TAZs were assigned a moderate rate, though this rate was still higher than TAZs that were urbanized during the base year (2023).

Historic Growth Trends

Given assumed market and national economy fluctuations over the next 20 years, it is reasonable to cap the overall number of new units presumed to be absorbed when projecting population growth. Based on historical growth trends in Johnson County, this would suggest that about 30,000 new units could be absorbed by 2045. This equals about 25,000 fewer units than exist in the current development pipeline.

While this would produce a conservative estimate that mirrors historical trends, it may result in population growth that fails to capture the number of units that could be built in the County, especially if Johnson County is increasingly seen as an attractive housing market for new residents who may be priced out of central and northern Dallas-Forth Worth.

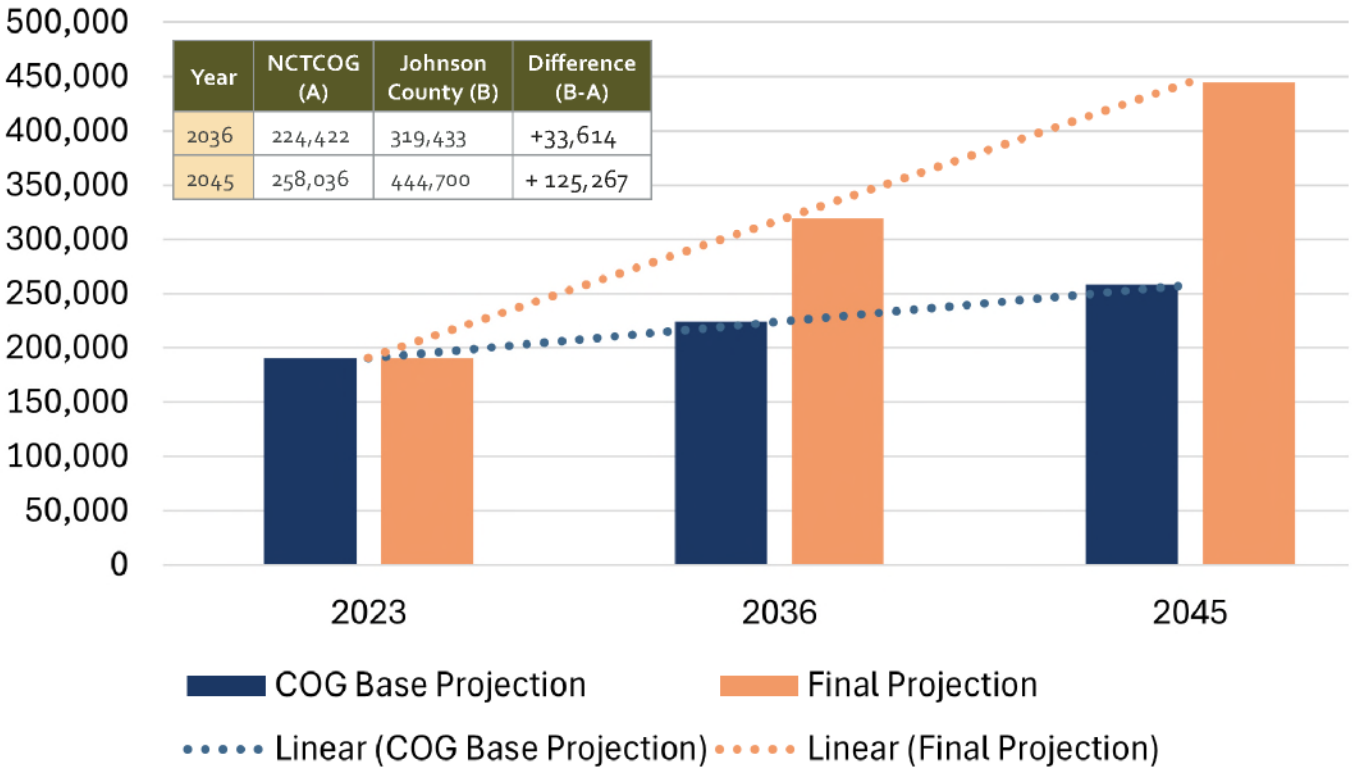
Results

These classifications and assigned growth rates resulted in changes to reported NCTCOG growth rates in 2036 and 2045, and also in the reallocation of growth within the County based on the assumption of urban and rural growth within the County. Figure 35 below and Map 19 on page 62 and Map 21 on page 63 demonstrate the differences between growth in the 10-year and 20-year projections.

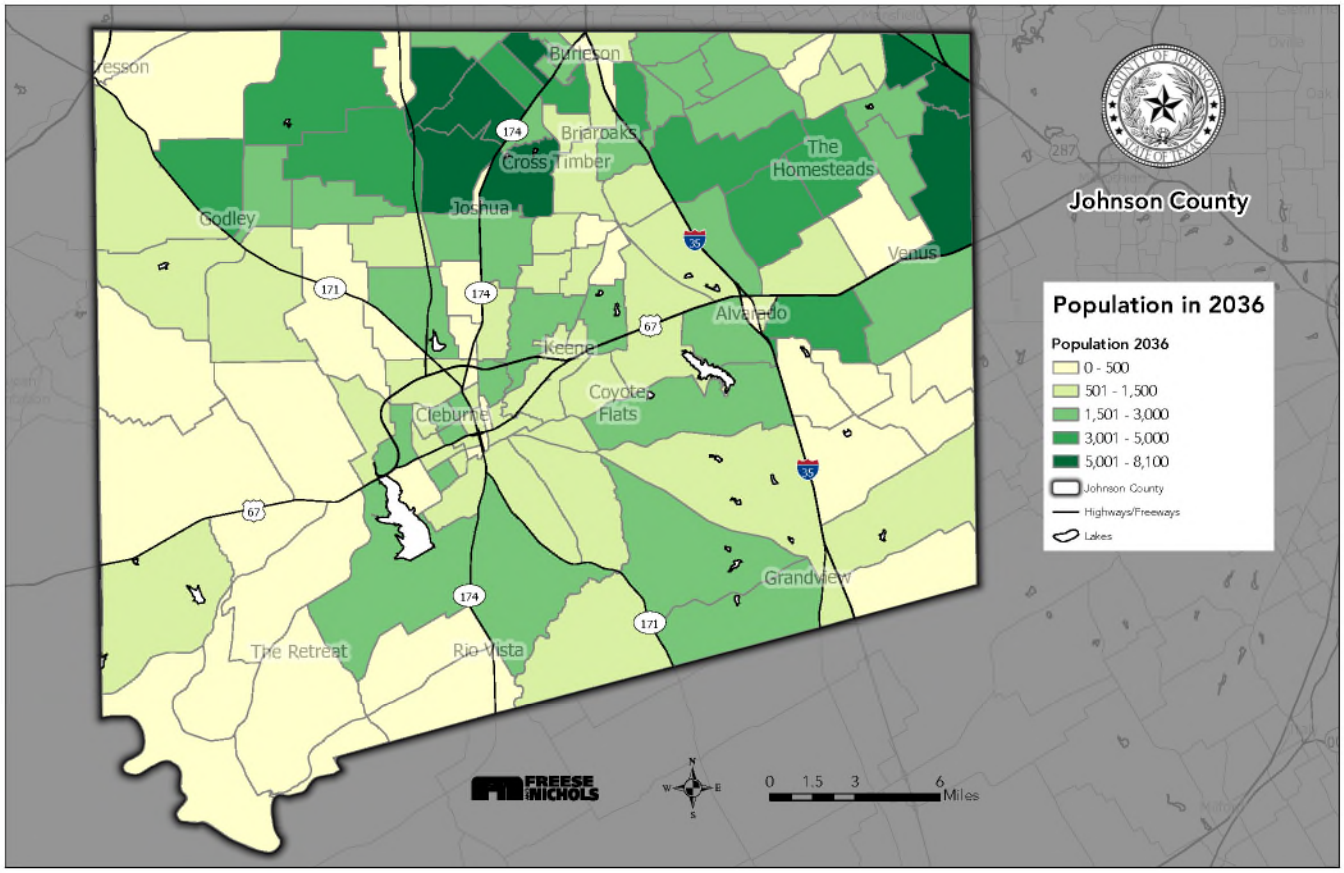
From a base population of just under 200,000 in 2023, Johnson County's population is expected to exceed 300,000 by 2036 and nearly 450,000 by 2045.

Figure 35. Johnson County Population Projections

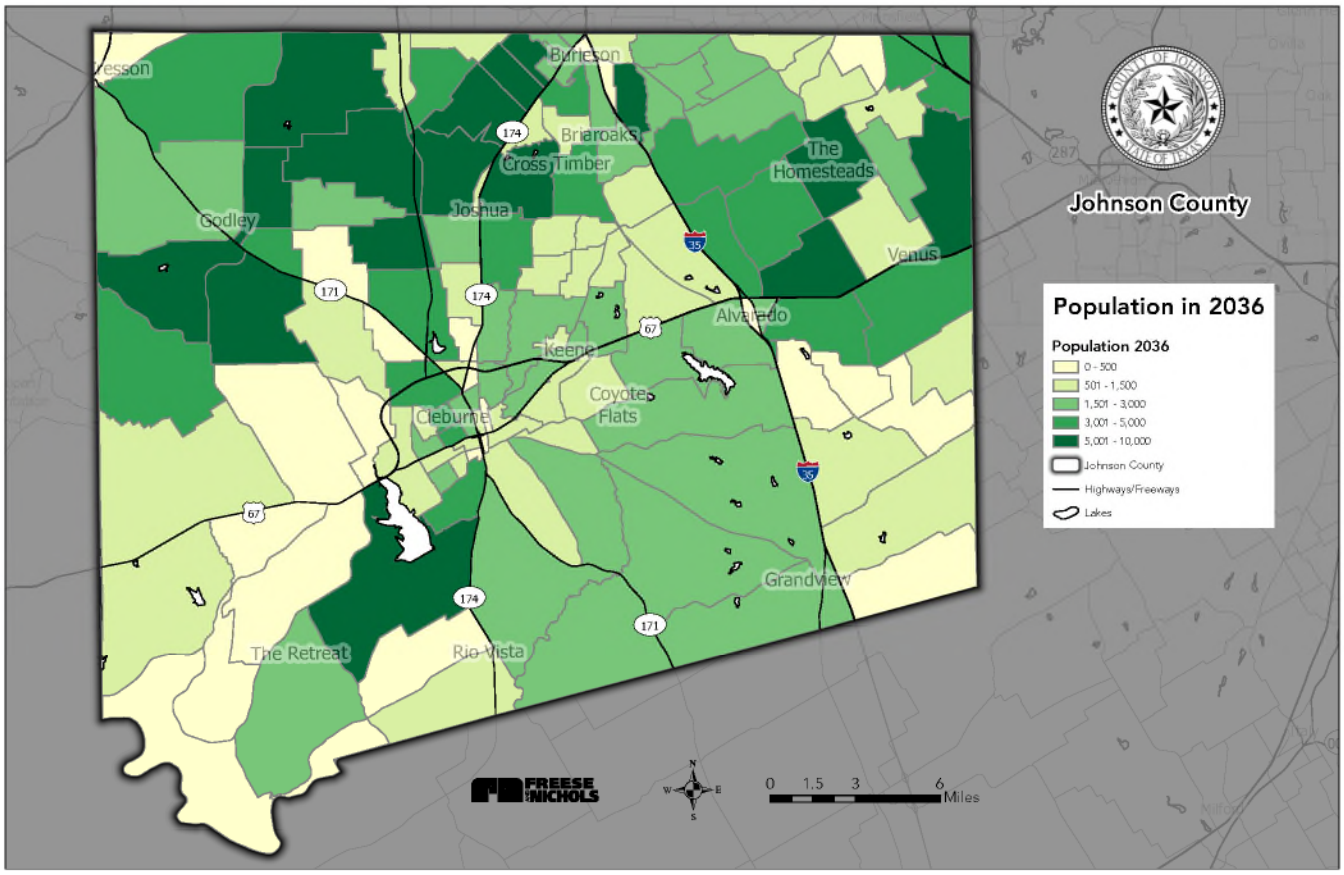
Year	NCTCOG (A)	Johnson County (B)	Difference (B-A)
2036	224,422	319,433	+33,614
2045	258,036	444,700	+ 125,267



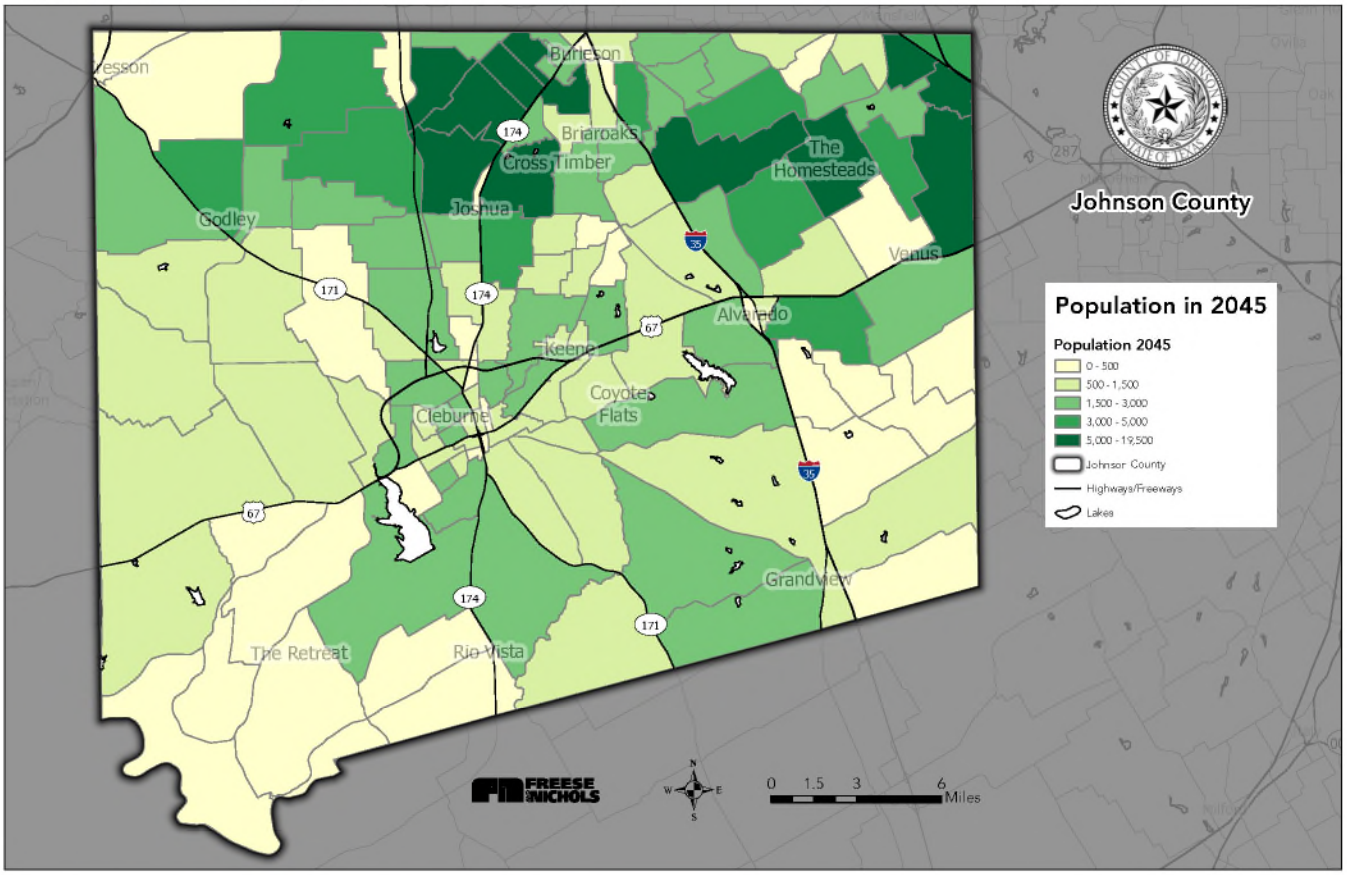
Map 18. NCTCOG 2036 Population Forecast



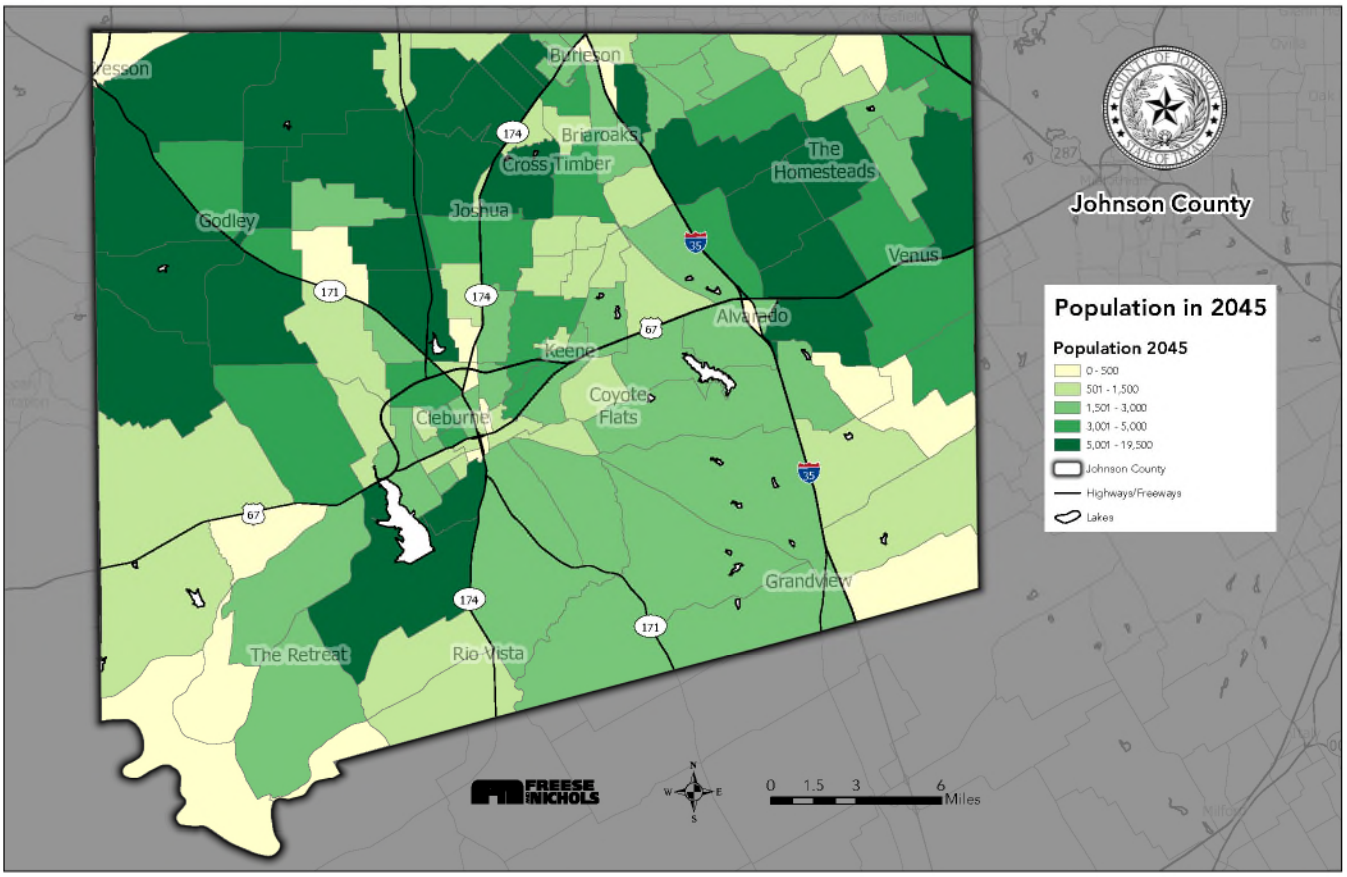
Map 19. Revised Johnson County 2036 Population Forecast



Map 20. NCTCOG 2045 Population Forecast



Map 21. Revised Johnson County 2045 Population Forecast



Employment Growth Estimates

Methodology

1. NCTCOG's 2023 employment estimates were used as the basis for future projections. Adjustments were made based on relevant business and employment data.
2. City Future Land Use Plan (FLUP) maps were collected and analyzed for future employment centers.
3. Information about the planned growth or establishment of schools was collected.
4. TAZs were assigned a growth rate based on collected data.
5. Each TAZ's growth rate was multiplied by available undeveloped land and added to its base year employment.
6. Updated employment projections were created and presented to the Commissioners Court for approval.

Business Activity

Unlike population data, the 2023 NCTCOG employment data for Johnson County was adjusted at the TAZ level. The base year was modified using business listings and average employee concentrations per square foot by use type to determine current business concentrations. Reported numbers from business, city and chamber websites were used where available, along with parking spaces at major facilities. Future employment was assumed to be concentrated along highways and major intersections unless designated as residential by a city's future land use plan (FLUP) map.

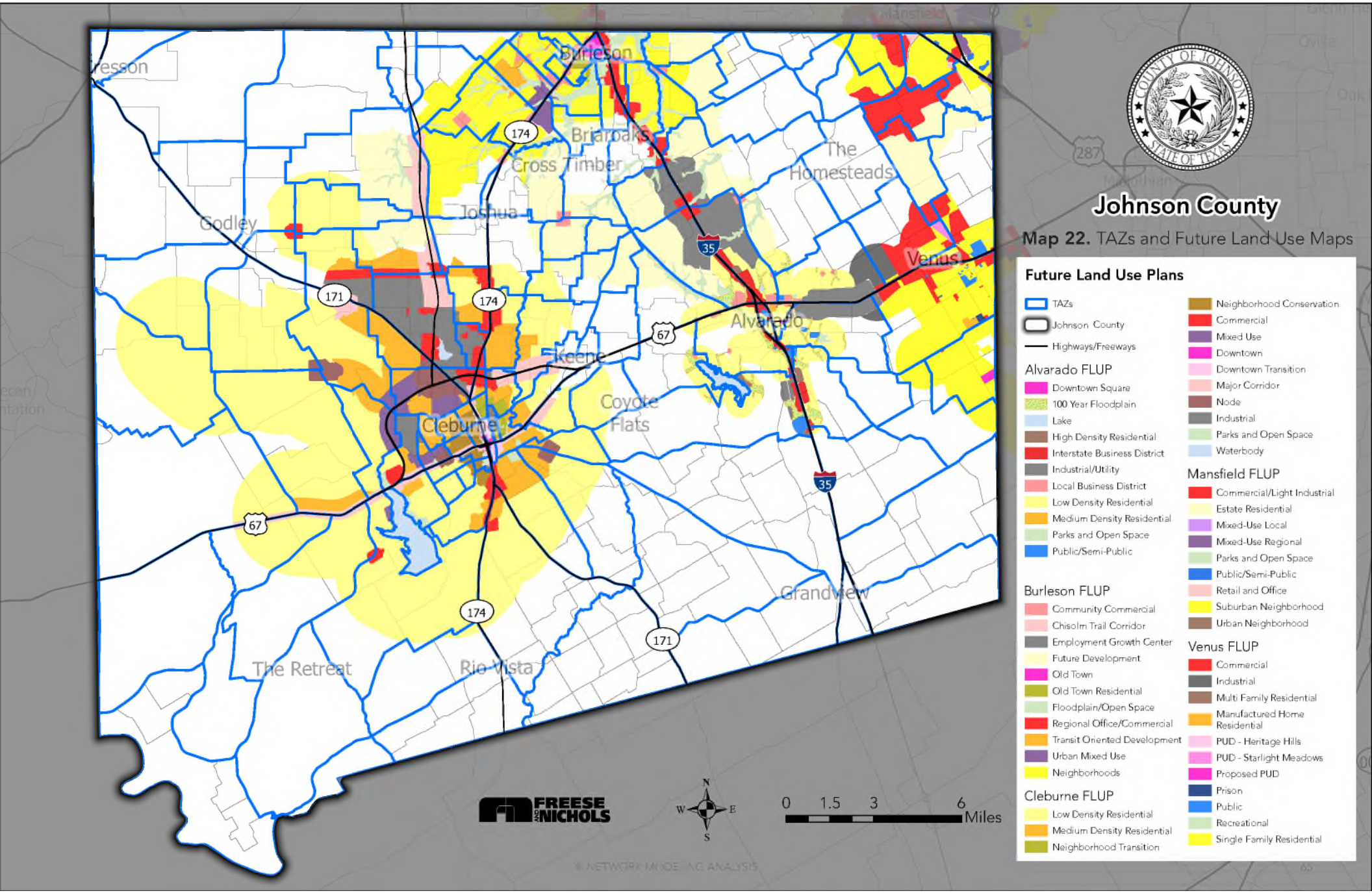
Future Land Use Plans

City FLUPs and employment estimates for major employers were used (when available) to designate land for future commercial and industrial development. In instances where no FLUP or employment was available, a factor developed using average employment concentration for highly-developed TAZs at various locations within the County was applied to determine the amount of expected future employment buildout. The FLUPs that were collected are shown in Map 22 on page 65.

Undeveloped Areas

In TAZs with large tracts of undeveloped land considered likely to develop as commercial or industrial (such as TAZs bounded by highways or railroads), employment growth was generally assumed to be split evenly between the 2023-2036 and 2036-2045 time frames.

Exceptions to this assumption occurred when major future commercial developments or school construction were known to take place at certain times during the forecast horizon. Each student was included as the equivalent of an employment-generating trip for the base and forecasted years, including K-12, college and trade schools.



Johnson County

Map 22. TAZs and Future Land Use Maps

Future Land Use Plans

- TAZs
- Johnson County
- Highways/Freeways

Alvarado FLUP
- Downtown Square
- 100 Year Floodplain
- Lake
- High Density Residential
- Interstate Business District
- Industrial/Utility
- Local Business District
- Low Density Residential
- Medium Density Residential
- Parks and Open Space
- Public/Semi-Public

Burleson FLUP
- Community Commercial
- Chisolm Trail Corridor
- Employment Growth Center
- Future Development
- Old Town
- Old Town Residential
- Floodplain/Open Space
- Regional Office/Commercial
- Transit Oriented Development
- Urban Mixed Use
- Neighborhoods

Cleburne FLUP
- Low Density Residential
- Medium Density Residential
- Neighborhood Transition
- Neighborhood Conservation
- Commercial
- Mixed Use
- Downtown
- Downtown Transition
- Major Corridor
- Node
- Industrial
- Parks and Open Space
- Waterbody

Mansfield FLUP
- Commercial/Light Industrial
- Estate Residential
- Mixed-Use Local
- Mixed-Use Regional
- Parks and Open Space
- Public/Semi-Public
- Retail and Office
- Suburban Neighborhood
- Urban Neighborhood

Venus FLUP
- Commercial
- Industrial
- Multi Family Residential
- Manufactured Home Residential
- PUD - Heritage Hills
- PUD - Starlight Meadows
- Proposed PUD
- Prison
- Public
- Recreational
- Single Family Residential

The employment density of undeveloped areas was calculated based on a commercial rate for future commercial properties (per FLUP) based on the top half of existing urbanized TAZs (average density of 5.5 employees per acre) and an industrial rate for future industrial properties based on the bottom half of existing urbanized TAZs (average density of 3.5 employees per acre). This rate was multiplied by the available undeveloped land acreage and added to the base year employment total to achieve a total employment projection.

Results

Map 23 on page 67 to Map 26 on page 68 compare the updated employment data to the NCTCOG forecasts for 2036 and 2045. In general, future employment aligns with areas identified as commercial or industrial on adopted FLUP maps (where available) or land near major thoroughfares and active freight rail lines.

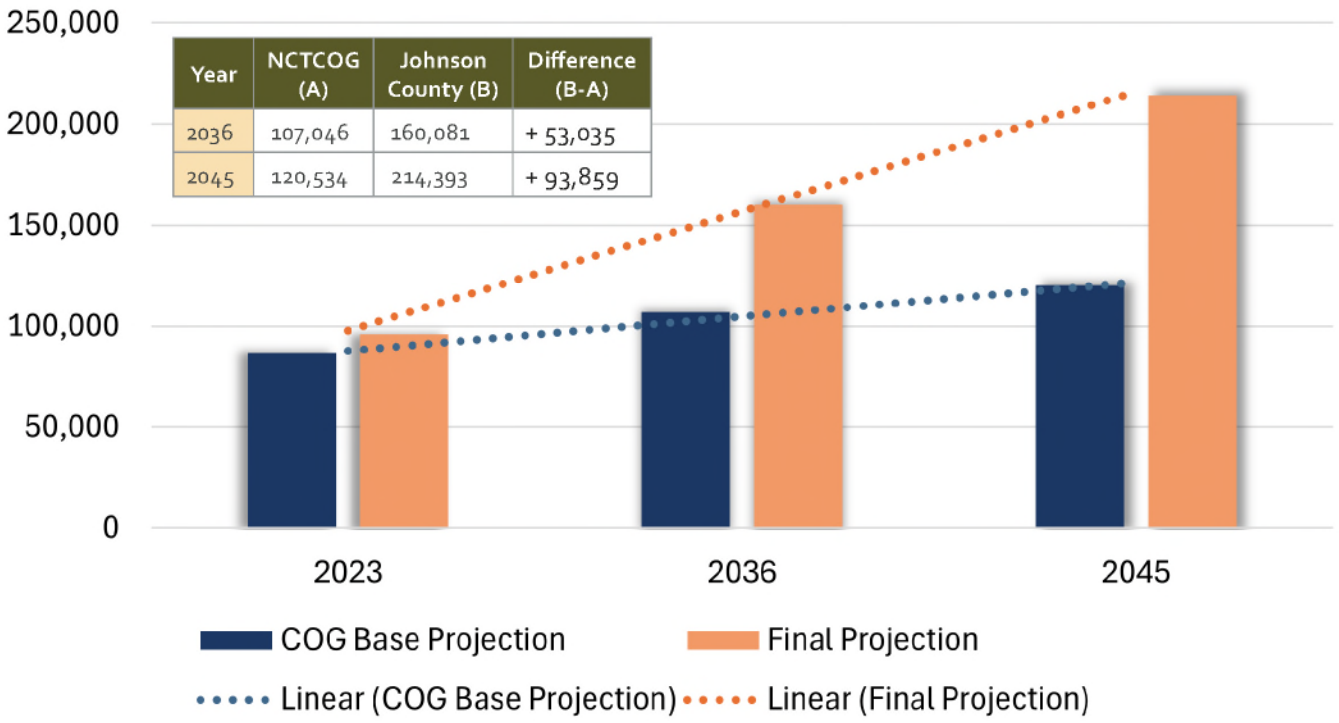
As with the updated population growth forecasts, the updated employment growth forecasts are projected to exceed NCTCOG's baseline estimates.

Revisions to the NCTCOG base year 2023 employment revealed an undercount of approximately 10,000 jobs. Additionally, the new projected growth rate exceeded NCTCOG's, growing to more than 150,000 jobs in the County by 2036 and exceeding 200,000 by 2045.

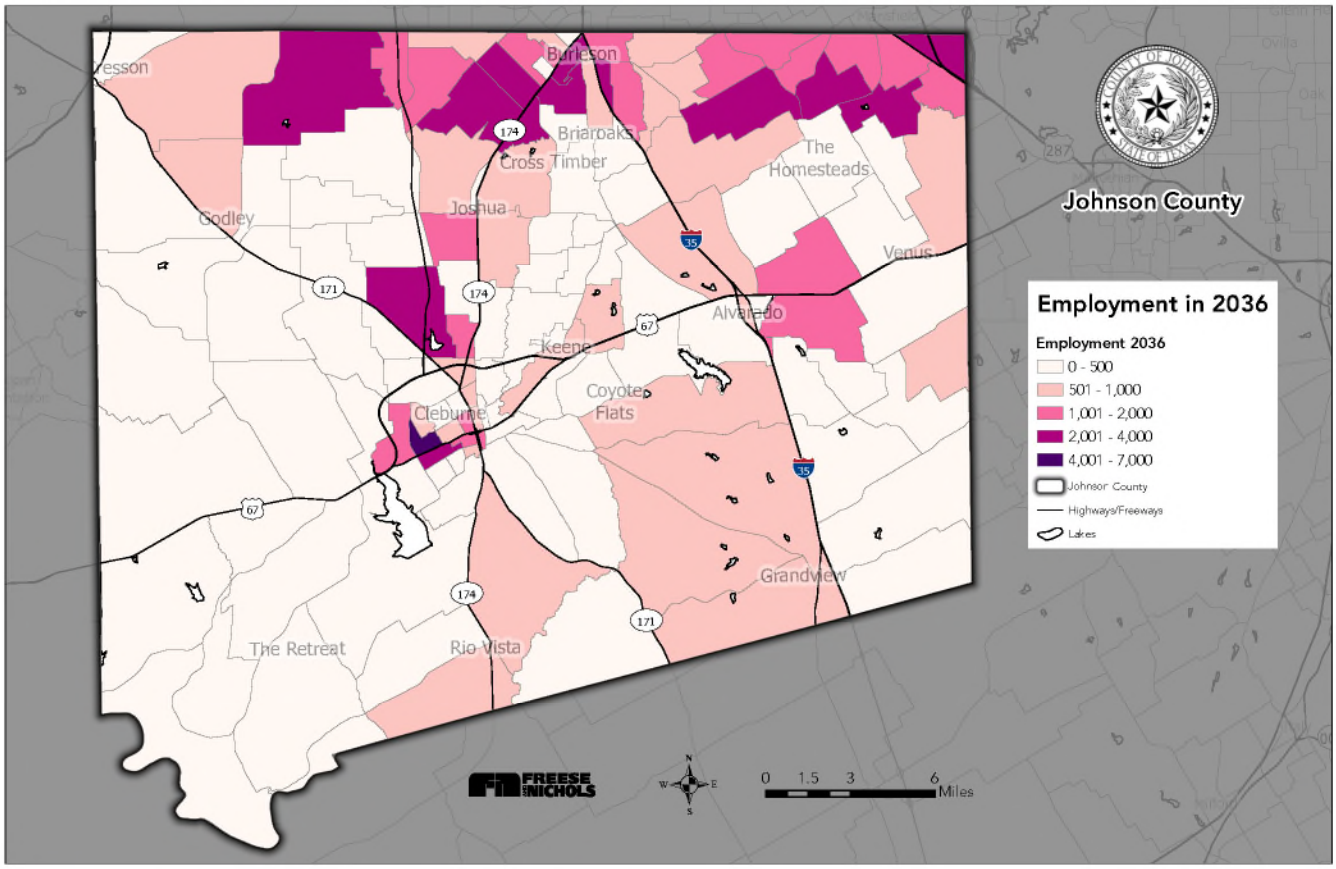
The higher rate of growth than NCTCOG projections is projected to be driven by concurrent population growth in the County, availability of water supply, road and rail infrastructure, and undeveloped land in incorporated and unincorporated areas.

Figure 36. Johnson County Employment Projections

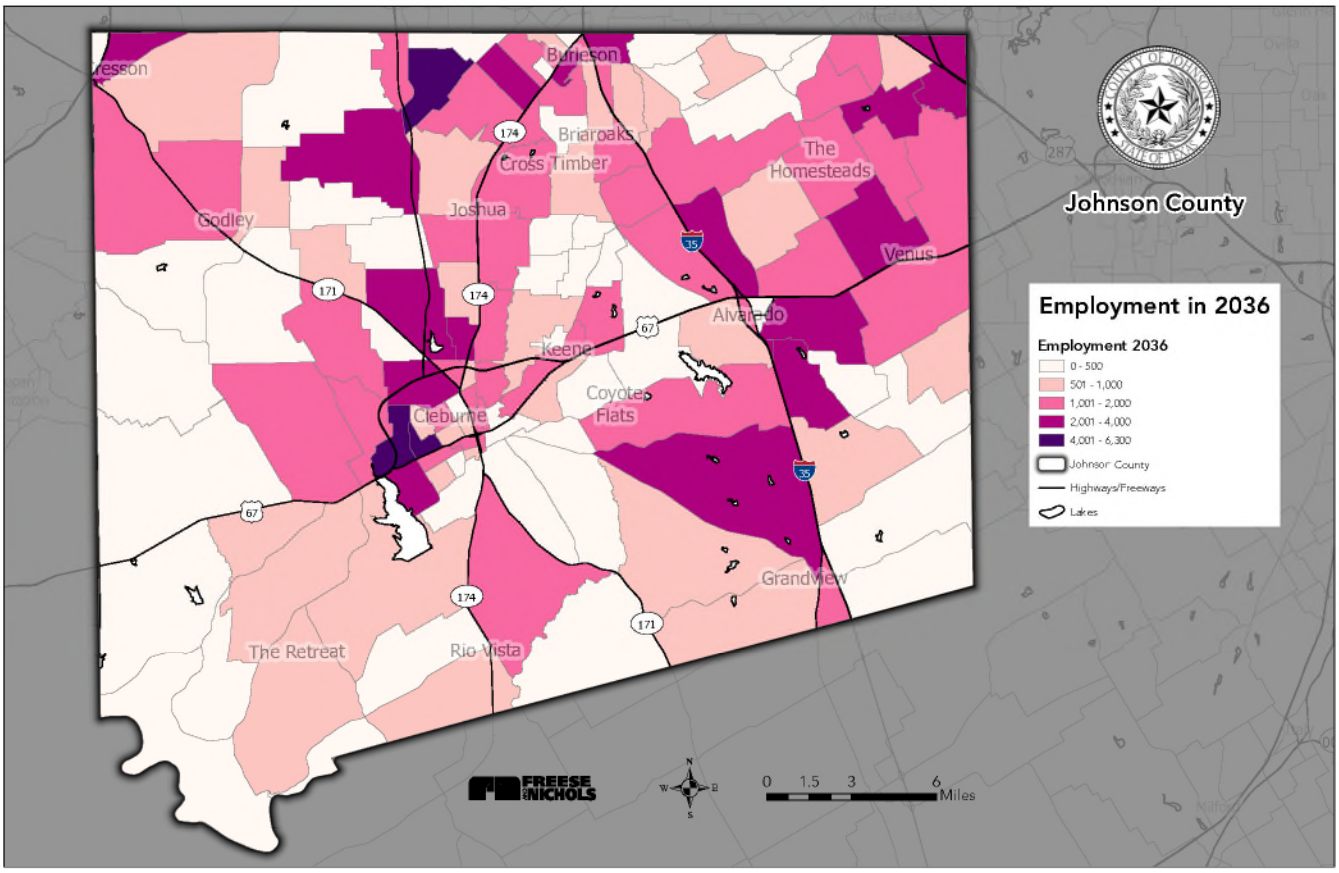
Year	NCTCOG (A)	Johnson County (B)	Difference (B-A)
2036	107,046	160,081	+ 53,035
2045	120,534	214,393	+ 93,859



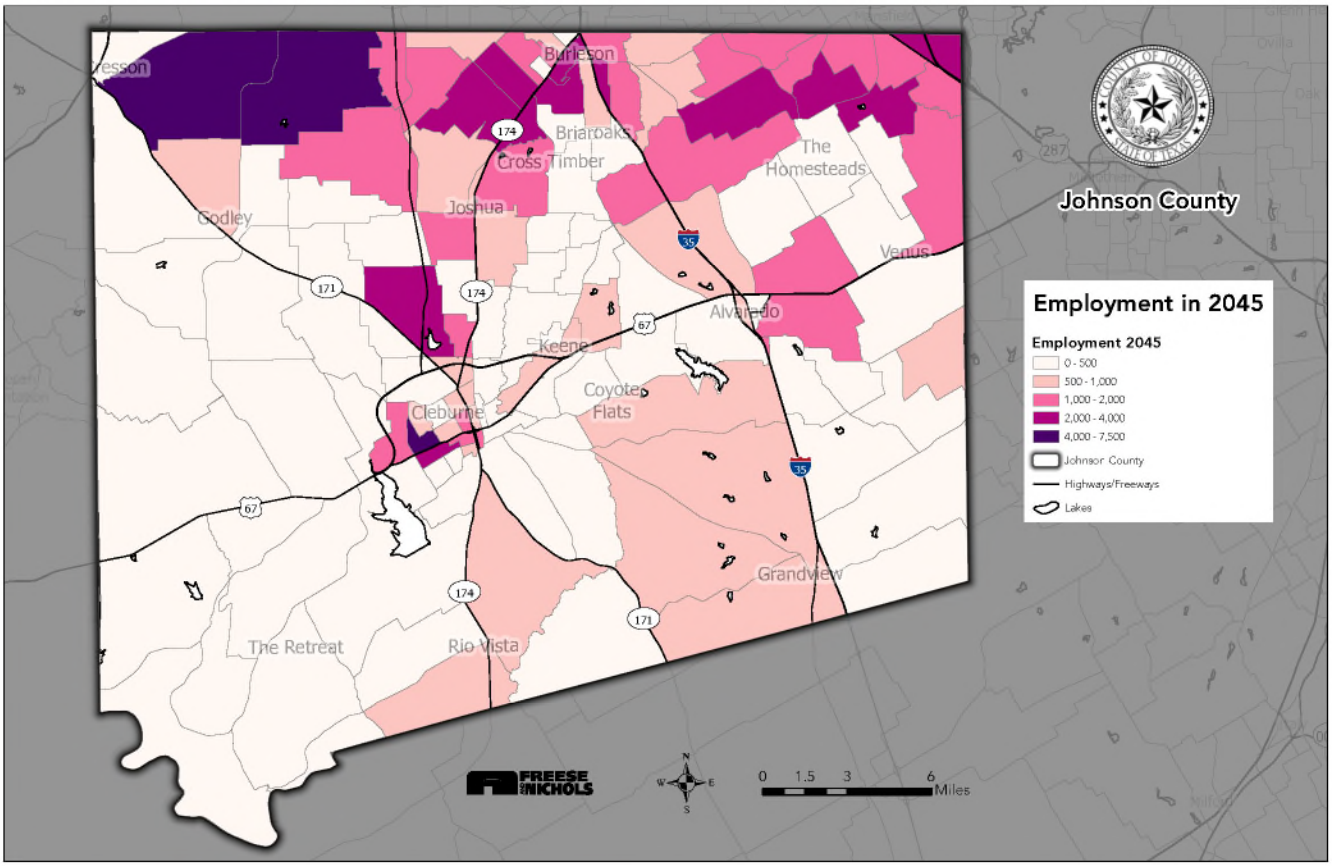
Map 23. NCTCOG 2036 Employment Forecast



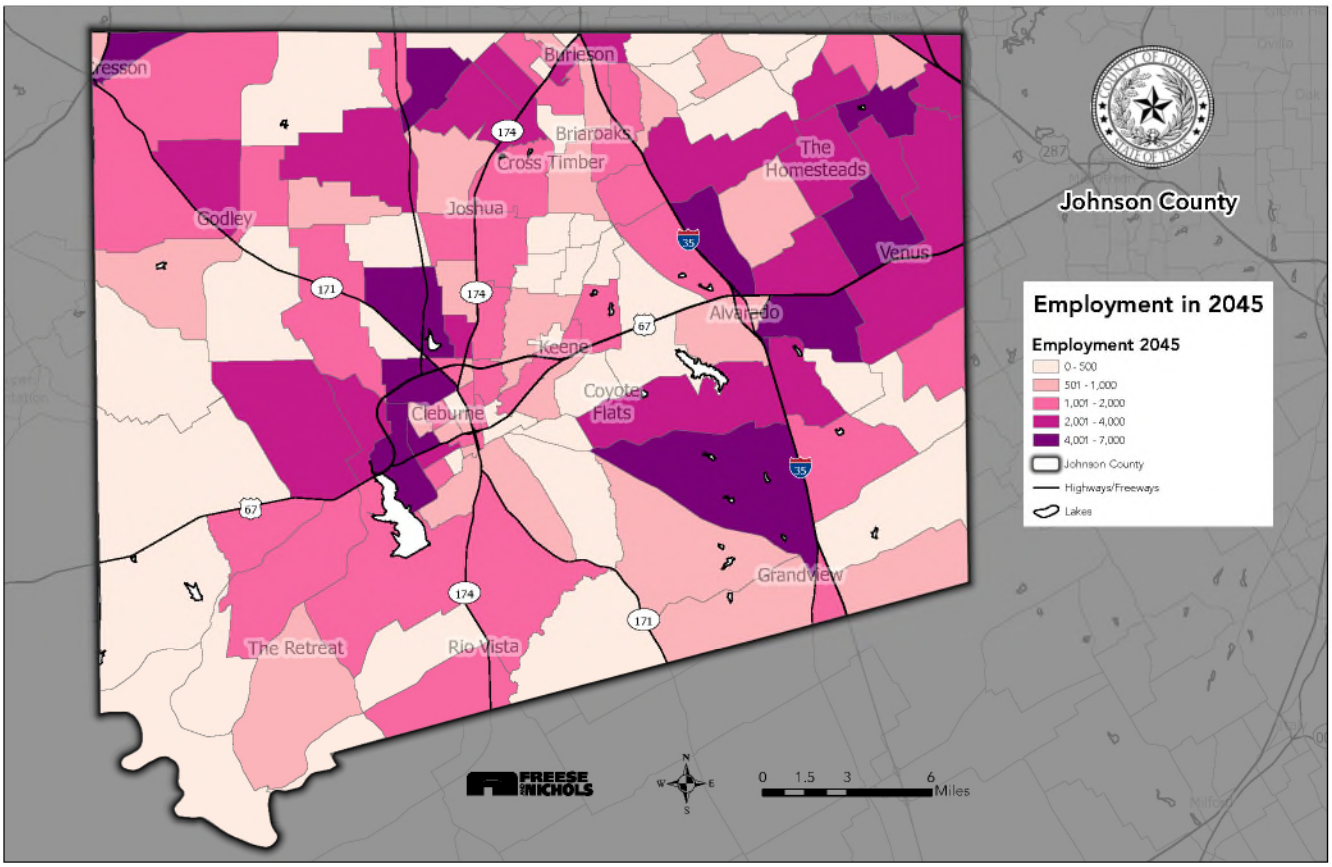
Map 24. Revised Johnson County 2036 Employment Forecast



Map 25. NCTCOG 2045 Employment Forecast



Map 26. Revised Johnson County 2045 Employment Forecast



Impact of Population and Employment Growth on VMT (Demand) and VHT (Network Usage)

A direct relationship is evident when the impact of population and employment growth is evaluated against network performance; an increase in population and employment translates into comparable increases in vehicle-hours traveled (VHT) and vehicle-miles traveled (VMT). Note that VHT drops between the build and no-build model runs in 2045 and 2036.

Figure 37. VMT vs. Population and Employment Growth

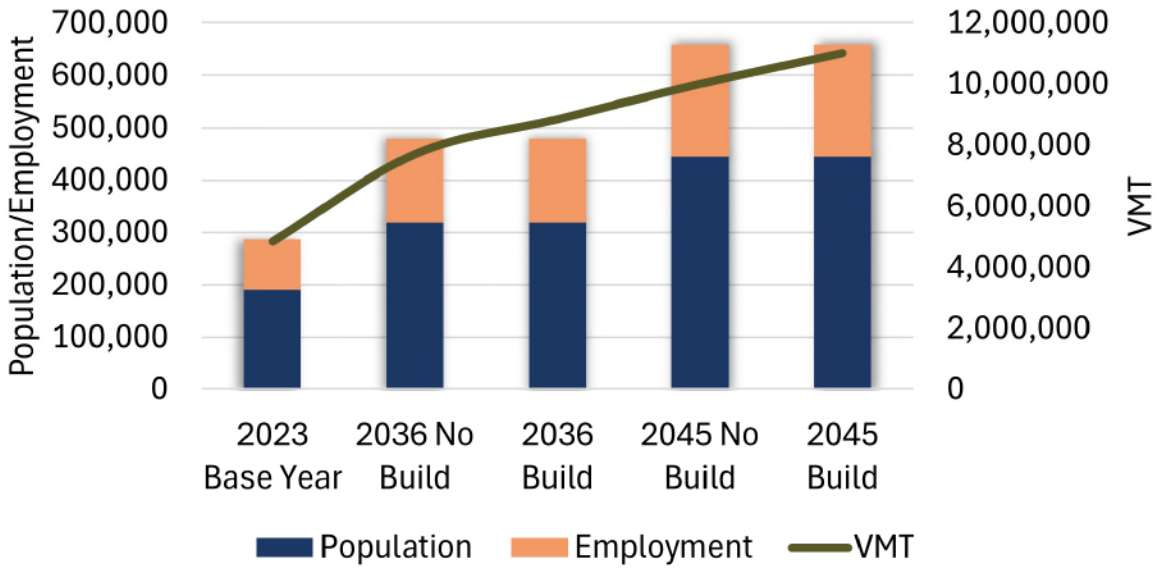
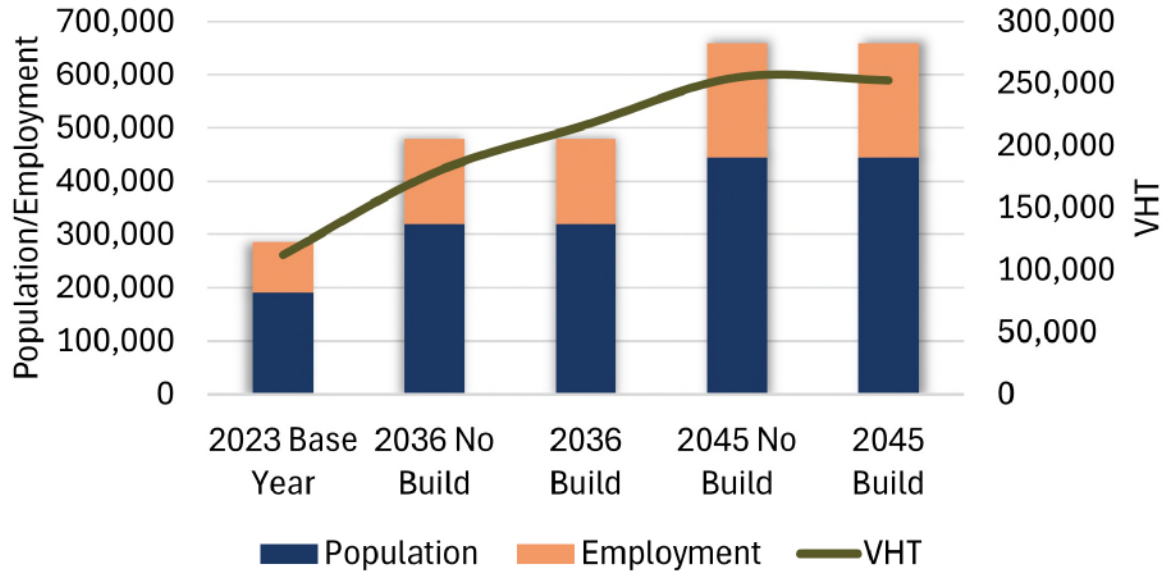


Figure 38. VHT vs. Population and Employment Growth



Modeling the Network

The model runs for the Johnson County roadway network, shown in Figure 39, supported model efforts to determine project prioritization.

Figure 39. Johnson County Major Thoroughfare Plan Model Runs

Year	Name	Network	Demographics
2045	Johnson County - No-Build	NCTCOG 2045 Network	Johnson County Updated 2045 Dataset
2045	Johnson County - Build	NCTCOG 2045 Network + All Proposed Project Corridors + SH 360 Extension	Johnson County Updated 2045 Dataset
2036	Johnson County - No-Build	NCTCOG 2036 Network	Johnson County Updated 2036 Dataset
2036	Johnson County - Build	NCTCOG 2036 Network + Selected Proposed Project Corridors	Johnson County Updated 2036 Dataset
2023	Johnson County - No-Build	NCTCOG 2023 Base Year Network	NCTCOG 2023 Demographics

Note that the 2023 network was only used to provide baseline data at the County level to compare overall network performance to the 2036 and 2045 model runs. Cambridge Systematics developed all model networks in coordination with Johnson County staff. They transmitted the coded networks to the NCTCOG modeling staff, who reviewed them and completed all model runs.

Once the model runs were complete, they were evaluated to determine the relative benefit of proposed improvements upon Johnson County as a whole and against each proposed project corridor.

County-Wide Evaluation

The overall impact of proposed improvements on the County network can be evaluated by comparing these model runs in Figure 40. When the additional network is added in 2045, VMT (a measure of demand) rises, but conversely, VHT (time spent on the network, a measure of operation efficiency) and hours of delay drop. This drop in delay is also reflected in the number of congested lane miles at LOS F (severe congestion), dropping from 414 miles to 255 miles.

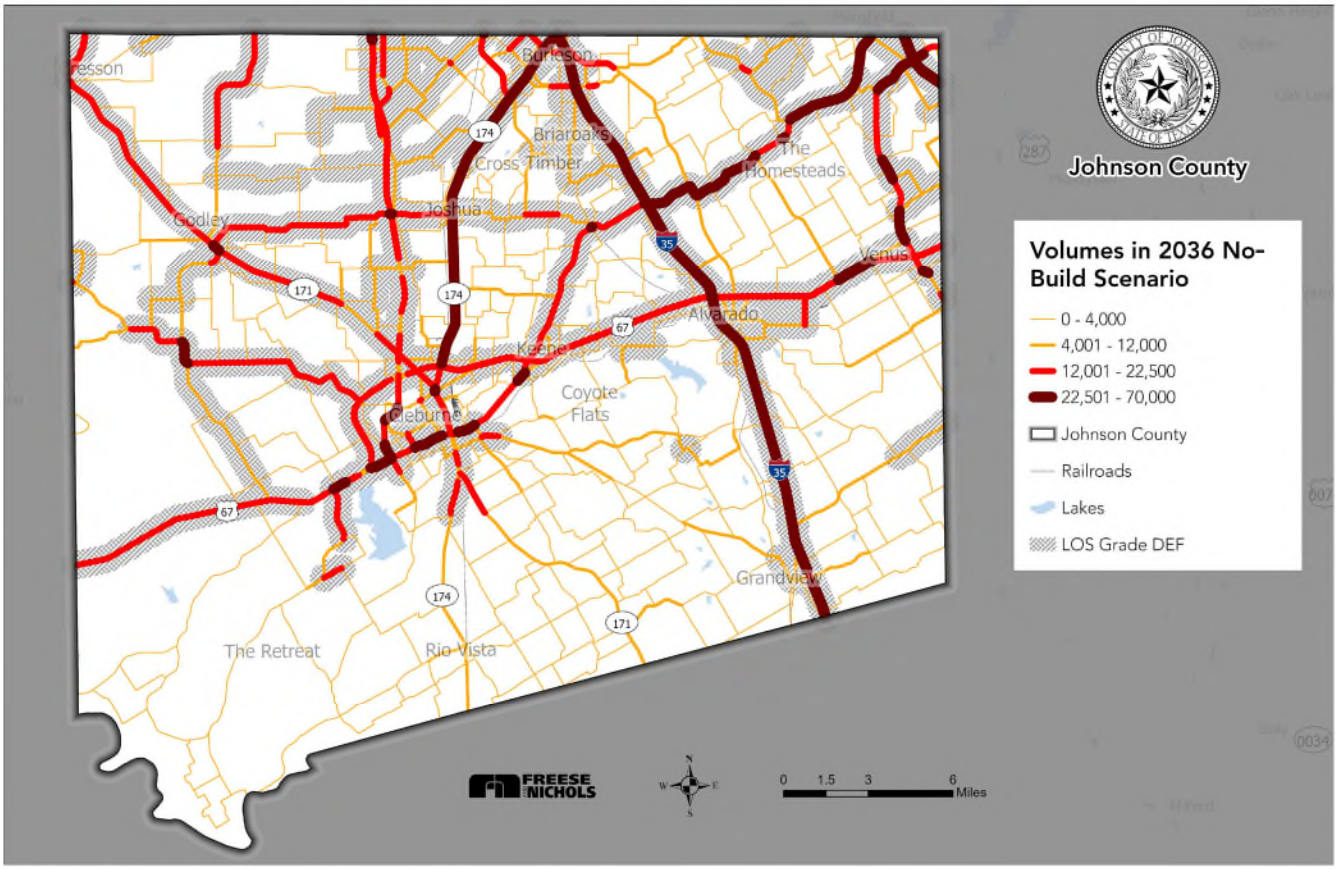
Model outputs, showing volume and severely congested roadways for the 2036 and 2045 model runs, are shown below and show graphically the difference in delay (LOS DEF roadways) and overall demand (volume). A comparison of the 2045 and 2036 model runs reveals that the No-Build runs have more congested roadways. This is especially true for higher-class roadways, such as US 67 and I-35W. The conclusion is that the more added capacity projects to the 2036 and 2045 roadway networks, the greater the chance of reducing congestion.

Figure 40. Model Run Results

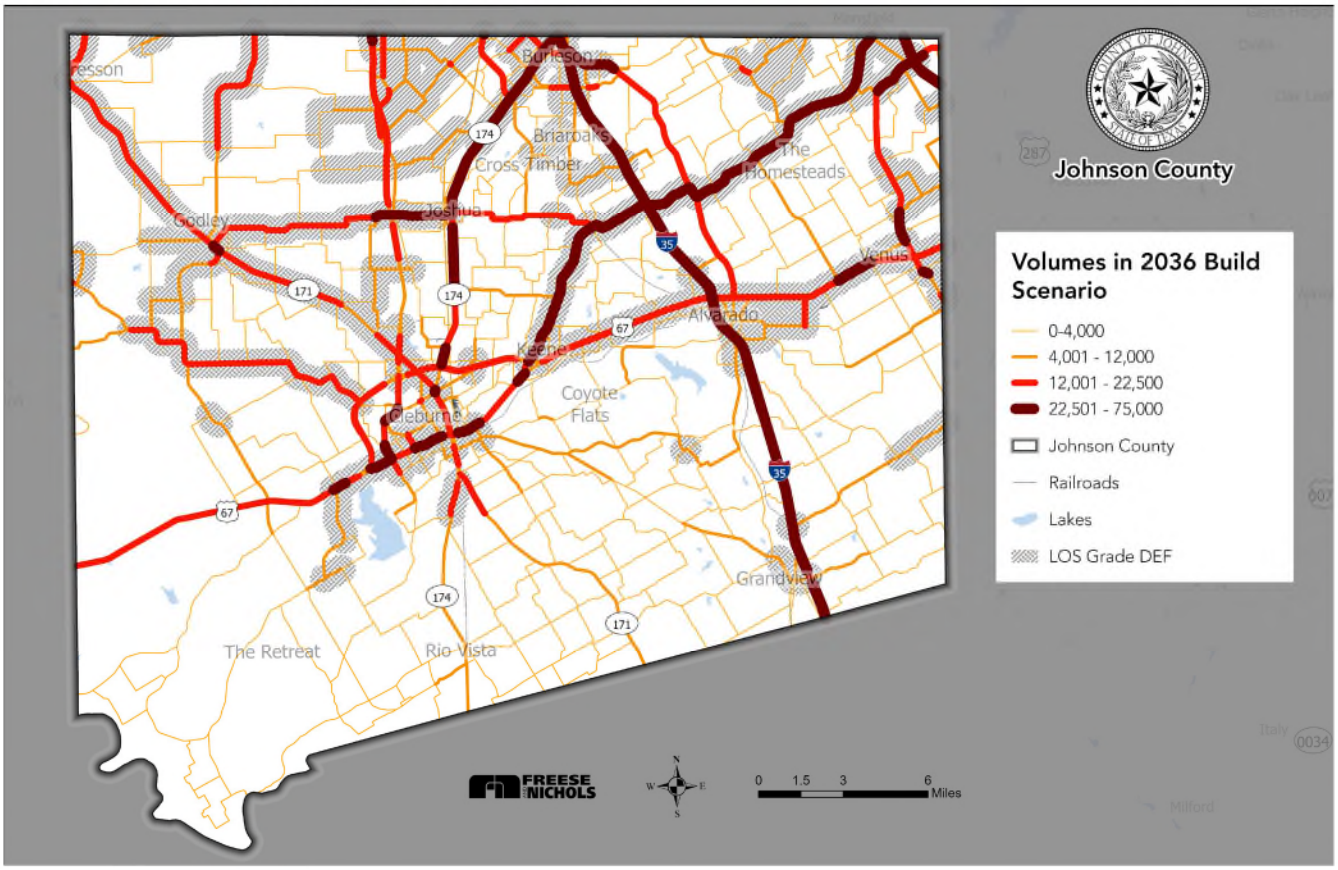
Model Run	Network Lane Miles	VMT (in 1,000s)	VHT	Delay (Hours)	Lane Miles at LOS F
2045 No-Build	2,667	9,993	255,029	54,247	414
2045 Build	3,788	11,004	252,550	38,364	255
2036 No-Build	2,575	7,698	178,384	23,683	213
2036 Build	2,708	7,835	177,767	21,924	209
2023 Base Year	2,486*	4,838	112,146	N/A	N/A

*Estimate

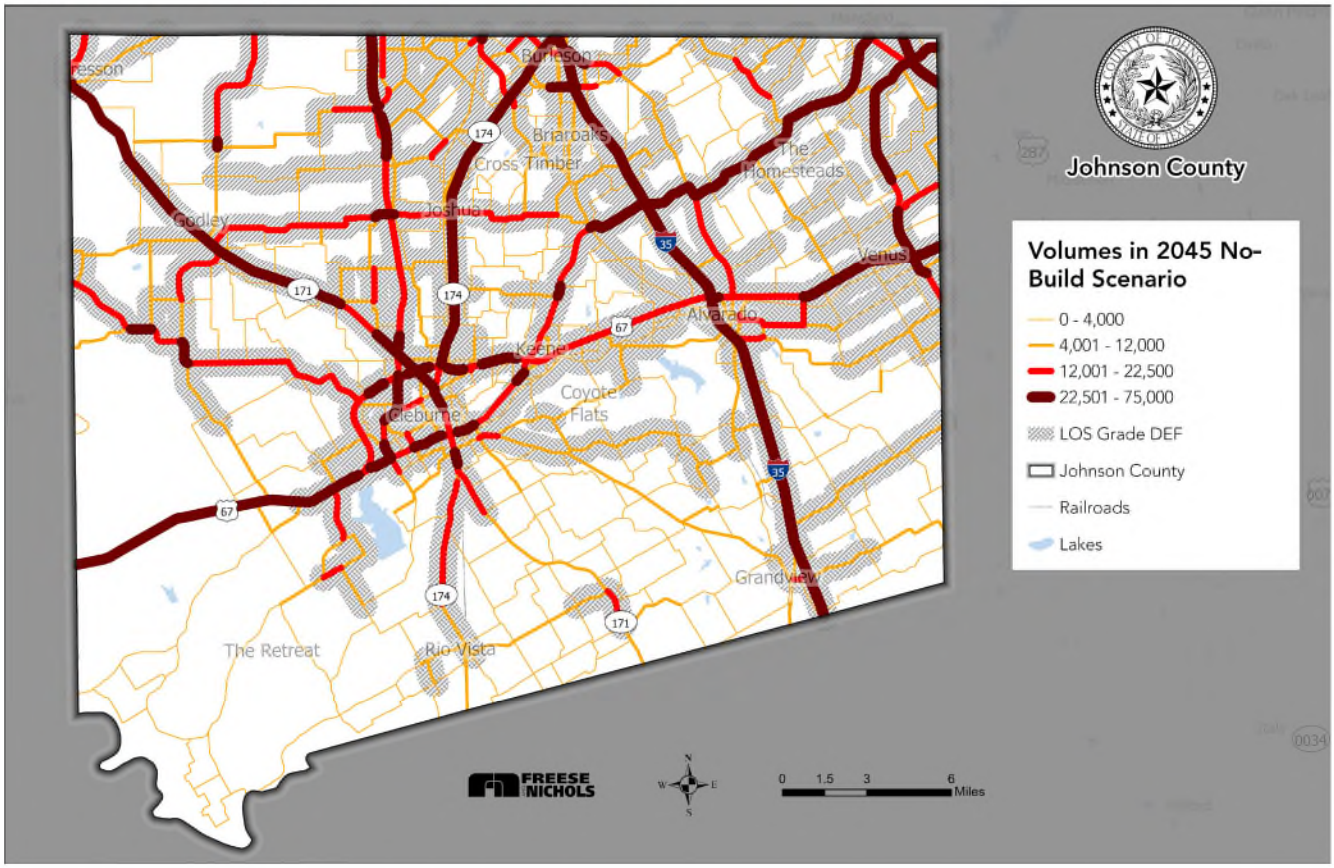
Map 27. Johnson County 2036 No-Build Scenario Model Results



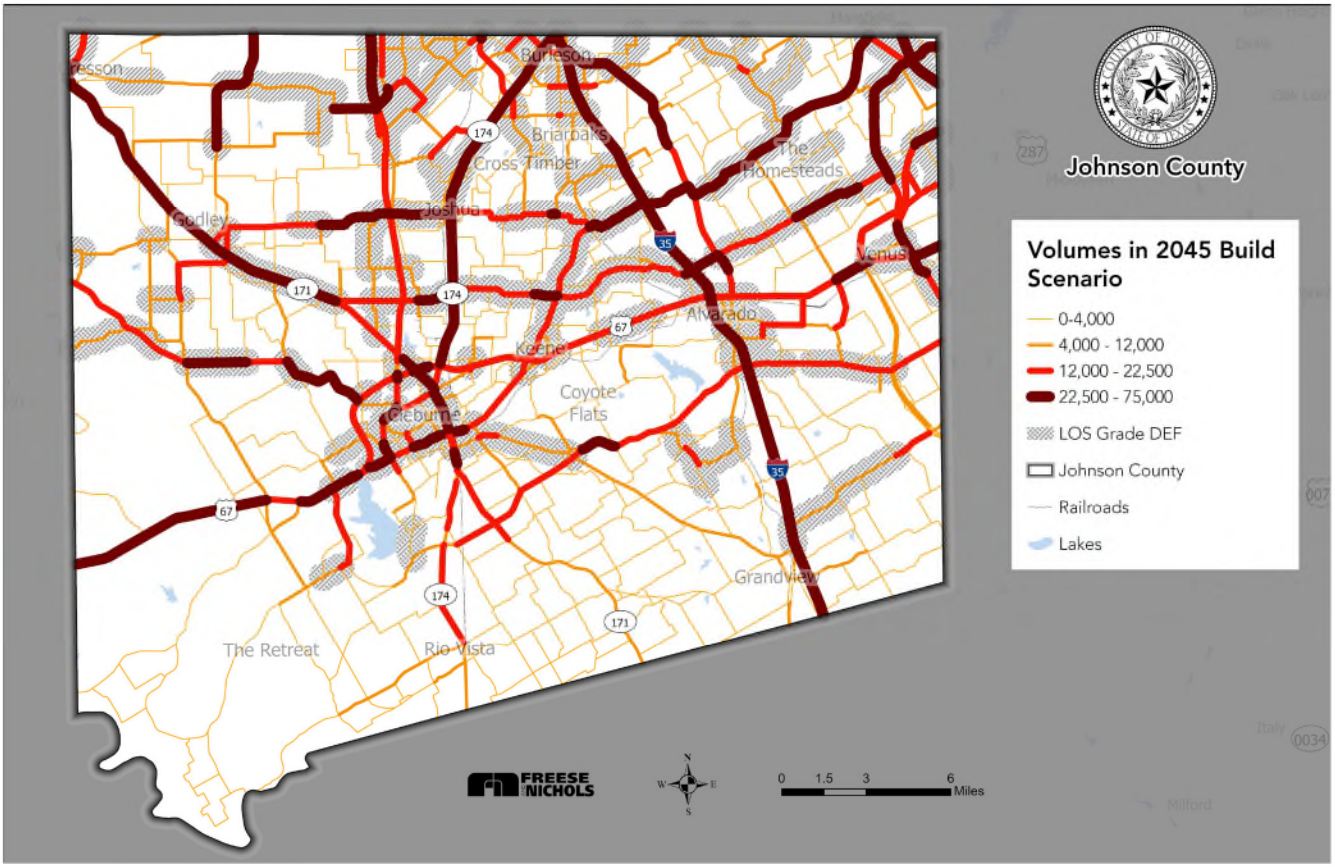
Map 28. Johnson County 2036 Build Scenario Model Results



Map 29. Johnson County 2045 No-Build Scenario Model Result



Map 30. Johnson County 2045 Build Scenario Model Result



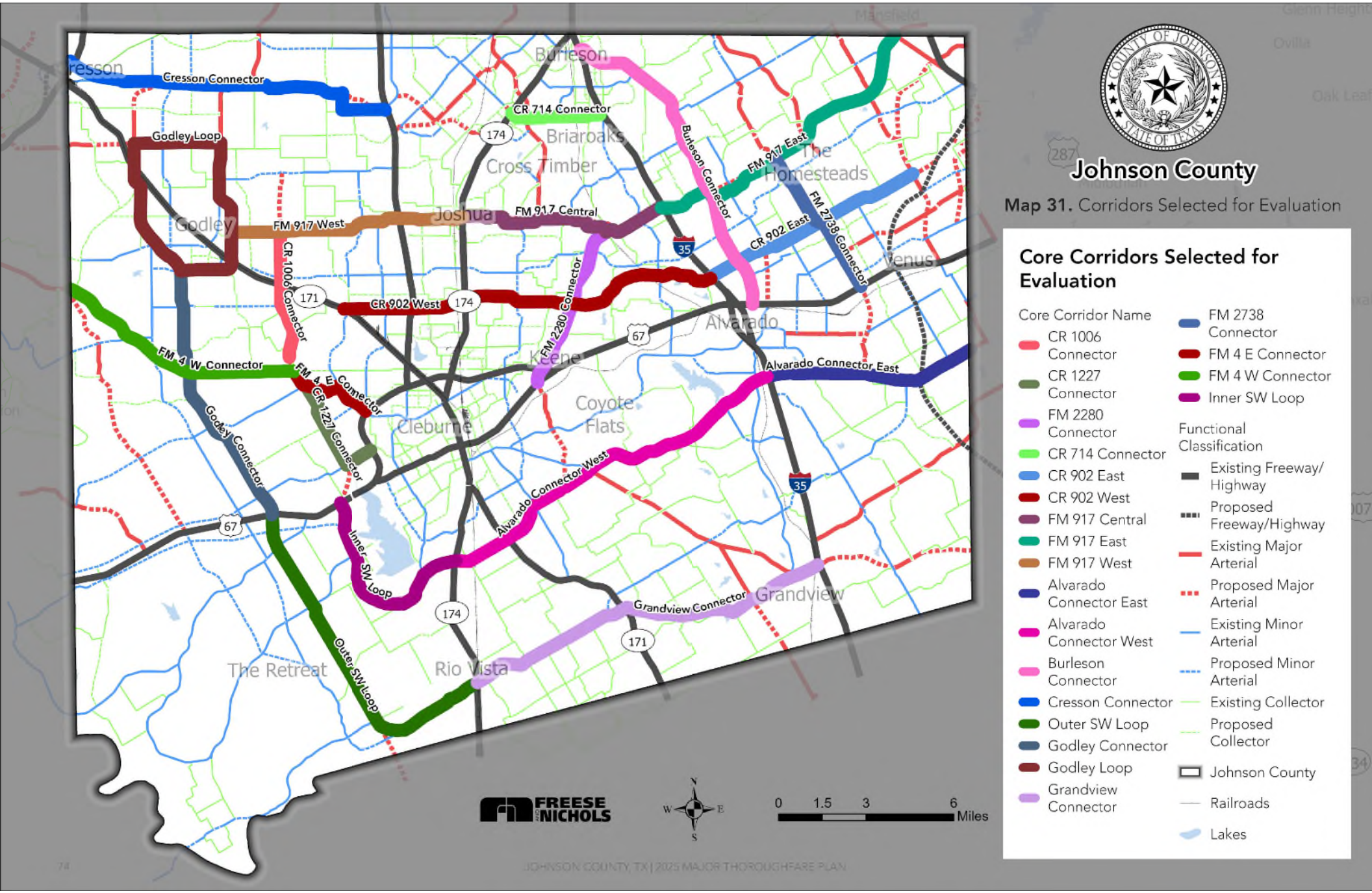
Corridor Analysis

Since modeling the entire thoroughfare network was not practical, a selection of defined project corridors was used to evaluate the 2036 and 2045 model networks and determine which projects should be prioritized for the 2036 network.

Project corridors were developed from the thoroughfare network and were chosen based on their ability to provide logical connections across the County, utilize as much existing right-of-way as possible, and support existing mobility initiatives. Figure 41 lists the selected corridors and Map 31 on page 74 shows their locations.

Figure 41. List of Project Corridors Selected for Network Evaluation

Corridor Name	Direction	Limits From	Limits To	Comments
Cresson Connector	EW	Chisholm Trail Parkway	US 377 in Cresson	The corridor serves as a parallel southern connection to FM 1187 in Tarrant County.
The Godley Loop	EW / NS	SH 171 at FM 2331 and S. Hadley Rd.	SH 171 at CR 1233	This corridor provides continuous mobility, regional access and access across SH 171 for the City of Godley. The Loop starts/ends at SH 171 at Hadley Road and follows along CR 1003A, FM 2331, CR 916, CR 1000, CR 1233 and FM 2331.
CR 714 Connector	EW	I-35W	SH 174	Short corridor in south Burleson.
FM 917 West Connector	EW	Proposed Godley Loop	SH 174 in Joshua	A continuation of the FM 917 Central Connector.
FM 917 Central Connector	EW	SH 174 in Joshua	I-35W	This corridor includes the congested railroad crossing in Egan. The recently approved bond program will fund improvements along this facility.
FM 917 East	EW	I-35W	South of BU 287P	This portion of the FM 917 runs parallel to US 67 and is considered a primary strategic need in Johnson County. TxDOT already has plans to upgrade this facility with additional lanes.
Burleson Connector	NS	I-35W	US 67	This corridor runs parallel to I-35W. The Johnson County Bond Program and the City of Alvarado will fund improvements in safety, capacity, and bike/pedestrian accessibility.
FM 2738 Connector	NS	FM 917	US 67	
CR 902 East	EW	FM 157	I-35W	This corridor provides additional capacity for east-west mobility north of US 67.
CR 902 West	EW			This corridor north of Cleburne is considered a key mobility connection.
FM 2280 Connector	NS	FM 917 Central		Also known as Old Betsy Road. The recently approved bond program will fund capacity improvements along this facility.
CR 1006 Connector	NS	FM 917 West	FM 4 East	This is a parallel north-south corridor east of the Godley Connector.
CR 1227 Connector		FM 1006	Us 67	A southern extension of the CR 1006 Connector.
Godley Connector	NS	Goldey Loop	US 67	
FM 4 Western Connector	EW	Johnson/Hood County Line	CR 1006	
FM 4 Eastern Connector	EW	CR 1006	US 67	This corridor extends the FM 4 Western Corridor.
Outer SW Loop	EW / NS	US 67	SH 174	A continuation of the Godley Connector.
Grandview Connector	EW	SH 174	I-35W	A continuation of the Outer SW Loop, mostly along FM 916.
Inner SW Loop	EW / NS	US 67	SH 174	
Alvarado Connector West	EW	SH 174	I-35W	A continuation of the Inner SW Loop at CR 310A and SH 174, running generally parallel south of US 67 to Alvardo.
Alvarado Connector East	EW	I-35W	Johnson/Ellis County Line	A continuation of the Alvarado Connector West.



Johnson County

Map 31. Corridors Selected for Evaluation

Core Corridors Selected for Evaluation

Core Corridor Name

- CR 1006 Connector
- CR 1227 Connector
- FM 2280 Connector
- CR 714 Connector
- CR 902 East
- CR 902 West
- FM 917 Central
- FM 917 East
- FM 917 West
- Alvarado Connector East
- Alvarado Connector West
- Burleson Connector
- Cresson Connector
- Outer SW Loop
- Godley Connector
- Godley Loop
- Grandview Connector
- FM 2738 Connector
- FM 4 E Connector
- FM 4 W Connector
- Inner SW Loop

Functional Classification

- Existing Freeway/ Highway
- Proposed Freeway/Highway
- Existing Major Arterial
- Proposed Major Arterial
- Existing Minor Arterial
- Proposed Minor Arterial
- Existing Collector
- Proposed Collector
- Johnson County
- Railroads
- Lakes

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Bond Program Impacts

During the modeling process, several corridors were removed from the analysis as they were selected for construction via the bond program and were subsequently moved into the 2036 network as priority project corridors. These include:

- Burleson Connector
- FM 917 West
- FM 917 Central
- FM 917 East
- FM 2280 Connector

2045 Corridor Evaluation

Data from the identified project corridors was collected from the 2045 Build and No-Build Network model outputs to determine which projects should be prioritized for the Major Thoroughfare Plan. Corridors in the 2045 Build and No-Build networks were evaluated not individually but based on their cumulative impact in 2045.

Daily traffic and truck volumes, VMT, VHT, and hours of delay were used to prioritize projects, focusing on meeting the needs of high-demand corridors while promoting projects that reduce travel demand and roadway congestion.

The CR 902 Connector had the highest combined truck traffic of all evaluated corridors, followed by the Alvarado Connector. This suggests that any improvement providing parallel mobility to US 67 has the potential to pull significant volumes of traffic and improve overall east-west mobility.

The Godley Connector is shown to have the greatest impact on VMT, VHT, and truck traffic reductions. The CR 902, Cresson, FM 4 (East), and Alvarado Connectors attract the highest traffic volumes. Other corridors did well in reducing delay but did not show sufficient demand or usage compared to the other corridors. These corridors may be revisited if development conditions and roadway development timelines change.

Figure 42. 2045 Corridor Evaluation

Project	No-Build			Build			Difference				
	Avg. VOL*	Avg. Trk**	% Trk	Avg. VOL*	Avg. Trk**	% Trk	VOL	VMT	VHT	Delay	Trk
The Godley Loop	7,930	247	3.1%	10,663	390	3.7%	2,733	57,188	762	-316	143
Cresson Connector	7,737	223	2.9%	13,352	416	3.1%	5,615	111,227	1,075	-939	193
CR 714 Connector	4,486	111	2.5%	9,945	376	3.8%	5,459	18,728	393	8	265
FM 2738 Connector	9,219	172	1.9%	11,489	309	2.7%	2,270	11,932	80	-52	136
CR 902 East	3,693	152	4.1%	23,842	2,126	8.9%	20,149	160,697	3,580	818	1,974
CR 902 West	6,315	229	3.6%	20,456	1,255	6.1%	14,141	209,809	4,071	393	1,026
CR 1006 Connector	5,899	307	5.2%	11,002	596	5.4%	5,103	44,956	635	-350	289
Godley Connector	11,752	1,926	16.4%	10,131	1,540	15.2%	-1,621	-26,797	-1,473	-1,093	-385
FM 4 Western Connector	19,421	1,609	8.3%	20,875	1,393	6.7%	1,454	6,170	-1,330	-1,659	-216
FM 4 Eastern Connector	18,992	946	5.0%	25,155	1,026	4.1%	6,162	17,470	214	-327	81
Outer SW Loop	2,597	180	6.9%	2,833	275	9.7%	236	19,157	311	-22	95
Grandview Connector	4,976	352	7.1%	2,740	187	6.8%	-2,236	-25,150	-386	-61	-165
Inner SW Loop	14,498	636	4.4%	10,990	478	4.4%	-3,508	14,854	222	-122	-158
Alvarado Connector West	4,831	199	4.1%	15,421	1,205	7.8%	10,590	169,416	3,017	88	1,006
Alvarado Connector East	5,346	121	2.3%	17,345	897	5.2%	11,999	99,369	2,022	268	777

*Average Volumes | ** Average Truck Volumes

The addition of over 1,100 miles of roadway network will significantly impact travel demand and congestion reduction. While completing this amount of roadway network by 2045 is aspirational, observations clearly show that proposed improvements can improve the mobility, connectivity and efficiency of the Johnson County roadway network, even if only a portion of the total improvements are constructed (see 2036 model results).

Based on the analysis, the following corridors were moved forward to be evaluated by Johnson County staff for further consideration as priority projects:

- Cresson Connector
- FM 902 West
- FM 902 East
- Alvarado Connector West
- Alvarado Connector East
- FM West Connector
- FM 4 East Connector
- Godley Connector

Impact of Improvements on US 67 (2045)

The total impacts of all project corridor improvements substantially impacted traffic volumes on US 67. The US 67 corridor in Johnson County was broken down into five segments, as illustrated in Map 32 and as listed in Figure 43 on page 77. These segments were evaluated based on the 2045 Build and No-Build model runs.

When comparing the 2045 Build vs. No-Build scenarios, the impact of the project corridors shows a reduction in traffic and truck volumes across all sections of US 67, with subsequent decreases in delay. Therefore, improvements in parallel corridors have a high probability of pulling traffic away from US 67, including truck traffic.

Map 32. US 67 Segments

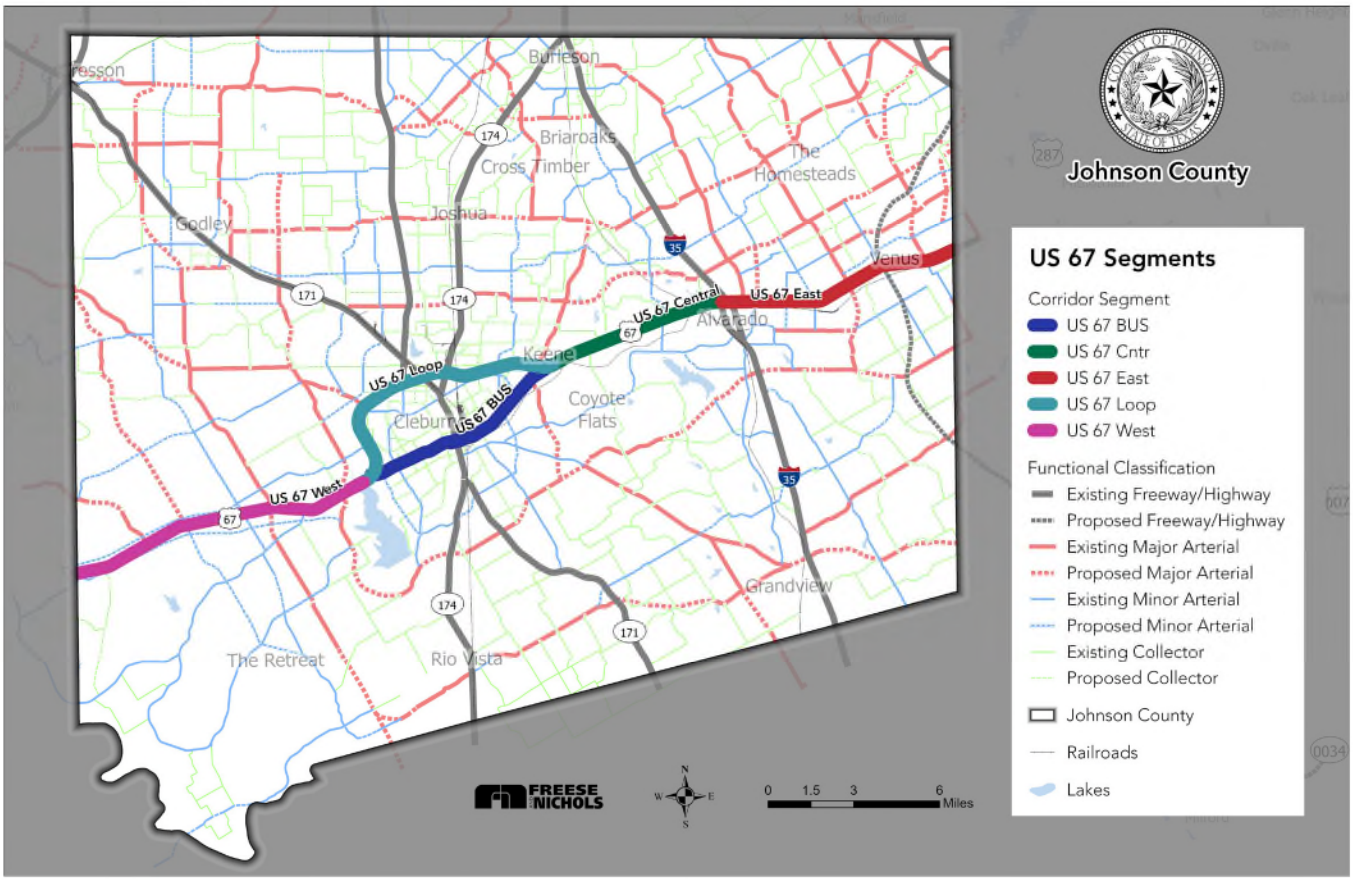


Figure 43. US 67 2045 Improvement Evaluation

Project	No-Build			Build			Difference				
	Avg VOL	Avg Trk	% Trk	Avg VOL	Avg Trk	% Trk	VOL	VMT	VHT	Delay	Trk
US 67 West	30,329	5,808	19.2%	28,250	5,725	20.3%	-2,078	-11,369	-203	-397	-83
US 67 Loop	19,480	2,330	12.0%	17,395	2,117	12.2%	-2,086	-42,075	-767	-119	-213
US 67 BUS	17,754	829	4.7%	16,067	530	3.3%	-1,688	-15,127	-440	-72	-299
US 67 Central	19,504	2,095	10.7%	15,695	1,628	10.4%	-3,809	-48,139	-1,760	-885	-467
US 67 East	22,867	2,067	9.0%	21,218	1,898	8.9%	-1,649	-31,110	-1,322	-721	-169

2036 Corridor Evaluation

Based on the results of the 2045 model network analysis, the following corridors were selected for 2036 evaluation.

- Bond program projects (Widening only)
  - FM 917 Central
  - FM 917 West
  - FM 2280 Connector
- FM 2738 Corridor
- Outer SW Loop

Like the 2045 Scenario comparison, the 2036 Build Scenario provides more benefit; it enhances traffic capacity by providing more roadway capacity, thereby supporting higher vehicle volumes and reducing congestion along key corridors.

Observed VMT and VHT increases, shown in Figure 44, suggest a more connected network, allowing smoother and more direct travel routes.

Key corridor improvements, specifically to Burleson, FM 2280, and FM 917 corridors, improve overall freight and commuter traffic travel conditions. This reduces fuel consumption, lowering business costs and vehicle emissions.

Other notable impacts include a 10% increase in truck traffic on the Outer SW Loop and reduced traffic congestion along US 67, FM 917 (West), and FM 2280. Since only 130 miles of additional network are proposed by 2036, the overall impact on mobility is limited. However, the combined effect of the projects does improve mobility, connectivity, and overall efficiency of the Johnson County roadway network.

Figure 44. 2036 Corridor Evaluation

Project	No-Build			Build			Difference				
	Avg. VOL*	Avg. Trk**	% Trk	Avg. VOL*	Avg. Trk**	% Trk	VOL	VMT	VHT	Delay	Trk
Burleson Connector	12,800	280	2.2%	21,930	629	2.9%	191,736	108,278	1,454	125	349
FM 917 West	17,008	660	3.9%	24,898	1,067	4.3%	110,462	50,592	498	-363	407
FM 917 Central	13,263	635	4.8%	18,600	1,026	5.5%	58,707	48,387	830	7	391
FM 917 East	26,740	1,404	5.3%	31,669	1,843	5.8%	83,800	50,341	996	361	439
FM 2280 Connector	18,069	1,188	6.6%	27,127	2,353	8.7%	117,747	52,489	627	-150	1,165
FM 2738 Connector	7,207	133	1.8%	7,994	190	2.4%	3,935	4,116	-14	-27	56
Outer SW Loop	1,961	116	5.9%	2,518	410	16.3%	17,338	17,437	310	-6	294
US 67 West	21,642	4,328	20.0%	21,357	4,264	20.0%	-2,848	-2,279	-296	-261	-63
US 67 Loop	14,077	1,733	12.3%	13,931	1,791	12.9%	-5,233	-1,681	-28	-2	57
US 67 BUS	16,426	814	5.0%	17,229	920	5.3%	25,683	9,035	249	48	105
US 67 Central	15,665	1,704	10.9%	14,404	1,610	11.2%	-31,533	-14,980	-456	-187	-94
US 67 East	20,407	2,002	9.8%	20,058	1,967	9.8%	-10,130	-6,486	-186	-91	-35

*Average Volumes | ** Average Truck Volumes

5. Design Standards

Functional Street Classification

The functional classification of streets is used to identify the hierarchy, function and dimensions of a roadway. Streets and highways are grouped into classes based on facility characteristics, such as roadway geometry, design speed, traffic capacity and drainage. Functions range from providing mobility for through traffic and accommodating major traffic flows to providing access to properties. The roadway functional class allows travelers access to origins and destinations through a hierarchy of street classes.

Functional classes can be updated over time if surrounding land uses change significantly; a facility may move up in the hierarchy as the surrounding area becomes denser and additional cars are drawn to the area. Population and land use densification may also decrease the functional class of a roadway as the area becomes more walkable.

Effective development of a clearly defined functional classification system (and design standards) leads to an optimized roadway network (see Figure 45). Major advantages of street classification include the preservation of residential neighborhoods, long-term stability in land use patterns, the value of commercial properties and fewer traffic accidents.

Properly developed networks may also decrease the proportion of urban land devoted to streets. Approximately 20% of the urban land is dedicated to streets, while 30% or more can be obligated to streets in a typical gridiron system.

Most counties in Texas incorporate a traditional functional classification system to organize roadway types within their jurisdiction. This system provides key information and standards for each roadway type to assist citizens and developers in understanding the types of roadways planned for the region's transportation system and how those roadways may be designed and constructed.

The 2025 Johnson County Major Thoroughfare Plan consists of all major thoroughfares in Johnson County categorized by their functional classification. This classification sets the required right-of-way to be acquired or preserved to accommodate future traffic demand in the region. Typical functional classification of thoroughfares includes freeways and frontage roads, major and minor arterials, collectors, and sometimes specific local roadways.

Tollways, Freeways, Highways and Frontage Roads

Decisions on the development of regional, statewide and national freeways and highways that traverse through Johnson County are the responsibility of state and federal agencies or tollway authorities. Consequently, the County has a limited role in their development. However, consideration of their impact on the County's mobility and needs is essential when evaluating and planning the overall transportation network.

Figure 45. Typical Suburban Roadway Classification

Johnson County is currently serviced by one tollway, the Chisholm Trail Parkway, completed in 2014 and operated by the North Texas Tollway Authority. This limited-access facility provides direct access to Fort Worth and the DFW Metroplex from northern Cleburne.

The County has one major interstate freeway, I-35W, which provides regional access to the DFW Metroplex to the north and connects to Waco, Austin and San Antonio, terminating at the U.S.-Mexico Border in Laredo. TxDOT has plans to widen I-35W from Burleson to Alvarado in the future.

SH 171 and SH 174 are the major State Highways that provide north-south mobility in central and western Johnson County. US 67 is the sole east-west US highway in Johnson County. It provides eastern connections to Midlothian, Grand Prairie, Arlington and Dallas and western connections to Glen Rose and Stephenville. US 287 clips Johnson County in the far northeast corner and connects Fort Worth with Mansfield, Midlothian, Waxahachie and Ennis, connecting with I-45 in the east.

Frontage roads are also significant as they provide important access and congestion relief adjacent to limited-access freeways. Access to these roads is essential for the success of businesses that front these roads. Currently, I-35W has one-way frontage roads in Johnson County from Burleson to just north of Grandview. TxDOT is reconstructing these roadways as continuous one-way frontage roads to expand I-35W roadway capacity in Johnson County.

Arterial Roadways

Arterials focus on moving regional traffic across longer distances within the County. Next to freeways and highways, these types of thoroughfares typically carry the highest amounts of traffic and have the highest operating speeds.

Major Arterials

Major arterials are designed to allow large volumes of traffic to operate at a high level of mobility. They are designed for longer-distance trips and provide access to major activity centers and adjacent cities. Only a limited number of driveways should directly access major arterials, and they should only connect to other arterials or freeways. Consolidation of driveways is highly encouraged. Typically, on-street parking is not allowed on major arterial roadways.

FM 917 and FM 2331 are examples of major arterials in Johnson County.

Minor Arterials

Minor arterials connect traffic from collectors to primary arterials. They are designed to accommodate moderate traffic volumes at relatively low speeds and often extend to a larger geographic area. If the right-of-way and/or level of service are adequate, minor arterials may accommodate on-street parking. Kilpatrick Avenue (Cleburne), Hidden Vistas Boulevard (Burleson) and CR 913 are examples of minor arterials.

Arterial road in Johnson County

Collectors

Roadways designated as collectors are designed for short trips and low speeds. They serve primarily to connect trips to higher functional class facilities and to move traffic between neighborhoods and different areas within the County. These thoroughfares carry moderate traffic volumes and have lower speeds to accommodate access to adjacent properties. The number of lanes can range from two to four depending on the current or future demands and potential development.

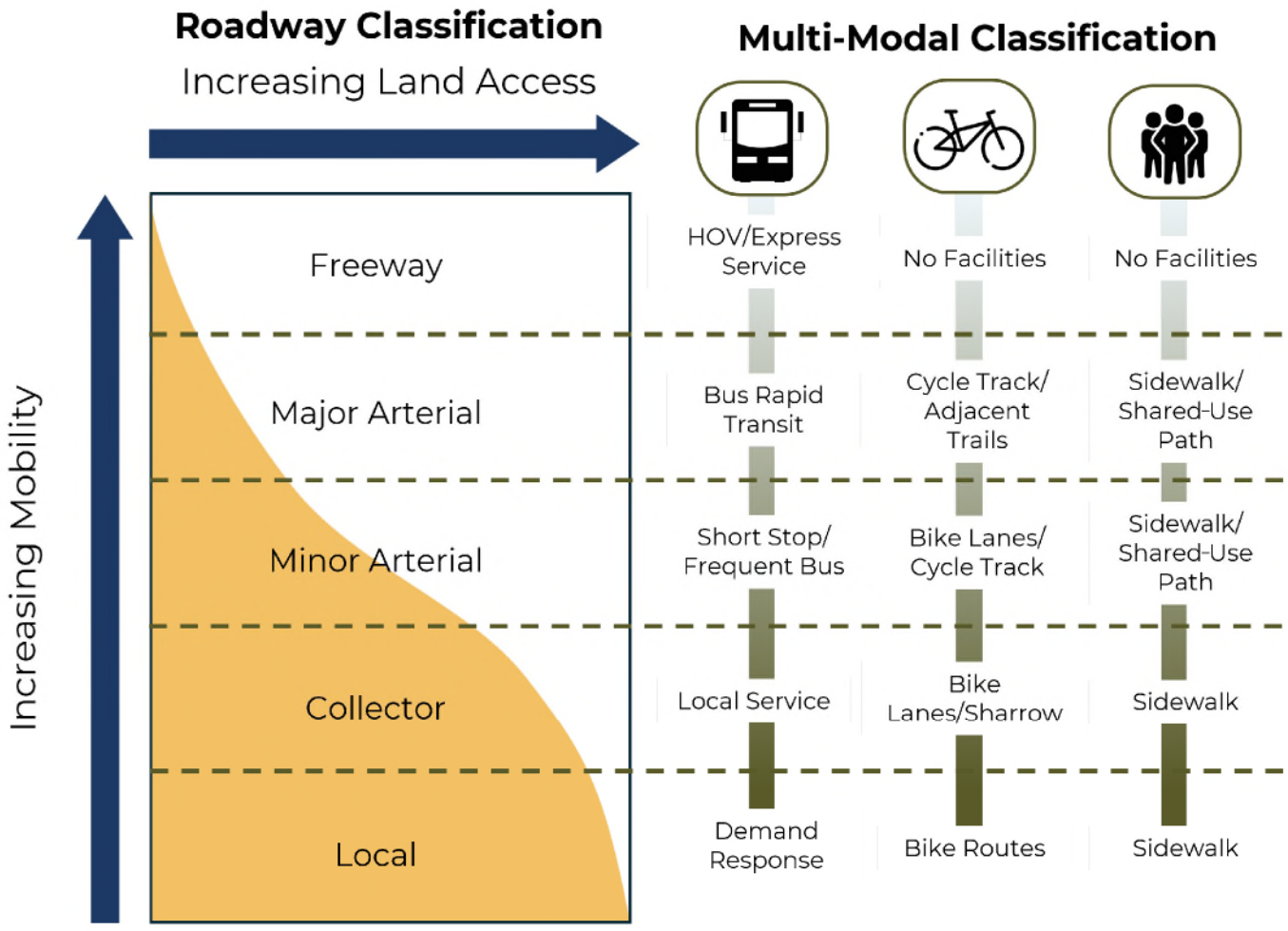
Two-way left-turn-lanes (TWLTLs) may be incorporated on major collectors. Collectors are often broken down into major and minor collectors. Major collectors provide higher levels of mobility, handle more traffic and have fewer driveways and intersections than minor collectors. CR 918 (Cresson) and W Industrial Boulevard (Cleburne) are examples of collectors.

Local Streets

Local streets are typically not designated on a thoroughfare plan as they do not require right-of-way dedication. As new development occurs, the developer typically preserves and builds local streets. Once the development is complete, a city or the county can assume ownership of the right-of-way and be responsible for maintenance.

Local streets focus on providing access to homes in residential neighborhoods with speeds of less than 30 miles per hour (mph) and where traffic volumes are the lowest. In most cases, lane striping is not implemented, and on-street parking is permitted, depending on the surrounding uses and building types.

Figure 46. Typical Roadway Classification Characteristics



Rural versus Urban Roadways

Rural roadways differ from urban roadways in that a lack of underground drainage requires open ditches on either side of the roadway. Fewer driveways means that center turn lanes may be preferred over medians on higher-class roadways. Additionally, sidewalks and on-street parking are usually absent in favor of wider shoulders to accommodate vehicle emergencies and cyclists. Roadway design may include accommodations for equestrian activities and farm vehicles.

Functional Classification, Land Access, and Mode of Transport

As illustrated in Figure 46 on the previous page, roadway classification, land access and mode of transport (mobility) are highly interrelated. Local streets focus more on access to adjacent land uses and are more amenable to alternative forms of transportation, such as transit, bicycling and pedestrians. Priority for mobility over land use access occurs as functional classes transition from local roads to collectors and arterials. At the top end of mobility are freeways and tollways, which are exclusively focused on mobility, do not support cycling or pedestrian activity, and only support express transit services.

Typical Roadway Characteristics by Functional Classification

All functional classes have general characteristics, such as spacing, capacity, speed, required right-of-way, and specific design criteria to delineate where and how each facility should be constructed. Figure 47 below sets out general characteristics for each functional class of roadway.

General Guidance on Functional Classification

While functional classification does have defined engineering design standards, there is a degree of flexibility in assigning functional classifications due to overlap between class characteristics. Guidance on classification on roadways should generally adhere to the following:

1. Determine if the purpose of the roadway will be used to serve as access to adjacent land uses or for the mobility of thru traffic.

2. Consideration of functional class should address the needs of adjacent land uses and compatibility with the adjacent environment.

3. Evaluate existing roadway characteristics, such as existing or proposed right-of-way, number of lanes, observed and forecasted traffic volumes, medians or TWLTL, on-street parking, roadway drainage and length of the roadway segment in question. In rural areas, farm vehicles and equestrian activities should also be considered. Speed characteristics should be examined based on observed speeds, congested speeds and/or desired speeds for the facility.

4. Confirm that the operating characteristics of the facility are consistent with the desired functional classification. Changing a roadway from its set functional class may require re-evaluating the classification, assigning the roadway to another class or the creation of an entirely new functional class.

Figure 47. General Roadway Classification Characteristics

Attributes	Freeway	Major Arterial	Minor Arterial	Collector	Local
Roadway Spacing (miles)	2-10	1-2	0.25-1	0.1-0.25	200-500 ft
Facility Length (miles)	15+	5-15	1-5	0.25-1	<0.25
Volume (vehicles/day)	100,000+	35,000-80,000	10,000-35,000	1,000-10,000	<1,000
Right-of-Way (feet)	300-500	100-120	70-100	60-70	50-60
Number of Lanes	Main + Frontage Roads	4-7	2-5	2-4	2
Median	Yes	Usually	Often	Not Usually	Very Rarely
Speed Limit (mph)	55-75	35-55	30-45	25-35	30 Max

Thoroughfare Design Standards

Versatility is a strength in any policy document because it gives policymakers the flexibility to address unforeseen issues that may arise during the implementation phase. To provide flexibility in the MTP, thoroughfare design standards were developed to accommodate a variety of land uses adjacent to both urban and rural rights-of-way, including potential future developments. The various design criteria and elements presented in this section will be used to accommodate the expected traffic volume and provide consistency in traffic operations.

Proposed design standards are based on established roadway design standards utilized by communities across the United States based upon decades of research and field experience.

Design Criteria

Sidewalks

Sidewalks are installed on public right-of-way in the parkway or easement and must have a maximum of 2% cross-slope toward the street and a minimum of 1% cross-slope to facilitate drainage. New sidewalks should be a minimum of 5 feet in width, and the longitudinal grade along the sidewalk should not exceed 5% unless the grade of the adjacent roadway requires otherwise. All new sidewalks should be accessible and in compliance with the Americans with Disabilities Act. Pedestrian crossings of streets should be provided with accessible ramps, where possible. Crosswalks should be marked across arterial streets.

Lane Width

Driving lane widths are generally to be 11 to 12 feet. For higher speed, higher capacity principal arterial roadways, 12-foot-wide travel lanes are preferred.

Right-of-Way Width

Right-of-way width is generally determined by the pavement section required to perform the function and carry the traffic for which the thoroughfare is designed to accommodate, plus provisions beyond the pavement for sidewalks, utility locations, drainage and safety areas.

Medians

The width of medians will vary based on right-of-way limitations, future roadway expansion and other factors. The general practice is to use 16-foot-wide raised medians in urban areas. This permits the construction of 12-foot left-turn lanes for channelization while leaving 4 feet for a buffer between oncoming traffic. In rural areas, medians may be delineated and used for drainage purposes.

Parkways

Parkways are the area between the edge of the roadway and the edge of the street right-of-way. In urban areas, they cover a wide range of widths, with minimums of approximately 8 feet. Parkways can contribute to a roadway's capacity and efficiency by providing a clear zone for needed roadway edge utilities and provisions. Sidewalks and utilities are typically situated within the parkway of a thoroughfare, usually with at least a 4-foot-wide buffer between the sidewalk and the back of the curb.

Recommended Design Standards

Building off existing design standards, and in consultation with key stakeholders, Johnson County roadway design standards were revised and are shown in Figure 48 and Figure 49. Illustrated cross-sections of each classification are also presented on page 86 to page 89. These design standards provide consistency with existing roadway design guidelines in adjacent cities and counties, provide options for multi-modal elements, and provide more flexibility in Johnson County thoroughfare development.

Note that proposed 2-lane arterials may be used as an interim roadway class, transitioning to a 4-lane or 6-lane divided arterial as development and travel demand dictate.

Considerations for stormwater/drainage and potential connections to existing and proposed drainage systems will be key determinants in the decision to construct an urban or rural section. Other factors may include adjacent urban design sections, the location of the roadway within local ETJs, and interlocal agreement obligations.

NOTE:

The Johnson County Engineer reserves the right to determine the final roadway design for both urban or rural roadways at their discretion, including deviating from the roadway design criteria in the Major Thoroughfare Plan.

Figure 48. Proposed Johnson County Urban Thoroughfare Design Standards

Roadway Class	Minimum Right-of-Way	Lanes	Minimum Pavement Width	Median	Parkway/ Buffer	Sidewalk
Major Arterial	120′	6	66′	16′	7′	10′ Shared-Use Path (SUP)
	120′	5	62′	14′ TWLTL	10′	6′ Sidewalk / 10′ SUP
	100′	4	44′	16′	8′	8′
Minor Arterial	70′	3	38′	14′ TWLTL	5′	6′
Collector	60′	3	36′	14′ TWLTL	6′	6′
	60′	2	28′	-	5′	6′

Figure 49. Proposed Johnson County Rural Thoroughfare Design Standards

Roadway Class	Minimum Right-of-Way	Lanes	Minimum Pavement Width*	Median	Shoulder (Inner/Outer)
Major Arterial	120′	5	78′	14′ TWLTL	8′
	120′	4	72′	12′	4′/8′
Minor Arterial	100′	3	54′	14′ TWLTL	8′
	100′	2	40′	-	8′
Collector	80′	2	36′	-	6′

*Excludes TWLTL pavement requirement.

Current Design Standards Review

Thoroughfare design standards for cities within Johnson County were evaluated to ensure consistency with the Johnson County Design Standards (see Figure 50). Note that the right-of-way design standards differ significantly from each other—some are quite detailed and specific, while others are more basic.

Figure 50. Right-of-Way Standards of Cities within Johnson County

Roadway Class (Urban)	Arterial					Collector		
Lanes	7	6	5	4	3	4	3	2
Johnson County	**Not Defined**	**120′**	**120′**	**100′**	**70′**	**Not Defined**	**60′**	**60′**
Alvarado	Not Defined	120′	Not Defined	80′	Not Defined	Not Defined	Not Defined	60-64′
Burleson	Not Defined	120′	Not Defined	100-120′	Not Defined	Not Defined	Not Defined	60-70′
Cleburne	Not Defined	135′	105′	105′	Not Defined	Not Defined	75′	75′
Cresson	Not Defined	Not Defined	Not Defined	90-100′	Not Defined	Not Defined	65′	60-65′
Godley	Not Defined	Not Defined	Not Defined	90′	60′	78′	60′	Not Defined
Grand Prairie	120′	120′	100′	70-100′	60-70′	Not Defined	Not Defined	70′
Grandview	Not Defined	110′	Not Defined	Not Defined	Not Defined	70′	Not Defined	60′
Joshua	120′	Not Defined	Not Defined	80-100′	Not Defined	70′	Not Defined	60′
Mansfield	Not Defined	120′	Not Defined	90-100′	Not Defined	70′	70′	60′
Venus	Not Defined	Not Defined	Not Defined	110′	Not Defined	*63-80′	Not Defined	Not Defined

*The City of Venus may defer to NCTCOG design standards to reduce right-of-way for collectors. Greenspace, buffer, and sidewalk widths vary.

**Legend:

Green = more than what is required in standards.
Yellow = generally meets standards.
Red = not consistent with Johnson County standards. It is recommended that staff contact these cities about possible revisions and/or transitions between sections.

Typical Cross Sections - Urban

Major Arterial

Figure 51. Recommended Section - Urban Major Arterial, 6 Lanes

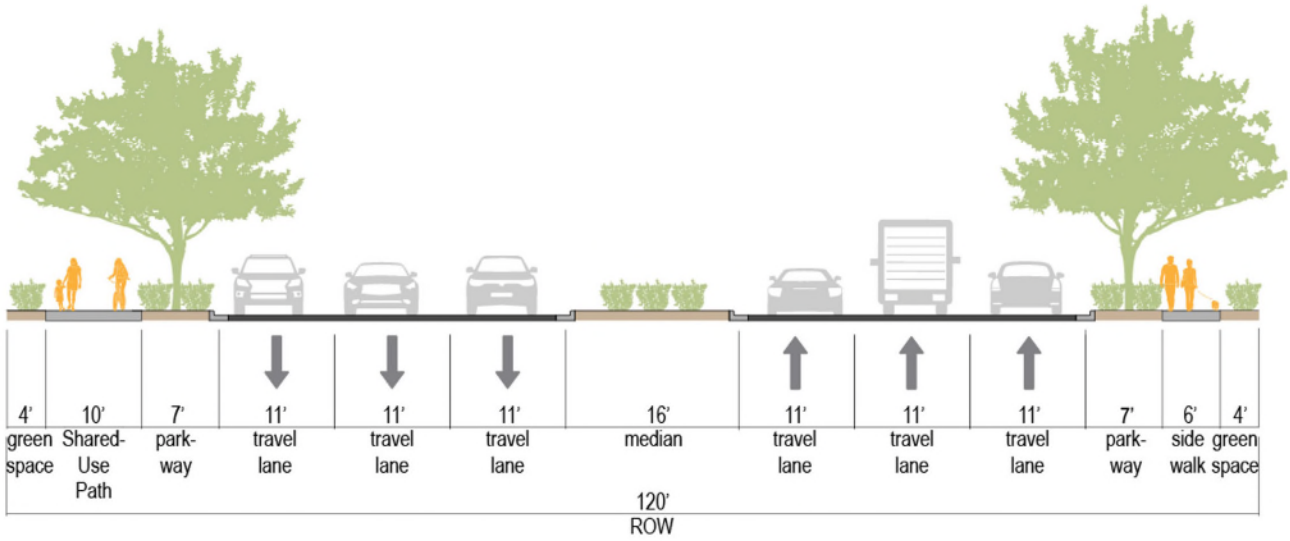


Figure 52. Recommended Section - Urban Major Arterial, 5 Lanes

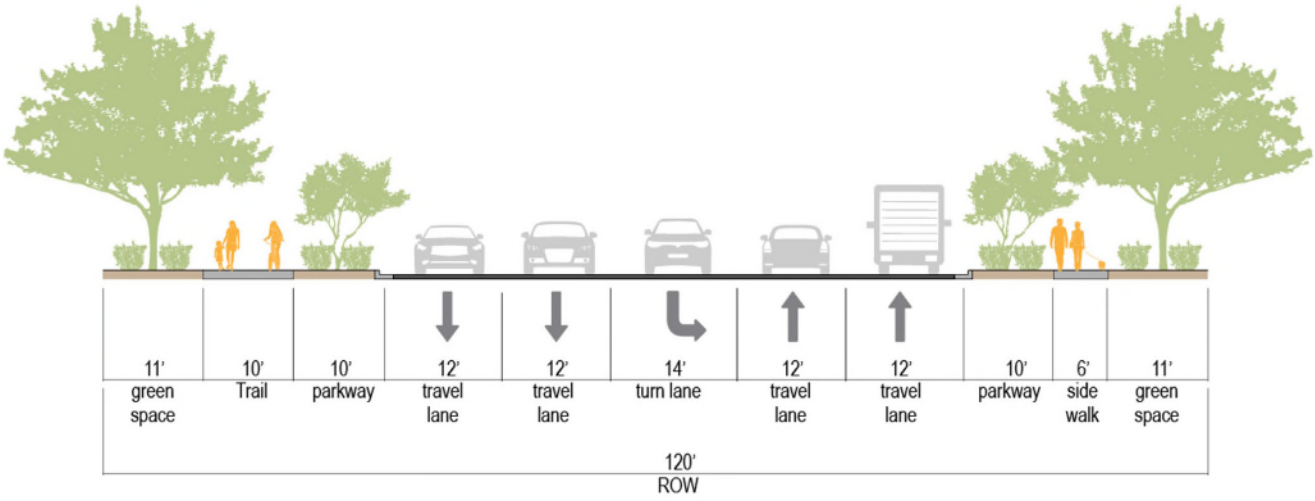
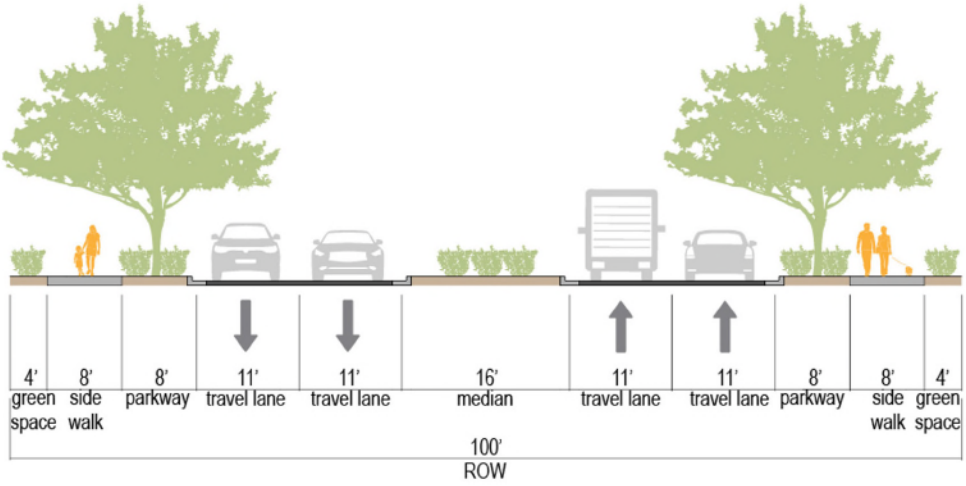
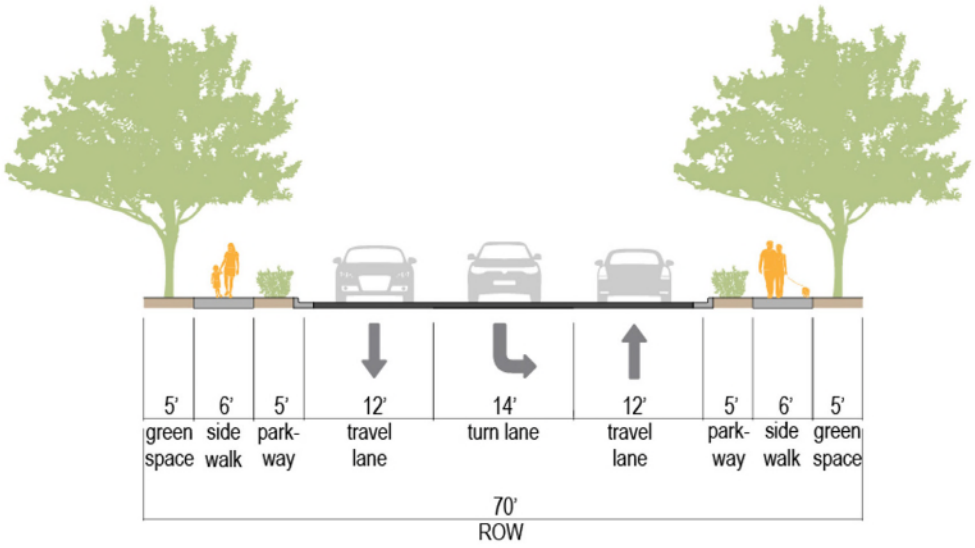


Figure 53. Recommended Section - Urban Major Arterial, 4 Lanes



Minor Arterial

Figure 54. Recommended Section - Urban Minor Arterial, 3 Lanes



Collector

Figure 55. Recommended Section - Urban Collector, 3 Lanes

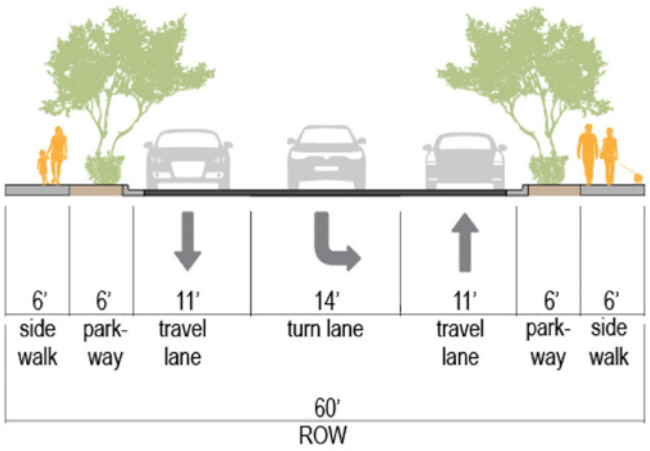
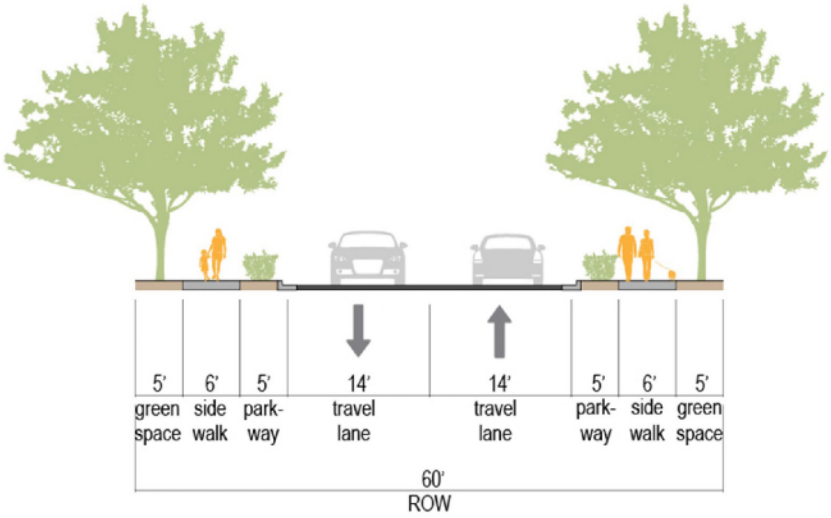


Figure 56. Recommended Section - Urban Collector, 2 Lanes



Typical Cross Sections - Rural

Major Arterial

Figure 57. Recommended Section - Rural Major Arterial, 5 Lanes

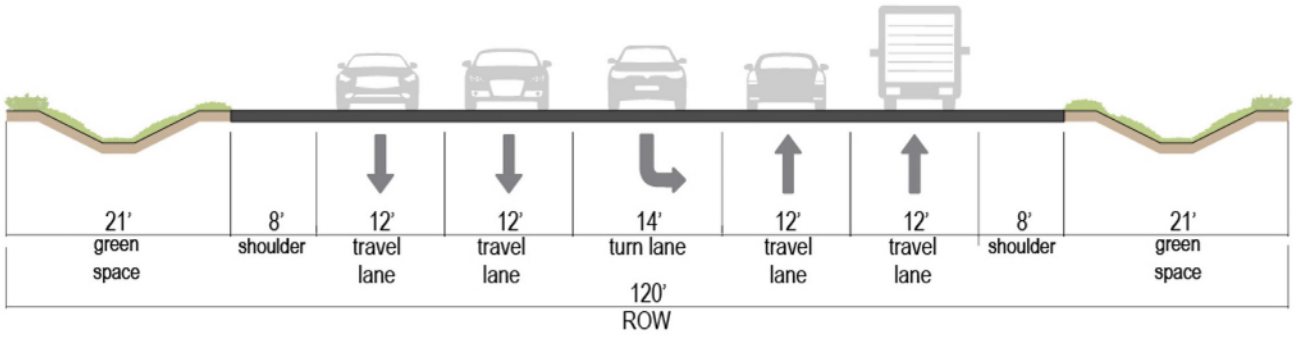
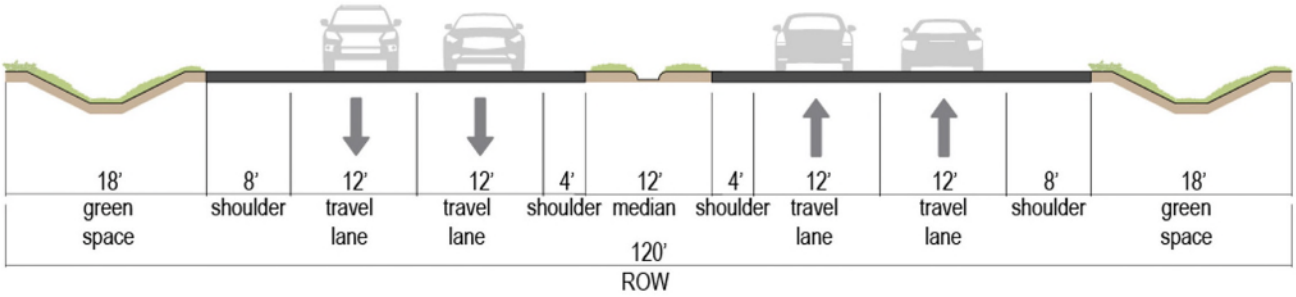


Figure 58. Recommended Section - Rural Major Arterial, 4 Lanes



Minor Arterial

Figure 59. Recommended Section - Rural Minor Arterial, 3 Lanes

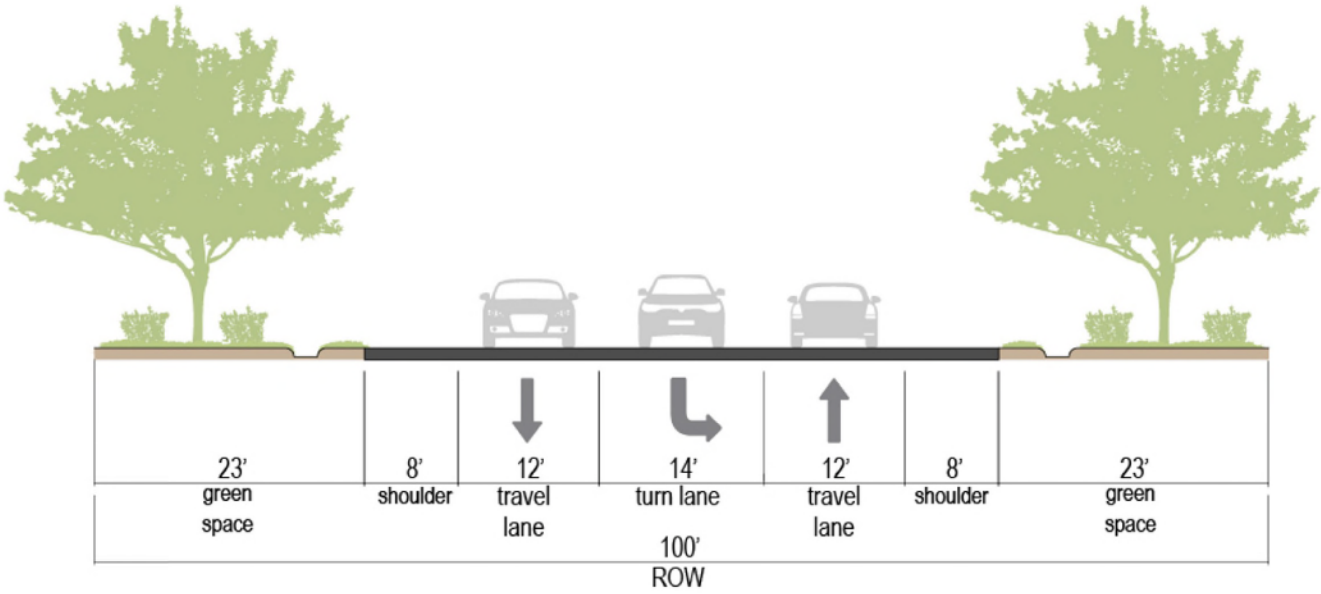
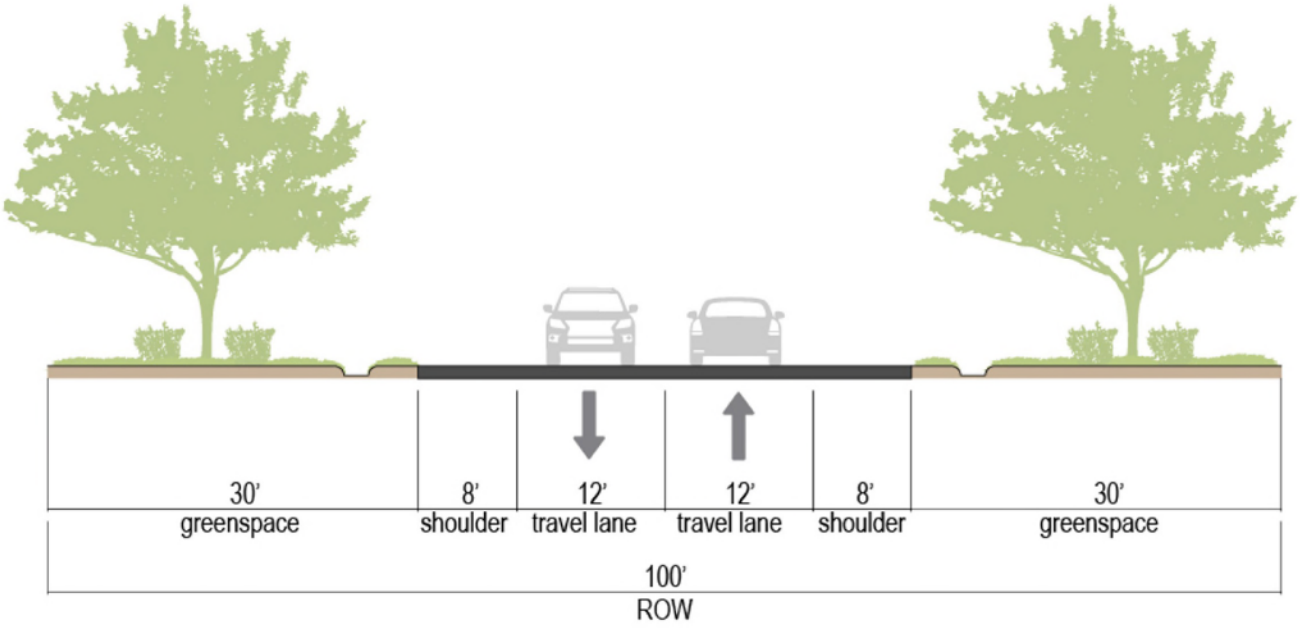
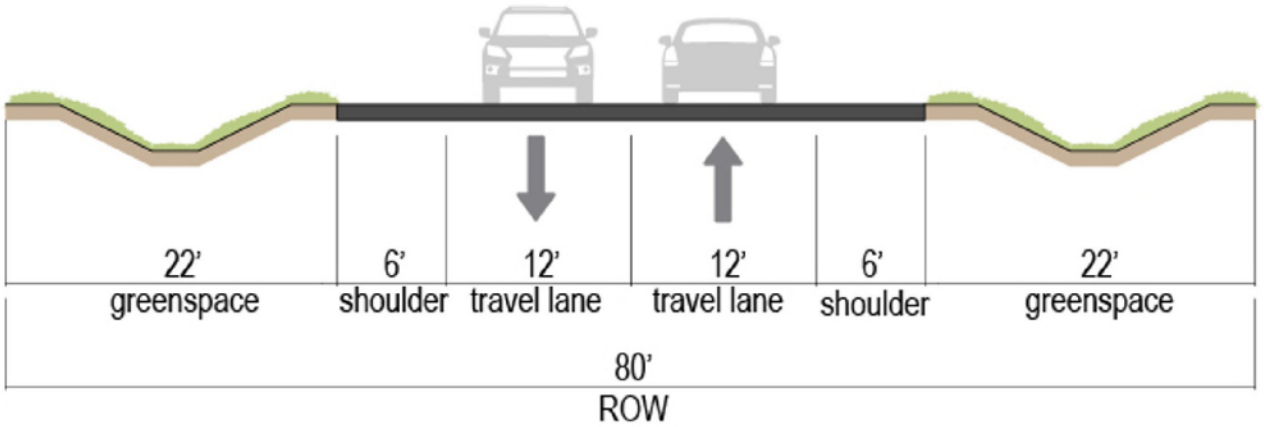


Figure 60. Recommended Section - Rural Minor Arterial, 2 Lanes



Collector

Figure 61. Recommended Section - Rural Collector, 2 Lanes



Right-of-Way Requirements

The ability of the roadway network to operate effectively relies on the ability of intersections to process traffic efficiently. Operational conditions typically break down when insufficient turn lane capacity is available to remove turn movements from the traffic stream. To ensure the ability to provide channelized turn movements, such as a second left-turn or right-turn lane, additional right-of-way should be provided at key major and minor arterial intersections, as illustrated in Figure 63 and Figure 64. To determine the exact dimensional requirements of specific intersections, a traffic analysis should be conducted at the time of facility implementation.

As currently defined, divided roadways can accommodate a separate left-turn lane. By adding an extra 22 feet of right-of-way, a second left-turn and separate right-turn bay can be added as needed to an intersection. Travel lanes of 11 feet provide sufficient roadway width for turn movements.

Figure 62 identifies necessary distances by roadway class for storage and transition requirements at intersections. The distances identified allow for minimum turn-lane storage and lane transitions. A traffic analysis should be conducted in high-intensity development areas to determine appropriate intersection requirements.

Figure 63. Right-of-Way Requirements of Intersections along Major Arterials

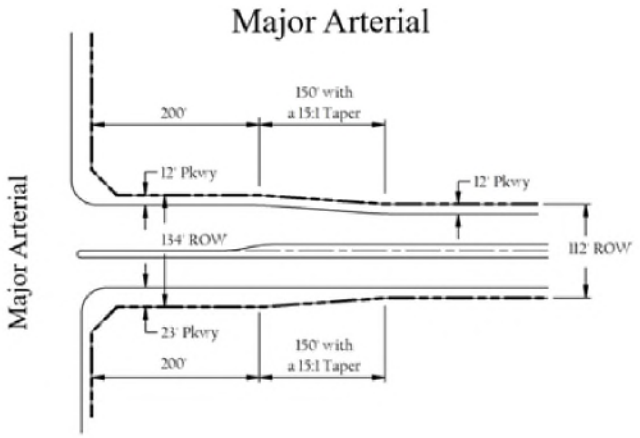


Figure 64. Right-of-Way Requirements of Intersections along Minor Arterials

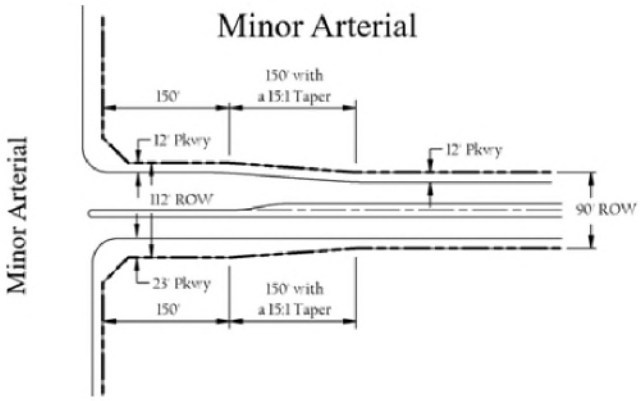


Figure 62. Recommended Right-of-Way Allocations for Intersections

Roadway	Major Arterial	Minor Arterial	Major Collector	Minor Collector
Major Arterial	350'	350'	300'	260'
Minor Arterial	300'	330'	260'	260'

Other Design Elements

Roundabouts

Roundabouts are a type of intersection characterized by a generally circular shape, yield controls on entry and geometric features that create a low-speed environment. Modern roundabouts have been demonstrated to provide a number of safety, operational and other benefits compared to other types of intersections. The modern roundabout should be examined as a cost-effective alternative to an all-way stop or traffic signal control on projects that construct new or improved intersections on collector or minor arterial roadways.

It is recommended that Johnson County consider innovative intersection design, including roundabouts, on internal roadways in new residential developments as opportunities arise, where there are serious intersection safety issues, or there is a preference by the community for an alternative intersection design.

For more information on roundabouts, please refer to FHWA's Roundabouts: An Informational Guide.

https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf

Access Management

The FHWA defines access management as "the process that provides access to land development while preserving the flow of traffic on the surrounding system in terms of safety, capacity, and speed." In more general terms, access management is a set of strategies designed to optimize land use access using a variety of treatments to improve turning movements and enhance roadway safety. These and other programs are becoming preferable to constructing additional lanes to improve roadway capacity as roadway costs escalate and available funds become more limited.

Access management has the potential to reduce roadway congestion and travel times, increase traffic safety, reduce development costs, enhance access to adjacent properties and improve coordination between land use and transportation network development.

Along US 67, numerous businesses have shared drives and/or numerous openings onto arterial streets, providing opportunities for access management. The following pages present a brief discussion of access management improvements.

Roundabout in Burleson, TX.

Two-Way Left-Turn Lanes

Continuous two-way left-turn lanes (TWLTL) are a standard access management treatment when combined with driveway consolidation and corner clearance. TWLTLs provide a separate lane within the right-of-way for left-turning vehicles to enhance property access and are considered when existing driveways do not meet spacing criteria.

These treatments function well when:

- Traffic levels are moderate (10,000 to 24,000 vehicles per day)
- The percentage of turning volumes is high
- The density of commercial driveways is low to moderate
- The number of driveways per block or mile is high
- The land use does not produce many turning movements per hour

Conversely, TWLTLs do not function well once traffic rises above 24,000 vehicles per day, and are less effective in situations where commercial driveway densities are high and driveways are closely spaced. It is recommended to consider raised medians instead of TWLTLs if daily traffic exceeds 20,000 for 4-lane streets or 17,500 for 2-lane streets. It is also recommended that TWLTLs have a width of at least 12 feet, with a suggested minimum of 14 feet if possible.

Raised Medians With Channelized Turn Lanes

Raised medians are intended to improve the safety of the roadway by eliminating the number of conflict points along the roadway and, in doing so, improve the traffic flow along the corridor. Based on numerous studies from across the nation, the TxDOT Access Management Manual concludes that "roadways with a non-traversable (raised) median have an average crash rate about 30% less than roadways with a TWLTL". TxDOT is converting flush medians to raised medians on roadways throughout Texas, especially those that have transitioned from rural to urban development densities with associated increases in traffic volume.

The placement of median turn lanes must consider several factors. Left turns should directly feed a strategic driveway with cross-access to adjacent development parking areas. In certain circumstances, providing as many center-left turn locations as possible may be prudent to facilitate U-turns between major intersections.

Driveway Consolidation

Managing the access points that bring traffic to and from adjacent developments requires negotiation with property owners regarding an amenity that had previously been granted them by the county, city and/or TxDOT. Often, closing one or more driveways along the roadway frontage can allow for more parking on the site. However, the layout of some smaller sites relies on the provided driveways to make the on-site circulation and/or parking provisions functional.

Potential treatments should be developed in conjunction with property owners to determine the overall benefit. Such benefits can include adding more parking spaces, reducing the potential for driveway collisions and reducing the number of on-site conflict points for traffic circulation. Figure 65 provides an example of driveway consolidation on US 67 in Alvarado.

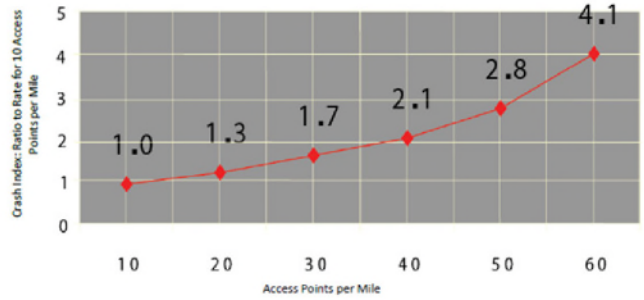
Figure 65. Driveway Consolidation in Alvarado, TX

Driveway Spacing

Research by the National Cooperative Highway Research Program has shown a direct relationship between the number of driveways per mile and the propensity for crashes along the roadway (see Figure 66). Standards for driveway spacing and offset from intersections should be established by local ordinances and/or site design guidelines. Such a measure helps control the access provided when properties develop and would eventually bring the corridor toward a better balance of throughput and local access.

Establishing the ordinance or site design guidelines would also help classify existing driveways that are non-compliant and help develop a list of desired driveway closures for future prioritization.

Figure 66. Relationship between Number of Access Points and Traffic Accidents



General Guidance[1]:

- The location of driveways should consider the urban context, configuration of the street, existing traffic conditions, existence of other driveways, obstructions and safety of other users
- Whenever feasible, shared driveways should be considered
- Driveways should not encourage truck traffic and/or high volumes of traffic into residential areas
- No more than two driveways per parcel/development with a frontage of 150 feet or less. Residential driveway access via alleyways may be considered
- The number of driveways on arterial thoroughfares should be minimized
- Redeveloped parcels should have their driveways improved/upgraded/consolidated to meet the latest requirements
- Existing driveways should be evaluated for removal/relocation when a street is being reconstructed
- Direct access to frontage roads is prohibited in the vicinity of ramps[2]

Figure 67. Minimum Spacing for Driveways on Frontage Roads

Posted Speed (mph)	One-Way Frontage	Two-Way Frontage
30 or less	200′	200′
35	250′	300′
40	305′	360′
45	360′	435′
50 or more	425′	510′

Figure 68. Other State Highways Minimum Driveway Spacing

Posted Speed (mph)	Distance
30 or less	200′
35	250′
40	305′
45	360′
50 or more	425′

This table does not apply to rural roadways outside MPO areas.

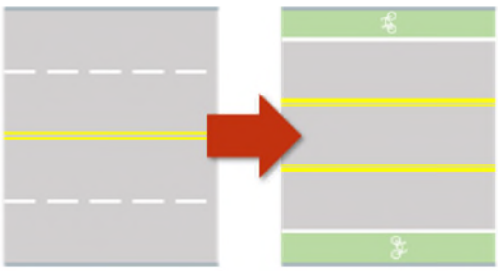
1 2019 Dallas Street Design Manual
2 TxDOT Access Management Manual

Driveways and Intersections

Driveways at intersections can be problematic; driveways too close to intersections encourage cut-through traffic and may be unusable if traffic queues from the intersection regularly block the opening. General recommendations on the placement of driveways near intersections are discussed below.

- Driveways should not be located too close to intersections as they may become blocked due to stopped traffic at the intersection
- At arterial-to-arterial intersections, driveways should be a minimum of 55 feet from the edge of the driveway throat to the curbline of the thoroughfare at the intersection
- At arterial to residential collector intersections, driveways should be a minimum of 40 feet from the edge of the driveway throat to the curb line of the thoroughfare at the intersection
- At local street to local street intersections, driveways should be a minimum of 30 feet from the edge of the driveway throat to the curb line of the thoroughfare at the intersection
- Driveways must not be located within 50 feet of the railroad right-of-way, from the driveway throat to the railroad tracks

Figure 69. Example of a Road Diet



Road Diets

The reduction of a travel lane to reallocate the space to non-travel uses is called a "road diet." Road diet conversion may involve a staged implementation, installed incrementally as adjacent development transitions from an auto-oriented nature to a denser and more pedestrian-oriented or human-scale environment.

To complement the road diet treatment and enhance the corridor's pedestrian nature, sidewalks should also be developed to connect adjacent neighborhoods. Figure 69 illustrates the impact of a road diet on a roadway. It is recommended that Johnson County continuously evaluate its roadway network for potential opportunities for road diets.

Traffic Impact Analysis

A traffic impact analysis (TIA) aims to assess the effects of a specific development activity on the existing and planned thoroughfare system. A development activity may include subdivision of land, preliminary site plans and plats, driveway permits, certificates of occupancy and thoroughfare plan amendments. Impact analysis methodology involves evaluating the design level of service, trip generation rates, potential trip reductions, and proposed developments' impact on existing and future traffic conditions. Specific data used for TIAs includes:

- Site location information and density of development
- Existing and proposed/projected zoning, site development, traffic volumes, trip generation, traffic signals and roundabouts
- Thoroughfare systems
- The net change in trip generation
- Trip distribution and traffic assignment
- Intersection and roadway level of service
- Proposed mitigation (if needed)

The benefits of such an analysis could be applied to the development review process and used by developers to finance upgrades of roadways when adjacent developments require such an improvement.

Context-Sensitive Design

All thoroughfare designs should support context-sensitive design and expand beyond the roadway's typically auto-centric mobility purposes to accommodate the scale and design of the surrounding community. The design should support connectivity at a human scale with the inclusion of bicycle, pedestrian and transit modes.

6. Thoroughfare Network Development

Network Development Process

The process of developing the thoroughfare network involved a comprehensive approach to ensure an efficient movement of people and goods throughout Johnson County. Figure 70 describes the key considerations and steps of the thoroughfare network development.

Figure 70. Key Considerations of the Thoroughfare Network Development

- Review existing plans, major projects, travel patterns and design standards
- Address key issues and needs, ensuring relevant agency coordination, consistency and integration with the broader regional transportation network

- Add east-west and north-south connections parallel to the major corridors to allow more route options and even distribution of traffic across the network
- Identify and remediate barriers to network development, provide alternatives to known bottlenecks

- Minimize the need for new land acquisition to reduce costs and potential disruptions to established areas
- Incorporate future corridor projects, such as road widening, new roadway connections and bike/ped facilities without significant disruption or additional land acquisition whenever possible

- Ensure that the transportation infrastructure can accommodate the needs of expanding residential, institutional, commercial and industrial areas, supporting the County's growth and future development
- Promote context-sensitive design in thoroughfare plan development

Major Thoroughfare Plan

The proposed 2025 Johnson County Major Thoroughfare Plan can be viewed on Map 33 on page 98.

Network Improvements

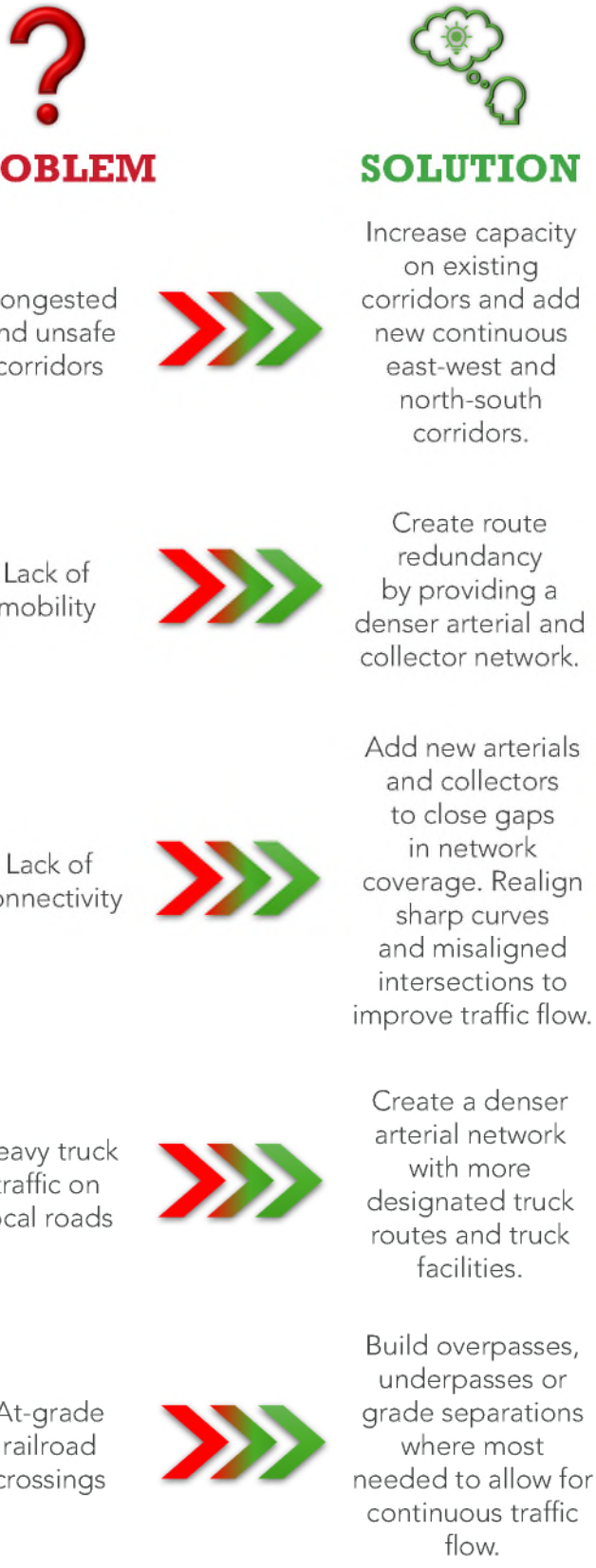
The key proposed improvements to the thoroughfare network are shown on Map 34 on page 99.

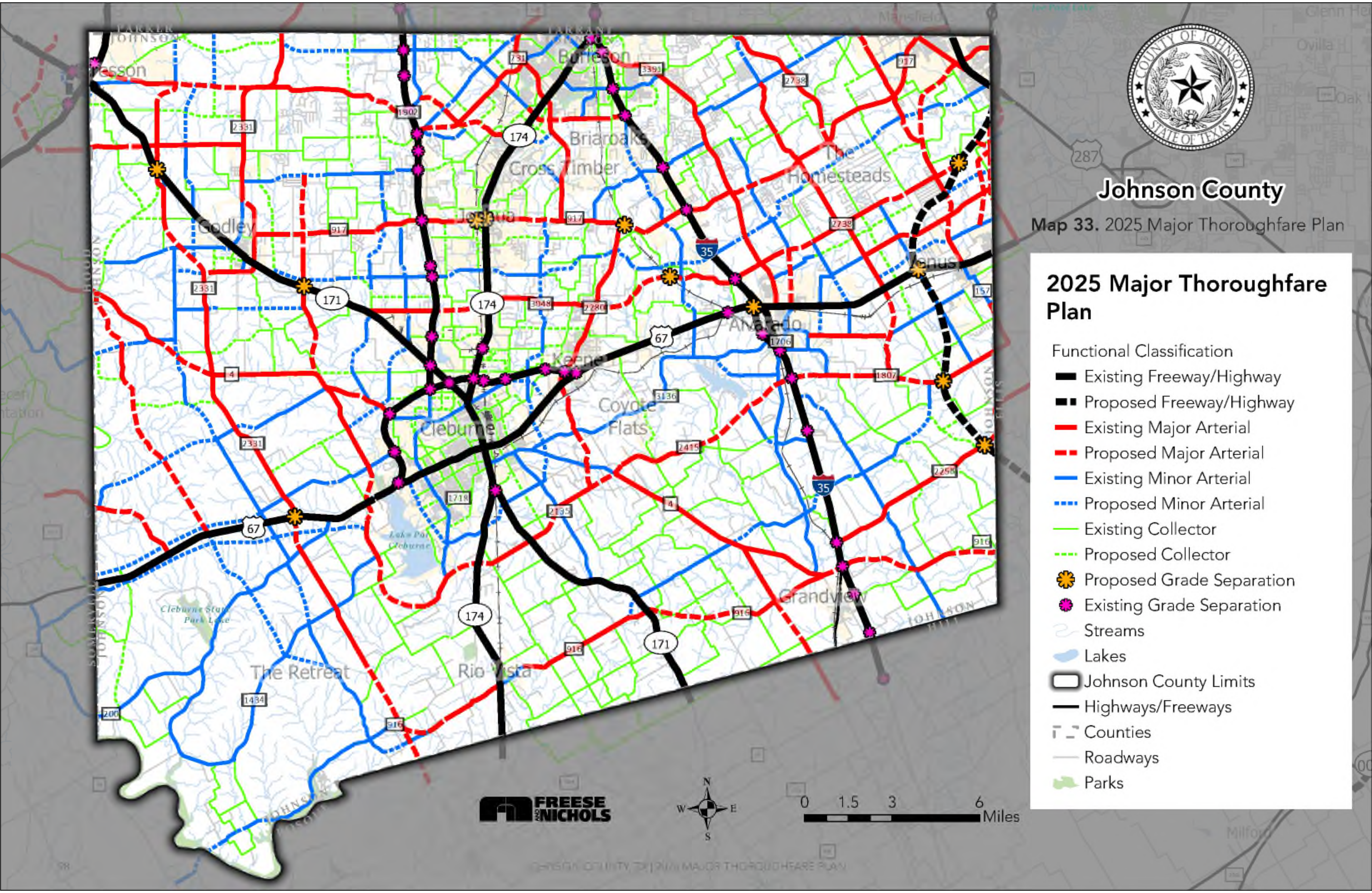
The network aims to address issues and needs revealed during the analysis of the existing transportation conditions and those emphasized during the stakeholder and public input sessions.

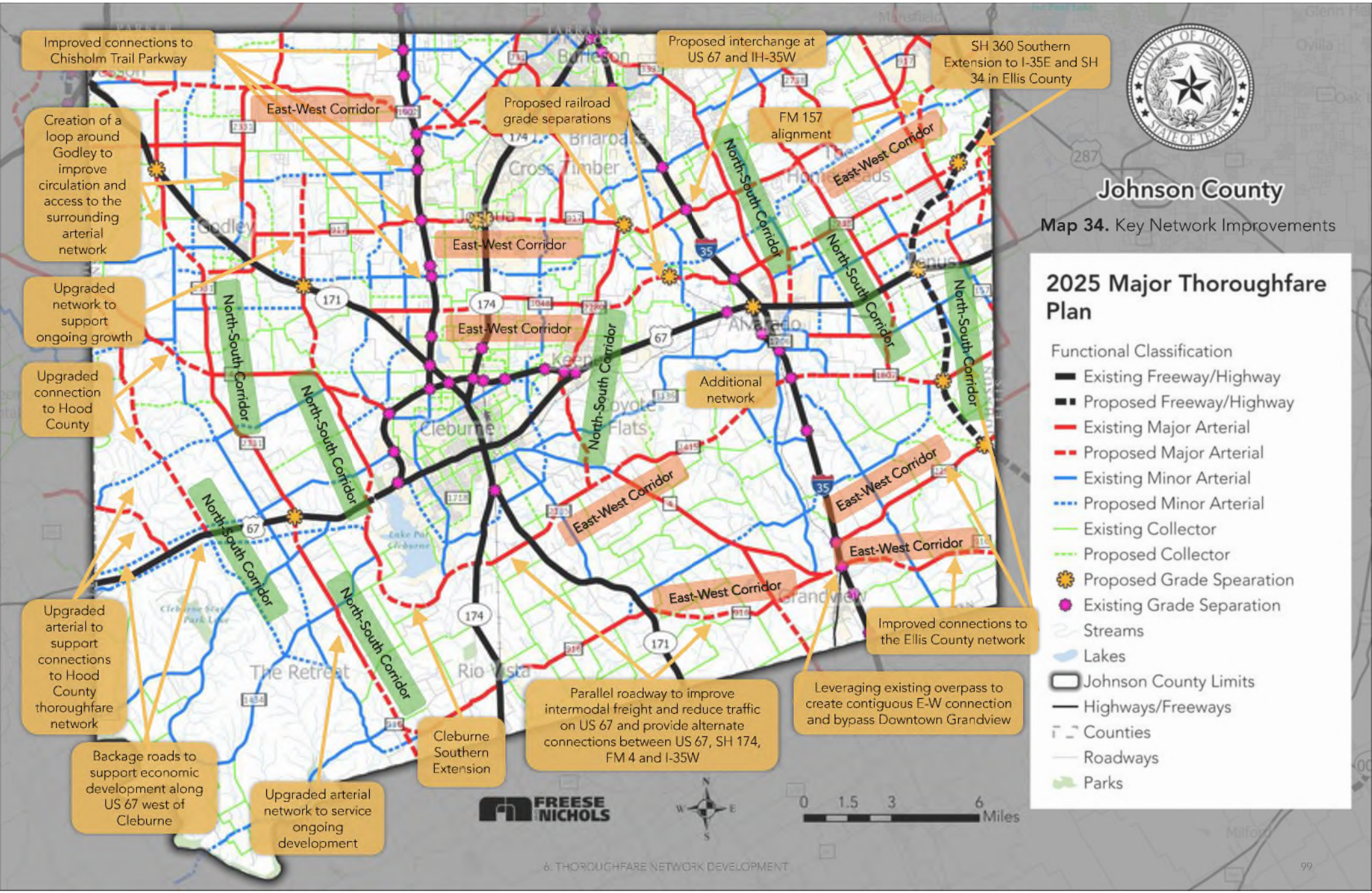
Solutions to the major issues, highlighted in Figure 71, include providing multiple county-wide north-south and east-west corridors that provide route redundancy, leverage existing right-of-way, and use existing grade separations and overpasses. Other improvements focus on high-growth areas where the proposed network adds new connections to adjacent county networks. Some corridors would require alignment changes to remove sharp curves and misaligned intersections or avoid known barriers.

All improvements are subject to further engineering and environmental review as they move toward consideration for construction.

Figure 71. Key Transportation Issues and Improvements




Johnson County
Map 33. 2025 Major Thoroughfare Plan
2025 Major Thoroughfare Plan
Functional Classification
Existing Freeway/Highway
Proposed Freeway/Highway
Existing Major Arterial
Proposed Major Arterial
Existing Minor Arterial
Proposed Minor Arterial
Existing Collector
Proposed Collector
Proposed Grade Separation
Existing Grade Separation
Streams
Lakes
Johnson County Limits
Highways/Freeways
Counties
Roadways
Parks
COUNTY OF JOHNSON
STATE OF TEXAS
Burleson
Briaroaks
Cross Timber
The Homesteads
Joshua
Godley
Venus
Alvarado
Keene
Coyote Flats
Cleburne
Grandview
The Retreat
Rio Vista
Mansfield
Lake Pat Cleburne
Cleburne State Park Lake
FREESE NICHOLS
0 1.5 3 6 Miles
N S E W



Johnson County

Map 34. Key Network Improvements

2025 Major Thoroughfare Plan

Functional Classification

- Existing Freeway/Highway
- Proposed Freeway/Highway
- Existing Major Arterial
- Proposed Major Arterial
- Existing Minor Arterial
- Proposed Minor Arterial
- Existing Collector
- Proposed Collector
- Proposed Grade Spearation
- Existing Grade Separation
- Streams
- Lakes
- Johnson County Limits
- Highways/Freeways
- Counties
- Roadways
- Parks

Network Coverage

An evaluation of the proposed thoroughfare was conducted to assess how well the network would satisfy mobility based on roadway coverage.

Network Coverage by Functional Classification

With a 2-mile buffer, major arterials by themselves provide extensive network coverage within Johnson County. Minor arterials with a 1-mile buffer provide good coverage in the southwestern portion of the County to satisfy forecasted population growth, in addition to providing coverage along key travel corridors south of US 67. Using a 0.5-mile buffer, collectors provide supporting coverage throughout the County.

When all the roadway class coverages are combined, they provide comprehensive network coverage throughout the County except in those areas with forecasted low growth and/or areas adjacent to floodplains, rivers and lakes. See the combined coverage on Map 35 on page 101.

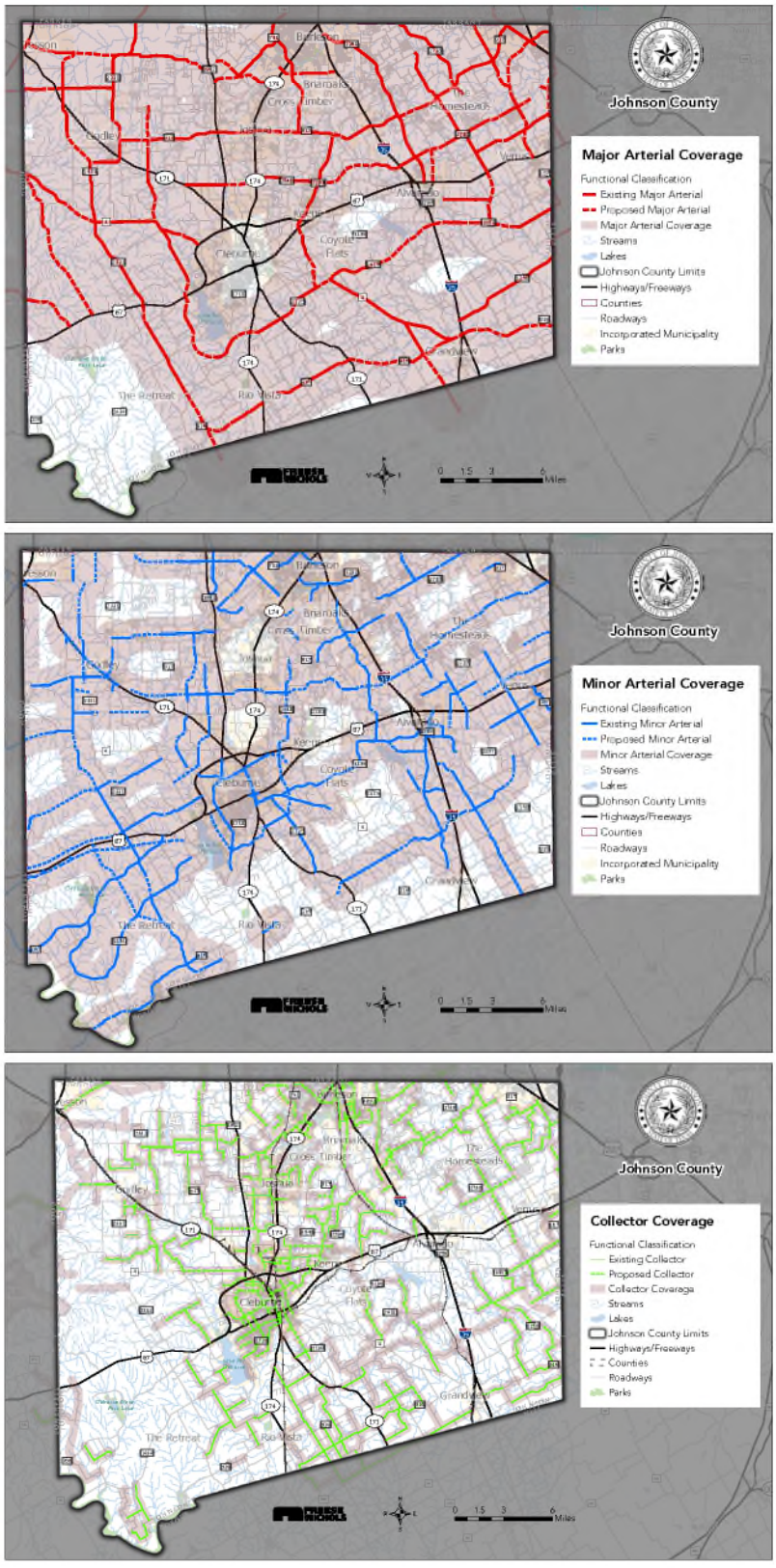
Roadway Spacing

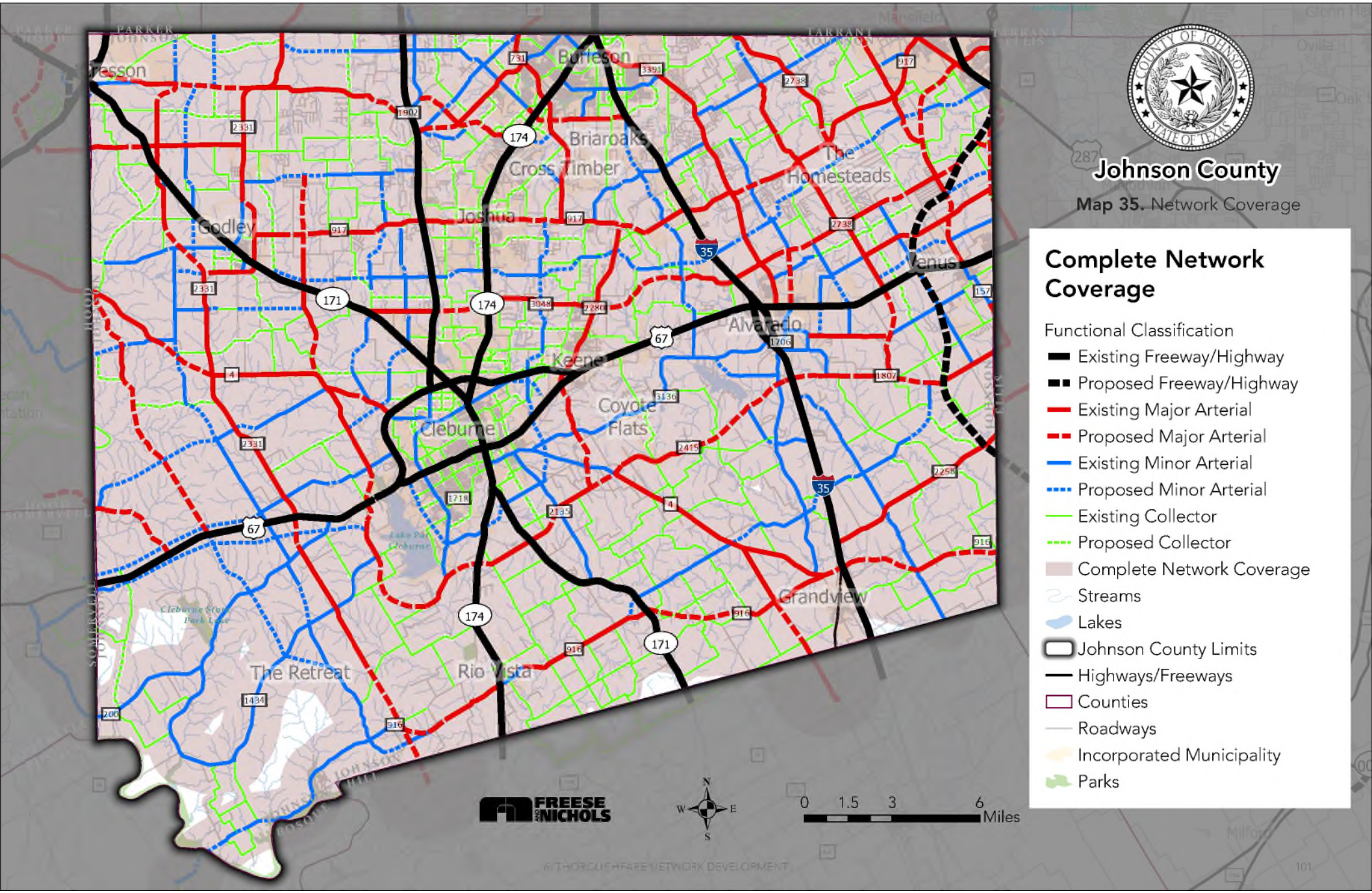
Roadway spacing helps determine the level of network coverage and identify potential gaps in the coverage. Figure 73 shows the minimum and maximum required spacing for each functional classification.

Figure 73. Recommended Roadway Spacing

Roadway Class	Spacing
Freeway/Highway	2 - 10 miles
Major Arterial	1 - 2 miles
Minor Arterial	0.25 - 1 mile
Collector	0.1 - 0.25 miles
Local Road	200 - 500 feet

Figure 72. Major Thoroughfare Plan Network Coverage by Functional Classification




Johnson County
Map 35. Network Coverage
Complete Network Coverage
Functional Classification
Existing Freeway/Highway
Proposed Freeway/Highway
Existing Major Arterial
Proposed Major Arterial
Existing Minor Arterial
Proposed Minor Arterial
Existing Collector
Proposed Collector
Complete Network Coverage
Streams
Lakes
Johnson County Limits
Highways/Freeways
Counties
Roadways
Incorporated Municipality
Parks
Burleson
Godley
Joshua
Cross Timber
Briaroaks
The Homesteads
Venus
Alvarado
Keene
Cleburne
Coyote Flats
Grandview
The Retreat
Rio Vista
FREESE NICHOLS
0 1.5 3 6 Miles

Network Coverage and Areas with Disadvantaged Populations

Areas with a higher proportion of disadvantaged populations have historically experienced disinvestment and lack of consideration in the thoroughfare planning process. The NCTCOG Environmental Justice Index was reviewed and the findings were incorporated into the MTP development.

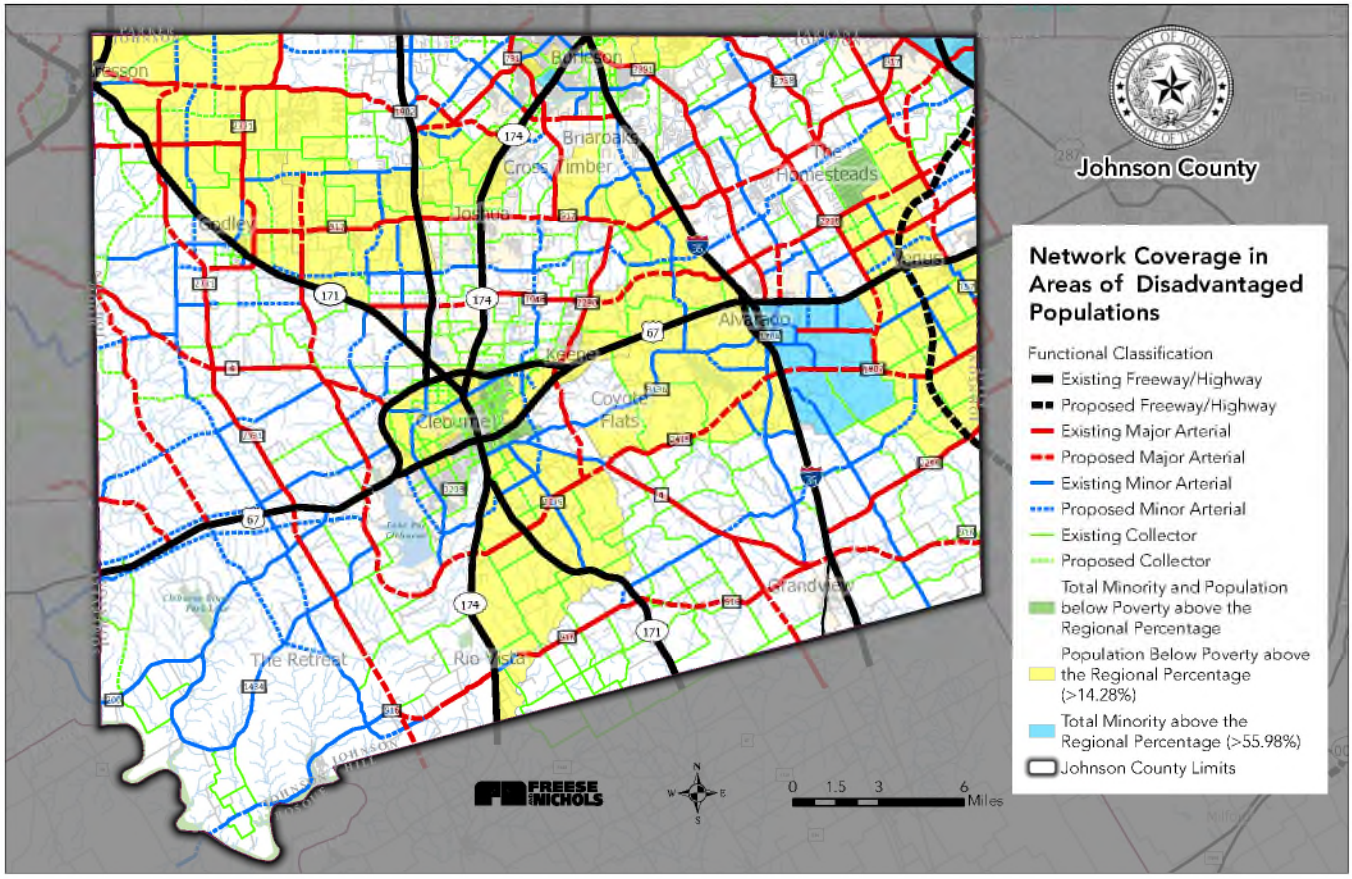
The coverage of areas of disadvantaged populations by the proposed MTP is illustrated in Map 36.

The new MTP proposes over 185 miles (see Figure 74) of a new roadway network within and directly adjacent to the census blocks with above-regional average disadvantaged populations. This translates into approximately 45% of all proposed new roadways servicing disadvantaged populations in Johnson County. The new network will improve access to major transportation corridors, provide alternative routes, and increase access to economic opportunities, healthcare and recreational activities.

Figure 74. Mileage of Proposed Roadway Network in Areas with Disadvantaged Populations

Disadvantaged Populations	Proposed Miles	Percent of Proposed Miles (%)
Minority and Population Below Poverty above Regional Average	11.71	2.8%
Population Below Poverty above Regional Average	157.38	38.2%
Minority Population above Regional Average	15.98	3.9%
Total Disadvantaged Areas	185.07	44.9%
Total Johnson County	413.92	100.0%

Map 36. Proposed Major Thoroughfare Plan in Relation to Areas of Disadvantaged Populations



Compatibility with Adjacent Thoroughfare Plans

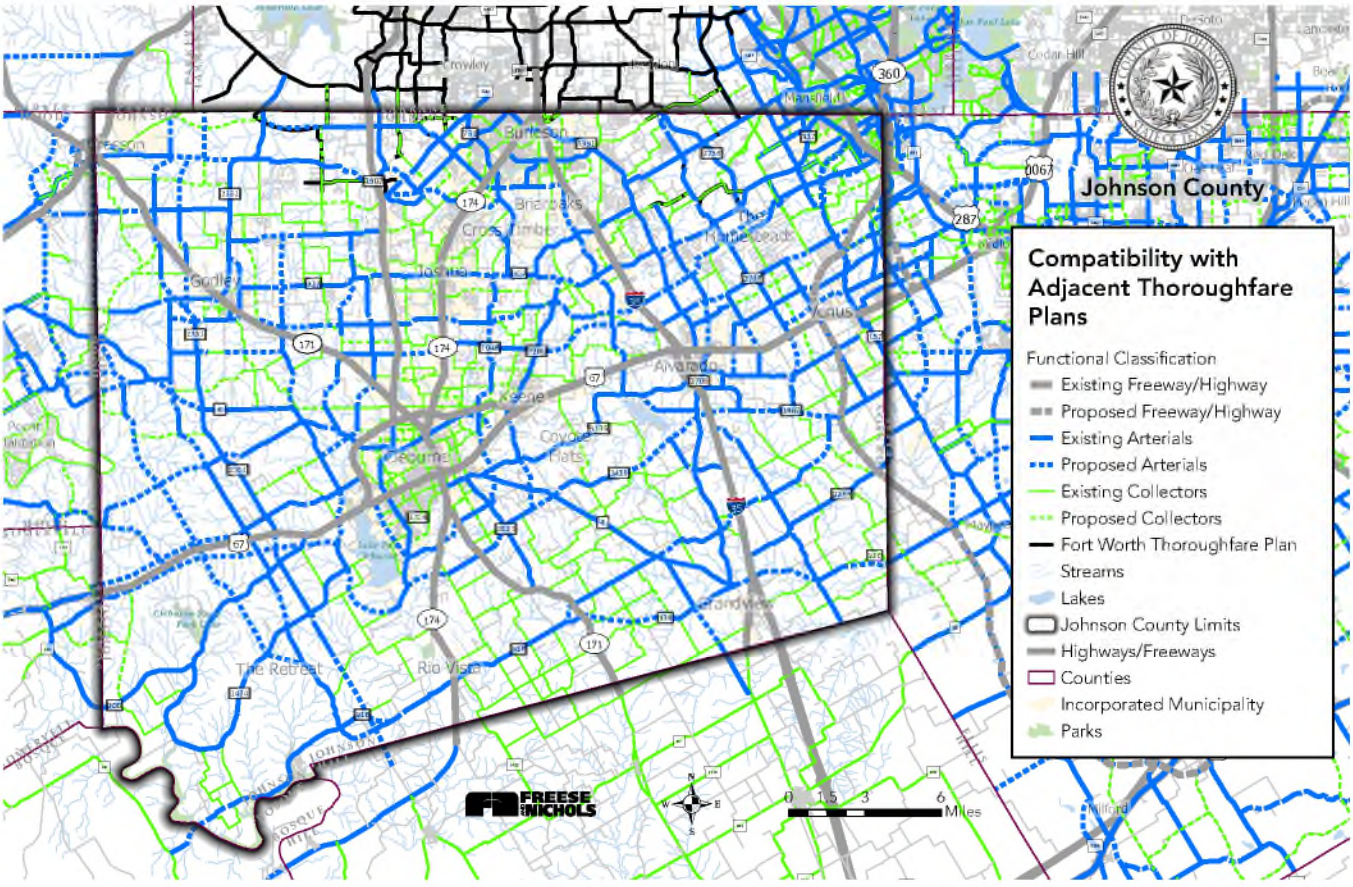
During the MTP development, all adopted municipal thoroughfare plans were incorporated into the 2025 Johnson County Major Thoroughfare Plan. The local thoroughfare plans support the needs of local communities, while the County Major Thoroughfare Plan enhances the connections between city and county thoroughfare plans. The purpose of these connections is to create a contiguous roadway network throughout the County with seamless network connections to adjacent counties.

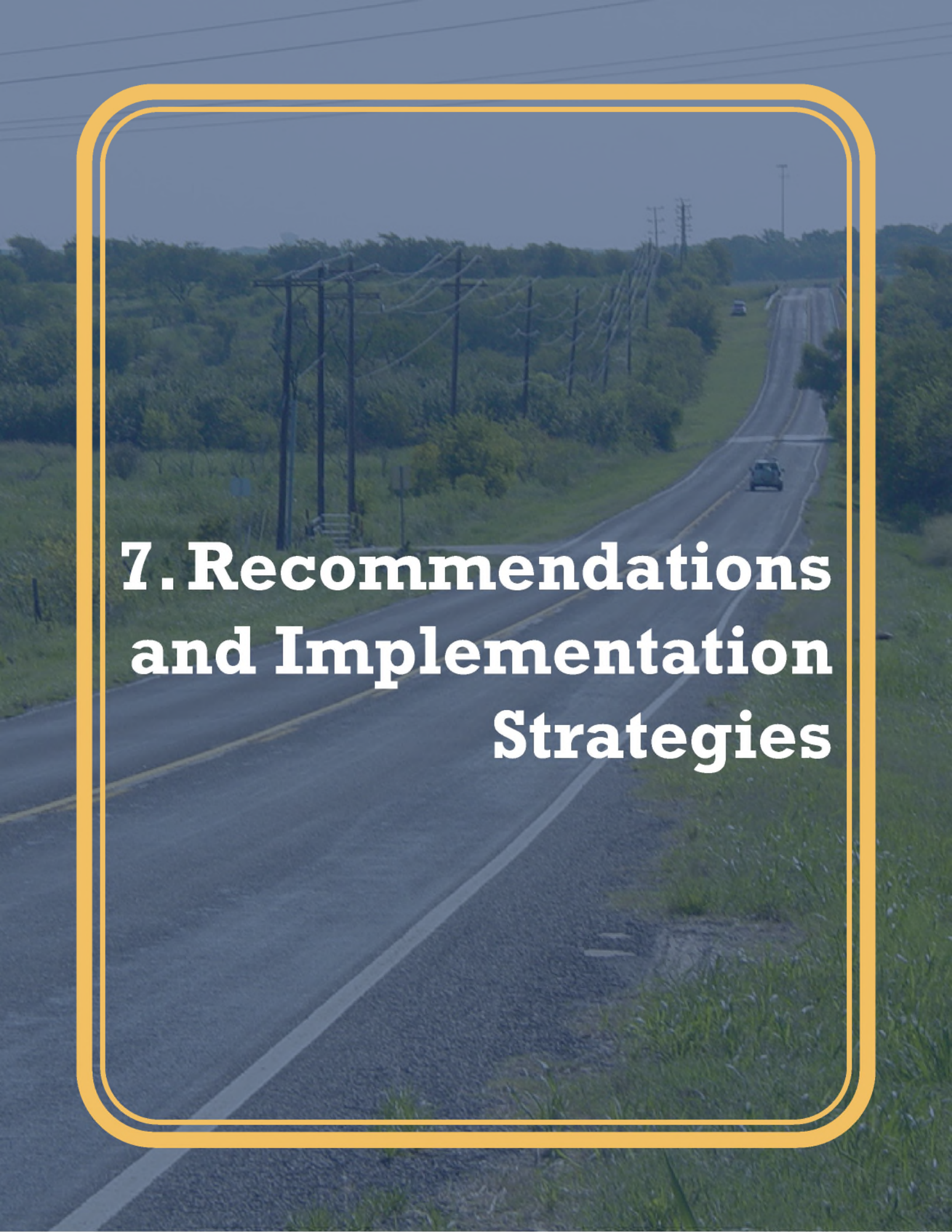
Network development included improving connections to Ellis County along the eastern boundary, expanding the network across the northwestern areas surrounding Godley and enhancing the entire network south of US 67. These connections were reviewed by key stakeholders and communicated to the general public during Town Hall meetings.

Map 37 shows the arterial and collector functional classifications of the MTP and how they connect to all adjacent thoroughfare plans. The following aspects of the evaluation need to be considered:

- Hill County, Bosque County and Somervell County do not currently have county-wide adopted thoroughfare plans, and thus, the TxDOT's roadway functional classifications were used
- Hood County is currently in the process of developing its thoroughfare plan, and a draft from 09/30/2024 was used
- Fort Worth's thoroughfare plan does not match the symbology of the Johnson County Thoroughfare Plan, but all corridors in the city's plan are either collector or arterial level and align with the Johnson County network

Map 37. Proposed Major Thoroughfare Plan Compatibility with Adjacent Thoroughfare Plans





7. Recommendations and Implementation Strategies

Project Implementation

Project Implementation Process

Figure 75 summarizes the process for moving a project from the planning and discovery phase to construction. Once funded, all projects must be submitted to NCTCOG's Metropolitan Transportation Plan and Transportation Improvement Program (TIP) as required by federal and state regulations.

Environmental Review

Depending on the funding source (typically federal or state funds) and/or whether the project is located on an on-system facility, projects will also be subject to the environmental review process, where the environmental impacts of a project are gauged and mitigated through an Environmental Assessment and/or Environmental Impact Statement. Projects with local, non-federal or non-state funds and not located on state facilities may only require Categorical Exclusion documentation.

Right-of-Way Acquisition

Right-of-way can be acquired at any time during the implementation phase. However, it should be started as early as possible in the project's life cycle to ensure timely completion. This is particularly important in implementing the thoroughfare network as the functional classification recommendations in the MTP may require right-of-way acquisition along existing and recommended roadway alignments.

Project Timing

The timing for projects recommended for the 2025 Johnson County Major Thoroughfare Plan is based on project benefits, identified growth areas and local knowledge. Short-term projects include those recommended for the one- to 10-year term; medium-term projects included those recommended for the 10- to 20-year term; and long-term projects envisioned for the 20+ year time horizon. Action on recommended projects may include full construction, phasing, planning, design, engineering or only right-of-way acquisition.

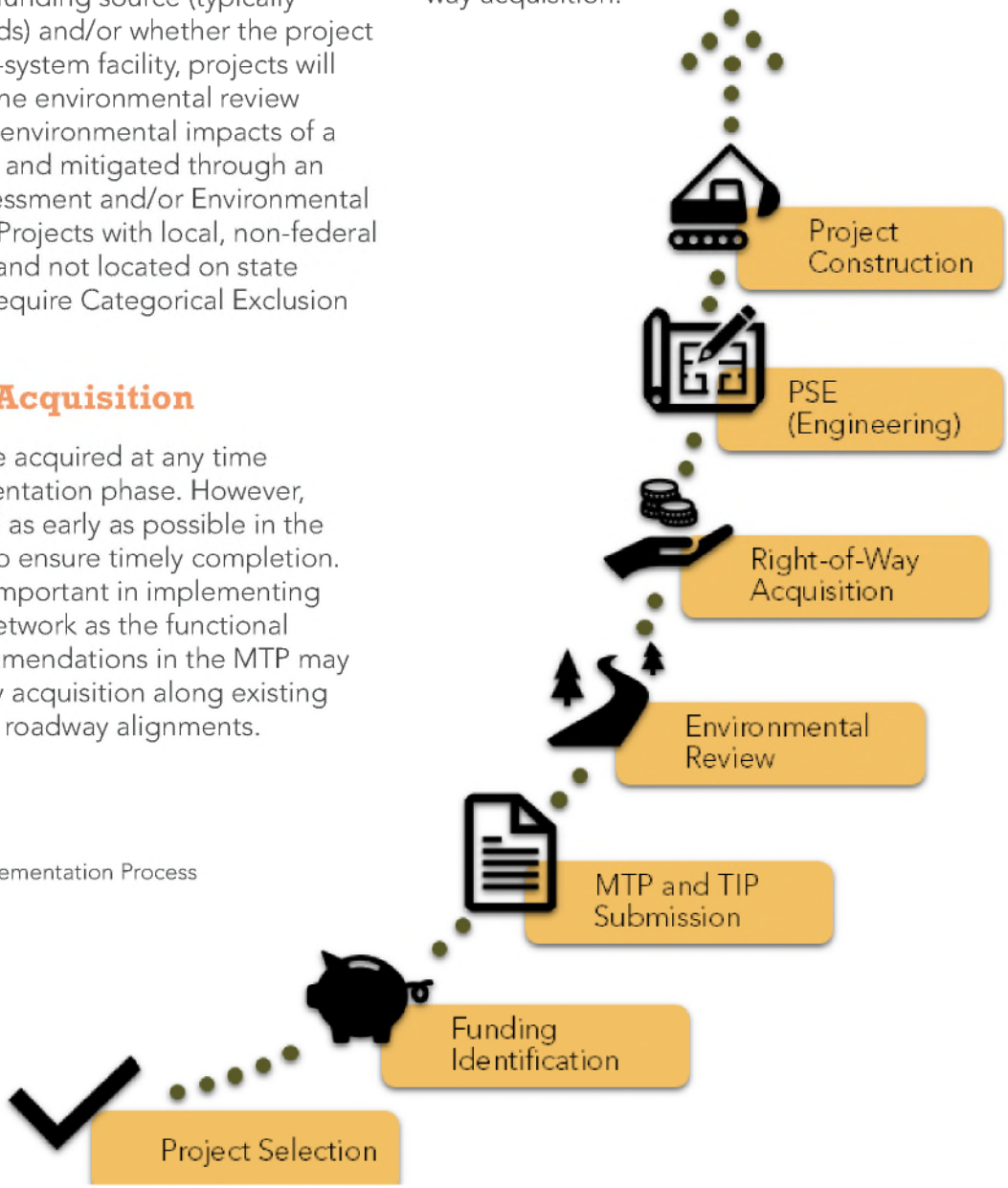


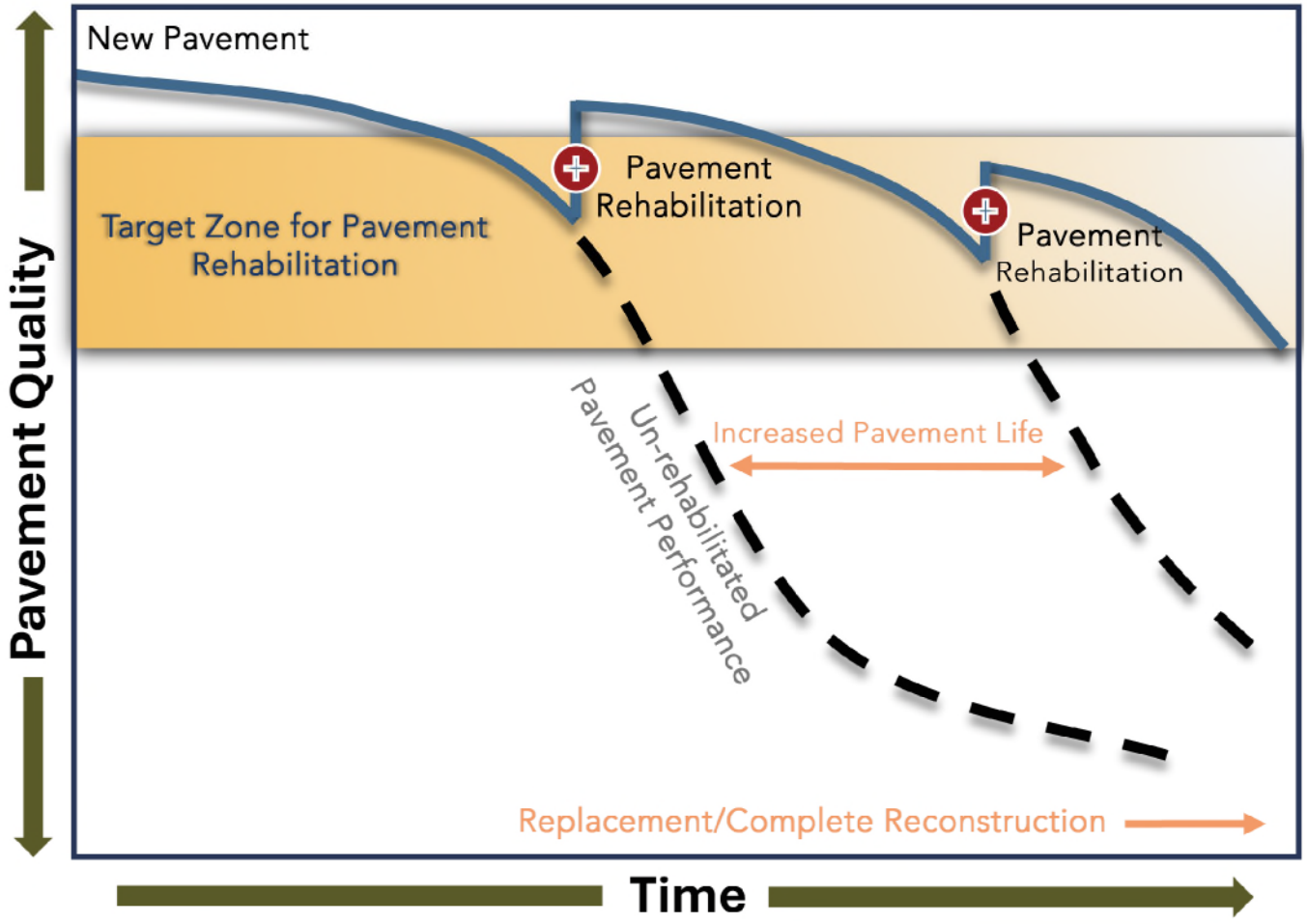
Figure 75. Project Implementation Process

Asset Management

Asset management is a process designed to reduce roadway and bridge life cycle costs while maintaining an acceptable level of risk and quality of service. It provides data-based solutions to justify capital investments and ensures cost-effective and sustainable levels of network performance.

As part of the implementation process, asset management aids in maintaining a road after its construction. The County is encouraged to prioritize its asset management program, expanding and regularly updating its county-wide inventory of pavement conditions to maintain acceptable mobility levels, prevent unnecessary roadway expenditures and ensure that roadways are kept in acceptable conditions.

Figure 76. Pavement Life Cycle Curve

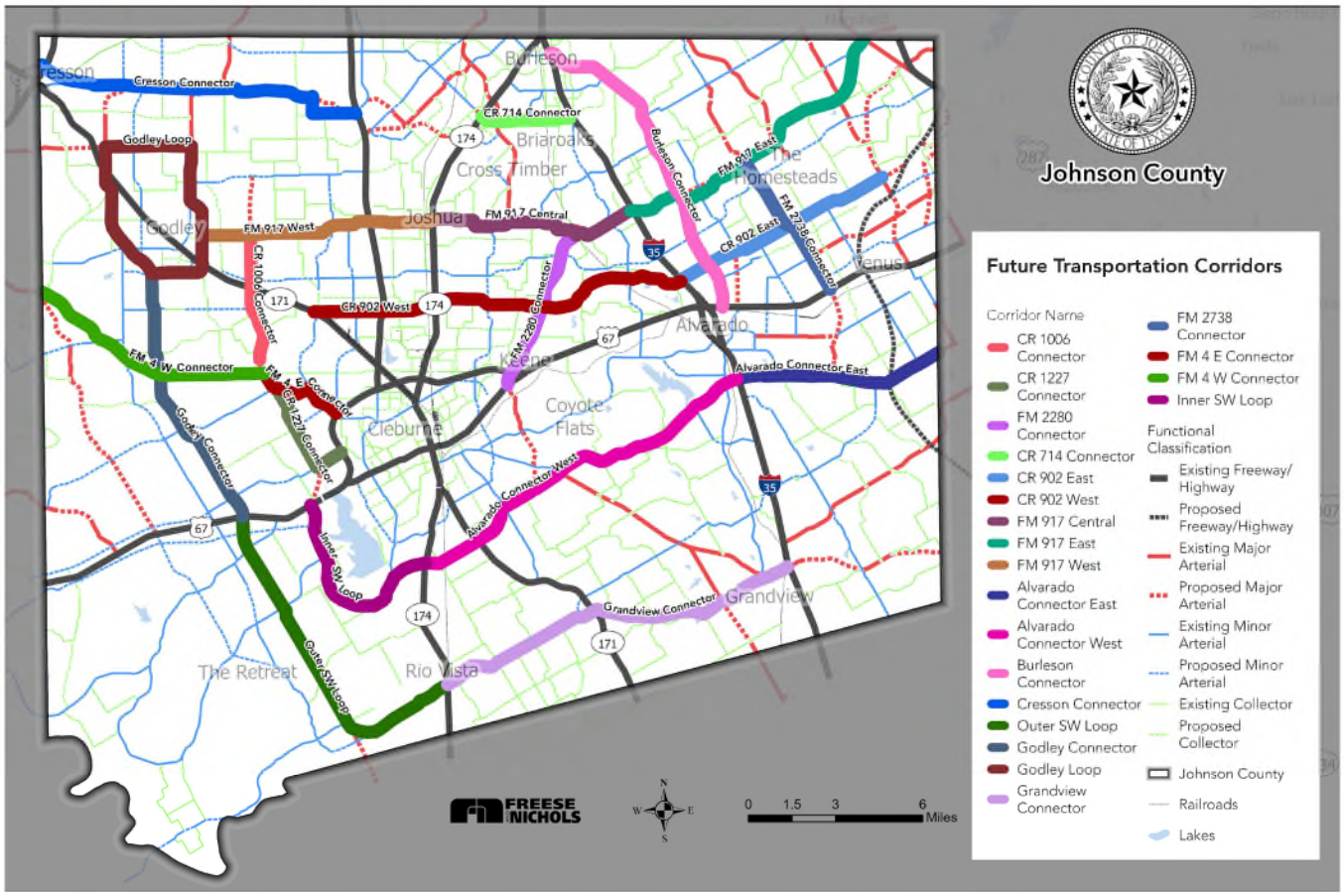


Compliance with the County Corridor Agreement Program

House Bill 3697 (88R, 2023) provides for cooperative planning between TxDOT and counties to identify future transportation corridors from existing transportation plans adopted by the county or metropolitan planning organization.

The future transportation corridors were based on identified project corridors from the model analysis, which originated from the thoroughfare plan and were developed in coordination with Johnson County staff. Map 38 below shows the identified future transportation corridors for Johnson County.

Map 38. Future Transportation Corridors



Project Recommendations

The 2025 Johnson County Major Thoroughfare Plan is a dynamic and living document developed with an understanding that project priorities may shift based on emerging opportunities, funding availability and changes in population or employment.

Only priority corridors are highlighted in the short-term project recommendations. These corridors were either identified as key corridors during the model analysis for the MTP, were included in existing programs, such as the Johnson County Bond Program, or were already listed in the NCTCOG Mobility Plan.

Proposed projects may include the entire corridor or a combination of projects within the corridor itself. MTP projects were prioritized based on model output data and in consultation with Johnson County officials. While the County Bond Program and TxDOT projects represent a firm commitment, proposed projects within the identified corridors are flexible and can be moved between timeframes due to funding constraints, development activities, or other unforeseen issues. Several bond and TxDOT projects are already located within proposed project corridors.

Roadways in the MTP that are not covered in the proposed corridor network may become active projects as adjacent development occurs, funding opportunities arise, or new initiatives are created by stakeholders.

Generally, opportunities to create new connections should take priority over added capacity projects on existing connections unless there is a safety concern. This determination is the responsibility of the Johnson County Engineer and the Commissioners Court.

Short-Term Projects

Short-term projects are added capacity or grade separations that would provide the greatest benefit to support existing development and economic growth, reduce congestion or redistribute travel demand within the next 10 years.

Most of these projects offer connections between existing roadway segments to create new connections for traffic distribution within Johnson County.

Short-term projects are divided into the following:

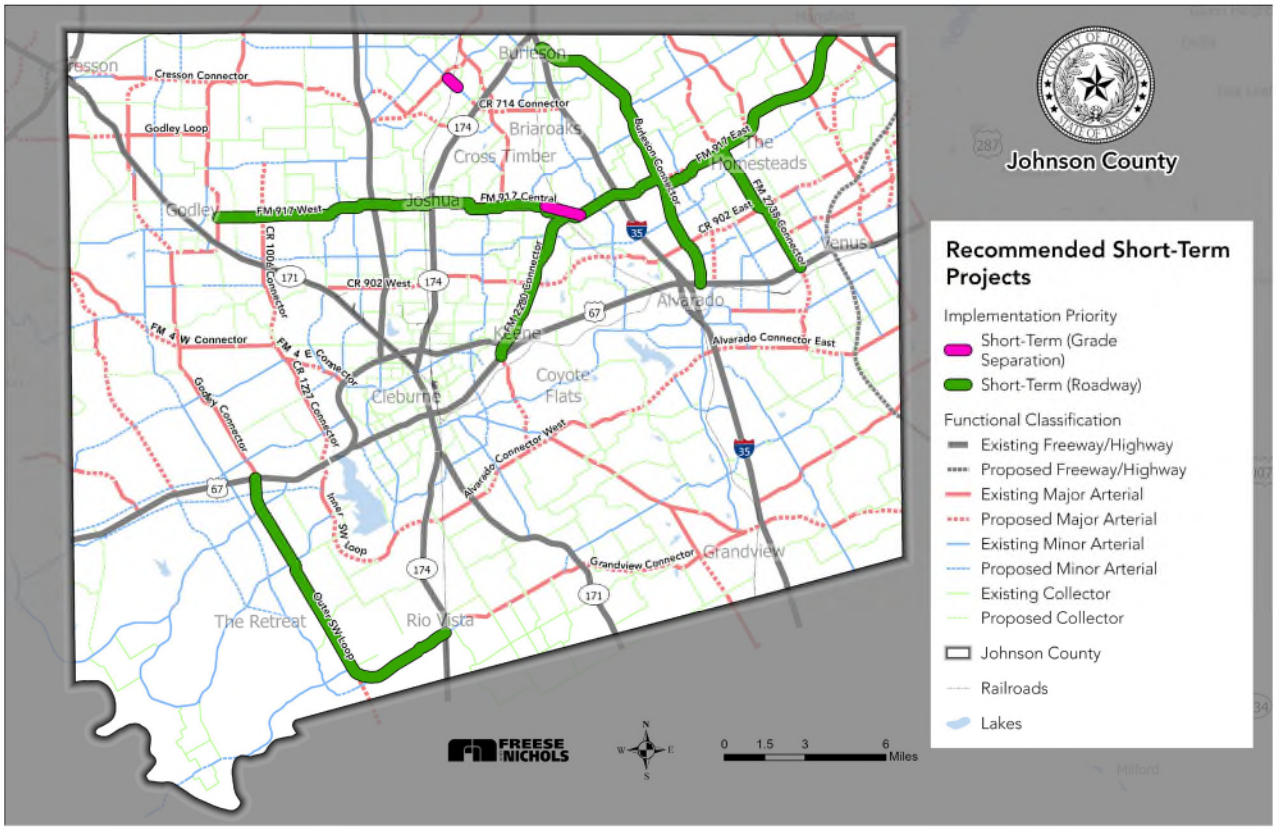
- Projects already planned, under design or construction through the Bond Program
- Projects already planned, under design or construction through TxDOT
- Projects already planned, under design or construction through a local city or town
- Projects recommended under the new MTP as part of a project corridor

Figure 77 and Map 39 on page 109 illustrate these short-term projects.

Figure 77. Short-Term Project Recommendations

Project Type	Roadway/s	From	To	Improvement
Planned Bond Program	FM 917 (Central and West)	Conveyor Dr.	CR 1003A	Alignment/Widening
	FM 2280	BUS 67	CR 806	Alignment/Widening
	FM 917 / Conveyor Dr.	CR 1020	Tantaserra Dr.	Interchange/Grade Separation
	SW Hulen St.	West of CR 806	East of CR 808	Interchange/Grade Separation
	US 67 Access Rd.	SH 171	East of SH 174	Frontage Road Improvements
Planned TxDOT	US 377	S. BUS 377	N. BUS 377	US 377 Cresson Relief Route
	FM 3391	I-35W	CR 602	Alignment/Widening
	FM 157	BUS 287	FM 1807	Realignment
	I-35W	FM 3391	E. CR 405	Widening
	US 67	FM 199	BUS 67	Widening
	FM 917	BUS 287P	I-35W	Alignment/Widening
Planned Local	Cummings Rd.	US 67	CR 604	Widening
Proposed	FM 917 Central	I-35W	Conveyor Dr.	Alignment/Widening
	FM 2738	FM 917	US 67	Widening
	Burleson Connector	CR 602	CR 604	Widening
	Outer SW Loop	US 67	SH 174	Alignment/Widening/Reconstruction

Map 39. Recommended Short-Term Projects



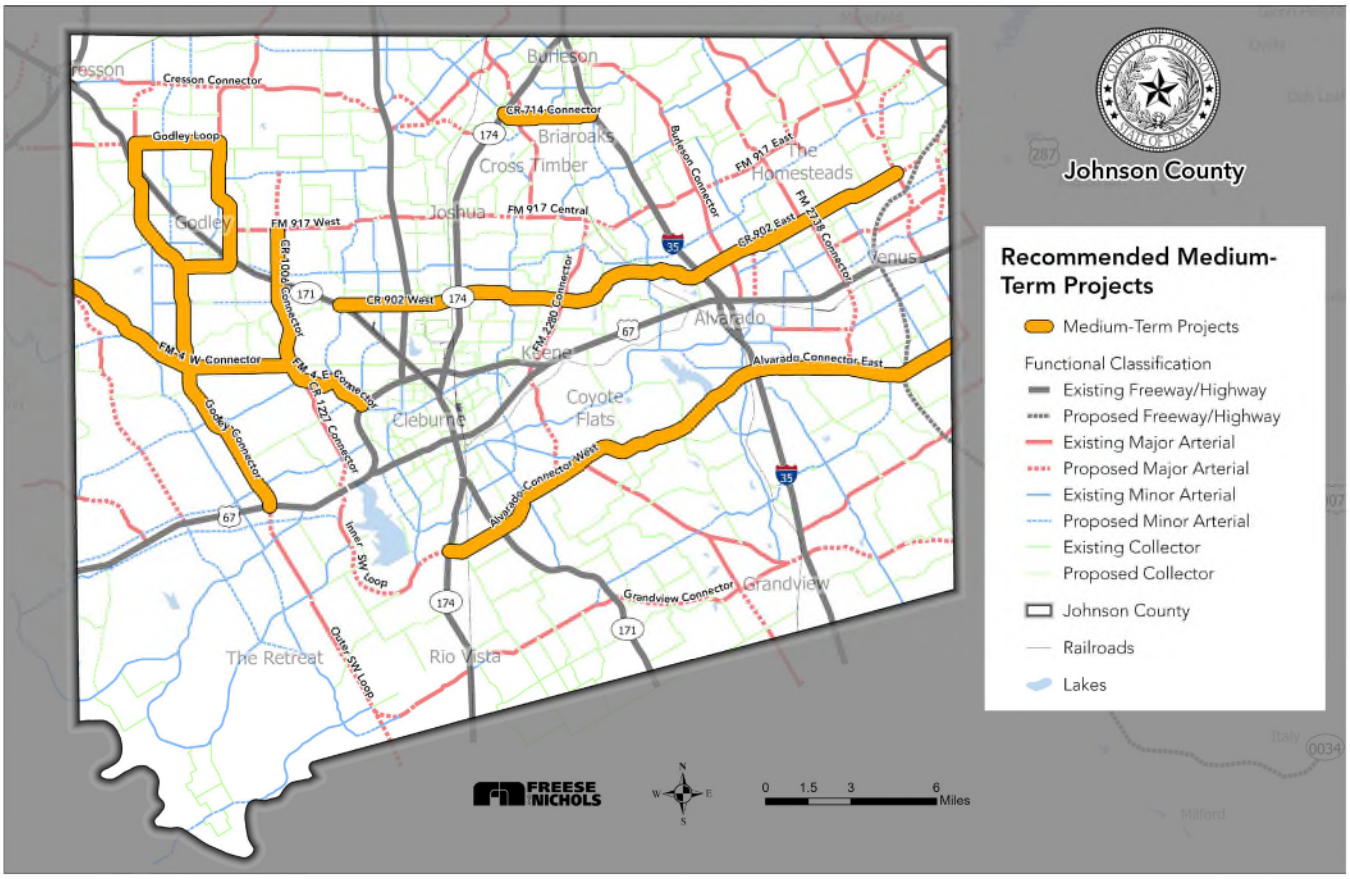
Medium-Term Projects

Medium-term projects are those set up to accommodate growth projected beyond the next 10 years or roadways whose construction depends on development patterns or economic initiatives that are under discussion but have yet to be fully realized. Figure 78 and Map 40 illustrate these medium-term projects.

Figure 78. Medium-Term Project Recommendations

Roadway/s	From	To	Improvement
FM 714 Connector	SH 174	I-35W	Alignment/Widening
FM 902 West	SH 171	I-35W	Alignment/Widening/New Roadway
FM 902 East	FM 157	I-35W	Alignment/Widening
Godley Loop	FM 2331/CR 1003A/ CR 916/CR 913	FM 2331	Alignment/Widening
Godley Connector	FM 2331	US 67	Alignment/Widening
FM 4 W Connector	Johnson/Hood County Line	CR 1006	Alignment/Widening
FM 4 E Connector	FM 1006	US 67	Alignment/Widening
Alvarado Connector West	SH 174	I-35W	Alignment/Widening
Alvarado Connector East	I-35W	Johnson/Ellis County Line	Alignment/Widening

Map 40. Recommended Medium-Term Projects



Long-Term Projects

Long-term projects are considered visionary, beyond the 20-year time horizon and subject to considerable revision as future regional, county, and local thoroughfare plans are developed over time. The 2025 Johnson County Major Thoroughfare Plan is representative of the network's final design, considering all long-term projects at buildout.

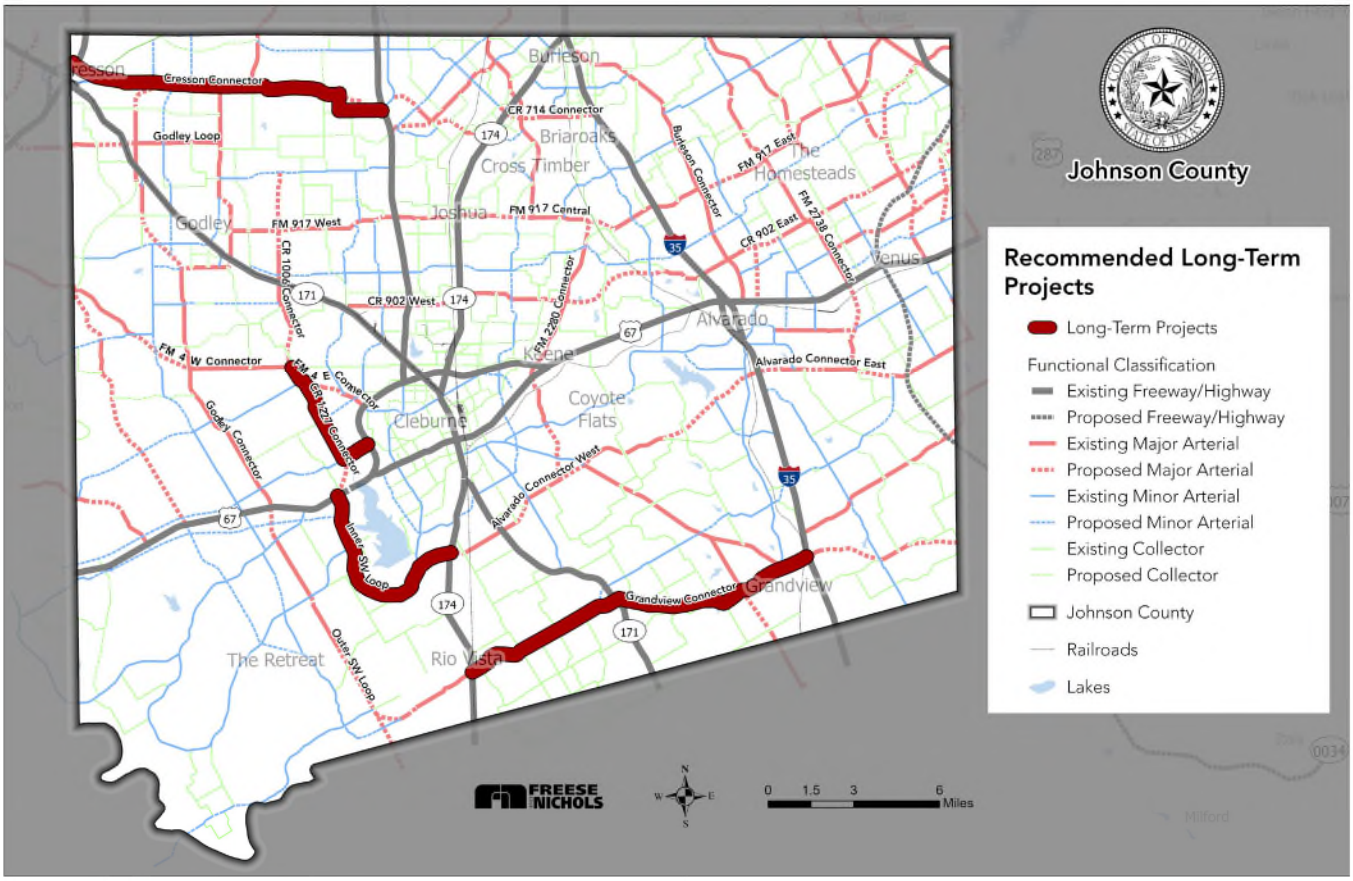
Note that the Cresson Connector ranked high in the 2045 forecast year and may move up in the prioritization as development occurs.

Figure 79 and Map 41 illustrate the recommended long-term projects.

Figure 79. Long-Term Project Recommendations

Roadway/s	From	To	Improvement
Cresson Connector	Chisholm Trail Pkwy.	US 377	Alignment/Widening
FM 1227 Connector	FM 4	US 67	Widening
Inner SW Loop	US 67	SH 174	New Roadway
Grandview Connector	SH 174	I-35W	Alignment/Widening/New Roadway

Map 41. Recommended Long-Term Projects



Policy Recommendations

In addition to specific project and corridor recommendations, Figure 80 summarizes policy recommendations developed based on the analysis of demographics and travel behavior, input from key stakeholders and public responses from the online survey.

Figure 80. Plan Recommendations

Recommendation	Reason	Agency	Time	Cost
Administration of the 2025 Johnson County Major Thoroughfare Plan	Thoroughfare plans require constant administration to keep the plan map and design standards up to date and accommodate new developments and policies in Johnson County.	Johnson County Consultants	Immediate	Low
Incorporate the 2025 Johnson County Major Thoroughfare Plan into the NCTCOG Regional Mobility Plan 2050 Update	Incorporation of the Johnson County Major Thoroughfare Plan into the NCTCOG Mobility Plan 2050 Update will allow further assessment and prioritization of proposed roadway projects and ensure that mobility priorities for the County are identified and presented at the regional level. Such activity should include a re-evaluation of the travel demand model, including the size of existing network analysis zones (TAZs) and a review of model centroid connectors during the next model update.	Johnson County NCTCOG	Immediate	Low
Coordination of Roadway Plans, Programs, and Projects	Recommendations include the creation of a Transportation Advisory Committee made up of representatives from the current Thoroughfare Plan Project Steering Committee.	Johnson County NCTCOG TxDOT	Immediate	Low
Funding Program for Federal Grants	Create funding set aside for cities to fund local match for Federal Grants for Transportation.	Johnson County NCTCOG	Immediate	Low - Moderate
Strengthen Traffic Impact Analysis as part of the Thoroughfare Plan Administration process	The long-term impacts of proposed developments in Johnson County may not always be fully realized. Johnson County should consider methods to incorporate the impact analysis process into thoroughfare administration to ensure that long-range impacts on the thoroughfare network are considered.	Johnson County Municipalities	Immediate	Low

Recommendation	Reason	Agency	Time	Cost
Roadway Safety Action Plan	Increases in population and employment growth in Johnson County have increased the demand for new roadway capacity and magnified other transportation concerns, particularly traffic safety. A county-wide safety analysis is recommended to identify system-wide safety issues and develop policies, programs, and low-cost projects to reduce the frequency and severity of traffic accidents within the County.	Johnson County NCTCOG Consultants	Immediate	Low
Innovative Intersection Design	Innovative intersection designs are becoming more prevalent in new roadway network design development for aesthetic and operational efficiencies and improved safety. It is recommended that Johnson County consider innovative intersection design, including roundabouts on internal roadways in new residential developments, as opportunities arise where there are serious intersection safety issues or a preference by the community for an alternative design.	Johnson County Municipalities	Immediate	Low
Regional Shuttle and Mobility Hub Study	As a precursor to any commuter rail initiative, evaluate the potential of a regional bus shuttle service to connect residents to key employment destinations for Johnson County residents. Potential future service could be provided by an existing agency or a private transport service. Identification of multimodal hubs to support the service should also be studied.	Johnson County NCTCOG City/County Transportation (Cletran)	1-5 years	Low
Support Remote Work Initiatives	Efforts should be made by Johnson County to increase its knowledge of remote work and other future technologies, identify opportunities to improve wireless network coverage within Johnson County, promote the construction of home offices in new housing, and support other initiatives to reduce travel demand and improve roadway safety.	Johnson County Municipalities NCTCOG	1-5 years	Low
Develop a Freight and Intermodal Plan for Johnson County	There is currently no county-developed freight plan, HAZMAT route, or identified truck route network in Johnson County. It is recommended that Johnson County work with NCTCOG, TxDOT, and local communities to define local truck and hazardous materials routes and ensure that thoroughfare network development supports truck routes that improve the safety of local communities.	Johnson County TxDOT NCTCOG Municipalities	1-5 years	Low - Moderate

Recommendation	Reason	Agency	Time	Cost
Flooding/ Resiliency Review	Numerous stakeholders have identified flooding as a major concern at several locations within Johnson County. While the MTP has mapped these areas, further work is required to determine the severity and frequency of flooding, potential solutions, and potential funding sources.	Johnson County TxDOT NCTCOG	5-10 years	Low - Moderate
Pavement Assessment	Support efforts to enhance and expand the existing pavement management system and integrate its recommendations into thoroughfare development.	Johnson County TxDOT Consultants	5-10 years	Low
Commuter Rail Study	In its 2045 Mobility Plan, NCTCOG recommended commuter rail from Fort Worth to Cleburne. Planning initiatives should be undertaken to refresh existing model forecasts, identify local champions to support a commuter rail feasibility update and examine low-cost implementation options.	NCTCOG Johnson County	5-10 years	Moderate
Thoroughfare Plan Update	Based on current demographic forecasts, it is recommended that Johnson County consider updating its MTP within 5-7 years.	Johnson County TxDOT Consultants	5-10 years	Moderate
Johnson County Transit Study	The environmental justice analysis revealed large areas of low-income populations in need of transportation alternatives. It is recommended that the County consider conducting a transit study to assess the state of current transit services, identify target new service populations, and investigate solutions to improve access and service.	Johnson County TxDOT NCTCOG	10+ years	Moderate
Active Transportation Plan	Support efforts for local cities to develop Active Transportation Plans. Coordinate development and incorporate recommendations into County plans. Consider county funds as a match for federal funding on a case-by-case basis.	Johnson County Municipalities NCTCOG	10+ years	Moderate

Funding Opportunities

Several potential federal, state and other funding opportunities have been identified that may be used to implement and fund projects recommended by the 2025 Johnson County Major Thoroughfare Plan. It is recommended that Johnson County consult with NCTCOG to determine appropriate funding mechanisms.

Roadway Construction

Figure 81 provides a list of funding sources that can be used to fund roadway construction. Roadway construction funding sources, such as the Category 12: Strategic Priority Fund, are geared toward new road roadway construction, roadway realignments, and interchange construction. Category 12 funds are obligated to projects that promote economic development and improve interstate connectivity.

Eligible projects include additional lanes and new roadways, grade separations, interchanges, bottleneck removal and safety improvements. These funding sources would be instrumental in constructing recommended major mobility projects.

Roadway Rehabilitation

Roadway rehabilitation projects include investments in transportation improvements that increase capacity, improve safety or facilitate economic development. It includes enhancements such as grade separations, roadway resurfacing, lane additions and right-of-way acquisitions.

Funding options for roadway rehabilitation include, but are not limited to, Category 4F: Rehabilitation in Urban and Rural Areas. Category 4F funds are geared toward rehabilitating on-system roadways that are functionally classified higher than minor collectors. Figure 82 on page 116 provides a list of funding sources that could be used to fund roadway rehabilitation improvements.

Figure 81. Roadway Construction Funding Opportunities

Recommendation	Problem Addressed	Potential Funding Sources
Street Construction	Improved access and capacity, congestion relief, support of economic development	Category 12: Strategic Priority Fund Category 4: Rural Mobility/Rehabilitation Category 11: Texas Mobility Fund Category 88: Texas FM Road Expansion Proposition 7 Funds
Frontage Road Construction	Improved capacity, congestion relief, support of economic development	Category 12: Strategic Priority Fund Category 11: Texas Mobility Fund Proposition 7 Funds
Roadway Realignment	Improved traffic flow, safety and congestion relief	Category 12: Strategic Priority Fund Category 4E: Rural Mobility/Rehabilitation Category 11: Texas Mobility Fund Proposition 7 Funds
Interchange Construction	Capacity improvement and congestion relief	Category 12: Strategic Priority Fund Category 11: Texas Mobility Fund Proposition 7 Funds

Figure 82. Roadway Rehabilitation Funding Opportunities

Recommendation	Problem Addressed	Potential Funding Sources
Grade Separation	Improved safety and congestion relief	Congestion Mitigation and Air Quality Category 2: Metro Corridor Funds Category 11: Texas Mobility Fund
Lane Addition	Capacity improvement and congestion relief	STP-MM Category 12: Strategic Priority Funds Category 11: Texas Mobility Fund
Roadway Widening	Capacity improvement, congestion relief and accommodation of wider vehicles	STP-MM Category 12: Strategic Priority Funds Category 4F: Rehab. in Urban and Rural Areas Category 3C: NHS Rehabilitation Category 11: Texas Mobility Fund
Narrower Lanes	Traffic calming safety	Category 11: Texas Mobility Fund Category 4E: Rural Mobility/Rehabilitation
Right-of-Way Acquisition	Right-of-way for future road expansion	Category 2: Metro Corridor Funds Category 4E: Rural Mobility/Rehabilitation Proposition 7 Funds
HOV Lane	Capacity improvement and congestion relief	Category 11: Texas Mobility Fund
Road Dieting	Traffic calming safety and support of economic development	Category 11: Texas Mobility Fund Category 4E: Rural Mobility/Rehabilitation

Intersection Improvements

These funds are geared toward intersection safety and access management projects that improve the overall flow of traffic within a corridor. Intersection improvements include traffic signalization, intersection lighting, roundabouts, turn lanes and intersection geometry improvements.

Figure 83 lists intersection improvement funding sources including, but not limited to, Category 10A Traffic Control Devices and Category 4E: Rural Mobility/Rehabilitation. Category 10A funds can be used on on-system roadways, and Category 4E funds can be used in rural unincorporated areas or cities with populations below 5,000.

Figure 83. Intersection Improvement Funding Opportunities

Recommendation	Problem Addressed	Potential Funding Sources
Traffic Signalization	Improved safety and congestion relief	Congestion Mitigation and Air Quality Category 10A: Traffic Control Devices Category 10B: Rehab. of Traffic Mgmt. Sys. Category 11: Texas Mobility Fund
Geometry Improvements	Improved safety, capacity congestion relief and wider vehicle accommodation	Congestion Mitigation and Air Quality Category 4E: Rural Mobility/Rehabilitation Category 11: Texas Mobility Fund
Lighting	Traffic calming safety	Congestion Mitigation and Air Quality Category 12: Strategic Priority Funds Category 11: Texas Mobility Fund
Left- and Right-Turn Lanes	Improved safety, capacity and congestion relief	Congestion Mitigation and Air Quality Category 11: Texas Mobility Fund Category 4E: Rural Mobility/Rehabilitation
Roundabouts	Improved safety, capacity, traffic calming and congestion relief	CMAQ, STEP Funds Category 11: Texas Mobility Fund Category 4E: Rural Mobility/Rehabilitation

Miscellaneous Projects

Miscellaneous improvements include bridge construction, bicycle and pedestrian amenities, flood management and more. Some eligible funding sources for these improvements include the Statewide Transportation Enhancement Program (STEP) funds. STEP funds are available for non-traditional transportation projects such as bike and pedestrian initiatives, landscaping and special studies. Although federally funded, these funds are not restricted to on-system facilities.

Several funding opportunities are available to support vehicle and bike/ped safety initiatives. Those opportunities include, but are not limited to, the Highway Safety Improvement Program (HSIP), Safe Streets and Roads for All and Safe Routes to School. Figure 84 provides a list of funding options available for miscellaneous projects.

Figure 84. Miscellaneous Transportation Project Funding Opportunities

Recommendation	Problem Addressed	Potential Funding Sources
Bridge (Re) Construction	Improved safety, capacity, congestion relief and wider vehicle accommodation	Category 6A: On-System Bridge Program Category 6B: Off-System Bridge Program Category 11: Texas Mobility Fund Rural Surface Transportation Grant (MPDG Program Grants)
Street Lighting	Improved safety and support of economic development	Congestion Mitigation and Air Quality STEP Funds Category 11: Texas Mobility Fund
Railroad Grade Separation Repair/ Construction	Improved safety and congestion relief	Category 4G: Railroad Grade Separation Category 11: Texas Mobility Fund
Bicycle and Pedestrian Amenities/Landscape	Traffic calming, improved safety, support of economic development and beautification	Congestion Mitigation and Air Quality STEP Funds Green Ribbon Funds Category 11: Texas Mobility Fund Transportation Alternatives-Set Aside Program
Transit Expansion	Transit needs and improved multimodal connectivity	Congestion Mitigation and Air Quality STEP Funds Category 11: Texas Mobility Fund FTA Areas of Persistent Poverty Program
Traffic Impact Assessment	Improved access, safety, traffic calming and congestion relief	Congestion Mitigation and Air Quality Regional Toll Revenue
Safety Improvements	Improved safety and traffic calming, and reduce deaths and serious injuries on roads	Highway Safety Improvement Program TxDOT Traffic Safety Grants Safe Streets and Roads for All Safe Routes to School Road to Zero Community Traffic Safety Grants
Flood Management	Improved safety and support of economic development	Texas Water Development Board Flood Insurance Fund
Miscellaneous	Improved safety, capacity and congestion relief	Category 4E, Category 4F Category 3C: NHS Rehabilitation Category 8A:Rehabilitation of FM Roads Category 11: Texas Mobility Fund

Bond Program

Bond programs are an effective way to fund proposed transportation improvements.

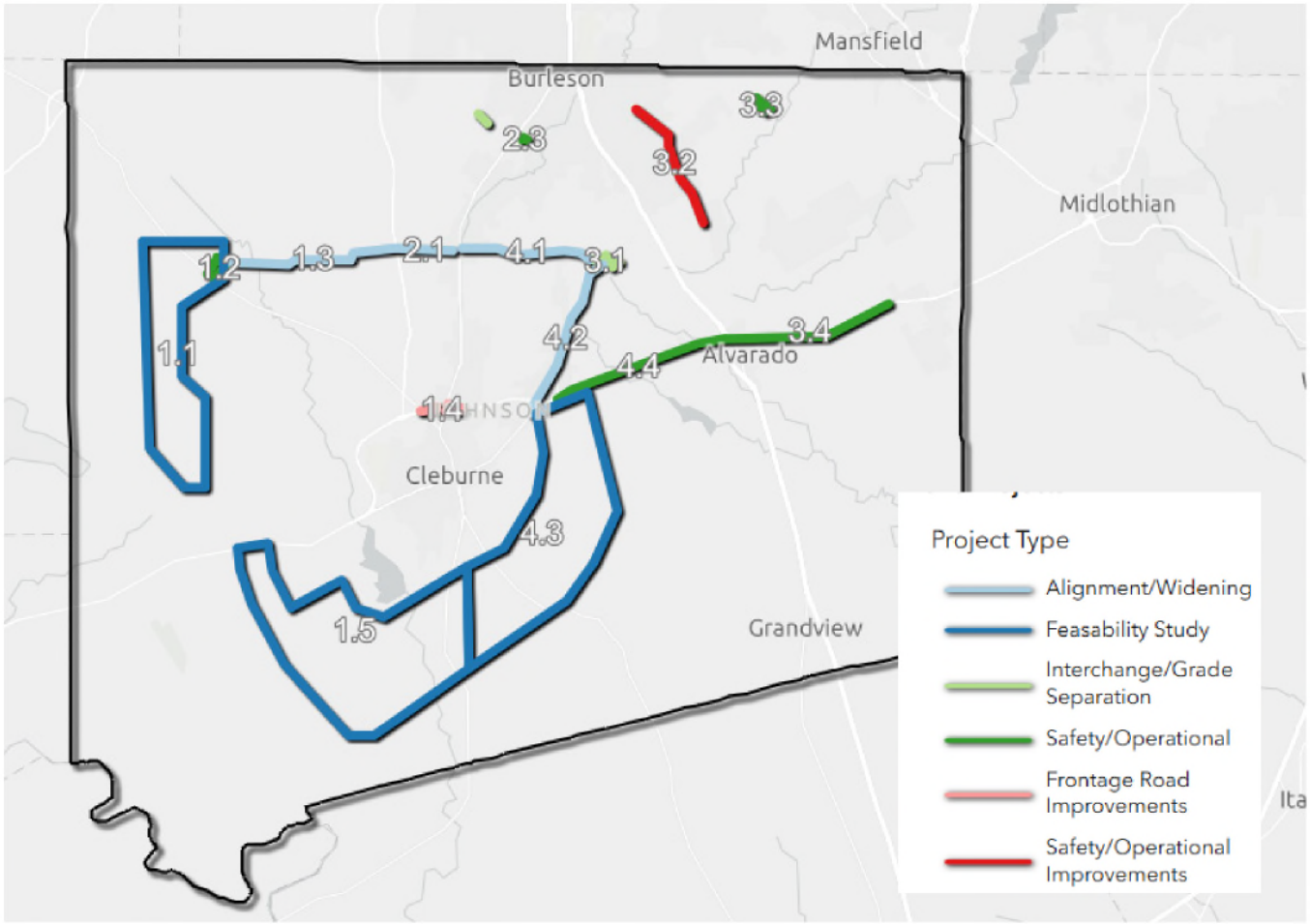
Projects can include constructing and maintaining roads, bridges, public transit systems and other infrastructure essential for efficient transportation. By issuing bonds, governments or municipalities can raise the necessary capital to finance these large-scale projects or provide additional matching funds to move TxDOT-eligible projects up in the construction queue.

Bond Program in Johnson County

On November 5, 2024, Johnson County successfully passed its first 60 million dollar transportation bond program. The bond program will fund 16 transportation projects throughout the County (see Figure 85) that will contribute to significant improvements in network development and mobility.

The County is encouraged to continue pursuing bond programs in the future to fund medium—and long-term projects and the recommended policies proposed in the 2025 Johnson County Major Thoroughfare Plan.

Figure 85. Johnson County Bond Program Projects Map



Agency Coordination and Public Consultation

Agency coordination is the most essential step in implementing transportation projects. Different agencies and jurisdictions must communicate to ensure more seamless connectivity. Successful implementation of the 2025 Johnson County Major Thoroughfare Plan will require constant and transparent communication between TxDOT, NCTCOG, municipalities in Johnson County, and Ellis, Tarrant, Parker, Hood, Somervell, Bosque and Hill Counties.

Public participation is also essential to MTP implementation. All recommendations presented in this MTP must include the public and other key stakeholders as they move toward implementation.

Johnson County

MAJOR THOROUGHFARE PLAN

ADOPTED MARCH 2025

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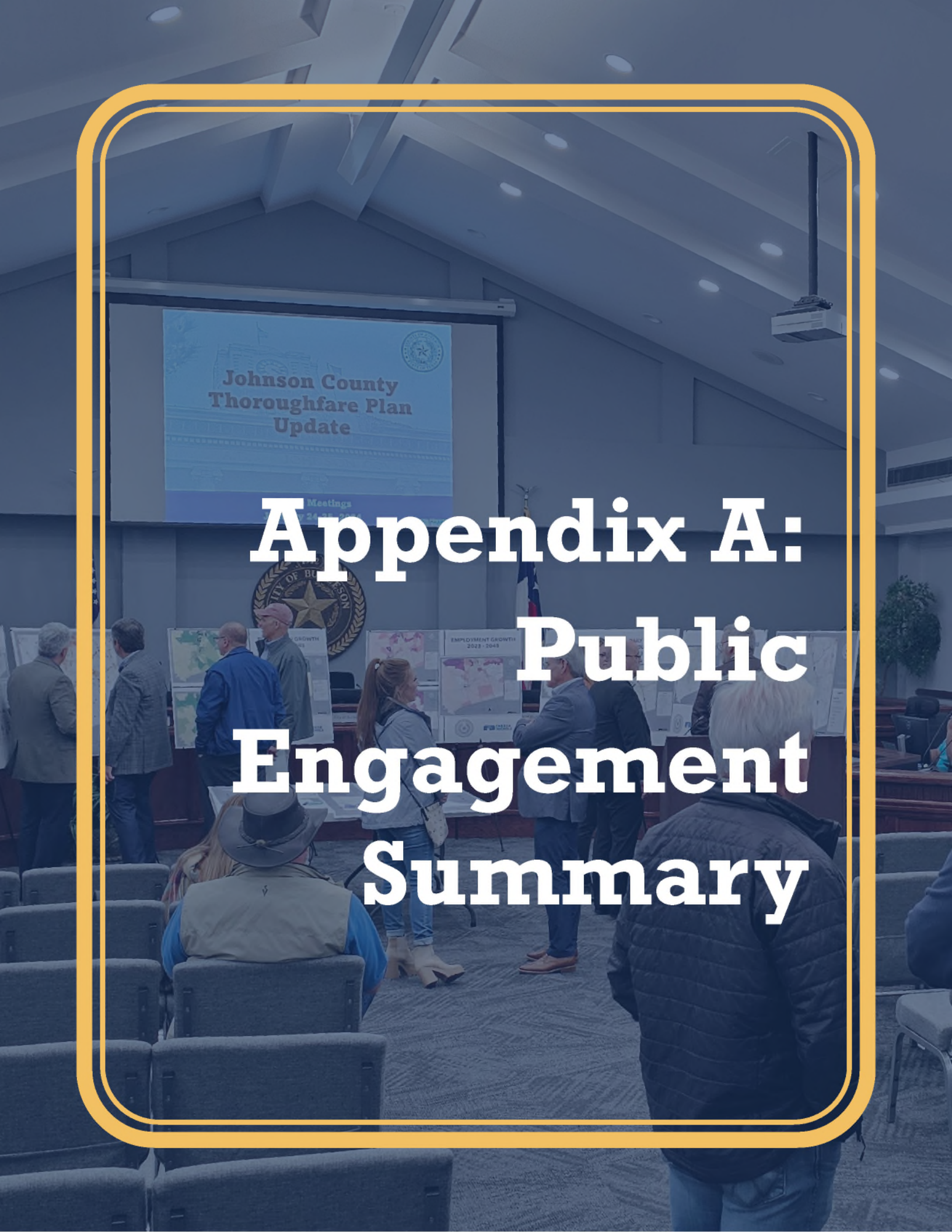


Appendix A: Public Engagement Summary

Public Engagement

Public engagement was a crucial component in developing the Johnson County 2025 Major Thoroughfare Plan. The project team conducted both in-person and online engagement to understand the needs of different stakeholders in the community.

The project team conducted two stakeholder meeting sessions, five meetings with the Johnson County Commissioners (including the Plan Adoption meeting), three Project Steering Committee meetings and four public meetings. An online survey was also created for community members to engage virtually.

This Appendix provides full online survey results as well as materials from public, stakeholder and Project Steering Committee meetings that were discussed in Chapter 3. Public and Stakeholder Involvement.

Public Meetings

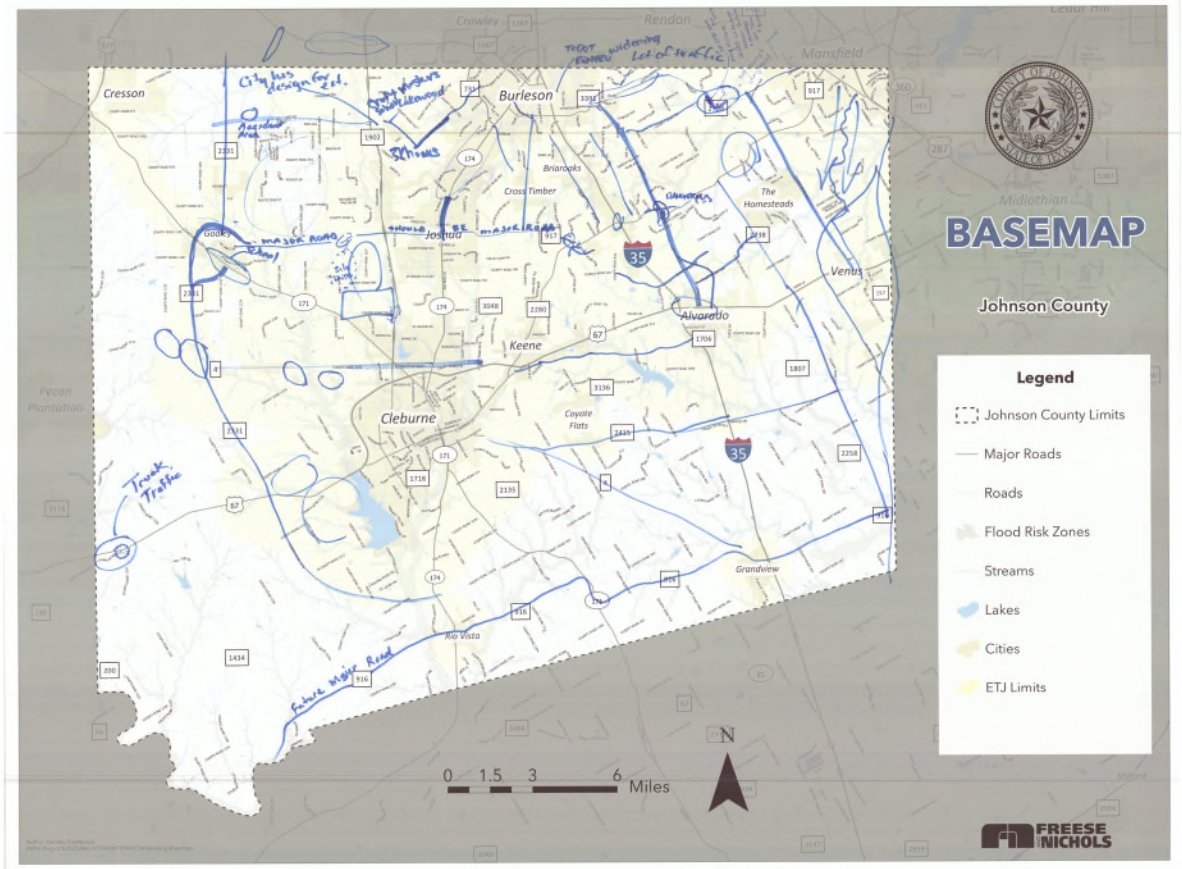
First Round of Public Meetings

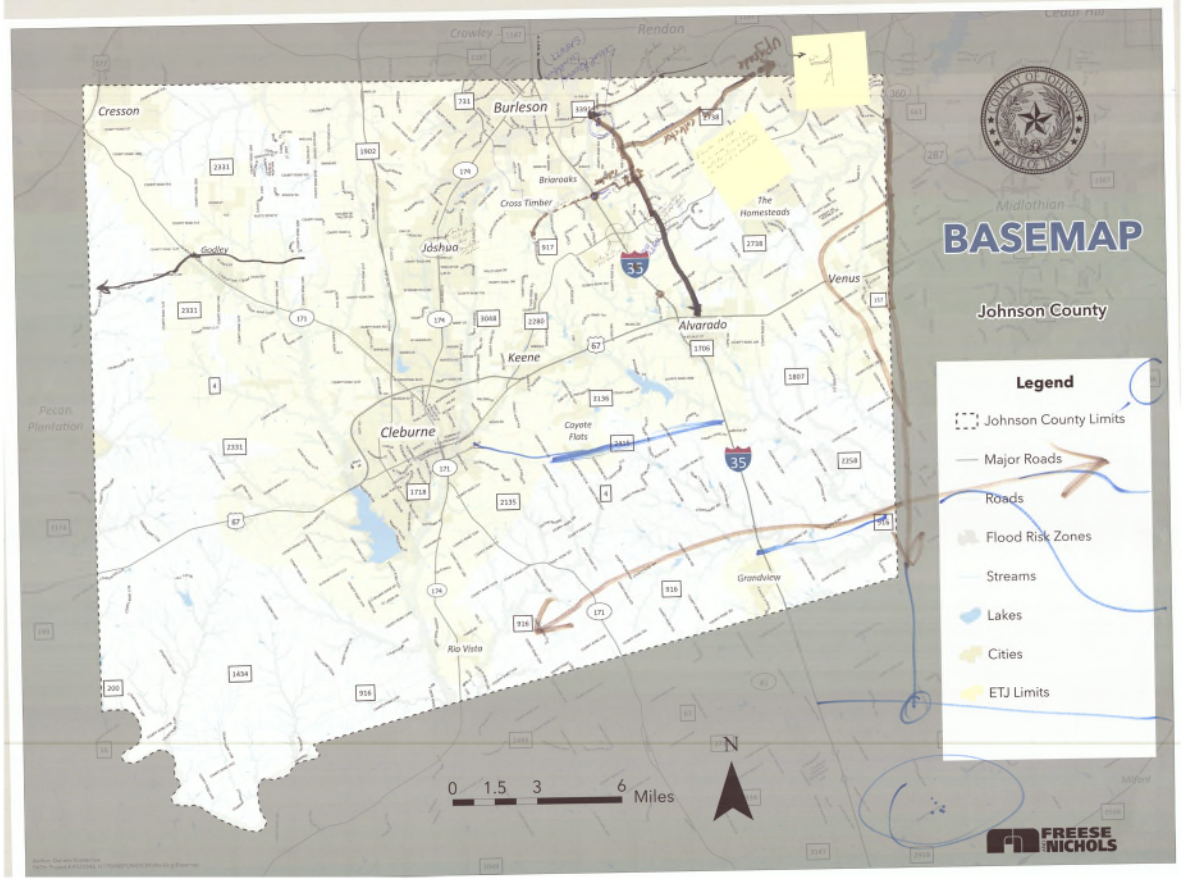
Where: Burleson City Hall and Alvarado Senior Center

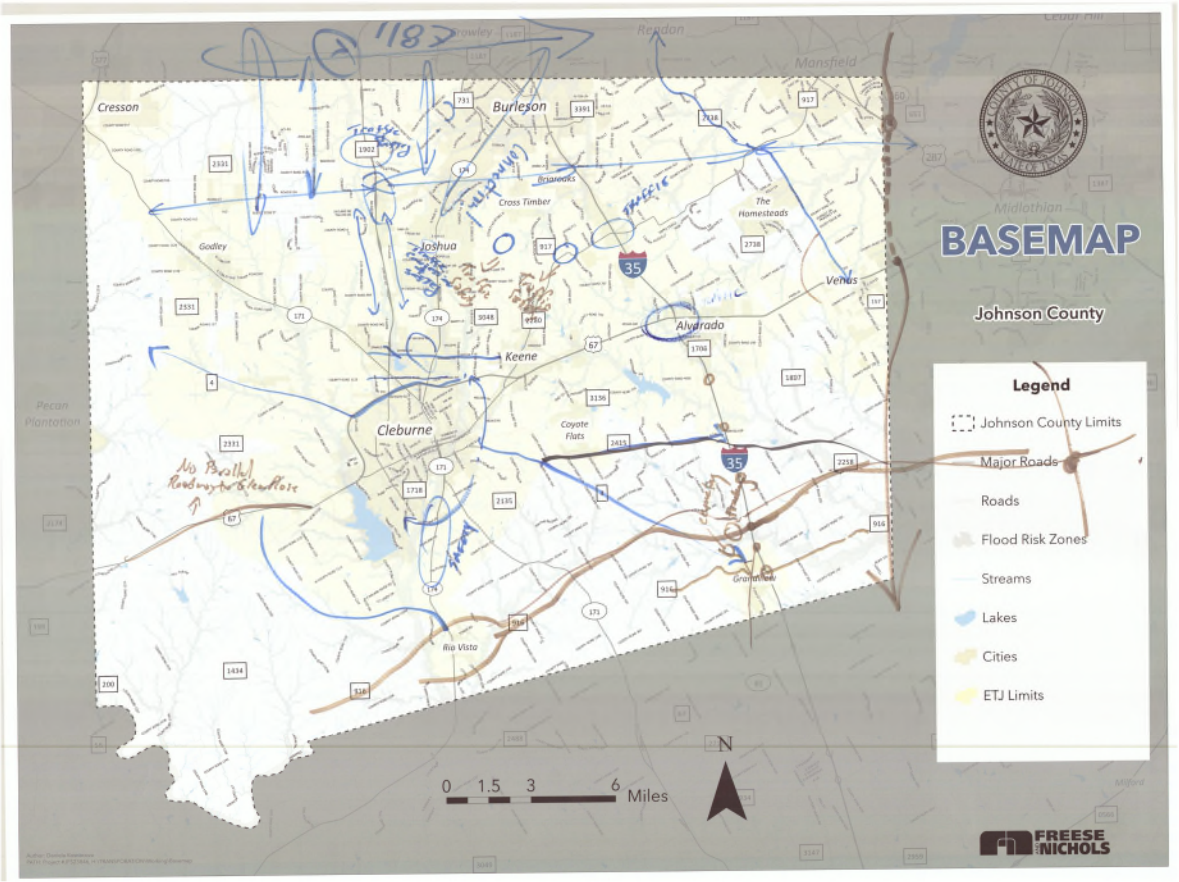
When: January 24 - 25, 2024

Figure A-1. Public Meeting Invitation

Figure A-2. Burleson Public Meeting Mark-up Maps



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Streams
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Burleson
Mansfield
Rendon
Godley
Joshua
Cross Timber
Briaroaks
The Homesteads
Venus
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Keene
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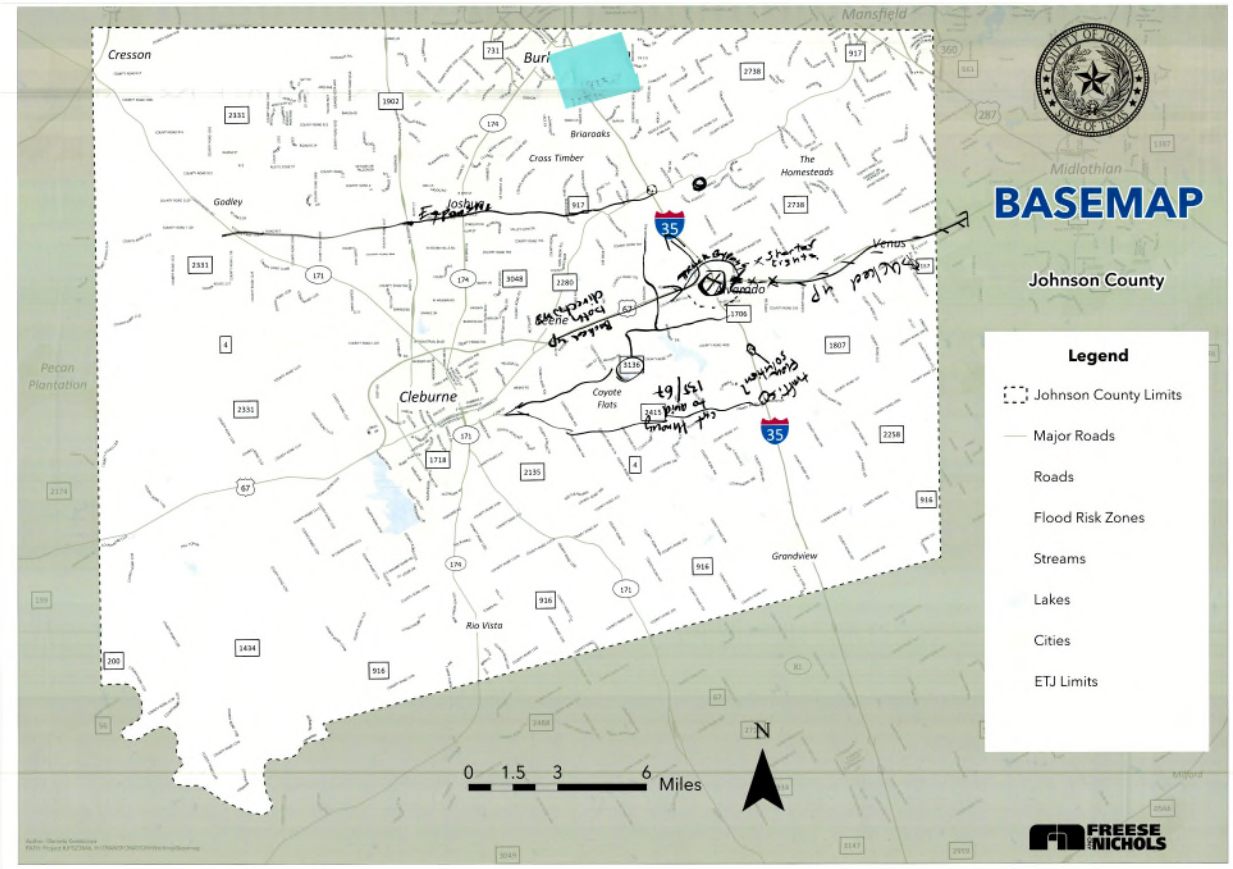
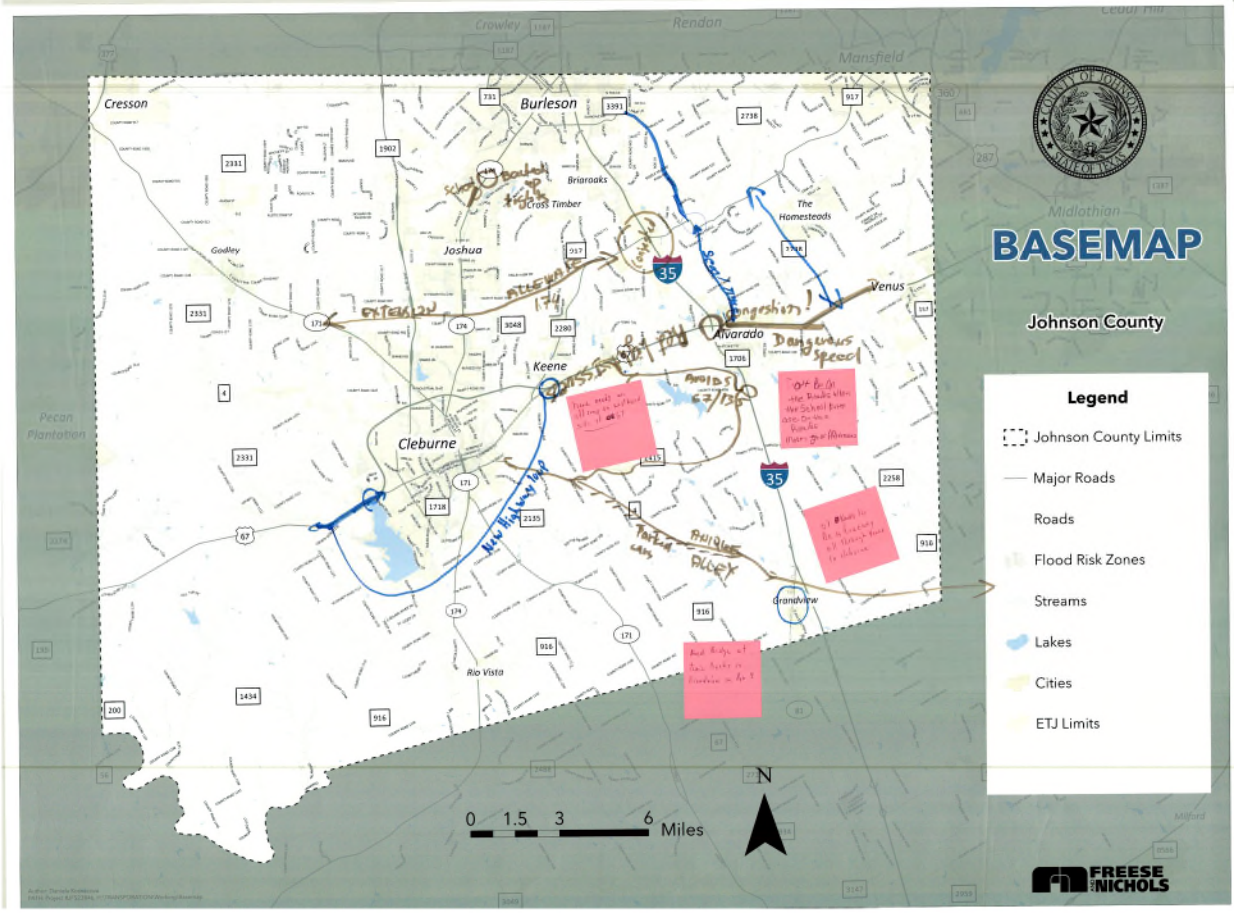
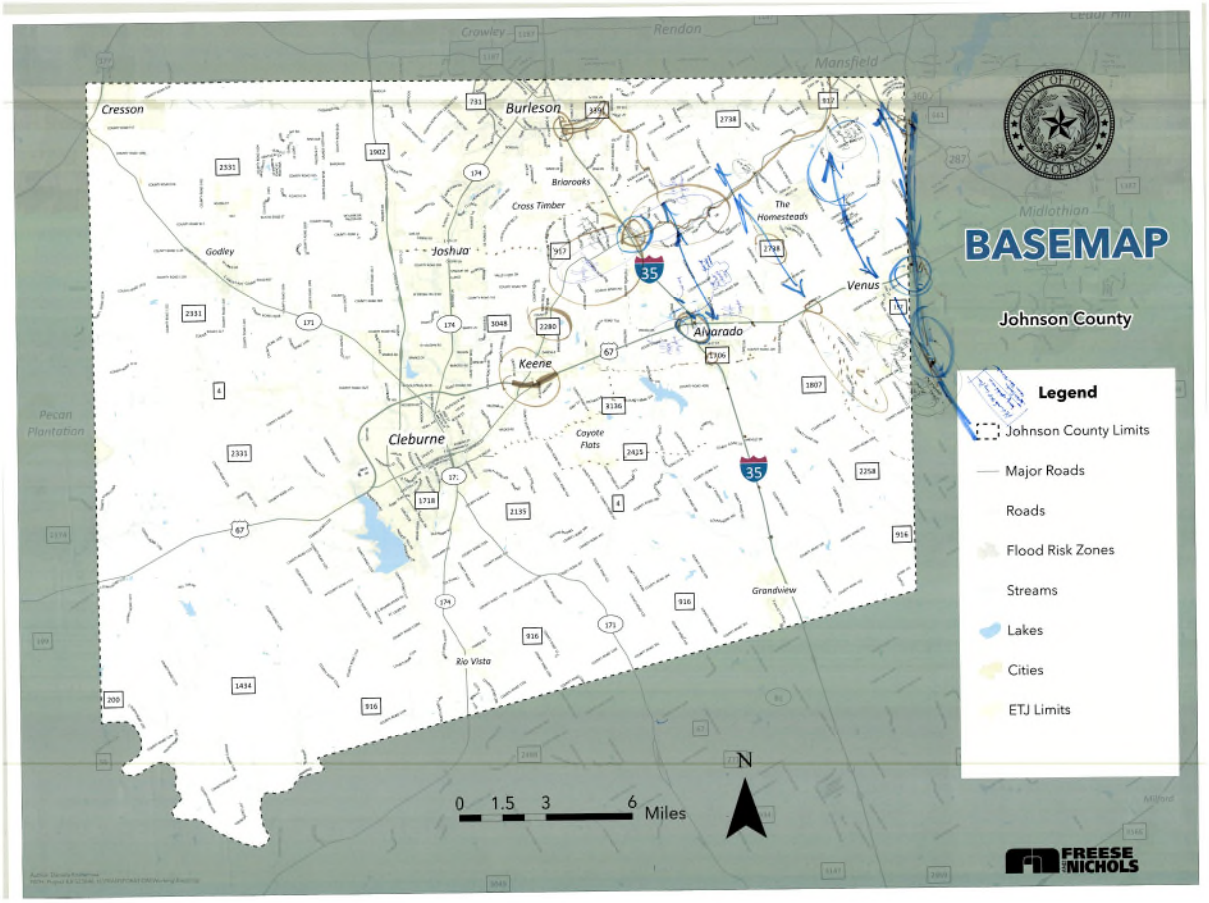
Figure A-3. Alvarado Public Meeting Mark-up Maps



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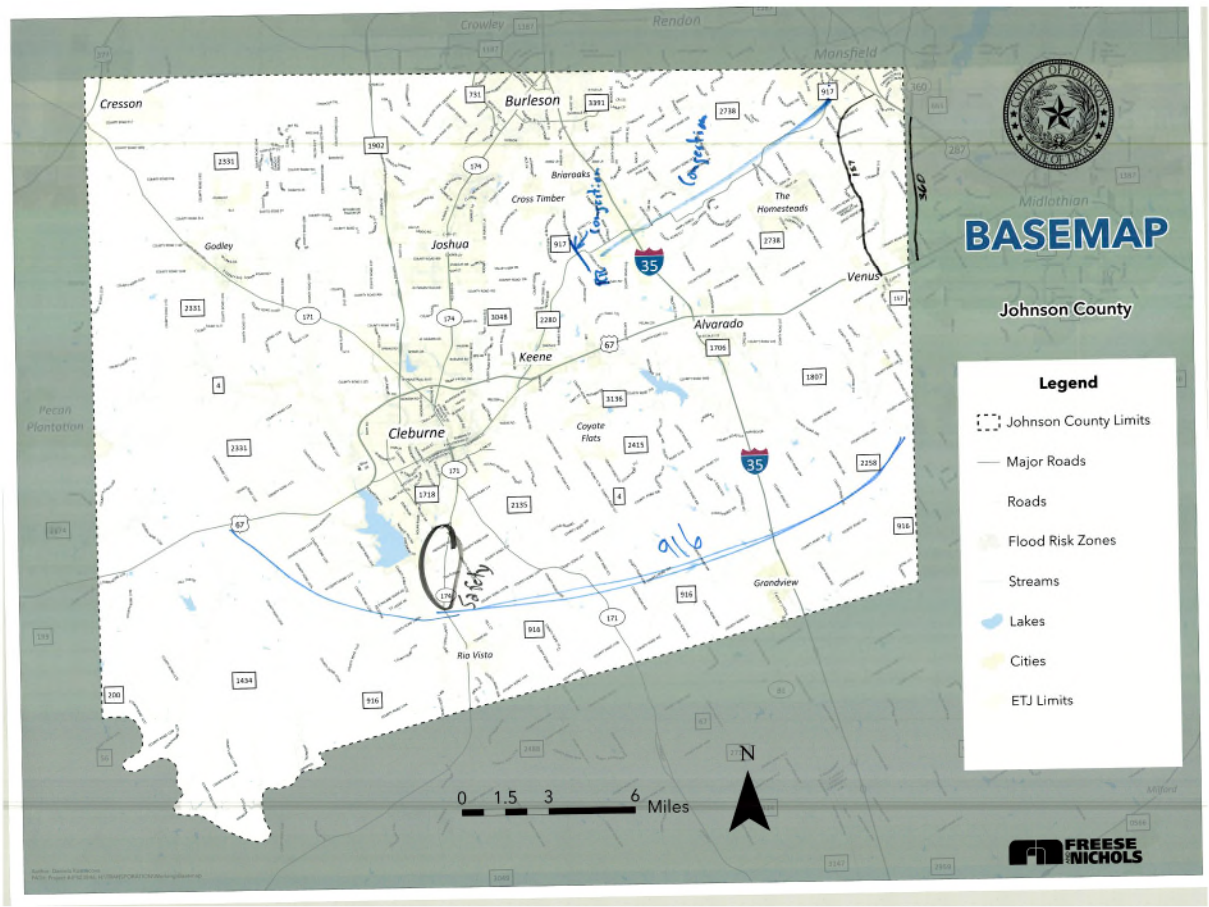
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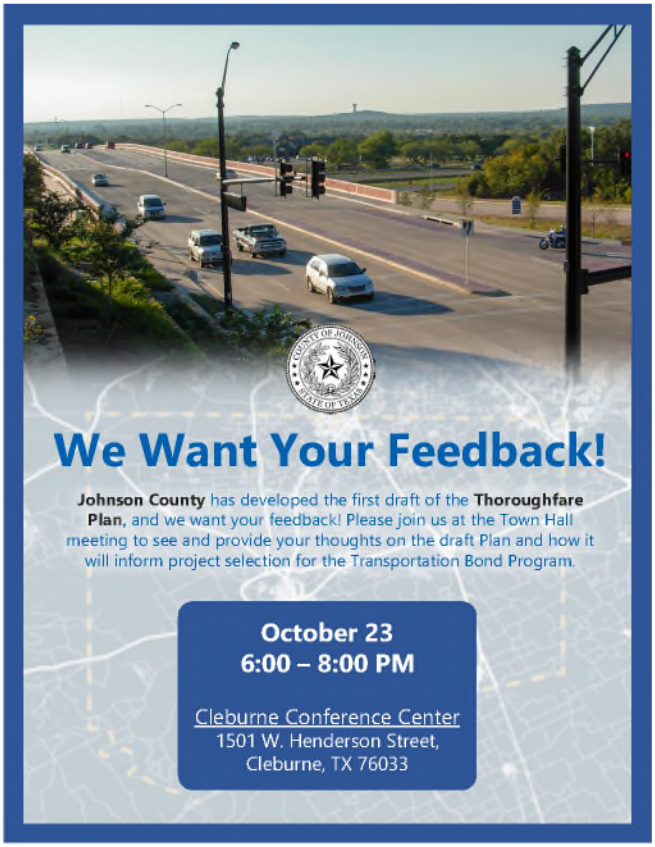
Town Hall Meeting

Where: Cleburne Conference Center

When: October 23, 2024

Figure A-4. Cleburne Town Hall Invitation

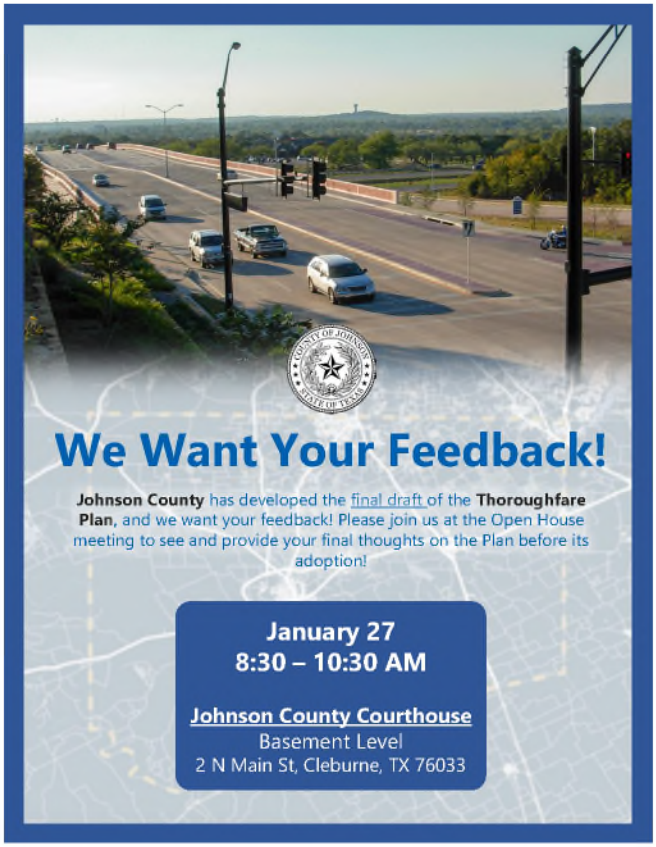


Open House Meeting

Where: Johnson County Courthouse

When: January 27, 2025

Figure A-5. County Courthouse Public Viewing Invitation



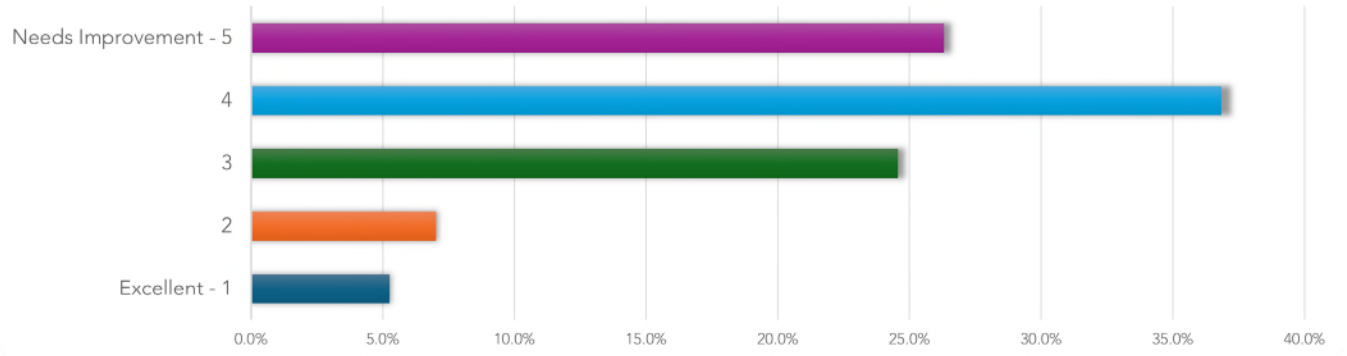
Online Engagement

Online Survey Results

Question 1: *How would you generally rate transportation in Johnson County?*

Please select a rating of 1 to 5 below, where 1 means "Needs Help" and 5 means "Excellent"

Figure A-6. Survey Question 1 Results



Question 2: *Why did you choose the rating above?*

Figure A-7. Survey Question 2 Results

Traffic is consistently backed up in most major cities in Johnson County. The highways through the county are getting more and more congested.
A few places around Johnson county where getting around is a bit awkward, slow and cumbersome.
As the population continues to grow we need to have have a plan in place to accommodate the amount of traffic
174 is horrible, 35 and 67 is a nightmare
Johnson County has few "major" roads which results in all traffic being funneled onto these routes resulting in extreme congestion and unsafe conditions.
Congestion @ 67-35W and number of accidents on 67 west of Cleburne
Didn't plan ahead for population growth I now waaayy behind
the traffic is a nightmare even outside of rush hour traffic , nothings been done about the lights not being in sync, with all the new apt complexes the traffic has gotten 10 times worse and the CTP was supposed to help but didn't
Some of the roads need repair and they are getting too busy.
Transportation via your own vehicle is a mess
A lot of traffic coming in and out of Burleson on I-35 at hours before, during and after rush hour.
Too much traffic and not enough effort to solve choke points (Wilshire Elk - John Jones shoul have been fixed 2 years ago, not 2 years from now)
Roads are still mostly rural and can no longer handle the amount of traffic
Old conjested streets
Population Growth in Johnson County has the transportation System bursting at the Seams. Several Areas are extremely unsafe, not up to the times and time consuming to get through.

There are only 2 main arteries, Wilshire and Alsbury. Traffic is heavy and getting worse. Neither main artery can be widened.
Not planning as fast as growth
There is congestion in the major intersections.
For the most part it's good
There are several roads that need to be maintained better
Safety and congestion concerns
For the most part, roads are good around JC. There are improvements that need to be initiated to accommodate the growing population.
rapid growth has outpaced our ability to provide smooth, quick and efficient mobility across major population centers in the county
Living in Alvarado particularly is difficult to navigate if you have to use 67.
The 917 bridge over I35 needs improvement, highway 67 needs improvement, 174 in burleson is too conjested.
The above rating is not clear: "Excellent" and then 1-5, culminating in "Needs Improvement" but your description has it the other way around. I hope you can sort through this when determining the results of this survey. That is why I chose #3. Traffic congestion is growing, law enforcement either hasn't recognized the issue or we need more law enforcement officers on patrol.
Roadways connecting cities of Johnson County are congested. With the new homes and apartments that are permitted to be built it will only be worse.
TxDot Roads and county roads are fairly well maintained
Side roads are generally in somewhat poor shape pavement wise and the patching hardly makes it better. Also the county is growing too fast and building too many subdivisions for the roads to handle.
roads need maintenance and expansion of lanes
High traffic and accidents
Over capacity utilization of highway 174 and I 35
Congestion and failing to keep up with the growing population
Most of the roads are good and not too backed up.
County Roads are poorly maintained and have not kept pace with growth.
Lack of capacity and access to travel in, out and around Burleson
W/E connections need to be enhanced the Interstate, which needs an additional lane.
Most of the residential areas of transportation are good. The areas of concern are where exits/entrances to major highways have congestion.
Not the best roadways, but could use some work
The traffic flow on the main streets does not flow well.
transportation not keeping pace with growth
definitely a lot of clogged traffice
Generally I don't have any issues
Many of the county roads are dangerous. They are filled with more holes and patches than consecutive pavement. The edges of many county roads are actually missing. When meeting another car on some of these county roads one or both vehicles end up with two wheels on the mud, dirt or graveled remains of what was the paving. There is a real dangerous issue with the congestion on 917 going over the 35W bridge. Adjusting the street lights could be a temporary help. Allowing one flow so that those who need to turn off the bridge can do so without waiting for the constant flow of the oncoming traffic. Right now there is a huge pothole that is continually growing larger and deeper on the bridge that will soon be large enough to damage a vehicle tire and axle.

There are maintenance issues but you also can't fix the way people drive, the aggression and speed. Speed can somewhat be monitored but people making poor choices cannot.
Roads need to be improved
Unless Cletran has improved drastically recently then having to call days ahead for a ride is not good.
Some areas don't need change, other areas need drastic change.
Much of the county is OK but a few spots are getting bad
Traffic Congestion, Road Condition, Lack of Good Arterial Planning
Small town roads with significantly more people using them than had ever been intended.
We need a loop around Alvarado so people passing through can go around and allow the locals to get around easier.
Traffic through Alvarado is problematic.
Traffic on 67 and Cummings is extremely crowded.
Alvarado is crowded
Its fine the way it is

Question 3: *What are the top 3 transportation issues facing Johnson County today?*

Please type your top 3 transportation issues below, where "Issue #1" is the most important issue to you.

Figure A-8. Survey Question 3 Results

Issue #1	Issue #2	Issue #3
Traffic flow	Road conditions	New roadways are needed
917 where it crosses over I-35W needs a serious upgrades/improvements (ie: a wider bridge going over I-35 with protected left turn lanes in both directions.	A light or other improvements are needed in Egan at that intersection where if you are going left. You stay on 917 going toward I-35, or if you go right to Keene (sorry I cannot better define this particular intersection). Certain times of the day the traffic backs up horribly and it's a headache to get through that intersection.	No more toll roads!!!
Speeding on county roads and increased heavy truck/bus usage of roads not designed for those vehicles to safely traverse	Lack of law enforcement presence on county roads and highways	increased traffic congestion during peak travel hours on county roads used as thoroughfare between cities, namely CR 528, which should be more accurately called called CR-I20.
safety	congestion	road maintenance
174 traffic from Burleson to Cleburne	I35 and Hwy 67 need to be completely redesigned and allow Hwy traffic on 67 to not be held at stoplight	917 needs 4 lanes
Congestion	Truck Traffic	Width of TxDot roads
174 through Burleson to Joshua	Poor traffic light timing on 174 resulting in congestion during peak times	Insufficient alternate routes to 174
Congestion on 67-35W	safety on 67 west of Cleburne	tollway to narrow in Johnson Co.

Issue #1	Issue #2	Issue #3
Traffic flow especially considering the sudden growth & development and what's coming	Rough county roads	Drivers still drive like it's a small town with no one on the road when that is no longer the case.
congestion	truck routes	intersection improvements
Traffic	Light enforcement	.
Congestion at major highway crosses (i.e. 35W/ 67 & leadin up) 35 W & 917	Bridges crossing highways too narrow (i.e. highway 917 & 35 W) Extrapolate- safety, weight, etc.	CR 917 2 lanes in JoCo when in Tarrant Co was 4 YEARS ago - we are late. Not safe.
Traffic on 174	Traffic on John Jones	Light not sync'd
Not expanding 917	Make a new road running east and west	Ticketing speeders
over utilization of I 35 And highway 174	Signal lights are in not synchronized on Highway 174	Lack of surge capacity during rush-hour on 174, and I 35
Parking, no proper parking except at Wal-Mart, home depot, home zone or target	Old Town is a joke if you're parking	There needs to be actual consequences for people running lights in causing the destruction that they do and the accident. Because that causes us to have to spend more money because of stupidity
Relief from congestion	Make dangerous intersections safer.	Maintenance of the roadways
There needs to be a loop on 67 to Dallas. Too many neighborhoods and stop lights now.	Better traffic management in Alvarado on 67	Stop adding traffic lights on 67
I-35 Southbound towards Burleson backs up even when not peak traffic.	174 too congested between 11am to 7pm. Takes so long to get through Burleson.	Improvement of Alsbury exit
Wilshire AND alternative ways around that area as well	Widening E Renfro 35 - 528	Doubling 917 bridge over 35
Roads to small for the amount of traffic	Need more connectors	Poor road conditions
Poor road management. Soo many issues with potholes	Roads are not keeping up with growth	Construction takes to long and by the time it's competed they're needs to be additional updates.
highway 174 lack of traffic capacity	Highway 174 lack of synchronized traffic lights	Lack of alternative to 174 other than the inconvenience of using Chisholm Trail
35W/67 Interchange in Alvarado, it's a Disaster	50MPH Zone in Keene on Highway 67. Speed Trap	Unsafe conditions and Motorists on Highway 4 in the Godley Area
Old outdated planning	Street markings outdated	Lack of adequate parking
Congestion	West/East to North connections to I-35	Infrastructure is not able to support capacity. Example: everyday southbound I-35 traffic backs up to the freeway and often congests the right lane of the interstate.
Congestion	Transition lanes	Safety
congestion on roadways hwy 917 and 2331 and 174	Expansion of Roadways	Roadway Maintenance

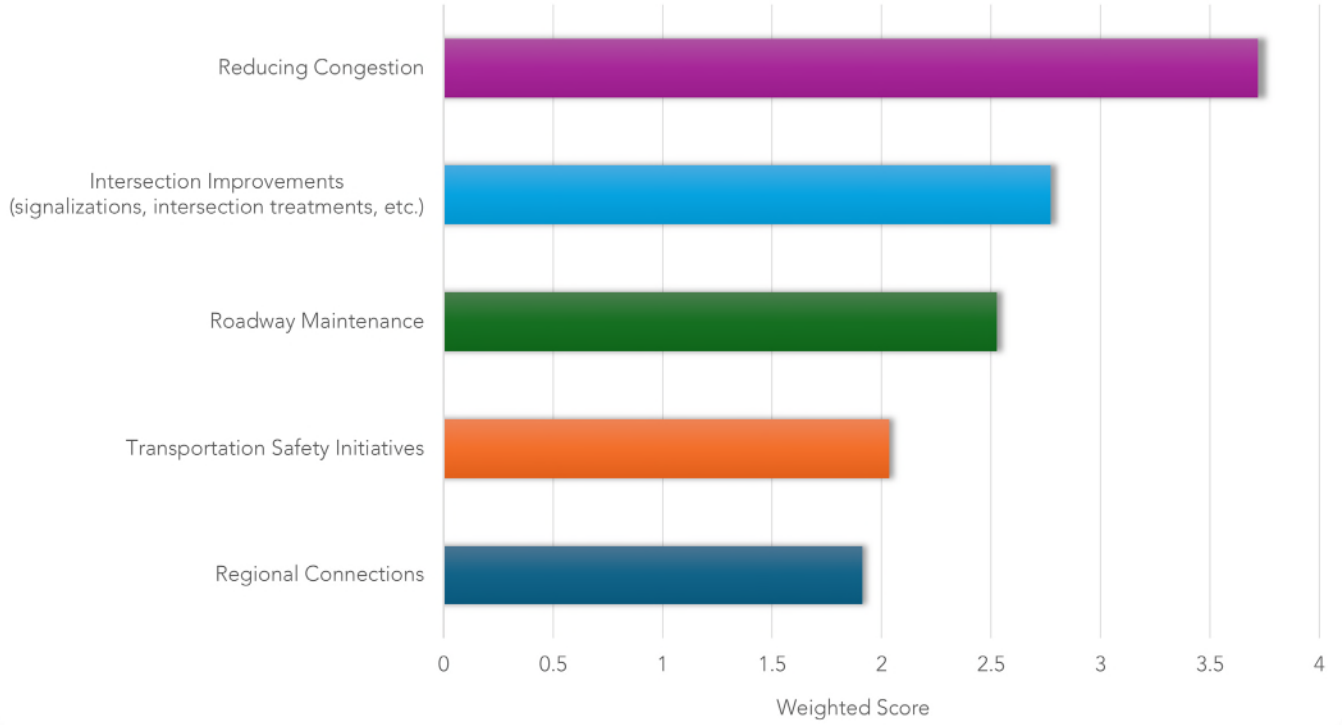
Issue #1	Issue #2	Issue #3
Trains	Growth rate	Head on collisions
Traffic flow	Access to Chisum Trail Parkway	Red light timing
174 congestion	917 - I35W interchange	Burleson Blvd southbound
better plannning for school traffic	more sidewalks on cummings with the growth	67 back ups
Cummings Dr in Alvarado	The Cummings and HWY 67 intersection	917
I35 congestion	Housing needs with traffic needs	Trucks in commuting traffic
Maintenance and Upkeep	semi's weight tearing up roads not built for that	signal timing
67 takes forever to get down	Road maintenance	Taking private property for new roads
Main arteries cannot be widened	More apartments, more cars	More retail/restaurants, more cars
Congestion	Safety	Travel time
Massive needs to repair and strengthen the road base for the county roads.	Widen the 917 which is in process	I don't have a third right now, but the computer says I must put something here.
CO roads entering HWY 67	Intersections	maintenance
I thought the question was about transporting like on a bus or taxi/uber	The semi trucks driving through downtown Cleburne are dangerous with the growth of pedestrian traffic due to expanding downtown businesses.	I think we just need more thoroughfares, the traffic has increased exponentially in recent years
Increasing population and traffic generated.	Condition of highly traveled main residential roads that are used to get in/out of the city of Cleburne.	Future box chain restaurants/stores will grow in the cities and county. Roads will need to be made to accommodate the growing traffic.
truck traffic through downtown Cleburne	general traffic congestion between Cleburne and Burleson	overall condition of many roadways
Roads in disrepair	Signalization and traffic signals are missing	Lack of communication between county and cities over road maintenance
Lack of a plan to address growth	Air quality is becoming worse	Lack of connected roadway network
Not enough ease of access from major highways	roads incapable of handling the amount of traffic they recieve	too many stop lights in major areas making traffic lag more than appropriate.
The part of SH 174 (Wilshire) that's only two lanes between Burleson and Joshua	We need a better way to get from Burleson to the CTP	We need a better way to get from Joshua to I-35W
Traffic Congestion	Not enough loops or arterial roads	Road Conditions (Alvarado)
Traffic through Alvarado on US 67 is horrific. Forcing commercial trucks to cut through town.	There is nothing good about FM 917. It is brutal from I-35 east to Mansfield.	Dangerous exit ramp in front of Alvarado HS. Motorist coming off I-35 onto an unexpected two way service road.
Congestion through Alvarado on 67	Congestion on Cummings in Alvarado by schools	Roadway improvements due to trucks being where they shouldn't
Congestion in Alvarado	Traffic on FM 917	Roadway maintenance

Issue #1	Issue #2	Issue #3
Make a bypass for Hwy 67	Expand Cummings and add turn lane	Traffic light and turning lanes at 67 and 35 need investigation
Conjestion	917	174
67 in Alvarado	67 in Alvarado	67 in Alvarado
None	none	none
Traffic congestion	Road conditions	Lack of direct routes

Question 4: *How do the following initiatives rank in importance to you?*

Please drag the initiatives below to the dotted rectangle, where the first initiative selected is the most important to you.

Figure A-9. Survey Question 4 Results



Question 5: *Which roads or intersections concern you regarding congestion and safety?*

Please list any specific roadways or intersections and why they concern you in the text box below.

Figure A-10. Survey Question 5 Results

Cumins and 67 in Alvarado
I mentioned them above I'm on a cell phone I don't want to have to repeat all of that.
174 and i35

"Hwy 174 from Rio Vista to Burleson. Key Intersections of John Jones & Hwy 174, FM 917 & FM 731, FM 917 & FM 2280, Hwy 67 & I35W. Hwy 67 from Cleburne to Glen Rose."
174 through Burleson is a nightmare with no hope of a fix in sight. At peak times it is worthless to try and travel from the Joshua area to I35 due to traffic volume on the road. There needs to be an alternate route through Burleson to I35 created as 174 is frequently shut down to traffic accidents.
Hwy 67 and 35W and Hwy 67 west of cleburne
"us 67 and sh 171/174 through town roads do not handle traffic load and cause congestion"
"CR 917 - east to Heritage p-way CR 917 @ 2738/Green Ridge Lane - blinking light traffic school bus, dangerous to cross, make left - need light CR 917 @ I-35 Bridge (weight/congestion) Hwy 67 @ I-35W and leading up to from each side esp east"
"174 is a nightmare and with all the new businesses and apts it will only grow worse and worse. It shuts down to 2 lanes at Elk Dr which only further adds to the congestion and traffic issues. Now the city wants to build a Burleson City Hall South and with the high traffic volume on John Jones, Alsbury, and 174 that's just foolish to force that many cars through there in a day. Hopefully someone will wake up and see how bad the traffic is and all the wrecks "
"I-35 both N and S near Burleson 174/Wilshire "
"Wilshire Elk - John Jones, not enough capacity. 917 bridge over 35 should be doubled with turn/straight lanes."
171 through Godley
174 in Renfro, 174 and Summercrest, I 35 and Renfro, Alsbury, and John Jones
The 35W and 67 Interchange in Alvarado is by far the worst Traffic Hazard in Johnson County. Traffic routinely backs all the way into Highway Traffic causing severe Hazards to Motorists travelling south on 35W. There ought to be a Cloverleaf Intersection in this Area to create a barrier free flow of Traffic. Traffic Lights in this are a completely outdated and do not support good flow of traffic
I-35 & Wilshire Blvd.
"Traffic congestion on Hwy 67 Traffic congestion on I-35 intersections Chisholm trail and I-35 intersection congestion "
Joshua train tracks! 917 head ons.
Cummings needs to be widened and sidewalks added. I understand this project has begun the process.
67 and 810 is busy, large and people run the lights
"1. As previously stated, 917 bridge over 35W. Signal light could be adjusted so that flow off the bridge is not competing with oncoming traffic to turn which holds traffic on the bridge from crossing off causing a great big mess. 2. The 917 and the road before the railroad track in Egan. In high traffic times, the traffic backs up, as there is no opening for the side traffic to pull into either lane."
Submitted these via other format…
A Nolan River Road through the Nolan River Estates and up to S Henderson. 917/Conveyor intersection, Joshua 174/ Main Street into Burleson
FM 917 @ N. Cummings Drive (aka CR 600) has uncontrolled intersection with steep change of grade, blind corners to oncoming traffic at high speeds. High speeds on FM 917 west of IH 35W with undivided and narrow lanes and sharp turnes and at grade RR crossings. Too many large trucks sharing roads with passenger vehicles. FM 917 @ IH 35W congestion.
US 67 in Alvarado (Congestion), US 67 & I35 Intersection, US 67 & Parkway Intersection, US 67 & Baugh Intersection

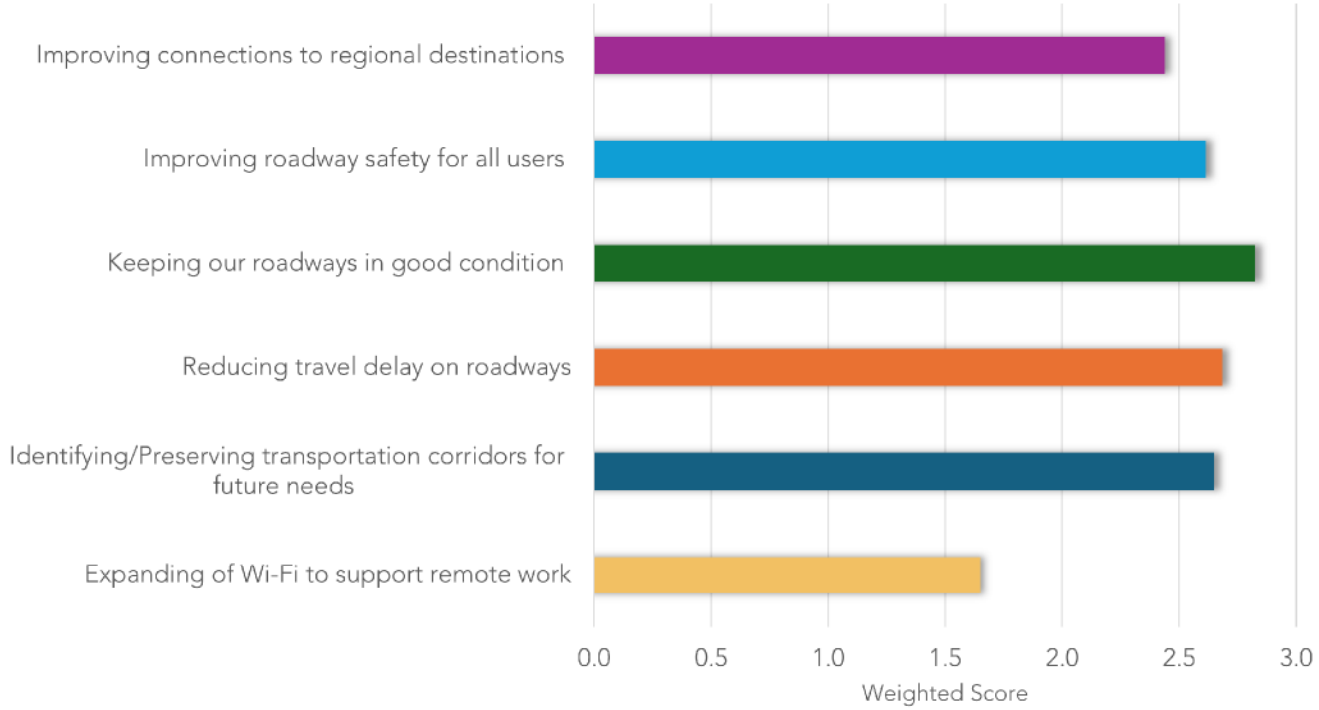
There are intersections with 67 that could be addressed with a light to make crossing easier.
"US 67 through Alvarado FM 917 From I-35 East to Mansfield"
917, 917 bridge over 35, highway 67, 174 in burleson
The amount of traffic using CR 528 as a thoroughfare between Mansfield and Burleson/Joshua has ballooned into epic proportions the last 10 years. With little to no law enforcement presence or county commission attention, (extreme northeast of county jurisdiction, extreme southwest of Mansfield city jurisdiction) commuters and 18-wheeler traffic routinely choose this route to bypass heavier traffic and subsequent law enforcement oversight on 1187 E/W, or 917 E/W. It is also used as school bus routes for Mansfield and Burleson ISDs. This road is not currently designed to handle the volume or types of traffic, including 18 wheelers and other heavy vehicles that currently use it; as a designated county road, it has no shoulders, deep ditches, floods routinely, has heavy tree growth in what should be clear shoulders/ditches to accommodate and provide safe passage for the high volume of traffic; has no (or sporadic) center or left/right traffic lines to guide drivers in dark or adverse weather, increased 18 wheeler traffic is now a common occurrence, has little to no police presence, roadway is too narrow for safe passage of vehicles especially around trucks and buses which routinely use the road; in short, CR 528 is a hazardous passage on a good day and it is getting worse daily. 60+ mph speeds are routine on a posted 40/30mph route, heavy volume is now a normal daily onslaught of noise, and serious accidents are a routine occurrence with fatalities and serious injury a regular result. It is amazing to realize that homes situated in the heart of metropolitan areas are quieter, with less traffic hazard and congestion, as our "country" home and property on CR 528.
35 and 67
"Hwy 67 Cleburne to Glen Rose Hwy 67 @ I-35"
"The ramp coming off 67 onto 174. The right lane should be a right turn only lane and the left a left & straight. Then cars would be able to turn right and wouldn't get so backed up on the ramp. Left turns are already supported by the other exit ramp so the left lane should not get congested. Also the intersection in the same area on the other side of Racetrac. It is not clearly marked which lanes are straight or turn (from racetrac or jeep dealer) and people do some crazy stuff there sometimes. And That whole area is about to get worse with the development they're currently building. "
"174 (wilshire) Hidden Creek"
All of 174 in Burleson. I 35 north of Renfro, both directions over utilization and lack of capacity lanes.
35 and 917
I think informing people about the ends and outs of what it takes to get things changed is important. Fees of a lot of people just don't understand what it takes. And they think that they can just raise hell and it'll be fixed and it's a simple, a snapping. Your fingers when that's not the case.
SH 174 and I-35W
All of Alvarado and the new neighborhoods on 67. Adding stop lights and causing back ups
Traffic on 917 between Godley and tollroad -
Don't know street names basically downtown Cleburne
Wilshire and John Jones, Alsbury and John Jones - very congested, heavy traffic all the time.
"Hwy 917 from Interstate 35 through Joshua and Godley Hwy 2331 and 171 intersection on the North and South sides"
Renfro and Wiltshire
"174 917-I35W Burleson Blvd southbound between 1187 and 174"
cummings and 67

"I35 and 67 I35 and 917"
401 and 35
CO 1119, is not marked in either direction in a manner that gives the driver cause to be on the lookout for inbound traffic traveling north bound or traffic slowing on the southbound direction.
Hwy 67 west of Lake Pat Cleburne - extremely dangerous due to only being a 2-lane US highway and high speeds with minimal signalization at dangerous intersections (i.e FM 1434 and Park Rd 21)
C.R. 109, C. R. 214, C. R. 511, C. R. 21, C. R. 620, C. R. 501, C. R. 108
"Hwy 174 (N. Main @ Hwy 171 (Weatherford Hwy) dangerous when trying to turn onto 171 from north bound 174. Dangerous when trying to enter 174 from 171 whether attempting to go north or south. Downtown Cleburne traffic coming west on Hwy 67 (E. Henderson) over the railroad overpass. The pedestrians crossing Hwy 67 (E. Henderson) @ Robinson Street. The traffic is going just too fast. It is an accident waiting to happen with all the foot traffic. I am especially concerned when there are night time events. "
"SH 174/Wilshire; always congested during the daytime Hulen/FM 920; difficult to get from Burleson to CTP Conveyor Drive; difficult to get from Joshua to I-35W"
67 areas from Venus through Cleburne; 917 in general being such a major through road when it's not safe or equipped for that. All the roads in Alvarado along with several throughout other areas of the county that are literally falling apart under the weight and stress of the amount of vehicles moving across them on a daily basis.
"Entering /crossing FM 917 from side roads is difficult and dangerous (especially High Meadows Dr because of limited visibility in both directions). Traffic backs up into I35 S bound at the exit to Hwy 67. Traffic in Alvarado backs up at the lights to a degree that blocks cross traffic when their light is green. "
"Hwy 67 and I-35 Hwy 67 and Cummings"
Highway 35 and Highway 67 concerns me because of the huge number of vehicles traveling through the intersection daily. The work on 35 has only increase the congestion. However, the work on 35 will not relieve the traffic on 67 going through Venus and going through Alvarado into Cleburne. None of the lights are synced well along Highway 67, leading to difficult road conditions during peak traffic hours.

Question 6: *How Important are the following transportation topics to you?**

Please select the level of importance ("Very", "Somewhat", or "Not Very") for each topic listed below.

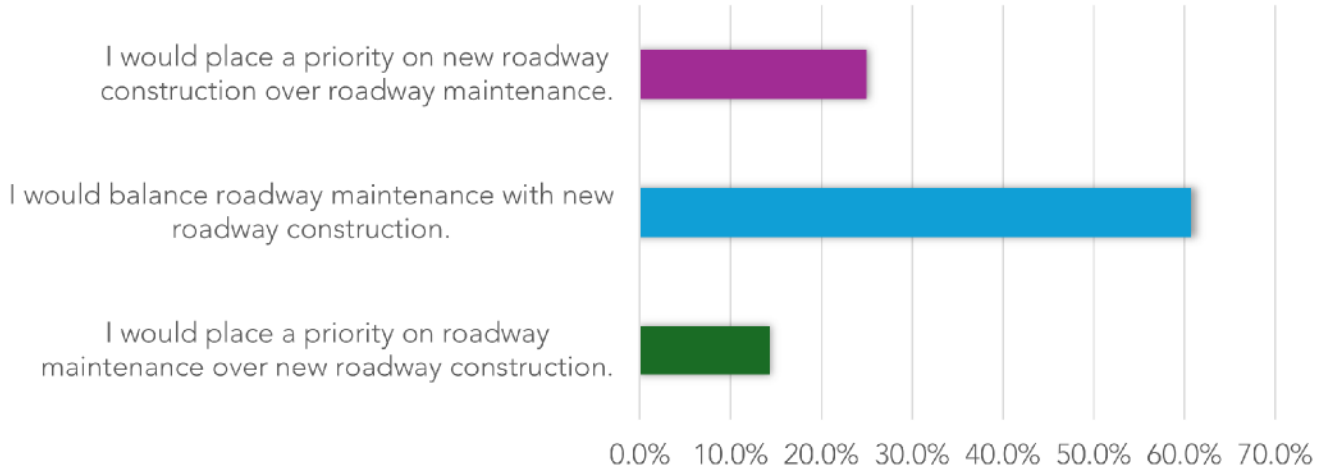
Figure A-11. Survey Question 6 Results



Questions 7-9 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

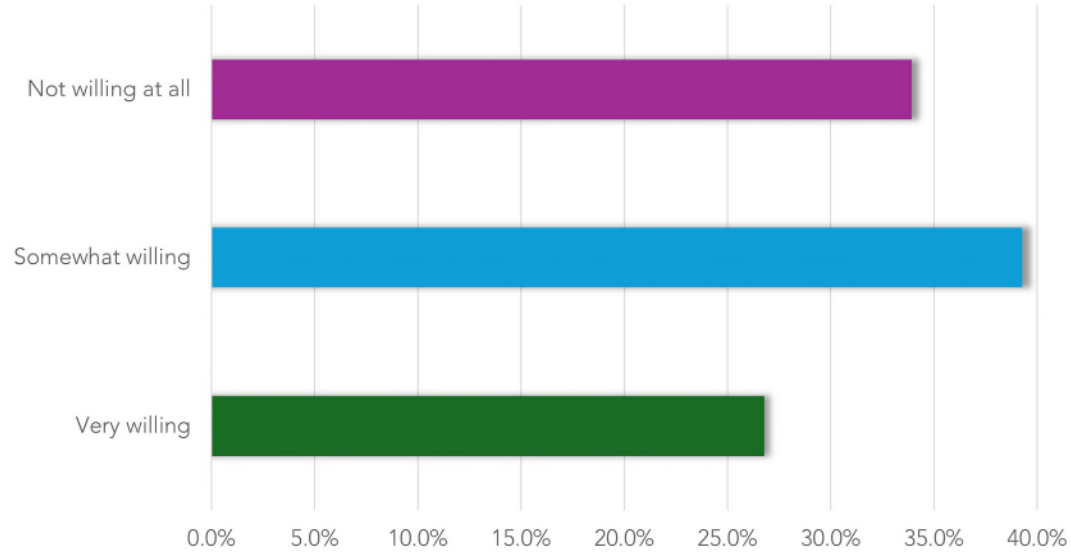
Question 7: *What is your Preferred Scenario?*

Figure A-12. Survey Question 7 Results



Question 8: *If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?*

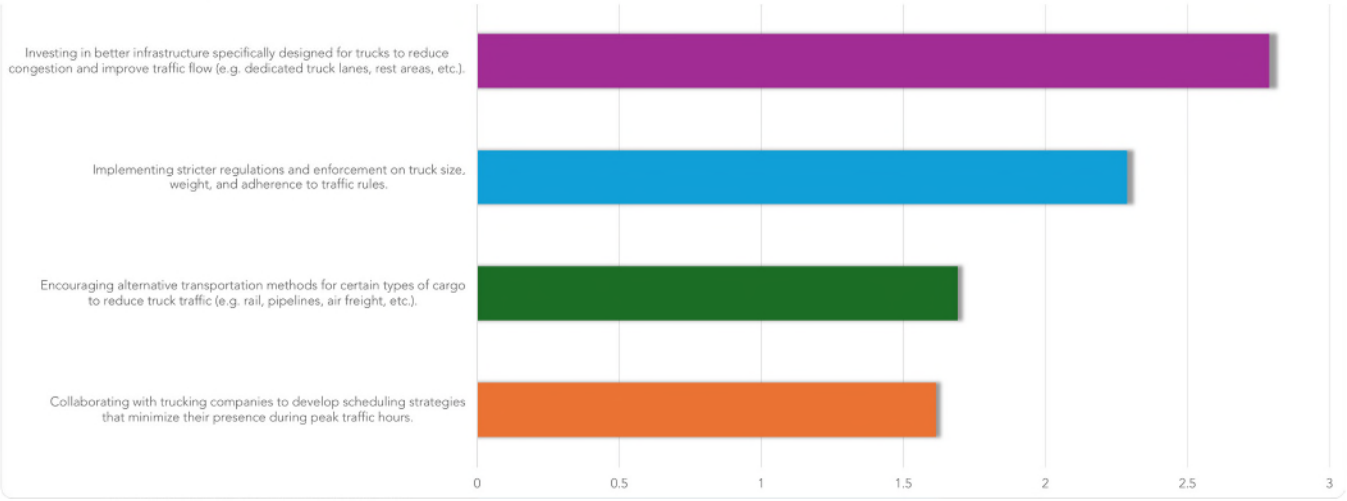
Figure A-13. Survey Question 8 Results



Question 9: *What solutions do you think would most effectively address concerns related to trucks on the roadways?*

Please drag the options below to the dotted rectangle and rank them in order of effectiveness, where the option at the top of the box is the most effective in your opinion.

Figure A-14. Survey Question 9 Results



Question 10: *Is there anything else you think the Thoroughfare Plan should address?*

Please record any additional transportation concerns or issues you see in Johnson County in the text box below.

Figure A-15. Survey Question 10 Results

I think it would be great if Johnson County can find a way to improve traffic within the county without the addition of more toll roads. I'm just not a big fan of paying foreign companies for the privilege to drive on roads where I live. I don't even use the toll roads we currently have.
Use an over projection on anticipated population growth. Learn from the rapid growth of Frisco, Prosper, Rockwall areas and devise a plan that will outpace the expected growth.
Roads to travel over or under Railroad crossings to avoid be blocked by stopped trains.
None
.
Hopefully someone will wake up and take care of this it's been going on for the last 5-7 yrs with nothing being done like adding another lane at Elk Dr /174 and syncing the lights better to get people through the 7-8 lights
N/a
Every time I input what I want here it clears it out
None
Address that planning doesn't start until the roads are ALREADY needed to be operational, which means the solution isn't usually in place until YEARS after it was needed.
Restrict trains blocking main roads to off hours only
I think that the rapid growth we have seen has put us behind on roadways maintenance and development. I think developers should have to pay for the burden their infrastructure trucks are putting on the roadways.
Planning needs future needs ongoing
Generally speaking, I am encouraged by the study. The need for this is aged, and I am hopeful that transportation including regional transportation is a front facing initiative for everyone.
Would be great to see easier transitions to major highways to reduce congestion which would help safety as well, perhaps installations of clover leaf exits and entrances.
Alternative routes to ease congestions thru the cities of Joshua and Godley
Better roadway infrastructure
Please be mindful of future growth that continues to congest i35
Please don't wipe out private property to run a road through to new neighborhoods. MY #1 CONCERN!!!
The computer auto-generated that I must put a response here. I have no response for here. Thank you.
Keep this plan accessible on the Johnson County website
None
The condition of the roads in Alvarado is atrocious. Roads are too narrow and in poor condition making travel within Alvarado difficult to dangerous.
Improve and add exits and existing exits for Burleson off of 35, particularly for the "old town" area and areas South.
Please relieve congestion through Alvarado like we've done for Cleburne.
Thank you for listening.
Conjestion on 174 in burleson
Need a bypass around Alvarado for trucks

1. Supporting law enforcement needs and department growth as the communities grow and traffic increases. Current staffing levels are clearly not effective in providing a visible presence on county roadways. 2. Designate safer, efficient routes for heavy vehicle traffic flow so that county roadways are either built to handle such traffic with safety, or those vehicles are legally routed to roadways designed to safely handle the weight and size. 3. Develop clearer communication with the cities and their LEO within JC. For instance, when CR 528 floods, the sign that indicates "Road Closed" is within Mansfield city limits. Mansfield LE assume the county staff is responsible for putting that road closed sign in use. County officials say that because the sign is in city limits, then the CITY staff is responsible. As a result NO ONE puts the sign in effect when road floods, and our driveway then becomes the turn around for hundreds of cars and trucks daily which travel down CR 528, unaware that the road has been closed until they are in a place where there are no turn around options.
I believe it is covered
N/A
Not at the moment
Growth of Johnson co
none
"Basic roadway maintenance needs to be addressed as a priority for safety, as an imperative - i.e. potholes, striping visible, etc. However, I would sacrifice a resurface or expansion of a few feet for expedited ""big picture"" solution. "
No
None
The goal of adding roadways without utilizing toll roads as a solution.
Lack of East west connector to I 35 (extend Hulen from Alsberry to I 35).
35W and 67 Interchange are in dire need of Improvement. It is a miracle that there haven't been more deaths in that area. It will only get worse until traffic flows without barriers (lights, crossing directions of travel etc.)
I've thought for many years that a loop or an overpass on Wilshire from I35 to Joshua would help immensely.
No
Keep ahead of population growth
sidewalks
When viewing the proposed thoroughfare plan, it seems that there is an idea to divert traffic to rural areas with small numbers of larger properties. We as homeowners in this area oppose this idea vehemently. Why should those of us who purchased larger properties in rural areas be forced to bear the brunt of overflow traffic in the higher density areas?
We need to make sure the roads are safe to travel before even thinking about adding any other roads. If you cant take care of the roads you already have why add more to not take care of.
…
Aggressive/distracted drivers that don't follow the traffic laws are a bigger problem than truckers
Large heavy 18 wheeler commercial vehicle transport shouldn't be allowed on smaller roads as they damage them. They should have dedicated roadways they must travel on that are designed to accommodate them. Restrict them on the smaller residential roads.
No

"I have thought it might be a good idea to on N. Main between Cedar & Willingham to have 1 dedicated north bound lane, 1 dedicated center turn lane & 1 dedicated south bound lane. So that when a driver is trying to turn left it doesn't hold up the traffic behind them. I hope in the plans that I am not aware of there is loop around Cleburne for north & south traffic. A newly constructed roadway similar to Hwy 67 that diverted traffic around Cleburne. I don't know where exactly the road should be built but on the south start at the intersection of 174 (S. Main) & Hwy 171South maybe construct a road that would go out southeast & loop around & connect back with 174 (N Main) close to Hwy 67. I am not an engineer obviously, but I remember before 67 was built, I had a friend that is an engineer (retired from TxDOT & he drove me out & showed me where the new 67 was going to be & I just couldn't imagine it, but it went where he said. Hopefully TxDOT has the plans all drawn up for a north & south alternative route around Cleburne. "
Facilities for Annual Honey Bike Ride Event and Annual Antque Alley Event should be included in T-Plan. Air quality, preservation of natural resources, parklands, farmlands, etc. Promotion of placemaking destinations, motorcycle safety, car pooling, and freight rail industrial site opportunities. Identification of truck routes, maximum bridge loads, bridge maintenance schedule. Identification of parkway & median maintenance (mow) schedule. Plans for at-grade RR crossing improvements needed.
Traffic backing up on the FM917 bridge over I35
Please consider restricting trucks from using Sparks St. This is a neighborhood street with busses and school traffic.
No
It seems that some issues, like timing the lights along 67, are not major undertakings (if TXDOT will do it). They seem like problems that could be solved in the short term to help ease congestion, while completing construction needed for long-term solutions.

Interactive Map Comments

Figure A-16. Interactive Map Comments

Type	Comment
Congestion issues	High population has led to traffic issues. Light timing and the placement of medians have added to congestion.
Congestion issues	The four way stop always is backed up on both sides of freeway.
Congestion issues	Traffic congestion in all directions
Congestion issues	67 and 35W is a nightmare at many times of the day. It is no uncommon to spend 1/3 of my trip to Dallas just sitting at the lights for 3-4 cycles on 67
Congestion issues	This area consistently gets backed up
Congestion issues	I-35W a bit further North if this icon is awfully congested at peak times (Northbound in the AM and Southbound in the PM.
Congestion issues	Always congested, or so it seems. Folks use SH174 almost exclusively if they need to get from East to West thru Burleson or to get to I-35W from the west (Cleburne especially).
Congestion issues	Need a better plan for 18 wheelers, they can't get through a green light quick enough and cause congestion.
Congestion issues	Train on tracks several days per week for lengthy stops during the middle of rush hour, causing severe congestion all the way back to almost DG. People coming out of Eddy Ln have almost no exit points due to trains and congestion.
Congestion issues	The 35W/67 interchange is notorious for being backed up all the way into the highway creating a major hazard for traffic coming off of South bound 35W. Also it takes up to 20-30 minutes to get through Alvarado traveling on West bound 67 just to get through town with it's numerous traffic lights and excess traffic. This is not acceptable for a highway system. Traffic on 67 should be streamlined and barrier free in both directions including areas though towns
Congestion issues	It frequently takes multiple cycles to get through this light. Traffic occasionally backs up past Glenwood.
Congestion issues	Traffic on Cummings backs up past the school during pick up and dropoff times for the school.
Congestion issues	There really needs to be a traffic light in this location. It is very hard to cross highway 67 from N Baugh St.
Congestion issues	Northbound traffic on 67 backs up past Percified Trail S in the mornings and afternoons, and it frequently takes multiple light cycles to get through this intersection. Can a loop be developed around Alvarado to improve traffic on highway 67 through town?
Congestion issues	Traffic on 67 backs up past this intersection in the evenings due to the light at 67 and 35 which makes it impossible at times to turn onto 67S from N Parkway Drive. This is really a symptom of the issues at the intersection of I35 and 67.
Congestion issues	Hwy 174 narrows from three lanes to two fairly quickly with little warning at the light at Elk Drive, The far right lane becomes a dedicated turn lane. So many drivers wait until just before the intersection to jump over, creating additional congestion issues and hazards. The current size of 174, particularly through this area, cannot handle the population boom.
Congestion issues	Traffic at this intersection is becoming and will continue to be an issue as more homes are developed and people use CR 604 as a cut through. With the added commercial truck businesses coming in, CR 604 needs to be widened and turn/straight lanes created.
Congestion issues	Turn lanes are desperately needed for navigating into the school parking lots on Cummings. Traffic is severely congested at AJHS and AEN because of the lack of turn lanes.

Type	Comment
Congestion issues	There is no reason for the center offramp lane to be straight only. Traffic backs up onto the freeway and there should be 2 left turn lanes. There is already 2 lanes to turn onto 67. Should be left only, left or straight and right only
Congestion issues	Too much of a traffic congested area that is dangerous. A traffic light or a better merging bridge from Conveyor to 917 is needed.
Congestion issues	I understand that this is an intersection of state roads, but the back up is ridiculous. There needs to be a bypass to get people past this intersection.
Congestion issues	Need a loop or bypass to help ease backup at this intersection
Congestion issues	Major congestion issues because of light schedule! Always safety concerns and people running red light to make it under bridge. This causes the intersection to be blocked and other cars from other lanes can't proceed. I've witnessed a lot of road rage and wrecks almost occurring here EVERY SINGLE MORNING!
Congestion issues	Congestion getting worse every day. Always more commercial vehicles and long waits.
Congestion issues	Congestion nightmares.
Congestion issues	MAJOR ISSUE EVERY MORNING!!!!!! The line of cars at the light backs up past the off ramp because of the incorrect light schedule, and this is causing cars that are in line at the light to have sit through multiple lights because the cars just keep coming from the off ramp and you can't get through! Every morning I've witnessed either a wreck, a potential wreck, people driving crazy/getting mad at this situation, or some type of unsafe, illegal driving in this area!
Congestion issues	Congested in afternoons, many days it takes 20-30 minutes to make it all the way through Alvarado. Loop would be beneficial.
Congestion issues	Too much traffic for a 2-lane road. Needs turn lanes.
Congestion issues	Maybe a bypass is in order. Like what was done for Cleburne. Route through traffic a different way so that those of us that live in this immediate area can do simple things like go to the store.
Hazardous / Unsafe area	Need to lower speed limit in this area due to multiple car accidents
Hazardous / Unsafe area	Very difficult to enter 917 or Old Betsy
Hazardous / Unsafe area	Semi trucks making left turns from I-35 S onto 917 West do not have enough room and often have near misses with the first car waiting at the red light heading east
Hazardous / Unsafe area	Semi trucks making left turns from I-35 S onto 917 West do not have enough room and often have near misses with the first car waiting at the red light heading east
Hazardous / Unsafe area	Dangerous intersection with accidents happening regularly. Difficult to turn from 2738 onto 917. Traffic is backed up daily.
Hazardous / Unsafe area	The roads in this neighborhood were scraped last year, but never re-paved. It has washed out ditches and the latest freeze has caused the road to break up leaving lots of debris and large holes in the asphault.
Hazardous / Unsafe area	The N/B shoulder of 3201 E Renfro has been falling apart for a year. There is a large drop-off, complete with obvious gouges from vehicle frames scraping when they fall off it. Burleson annexed the road, but refuses to make repairs. I call about once a month and they are always "trying to get to it" but it has been a YEAR.
Hazardous / Unsafe area	Huge pot holes all the way down CR 1010 from truck traffic on a previous no truck road due to building of Silo Mills and Pleasant View Elementary.
Hazardous / Unsafe area	Speed limit is too high at the intersection of CR1003 and FM917. Traffic turning onto 1003 can get a little tricky - worried about getting rear ended while waiting to turn.

Type	Comment
Hazardous / Unsafe area	Area is notorious for Cars passing Vehicles that are turning left into driveways causing countless near misses and potential for deadly accidents. Very surprised that there haven't been more fatalities on Highway 4 due to this. This Road needs to be monitored more and passing needs to be regulated more
Hazardous / Unsafe area	With the amount of growth in the area Hwy 171 really should to be widened to at least have a turn lane in the middle.
Hazardous / Unsafe area	Why do semi-trucks park next to the main intersection in downtown Godley? This is not inviting or appealing, and ultimately creates blind spots that become dangerous. If Hwy 171 was widened with a turn lane, this would likely be eliminated.
Hazardous / Unsafe area	lane markings need improvement. people new to the area have no idea 174 at the red light is Right turn only(left land) and only the right land is to go straight.
Hazardous / Unsafe area	Traffic heading Northbound on the service road has to yield to traffic entering the interstate. There is a blind hill in this location with limits visibility for Northbound and Southbound traffic on this service road at this location. I, personally, avoid traveling Northbound on this service road, but I worry that there will be a bad accident here one day.
Hazardous / Unsafe area	This is a dangerous intersection especially for vehicles turning East onto 917 from N Cumming Drive.
Hazardous / Unsafe area	When there is any moisture coming down this is a dangerous area due to the mud on the access road, overpass, county road and interstate.
Hazardous / Unsafe area	This is a dangerous intersection and difficult to turn from Maple Street onto FM1807. This is also a frequent spot for semi trucks to get high centered blocking traffic in all directions.
Hazardous / Unsafe area	There are NUMEROUS issues with this intersection. It gets very busy morning and afternoon and there are constantly wrecks. Also 18 wheelers regularly get stuck turning from Cummings onto 604 and vice versa. A roundabout would be the most fluid option, but something, anything, needs to be done to help.
Hazardous / Unsafe area	The mile coming south from 917 on 2738 should be a double strip no passing zone in either side. Daily road warriors pass on either side regardless if there is a passing zone on one's side of the road or not. Makes it very dangerous for those of us that live on this section of 2738. Additionally this is a farm to market road and there are many of us farmers and ranchers who use this road to get our tractors, equipment and livestock from one place to another on this road.
Hazardous / Unsafe area	Road level is decaying in this area due to pavement collapse creating a huge dip sometimes catching drivers off guard as they head north along this stretch of 2738. In addition with the many years of rock chipping and adding to the road surface it makes it a blind spot for many of us living along this stretch of road allowing us to see south on incoming traffic making in dangerous when trying to pull out of our driveways onto the road. In addition many speed over the speed limit on this road.
Hazardous / Unsafe area	There are no sidewalks for the children to use when walking to and from school.
Hazardous / Unsafe area	Extremely dangerous intersection where cars come off the intersection into oncoming traffic.
Hazardous / Unsafe area	Giant pot holes just before bridge and on the bridge. If you're not looking it will damage your car
Hazardous / Unsafe area	High congestion during am & pm leading to people driving on wrong side of road to pass by. High accident area. No sidewalks or even shoulders for children walking to and from school
Hazardous / Unsafe area	There needs to be sidewalks from 67 and north to at least the elementary school! Children walk along here and there is not even a wide shoulder. There are impatient drivers driving unsafe due to horrible backups at both schools.

Type	Comment
Hazardous / Unsafe area	CR 805 is deteriorating. The edges are crumbling off. In some areas it is not safe to meet another vehicle.
Hazardous / Unsafe area	CR 805B is deteriorating. The edges are crumbling off. In some areas it is not safe to meet another vehicle.
Hazardous / Unsafe area	CR 805E is deteriorating. The edges are crumbling off. In some areas it is not safe to meet another vehicle.
Hazardous / Unsafe area	is deteriorating. The edges are crumbling off. In some areas it is not safe to meet another vehicle.
Hazardous / Unsafe area	is deteriorating. The edges are crumbling off. In some areas it is not safe to meet another vehicle.
Hazardous / Unsafe area	This is intersection needs a traffic light.
Hazardous / Unsafe area	West Bethesda Road is deteriorating. The edges are crumbling off. In some areas it is not safe to meet another vehicle.
Hazardous / Unsafe area	When events are occurring at the JCSP (PRCA Rodeo (JC Jr Livestock Show, Ranch Rodeo, etc), this is a dangerous traffic area of trying to empty the vehicles onto 174.
Hazardous / Unsafe area	I drive south down 174 (N. Main) y when I get off work at 5pm. I work at 3315 N. Main & live at 1221 Hilltop.The intersection at 171 (Weatherford Hwy) & 174 (N. Main) is dangerous. Drivers trying to turn off of 171 onto 174, but that don't want to turn right onto Kilpatrick have a hard time not only getting onto Hwy 174, but merging out of that right lane that you must turn onto Kilpatrick.
Hazardous / Unsafe area	When coming off of 171 (Weatherford Hwy) drivers have a difficult time not only turning right onto Hwy 174 (N. Main) but also merging out of the right lane that you must turn right onto W. Kilpatrick. Most want to go either down 174 (Main) or turn left (east) onto E. Kilpatrick.
Hazardous / Unsafe area	Drivers coming off of 171 (Weatherford Hwy) that want to turn left to go north on Hwy 174 (N. Main) have a very dangerous situation, especially around 5pm.
Hazardous / Unsafe area	The drivers that are headed north on 174 (N. Main) that are attempting to turn left onto Hwy 171 (Weatherford Hwy) have a long wait that backs up the other north bound traffic that doesn't want to turn. It is dangerous to try & get across Hwy 174 (N. Main) as well as dangerous to be sitting at a standstill for so long, the chance of a chain reaction rear end collision is also possible.
Hazardous / Unsafe area	Uncontrolled intersection of undivided lanes with high speeds, blinded corners, steep change of grade needs to be reworked.
Hazardous / Unsafe area	Dangerous curves at high speeds need straightening out.
Hazardous / Unsafe area	Dangerous curves at high speeds need straightening out.
Hazardous / Unsafe area	Intersection is dangerous.
Hazardous / Unsafe area	Dangerous intersection. The hill makes it very difficult to see traffic coming when trying to turn onto Nolan River Rd from Old Foamy. Lots of accidents have happened & too many near accidents as well.
Hazardous / Unsafe area	This light schedule is off! This light doesn't stay green long enough. It causes major congestion in the intersection, under the bridge, and causes a back up of vehicles that extends past the 3136 exit off ramp from hwy 35. So, any vehicles in line behind the exit off ramp are stuck there for multiple lights because of cars coming off of highway. I have witnessed MAJOR safety issues at this light and intersection! This is right by the high school too and I have a high school student driver.

Type	Comment
Hazardous / Unsafe area	Very dangerous area for children walking to and from school. Road with no shoulder, crumbling sides and potholes in an overly congested area. The kids are crossing and walking in ditches with overgrown grass. Shocked that no child has been bitten by something or seriously injured.
Hazardous / Unsafe area	Dangerous intersection right where new drivers need to be daily.
Hazardous / Unsafe area	Dangerous road for driving as well as walking students. No shoulder very narrow and usually in bad shape with deep ditches.
Hazardous / Unsafe area	Big dip not visible until you fly into the air.
Hazardous / Unsafe area	Visibility and too narrow for two vehicles to cross paths
Hazardous / Unsafe area	No way thru when trains block roadway. Hope you're not having an emergency. Also dangerous intersection without the train.
I live in this area	I live here.
I live in this area	I love where I live!
I live in this area	Traffic are utilizing Gold Cup, St Leger, and Ascot as a "cut through" to decrease the time to 1219/Ascot. From Ascot-1219 to Gold Cup-S Nolan River Road has too many speeding vehicles through our neighborhood. We decreased the speed limit on these residential roads to 30 mph but it hasn't made a difference and it is very dangerous.
I live in this area	High congestion, especially with Centennial High School events and new develops in east Burleson and beyond.
Make a Comment	There is indication on the thoroughfare plan to add an arterial roadway here. This would be a terrible idea given this is a dead end road with very few properties.
Make a Comment	No need to add any roads into this road. This is a dead end with several families who want to remain in the county. We prefer quiet, no lights, and solitude. That is why we purchased this land.
Make a Comment	PASS THRU ROAD IS NOT NEEDED HERE. THIS IS OUR HOME AND HAS BEEN IN OUR FAMILY FOR OVER 25 YEARS. Many families will be affected negatively by an arterial road.
Make a Comment	The amount of semi and dump truck traffic on CR 107 between the land fill and Wheatfield has torn up the pavement along the edges leaving it difficult for oncoming cars to pass each other.
Make a Comment	Minute this area is used as a kind of a loop around the outside of Cleburne. They cut off on 1434 to 1219, then to S. Nolan River Rd. into the city of Cleburne. S. Nolan River Rd. has lot of speeding vehicles that are very dangerous on this road. There have been many crashes due to high-speed on S. Nolan River Rd. This is going through the Nolan river Estates community where there are residential houses. There needs to be another Rohde created that would be an outer loop around Cleburne.
Make a Comment	Some owners of large tracts of land south of Alvarado are opposed to major road cutting through their farmland/ranch.
Make a Comment	Connectivity to DFW airport, TRE Centerport Station, Arlington's entertainment district, Arlington Highlands, Parks Mall, private schools, and Harold Patterson Sports Complex desired with extension of SH 360 to Hwy 67, perhaps at CR 213.
Make a Comment	Here is planned Lone Oak Addition, a planned single-family detached development of 1,663 dwelling units over next 10 to 20 years.
Make a Comment	Here is planned Agave Trail Addition, a planned single-family detached development of 727 dwelling units over next 10 to 20 years.
Make a Comment	Here is planned Valor Addition, a planned single-family detached development of 915 dwelling units over next 10 to 20 years.

Type	Comment
Make a Comment	Here is planned Eagle Glen North Addition, a planned single-family detached development of 721 dwelling units over next 5 to 10 years.
Make a Comment	Here is planned Whisper Park Addition, a planned single-family detached development of 707 dwelling units over next 5 to 10 years.
Make a Comment	Significant bridge over IH 35W to provide east/west connectivity in Johnson County.
Make a Comment	Would like County to acknowledge and support potential Transit Oriented Development here with the City of Burleson by participation with a Tax Increment Reinvestment Zone (TIRZ) or something.
Make a Comment	Would like to see plan look at potential for bypass loop here that compliments the one on other side of Cresson, TX.
Make a Comment	Improving and adding capacity to FM 157 needs to have alignment straightened out.
Make a Comment	FM 1807 and CR 3136 have potential for added capacity and east/west connectivity but crossing IH 35W is not clear.
Make a Comment	Perhaps if SH360 is planned to align with CR 213 at US Hwy 67 then FM 157 can turn west and align with CR604 bridge over IH 35W then continue west along CR 707 with added capacity, straightening alignment, etc.
Make a Comment	Soon to be major intersection at CR 607 and Hwy 67.
Make a Comment	Soon to be major intersection for future extension of N. Baugh Street north of US Hwy 67 as ultimately 6 thru lanes within 120 feet of ROW. Development agreement between City of Alvarado and Lone Oak developers states Lone Oak developers to acquire this ROW between Hwy 67 and CR 508 by Feb. 2026.
Make a Comment	From this location at the Alvarado city limits south to US Hwy 67 is an active Advanced Funding Agreement between TxDOT and the City of Alvarado to improve N. Cummings Drive to three or five lanes. Six lanes needed at Hwy 67 intersection but ROW acquisition will be difficult. Johnson County's subdivision regulations calls for N. Cummings Drive (aka CR 600) from US Hwy 67 north to Renfro Street in Burleson to have 140 feet of ROW width, which is not consistent with Alvarado's 2017 T-Plan by F&N
Make a Comment	City of Alvarado has development agreements with Agave Trail Addition and Lone Oak Addition owners with Traffic Impact Analysis (TIA) saying CR 508 needs to be 4 thru lanes within 80 feet of ROW. City of Alvarado requests Johnson County's assistance in acquiring ROW and/or constructing on north side of CR 508 for these improvements.
Make a Comment	Good existing thoroughfare alignment to connect FM 917 and US Hwy 67 but several home front to this thoroughfare, so potential for adding capacity and improving may be limited without significant property acquisitions.
Something I don't like	consistently heavy traffic backup during peak hours with inadequate lanes to handle volume and lights not sequenced properly.
Something I don't like	I wish this entrance ramp were longer to merge with high speed, high semi-truck traffic.
Something I don't like	There's no connection from westbound 67 to 171, only a selection of awkward alternatives.
Something I don't like	Why isn't this connected? Super frustrating.
Something I don't like	Intersection is too small and narrow for the amount of traffic that is here now. Especially during school hours.
Something I don't like	It is unacceptable for a municipality on a 70mph highway system to create a 50mph zone that to many motorists is solely aimed at creating a zone where slowing down vehicles are routinely pulled out and ticketed. This area is a speed trap encouraging modern day highway robbery

Type	Comment
Something I don't like	This is the only Highway Off Ramp to reach Downtown Burleson. If you miss it you are forced to go into Tarrant County to turn around. There should be an Off Ramp between Hidden Creek Pkwy and Renfro St.
Something I don't like	This is an odd intersection because the way the roads line up here. The traffic light in this area frequently has issues.
Something I don't like	I know that the state has been working on this for a long time now, but THIS is still a disaster.
Something I don't like	At this location is a proposed mobile home rental community by Indie Catch LLC that will obstruct the City of Alvarado's planned six lane major thoroughfare from US Hwy 67 at N. Baugh Street to FM 917. Developer was able to obtain municipal utility district for a package plant but JCSUD and developer have not come to terms on easements needed to supply water to site.
Something I don't like	This road is terrible, needs improvement
Something I don't like	This road was not built for the traffic it is carrying
Something I Like	Thank you for adding this light. It improves safety.
Something I Like	Thank you for the light at Hwy 67 & FM 2738. This has improved the safety a the intersection.
Something I Like	Many like Country Critters Farm.
Something I Like	I like roundabout here.
Something I Like	Many like Russell Farm Art Center
Something I Like	Many like Mainstay Farms.
Something I Like	Many like Lost Oak Winery.
Something I Like	Many like the Field of Dinosaurs.
Something I Like	Many like Cleburne State Park.

Stakeholder Engagement

Stakeholder Workshops, Johnson County Annex Building

February 7 - 8, 2024

Figure A-17. Stakeholder Workshop Invitation

Figure A-18. Stakeholder Workshop Questionnaires

**Names and other identifying information have been removed for confidentiality.*

Johnson County
Thoroughfare Plan Development
Stakeholder Questionnaire

Johnson County is in the process of developing a Thoroughfare Plan and is seeking input from stakeholders to key issues and needs for the development of its roadway network. This plan will incorporate adopted municipal, county, regional, and state planning initiatives, and will serve as a framework for the update and guide decision makers in the long-term implementation of transportation investments within Johnson County.

Emphasis will be placed on the regional roadway network and its ability to adequately support future growth and development. The new Thoroughfare Plan will:

- Clarify the general location and alignment of existing and future roadways,
- Define general design standards for all roadway classes,
- Identify near and long-term safety and mobility improvements,
- Coordinate with other agencies on system alignment and connectivity,
- Program transportation improvements and identify potential funding strategies, and
- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**

2. **What are the top three transportation issues facing Johnson County today?**
   1. • CR914 Craftmasters (5000 enrollment school)
   2. • Developers purchase large tracts & build package plants ⇒ high density
   3. • Not on grid system to get [illegible]; [illegible]

3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - City/Safety (3) Transportation Safety Initiatives — Regional Safe — Methodology
   - Roadway Maintenance
   - Regional Connections 1
   - (2) Intersection Improvements 3 (signalization or roundabouts)
   - (1) Reducing Congestion 2

4. **Which roads or intersections concern you regarding congestion and safety? Why?** → Vertical Curve, blind spots — Renfro, Cummings, 917
   - • John Jones / 174
   - • Renfro / Mahoney
   - • Hulen (future traffic corridor)
   - • RR Crossings (all but 1 are grade separated)
     - ↳ Hulen goes under
     - ↳ Hidden Creek Pkwy goes over)

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	O	O	O
Identifying/Preserving transportation corridors for future needs	O	O	O
Reducing travel delay on roadways	O	O	O
Keeping our roadways in good condition	O	O	O
Improving roadway safety for all users	O	O	O
Improving connections to regional destinations	O	O	O

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   - O I would place a priority on roadway maintenance over new roadway construction.
   - O I would balance roadway maintenance with new roadway construction.
   - O I would place a priority on new roadway construction over roadway maintenance.

7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?** Demographics [redacted]
   - O Very willing
   - O Somewhat willing
   - O Not willing at all

8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   - ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   - ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).

9. **Is there anything else you think the Thoroughfare Plan should address?** 0: 174
   - City/County: SH174 City/County / NCTCOG — 1. Hulen
   - • 531 ✱ 528 (Burleson → Mansfield) — 2. Lakewood (Tolberg – 174)
   - ↳ Closed frequently due to trains — 3.
   - ↳ direct connection to 287
   - ✱ 2738 (2 lane); if access sewer (531 → 917)

FREESE NICHOLS

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- Coordinate with other agencies on system alignment and connectivity,
- Program transportation improvements and identify potential funding strategies, and
- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**
   - • Pk hr. peak hour.
   - • 174 / 2331 / 917 – RR Blocking Reason

2. **What are the top three transportation issues facing Johnson County today?**
   1. Safety / Safe Routes.
   2.
   3.

3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - 1 Transportation Safety Initiatives
   - 5 Roadway Maintenance
   - 4 Regional Connections
   - 1 Intersection Improvements (signalization or roundabouts)
   - 1 Reducing Congestion

4. **Which roads or intersections concern you regarding congestion and safety? Why?**

✱ opportunity using flood plains for Safe Rts; sidewalks;

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	O	O	O
Identifying/Preserving transportation corridors for future needs	O	O	O
Reducing travel delay on roadways	O	O	O
Keeping our roadways in good condition	O	O	O
Improving roadway safety for all users	O	O	O
Improving connections to regional destinations	O	O	O

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   - O I would place a priority on roadway maintenance over new roadway construction.
   - O I would balance roadway maintenance with new roadway construction.
   - O I would place a priority on new roadway construction over roadway maintenance.

7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   - O Very willing
   - O Somewhat willing
   - O Not willing at all

8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   - ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   - ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).

9. **Is there anything else you think the Thoroughfare Plan should address?**

FREESE NICHOLS

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Thoroughfare Plan Development
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- Coordinate with other agencies on system alignment and connectivity,
- Program transportation improvements and identify potential funding strategies, and
- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**
   – Keep up w/ Congestion
   –
2. **What are the top three transportation issues facing Johnson County today?**
   1. 171 – 3rd lane · Comm.-Cleburne
   2.
   3.
3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   4 Transportation Safety Initiatives
   1 Roadway Maintenance
   5 Regional Connections
   3 Intersection Improvements (signalization or roundabouts)
   2 Reducing Congestion
4. **Which roads or intersections concern you regarding congestion and safety? Why?**
   – Safe Routes to Schools; High School 3000 → 4500
   – 2331 (Middle School/Elem School on N. Side of Town)

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	○	○	○
Identifying/Preserving transportation corridors for future needs	○	○	○
Reducing travel delay on roadways	○	○	○
Keeping our roadways in good condition	○	○	○
Improving roadway safety for all users	○	○	○
Improving connections to regional destinations	○	○	○

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   ○ I would place a priority on roadway maintenance over new roadway construction.
   ○ I would balance roadway maintenance with new roadway construction.
   ○ I would place a priority on new roadway construction over roadway maintenance.
7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   ○ Very willing
   ○ Somewhat willing
   ○ Not willing at all
8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).
9. **Is there anything else you think the Thoroughfare Plan should address?**

FREESE NICHOLS

[redacted]

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Thoroughfare Plan Development
Stakeholder Questionnaire

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- Coordinate with other agencies on system alignment and connectivity,
- Program transportation improvements and identify potential funding strategies, and
- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**
2. **What are the top three transportation issues facing Johnson County today?**
   1. Need for Bond Program
   2. Alsbury (35 → 1020 + Lakewood Drive) · City/Co. #1A
   3. 602 widening;
   4. 531 –

   5. 917.

   Regional Connects
   · Alsbury
   · 917
   · Renfro
   · Dobson Corridor (714 → John Jones)

   City Model on issues
3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   ___ Transportation Safety Initiatives
   ___ Roadway Maintenance
   1A Regional Connections
   ___ Intersection Improvements (signalization or roundabouts)
   1A Reducing Congestion
4. **Which roads or intersections concern you regarding congestion and safety? Why?**
   · 1902 – Small component (TxDOT)
   · Large Tinder School (5000 enrollment
   · Chisholm Summit · 3000 sf
   · Supporting retail/commercial

   External Factors
   + Funding Mechanism
   + Growth / Urban Sprawl
   + Infill / Avoiding Sprawl
   + └ Density addressing

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	○	○	○
Identifying/Preserving transportation corridors for future needs	○	○	○
Reducing travel delay on roadways	○	○	○
Keeping our roadways in good condition	○	○	○
Improving roadway safety for all users	○	○	○
Improving connections to regional destinations	○	○	○

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   ○ I would place a priority on roadway maintenance over new roadway construction.
   ○ I would balance roadway maintenance with new roadway construction.
   ○ I would place a priority on new roadway construction over roadway maintenance.
7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   ○ Very willing
   ○ Somewhat willing
   ○ Not willing at all

   Safety Projects
   – RR Xings / Around Dams
   – School
   – ISD good relationships
   · Burleson ISD
   · Joshua ISD
   └ Burleson. Schools Planned
8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).
9. **Is there anything else you think the Thoroughfare Plan should address?**
   · Specifically: platting amounts of (will need updated [illegible])
   └ #1 – Platting Streets in ETJ; Road Cross-Sections + Drainage (ETJ + Unincorp Area)
   – Standards for unincorporated Area;
   #2 Along Pipelines (Eco. Dev.) – Isolate residential / non-res growth
   └ growth map layer of res. + non-res.

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Johnson County
Thoroughfare Plan Development
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Emphasis will be placed on the regional roadway network and its ability to adequately support future growth and development. The new Thoroughfare Plan will:

- Clarify the general location and alignment of existing and future roadways,
- Define general design standards for all roadway classes,
- Identify near and long-term safety and mobility improvements,
- Coordinate with other agencies on system alignment and connectivity,
- Program transportation improvements and identify potential funding strategies, and
- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?** ISD
   - Not sufficient for 20 yrs
   - Double size (22,000) → (40-50,000) in 10 years
   - E. Side of County pose more issues due to traffic congestion.
   - water lines [illegible] easements
   - ↳ prefer [illegible] [illegible]
2. **What are the top three transportation issues facing Johnson County today?**
   1. 35/917 • 1902
   2. 917
   3.
3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - 4 Transportation Safety Initiatives
   - 3 Roadway Maintenance
   - 1 Regional Connections Networks / efficiencies for [illegible]
   - 5 Intersection Improvements (signalization or roundabouts)
   - 2 Reducing Congestion
4. **Which roads or intersections concern you regarding congestion and safety? Why?**
   #1. 35/917 biggest problem "Growth pays for Growth"

* Developments [illegible] to [illegible].

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	○	○	○
Identifying/Preserving transportation corridors for future needs	○	○	○
Reducing travel delay on roadways	○	○	○
Keeping our roadways in good condition	○	○	○
Improving roadway safety for all users	○	○	○
Improving connections to regional destinations	○	○	○

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   - ○ I would place a priority on roadway maintenance over new roadway construction.
   - ○ I would balance roadway maintenance with new roadway construction.
   - ○ I would place a priority on new roadway construction over roadway maintenance.
7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   - ○ Very willing
   - ○ Somewhat willing
   - ○ Not willing at all
8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   - ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   - ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).
9. **Is there anything else you think the Thoroughfare Plan should address?**

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Johnson County
Thoroughfare Plan Development
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- Identify near and long-term safety and mobility improvements,
- Coordinate with other agencies on system alignment and connectivity,
- Program transportation improvements and identify potential funding strategies, and
- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**
2. **What are the top three transportation issues facing Johnson County today?**
   1. Freight Mgt. between Fannell: Don't know where freight [illegible] ↳ Need a plan; State Freight Plan — N/S [illegible] 35 to [illegible]
   2. [illegible] E/W corridor routes around [illegible]: No preference on N. of City or South
   3. [illegible] – Don't need to be TxDOT ([illegible]) ⇒ fund [illegible] funds).
   4. Major [illegible] –
3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - ___ Transportation Safety Initiatives
   - ___ Roadway Maintenance
   - ___ Regional Connections
   - ___ Intersection Improvements (signalization or roundabouts)
   - ___ Reducing Congestion

   – Understanding the need for relief routes
   – All work together to accomplish goal.
4. **Which roads or intersections concern you regarding congestion and safety? Why?**
   - Future of [illegible] Road. to support [illegible] development
   - 917 – // Parallel Corridor Key Corridor for [illegible] but having supported
   - ↳ [illegible] 120': oblong setbacks
   - (– cleaning up intersections, [illegible])

*Having input and coord. w/ TxDOT could benefit all.
* [illegible] Trail (2028 – 40);

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	○	○	○
Identifying/Preserving transportation corridors for future needs	○	○	○
Reducing travel delay on roadways	○	○	○
Keeping our roadways in good condition	○	○	○
Improving roadway safety for all users	○	○	○
Improving connections to regional destinations	○	○	○

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   - ○ I would place a priority on roadway maintenance over new roadway construction.
   - ○ I would balance roadway maintenance with new roadway construction.
   - ○ I would place a priority on new roadway construction over roadway maintenance.
7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   - ○ Very willing
   - ○ Somewhat willing
   - ○ Not willing at all
8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   - ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   - ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).
9. **Is there anything else you think the Thoroughfare Plan should address?**

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[redacted]

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- Clarify the general location and alignment of existing and future roadways, [redacted]
- Define general design standards for all roadway classes,
- Identify near and long-term safety and mobility improvements,
- Coordinate with other agencies on system alignment and connectivity,
- Program transportation improvements and identify potential funding strategies, and
- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**

2. **What are the top three transportation issues facing Johnson County today?**
   1. • 66 / VV Zones ; Safety
   2. • 167 (Mansfield → Venus)
   3. • SH360

3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - 2 Transportation Safety Initiatives
   - 1 Roadway Maintenance
   - 5 Regional Connections 3 or 4
   - 3 Intersection Improvements (signalization or roundabouts)
   - 4 Reducing Congestion

   ⇨ City/County Coord. 4
   ⊙ – Haze Commit. (67–109)
   – City has funding
   ⊙

4. **Which roads or intersections concern you regarding congestion and safety? Why?**

   ⊙ 67 Corridor; Not enough capacity ⊙ growth & dev. along 67, 600 MF } Need
   – patent plans safety: speed/issues; geometric needs (shoulders)
   ⊙ Tollway extension and SH 157 (Harper Cattle Ranch / Circle S. – 9000 SF Res) – 500-800 acres
   ⊙ 3 signed MODs: • 157 • Brahman Ranch
   • Buffalo Hills
   • Hawk Creek

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	O	O	O
Identifying/Preserving transportation corridors for future needs	O	O	O
Reducing travel delay on roadways	O	O	O
Keeping our roadways in good condition	O	O	O
Improving roadway safety for all users	O	O	O
Improving connections to regional destinations	O	O	O

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   - O I would place a priority on roadway maintenance over new roadway construction.
   - O I would balance roadway maintenance with new roadway construction.
   - O I would place a priority on new roadway construction over roadway maintenance.

   – Walkability a "big issue"
   – Lighting
   – Enforcement areas

7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   - O Very willing
   - O Somewhat willing
   - O Not willing at all

   – In favor of Bond for anything to improve roads
   – ↳ How would Venus ensure that there's a benefit.
   ↳ How proportional share of $ to road imports.

8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   - ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   - ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).

9. **Is there anything else you think the Thoroughfare Plan should address?**

   – 157 Main Street improvements (lane adds + sidewalks) 2020 Bond
   – ↳ clean up S-curve
   – ISD's Schools 2A ⇒ 5A (small road @ schools)
   ↳ School swap of other land

   Help/Maintenance: Commissioner • 620 [illegible] portal City/County « don't repeat desire
   CCTV: Autonomous drones Program • 109 • 213 • incident detection • real time communication • WIFI • Drones • ITS Safety Program
   Pearland; San Jose

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- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**

2. **What are the top three transportation issues facing Johnson County today?**
   1. • Extension of 360 → S. County : US VV Zones
   2. • E/W Connections that line up
   3. • FM 2258

   35/45 mph [illegible] Renaissance MMD Speed Default 11 [illegible]

3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - ___ Transportation Safety Initiatives
   - ___ Roadway Maintenance
   - ___ Regional Connections
   - ___ Intersection Improvements (signalization or roundabouts)
   - ___ Reducing Congestion

4. **Which roads or intersections concern you regarding congestion and safety? Why?**

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	O	O	O
Identifying/Preserving transportation corridors for future needs	O	O	O
Reducing travel delay on roadways	O	O	O
Keeping our roadways in good condition	O	O	O
Improving roadway safety for all users	O	O	O
Improving connections to regional destinations	O	O	O

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   - O I would place a priority on roadway maintenance over new roadway construction.
   - O I would balance roadway maintenance with new roadway construction.
   - O I would place a priority on new roadway construction over roadway maintenance.

7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   - O Very willing
   - O Somewhat willing
   - O Not willing at all

8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   - ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   - ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).

9. **Is there anything else you think the Thoroughfare Plan should address?**

FREESE NICHOLS

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- Develop a policy document to educate and inform key stakeholders and the general public.

Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**
   - Pretty good; don't go to Burleson much (too much congestion)
   - Cleburne is pretty decent shape except for W. Henderson)
2. **What are the top three transportation issues facing Johnson County today?**
   1. Alt. to US 67 to N. of 67
   2. Another train into SH171
   3. Freight movement still cutting thru Cleburne; not using the loop. Many much trucks in downtown Cleburne
3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - 1 Transportation Safety Initiatives
   - 3 Roadway Maintenance
   - 4 Regional Connections
   - 5 Intersection Improvements (signalization or roundabouts)
   - 2 Reducing Congestion

   Wish Tree:
   #1. Priority – S. Side Loop
   2. Quality of Life / Economic
   3. City/County project
   ↳ mixed use project of shopping/retail/ambient ↳ access from toll road
4. **Which roads or intersections concern you regarding congestion and safety? Why?**
   - RR and need for some grade separations for emergency response needs
   - BNSF adding another track
   - Add lanes to Chisholm Trail
   - East side help needed
   - Main front door is Chisholm Trail
   - SW Adventist University (Box 5)

   External Factors:
   – Non-Attainment Zone (hindrance to growth)
   – Mexico Based Co. – La Moderna – Pasta Bowl
   – New Industrial dev.

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	○	○	○
Identifying/Preserving transportation corridors for future needs	○	○	○
Reducing travel delay on roadways	○	○	○
Keeping our roadways in good condition	○	○	○
Improving roadway safety for all users	○	○	○
Improving connections to regional destinations	○	○	○

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
   - ○ I would place a priority on roadway maintenance over new roadway construction.
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   - ○ I would place a priority on new roadway construction over roadway maintenance.
7. **If tollways are able to be expanded, how willing are you to support tollway expansion to meet mobility needs?**
   - ✱ Very willing ←
   - ○ Somewhat willing
   - ○ Not willing at all
8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
   - ___ Implementing stricter regulations and enforcement on truck size, weight, and adherence to traffic rules.
   - ___ Investing in better infrastructure specifically designed for trucks to reduce congestion and improve traffic flow (e.g. dedicated truck lanes, rest areas, etc.).
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).
9. **Is there anything else you think the Thoroughfare Plan should address?**
   - 700acre Dev. Mixed Use; west of Cleburne
   - Dev. on W. side of Lake; City has limited ability for provision of utilities
   - Dev. w/ Dev. Agreement to extend utilities
   - Desire to make southern loop a reality.

   30 yrs Ago: – downtown was the hub
   – 15k population; all services
   – last 5 years 300 sf/permits per year; 6-8 yrs ago – 20 permits
   – Capitalize on RR heritage.

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Stakeholder Questions:

1. **How would you generally rate transportation in Johnson County? (Excellent/Good/Fair/Needs Help) Why?**
   - 174 Congestion
   - Safety 67 expansion; greasy 1115 angle counts (bad angle)
   - 67/35 Congestion
2. **What are the top three transportation issues facing Johnson County today?**
   1. 35/917; 35/67
   2. SH 4, lot of curves & right turns; goes into Granbury.
   3.
3. **Please rank the following transportation initiatives in order of priority from highest (1) to lowest (5).**
   - 1A Transportation Safety Initiatives
   - ___ Roadway Maintenance
   - ___ Regional Connections
   - ___ Intersection Improvements (signalization or roundabouts)
   - 1B Reducing Congestion

   • Hwy 6 Connection from Waco / Meridian
4. **Which roads or intersections concern you regarding congestion and safety? Why?** GP & SH 4
   - Godley Area; Alvarado
   - Sparkfield Grandview Dandyn
   - Gravel pits / new bridge @ Cedarall. pits

5. **How important are the following transportation topics to you?**

Concern	Importance		
	Very	Somewhat	Not as Much
Expanding of Wi-Fi to support remote work	○	○	○
Identifying/Preserving transportation corridors for future needs	○	○	○
Reducing travel delay on roadways	○	○	○
Keeping our roadways in good condition	○	○	○
Improving roadway safety for all users	○	○	○
Improving connections to regional destinations	○	○	○

Questions 6-8 follow hypothetical scenarios. Review each option carefully and pick scenarios you would like to see happen the most if there were available resources.

6. **What is your preferred scenario?**
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   - ○ Somewhat willing
   - ○ Not willing at all

8. **What solutions do you think would most effectively address concerns related to trucks on the roadways? Rank the following solutions from most effective (1) to least effective (4).**
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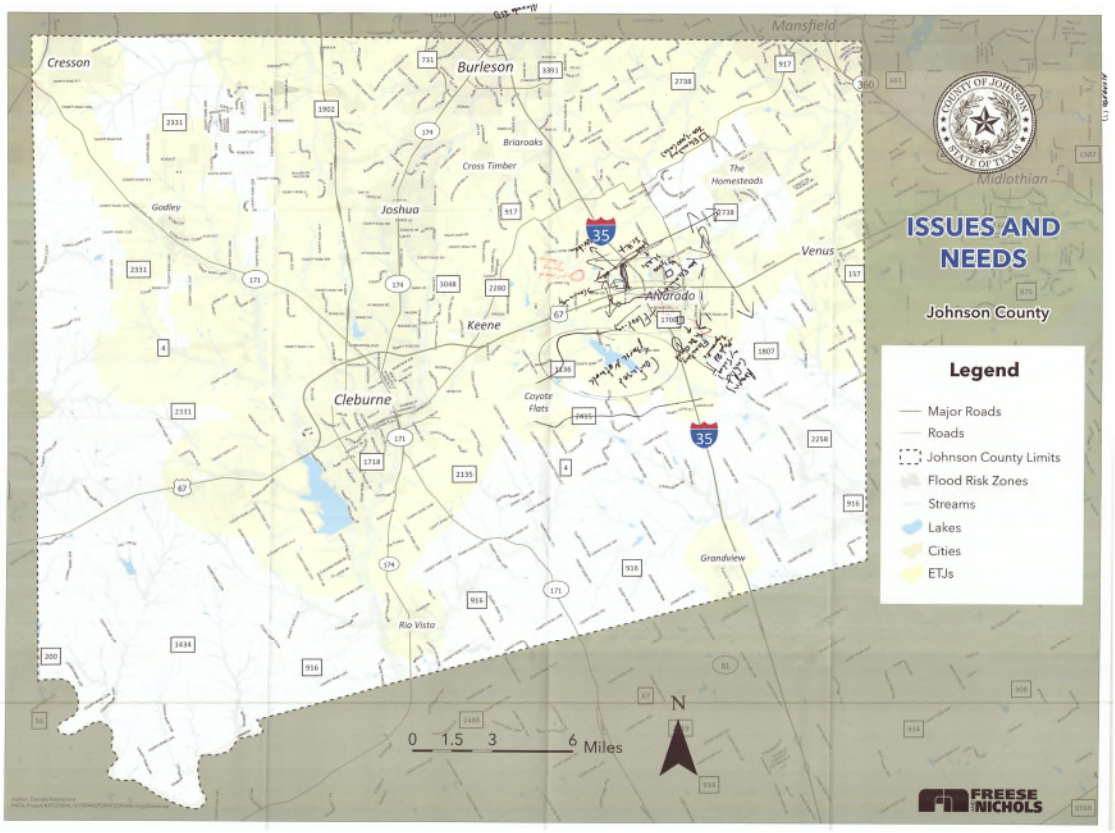
   - ___ Collaborating with trucking companies to develop scheduling strategies that minimize their presence during peak traffic hours.
   - ___ Encouraging alternative transportation methods for certain types of cargo to reduce truck traffic (e.g. rail, pipelines, air freight, etc.).
9. **Is there anything else you think the Thoroughfare Plan should address?**

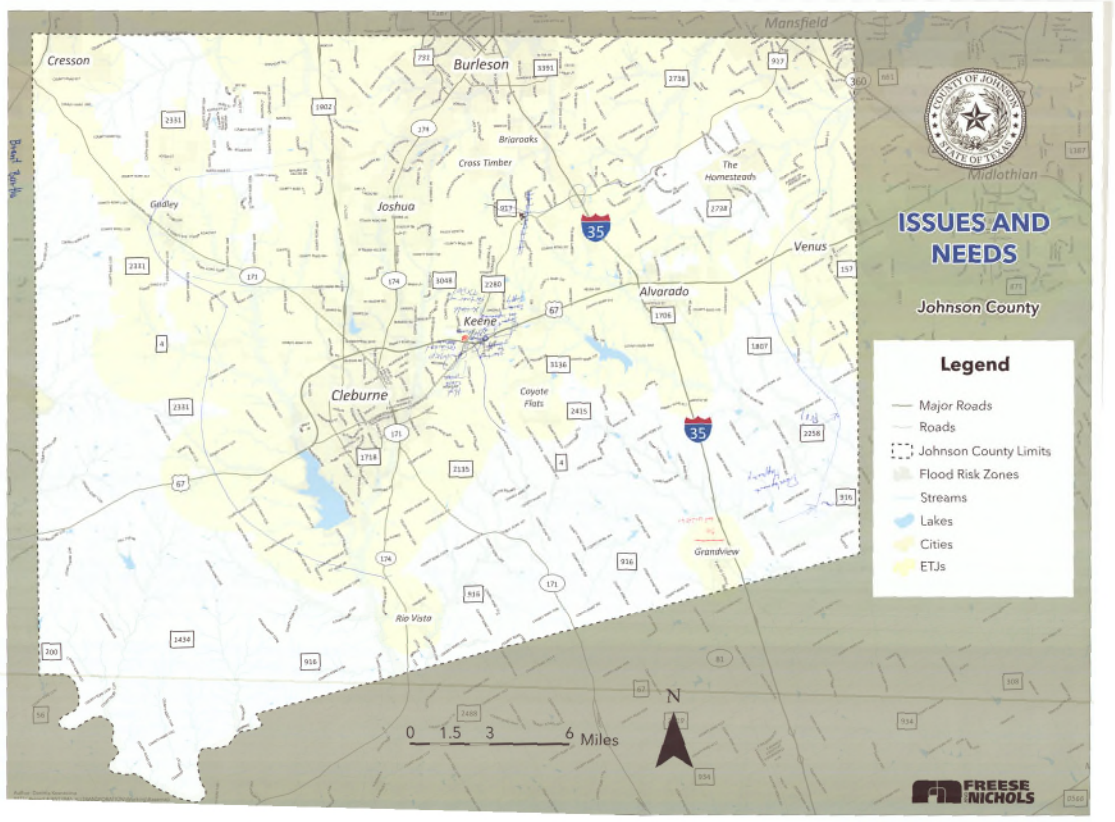
FREESE NICHOLS

Figure A-19. Stakeholder Workshop Mark-up Maps

City of Alvarado



City of Keene



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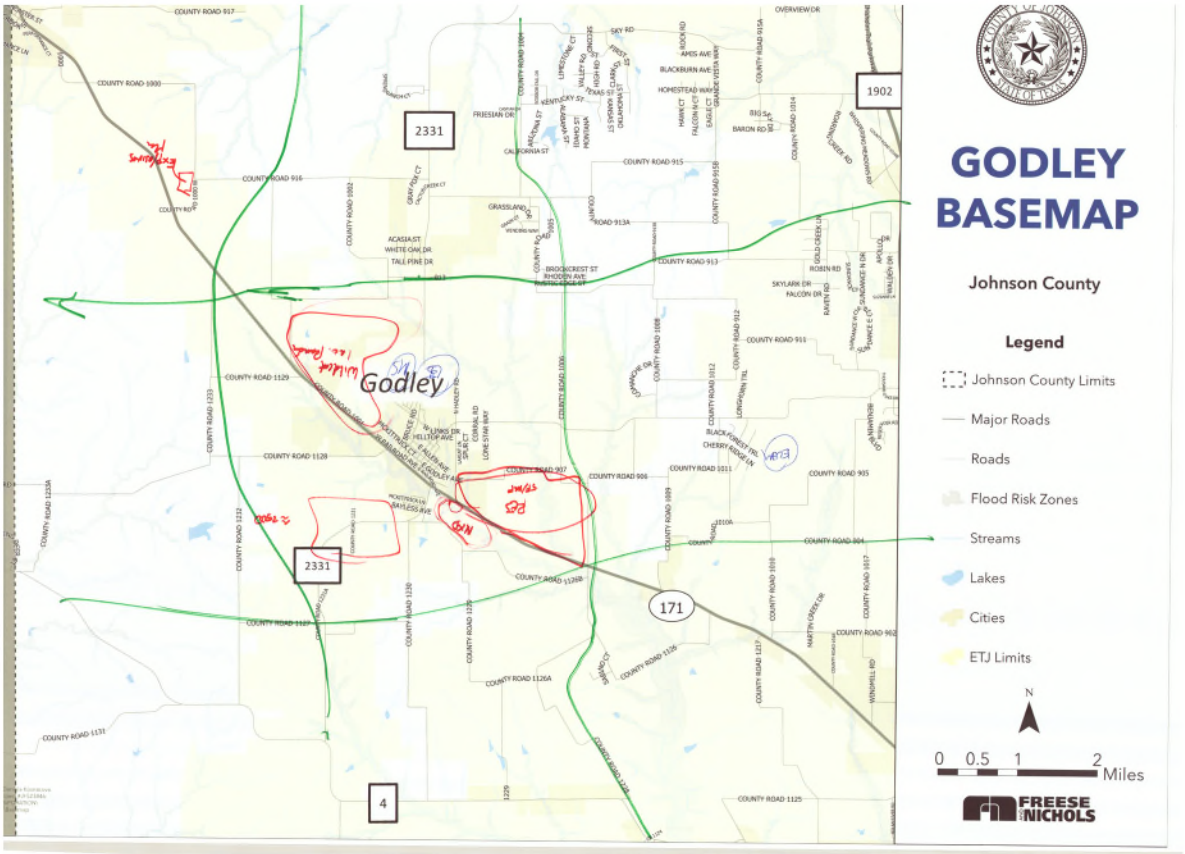
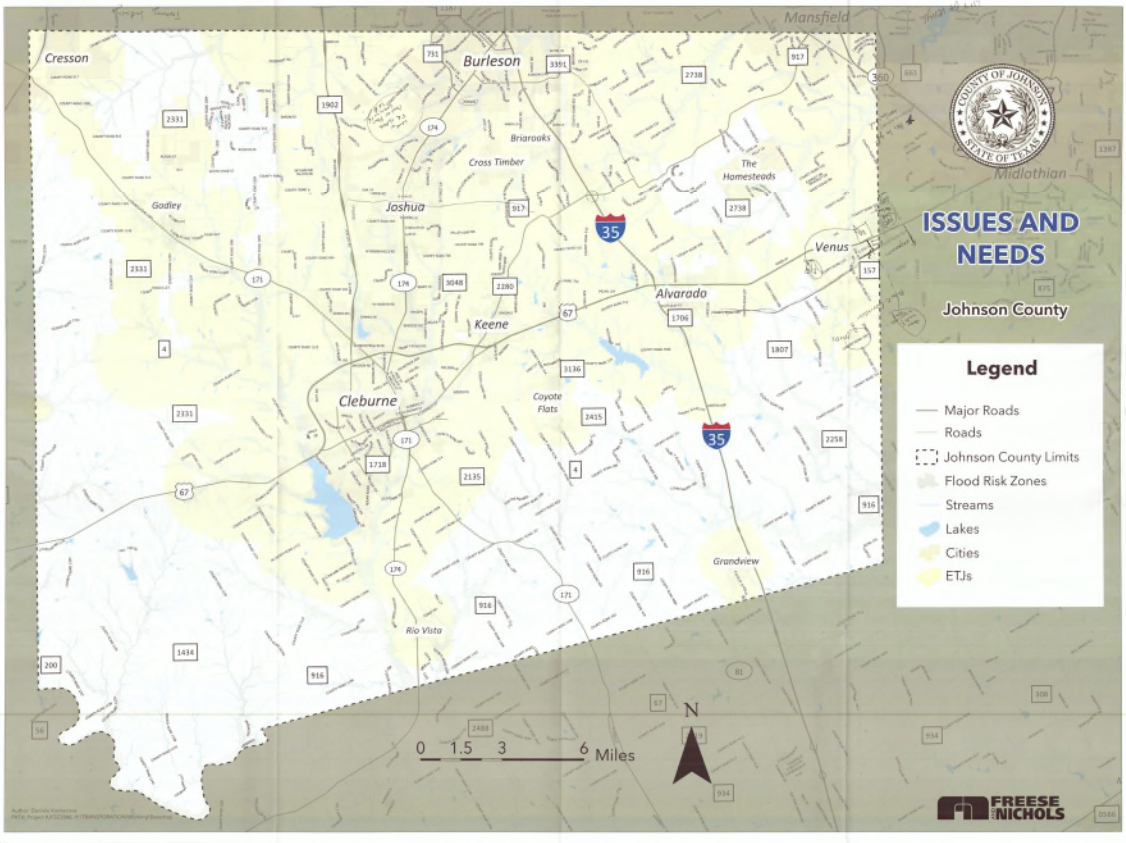
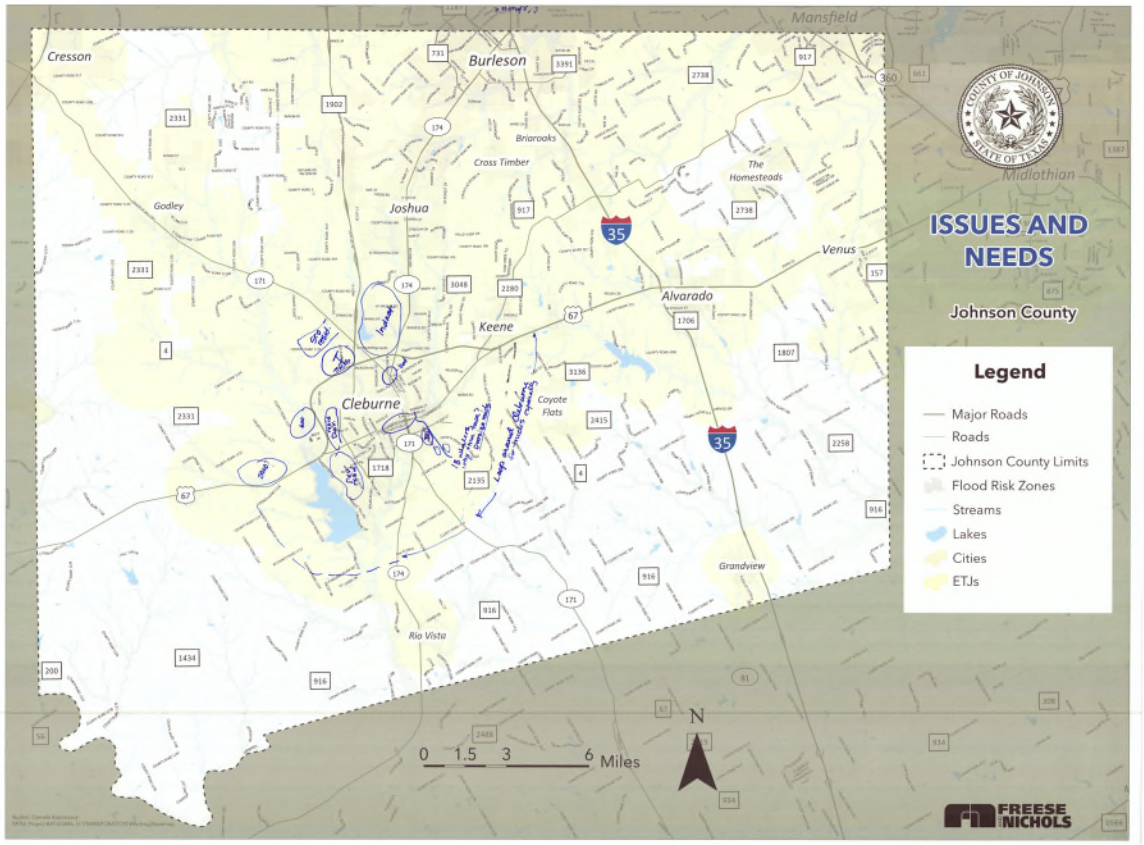


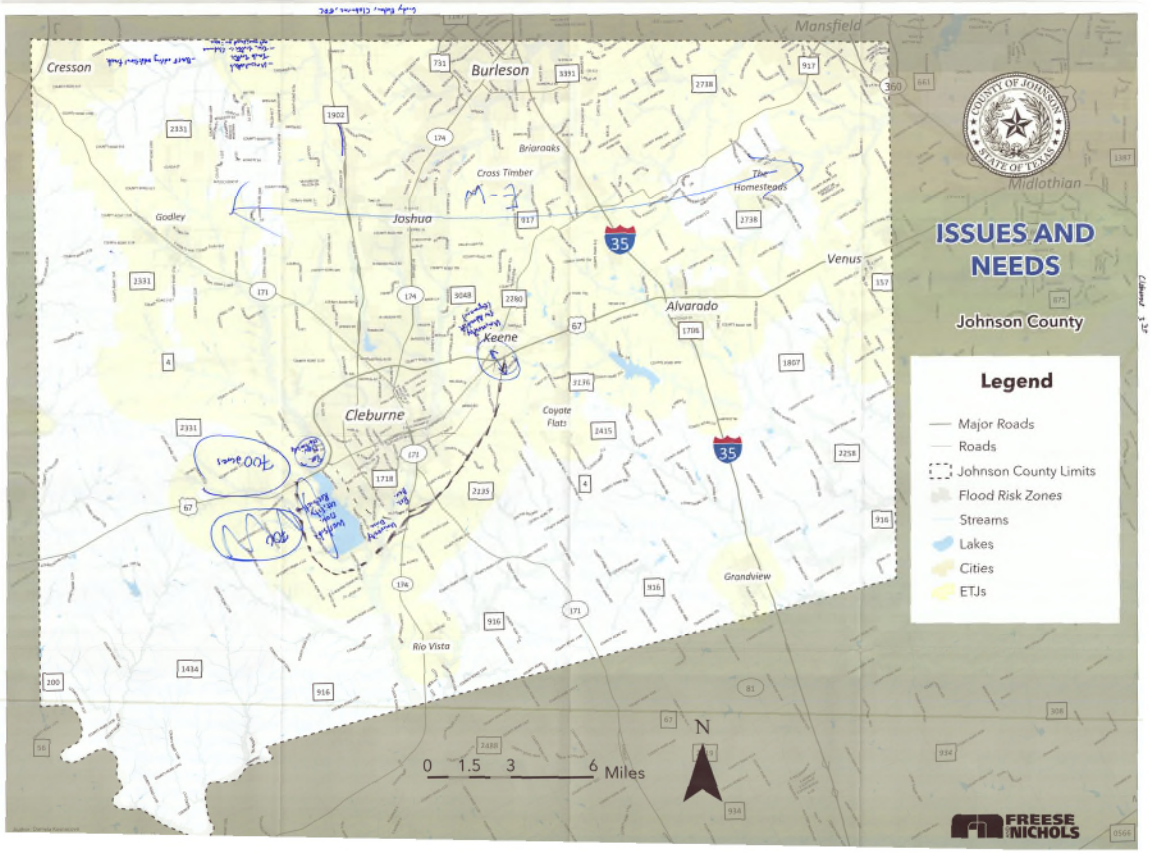
City of Venus



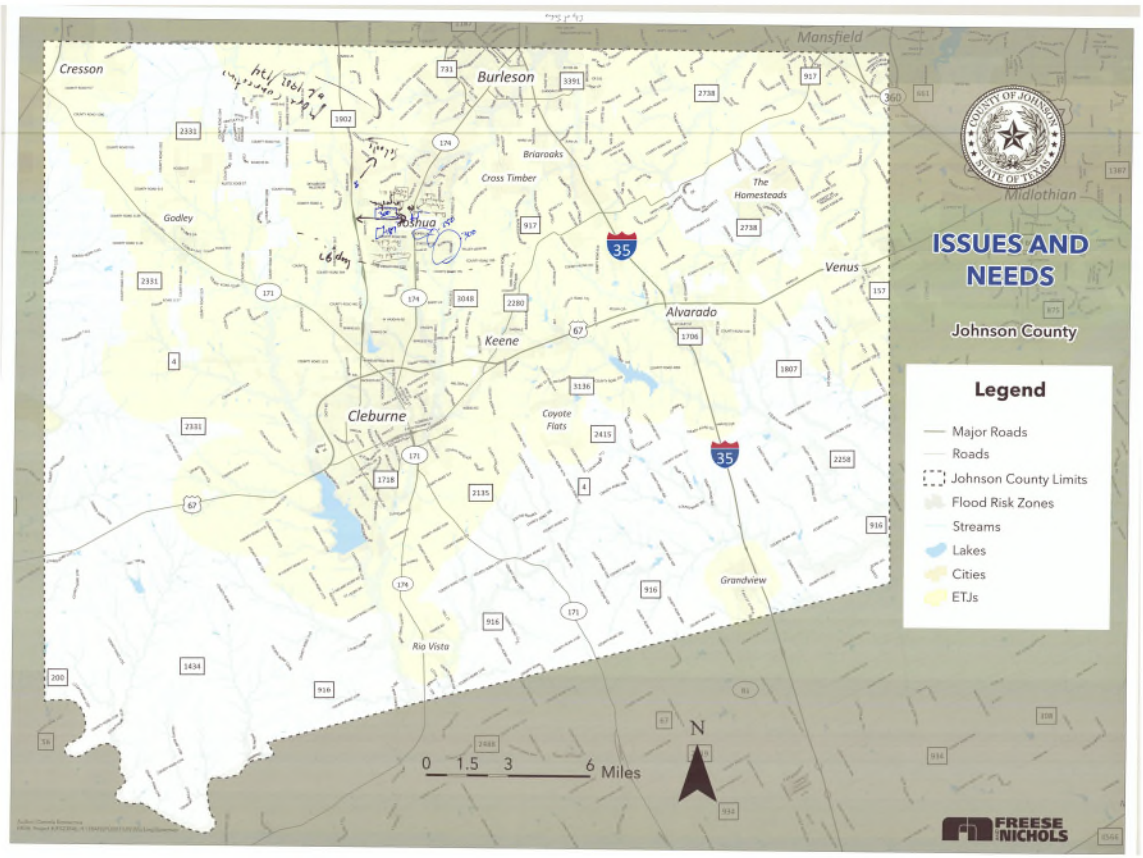
Cleburne Public Works



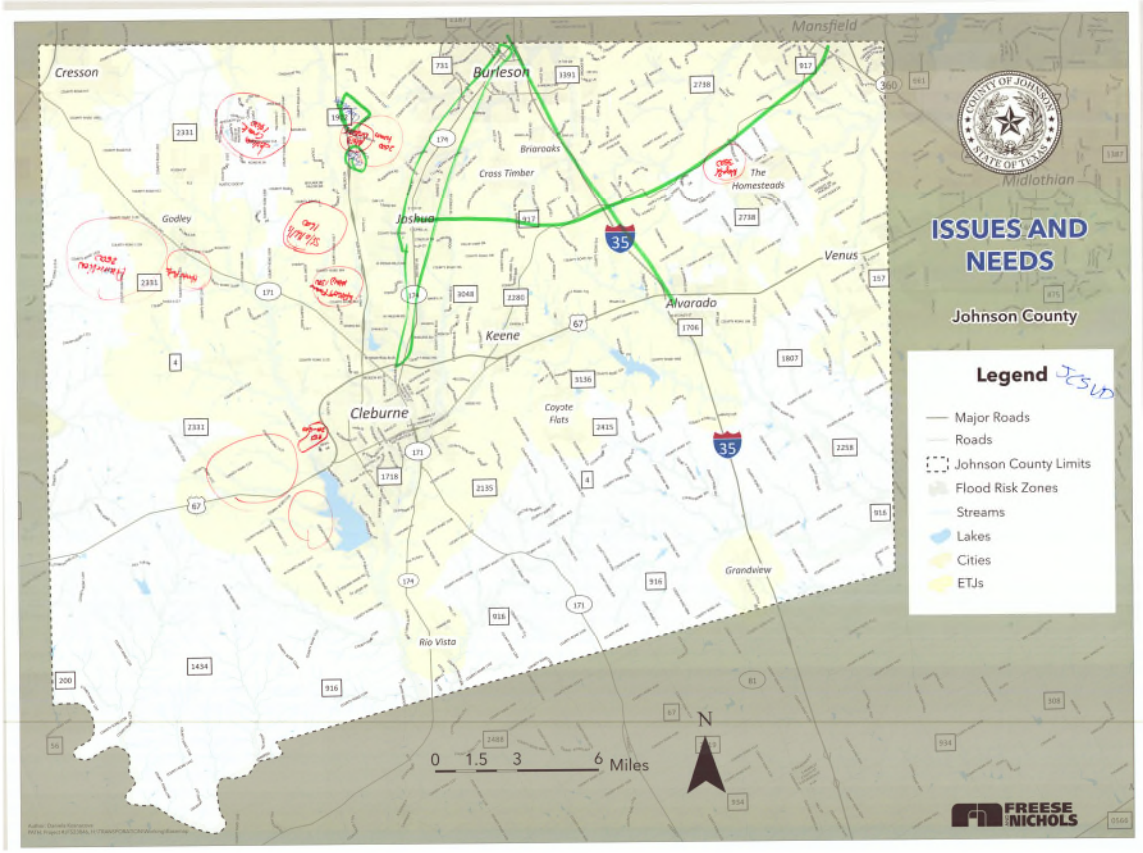
Cleburne Economic Development



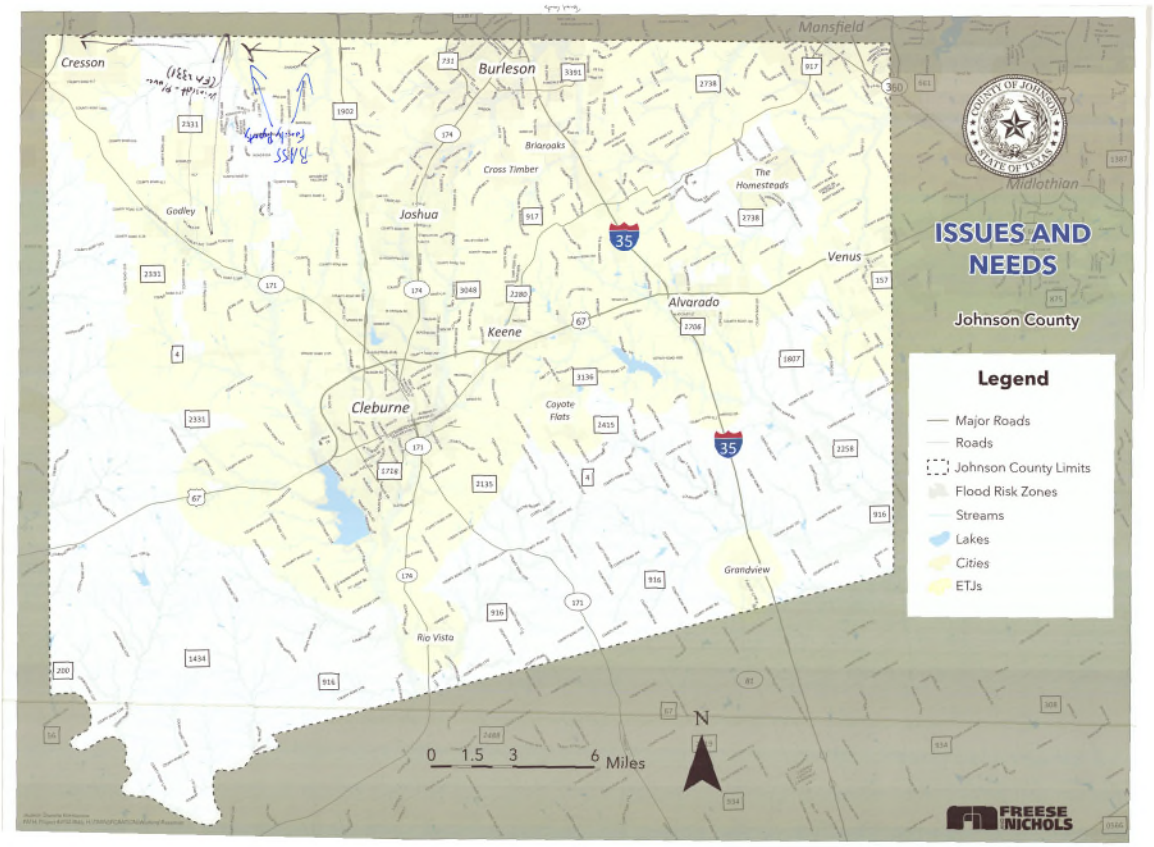
City of Joshua



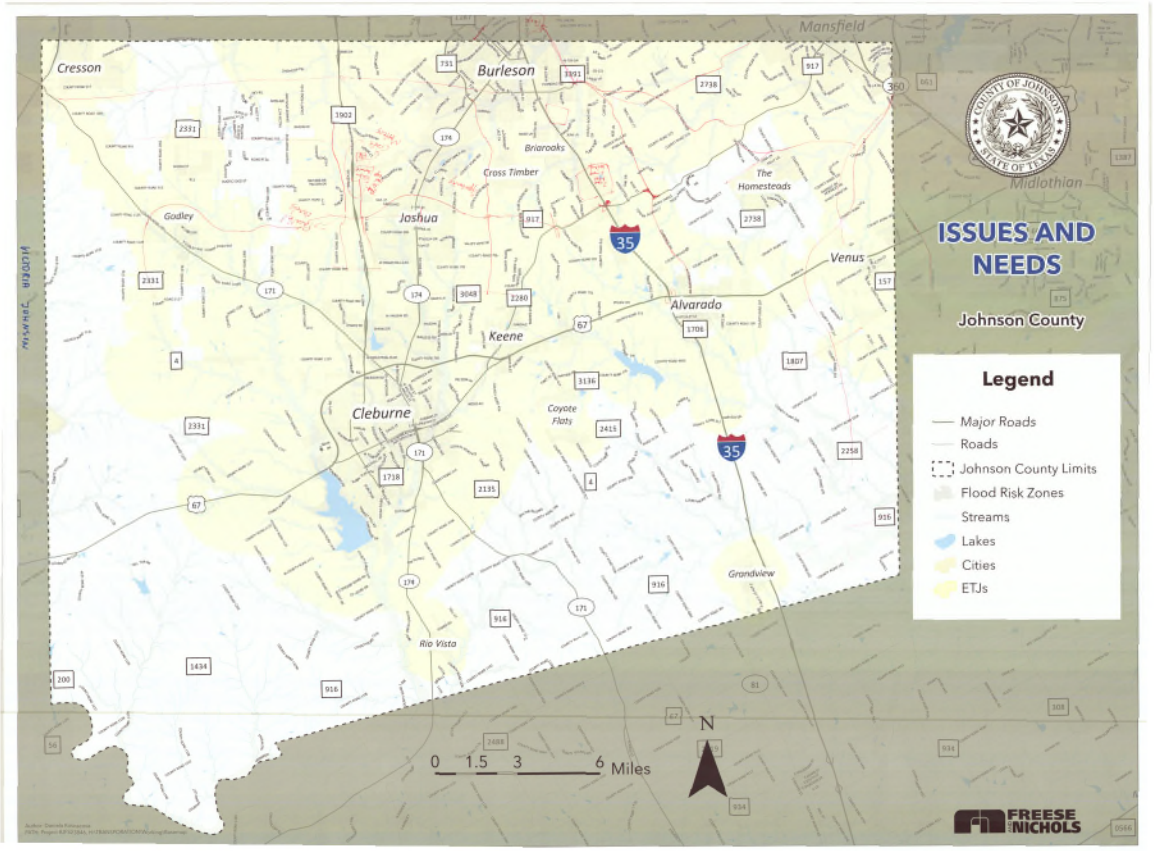
Johnson County Special Utility District



Tarrant County

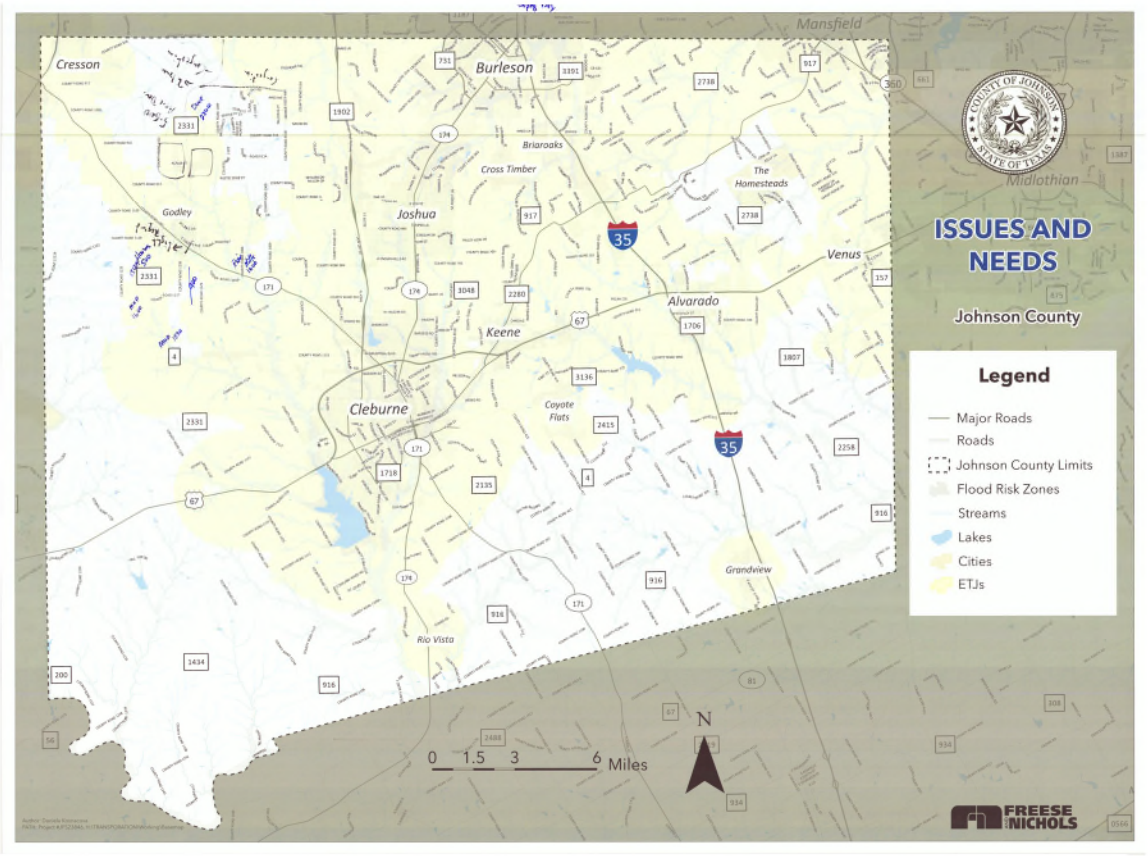


NCTCOG



TxDOT

Real Estate Group



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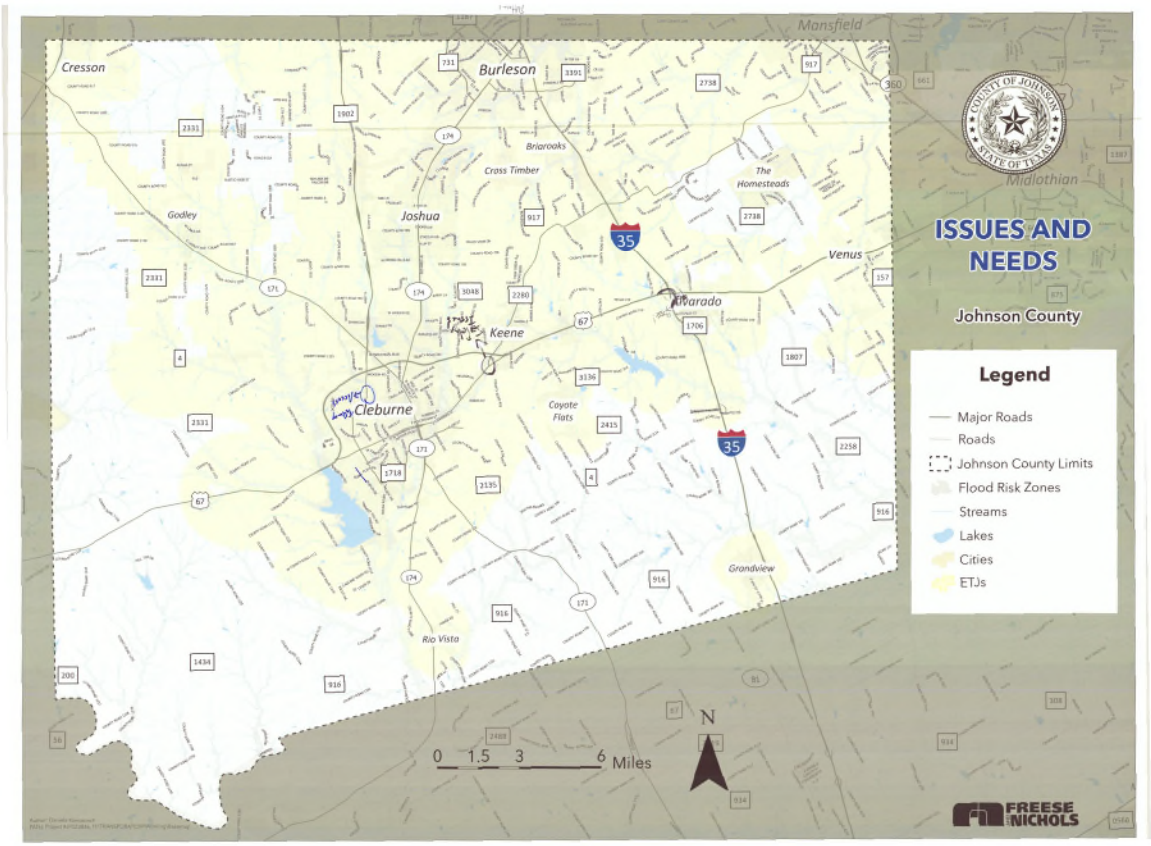
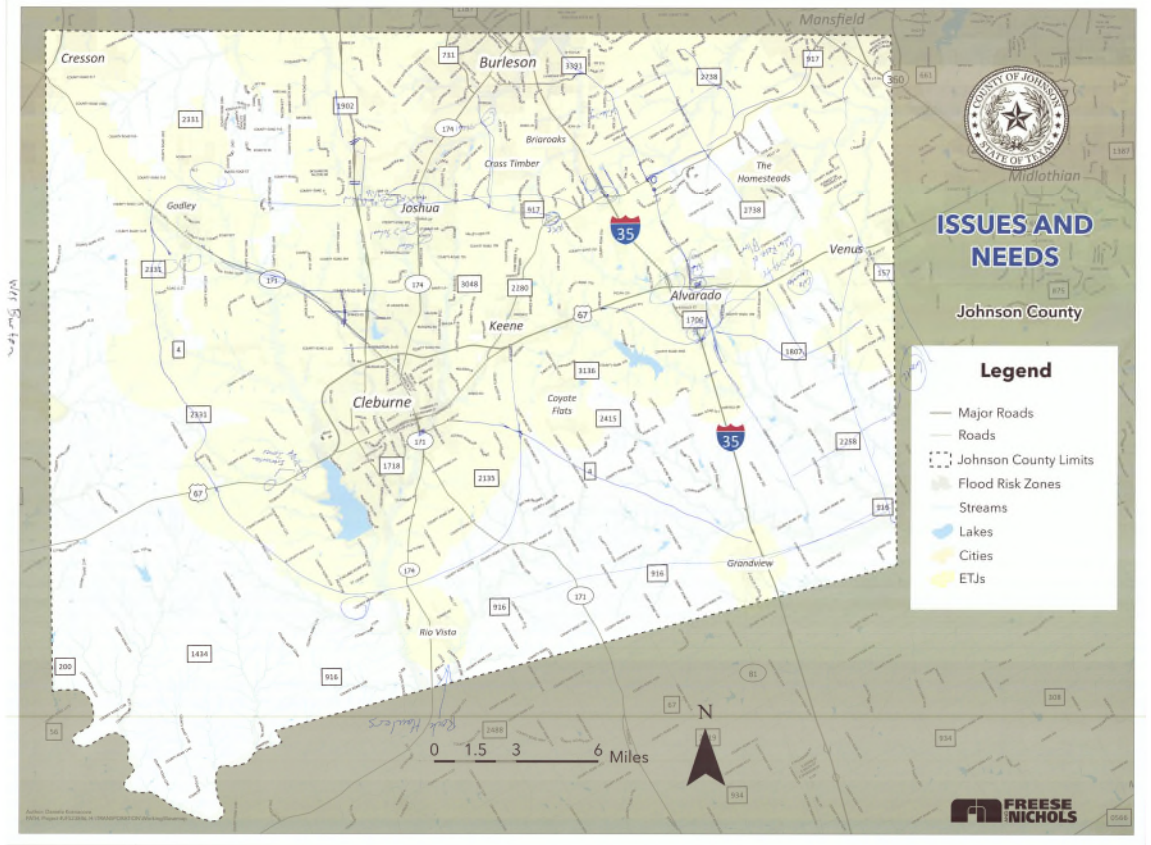


United Cooperative Services

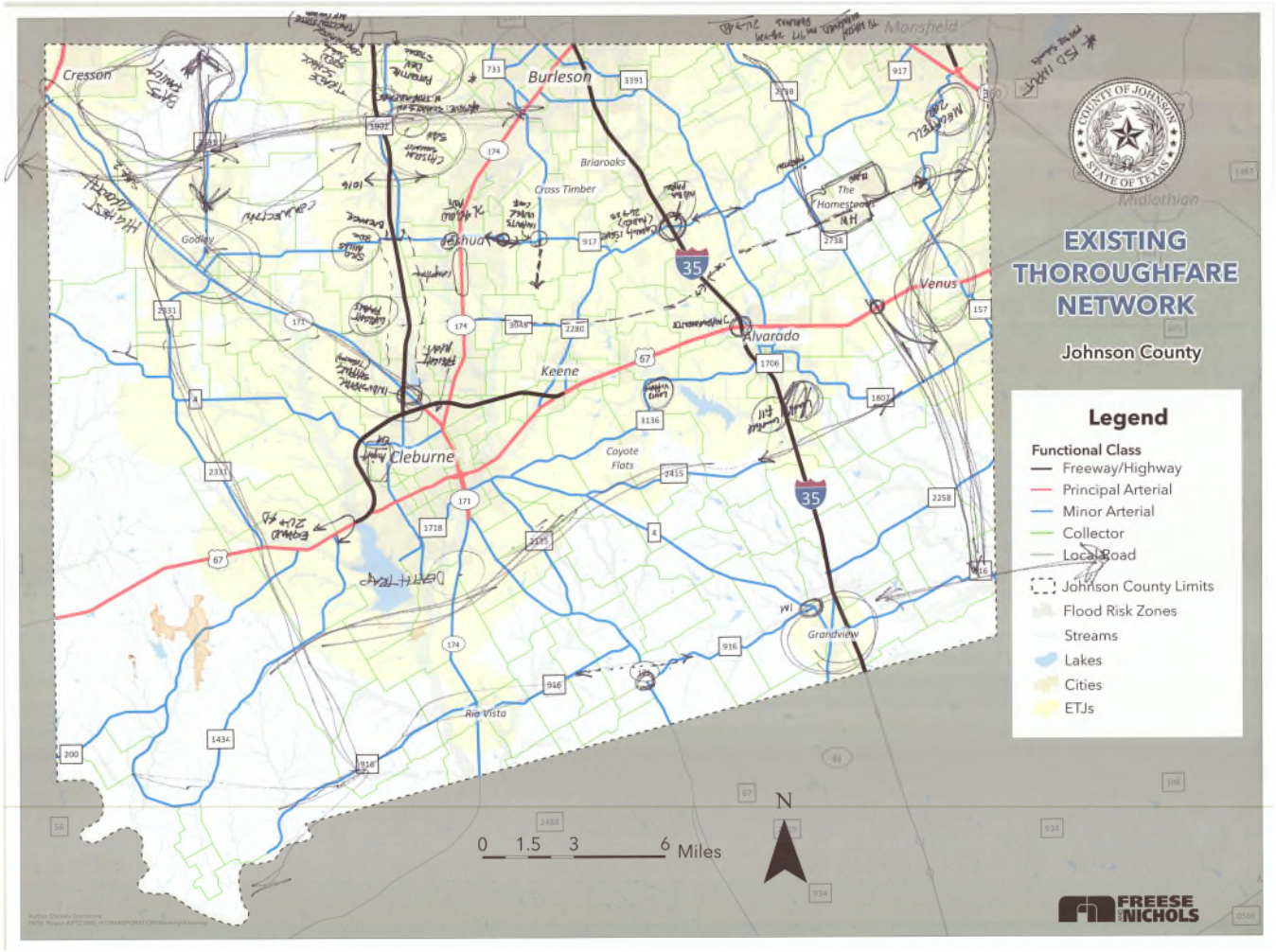


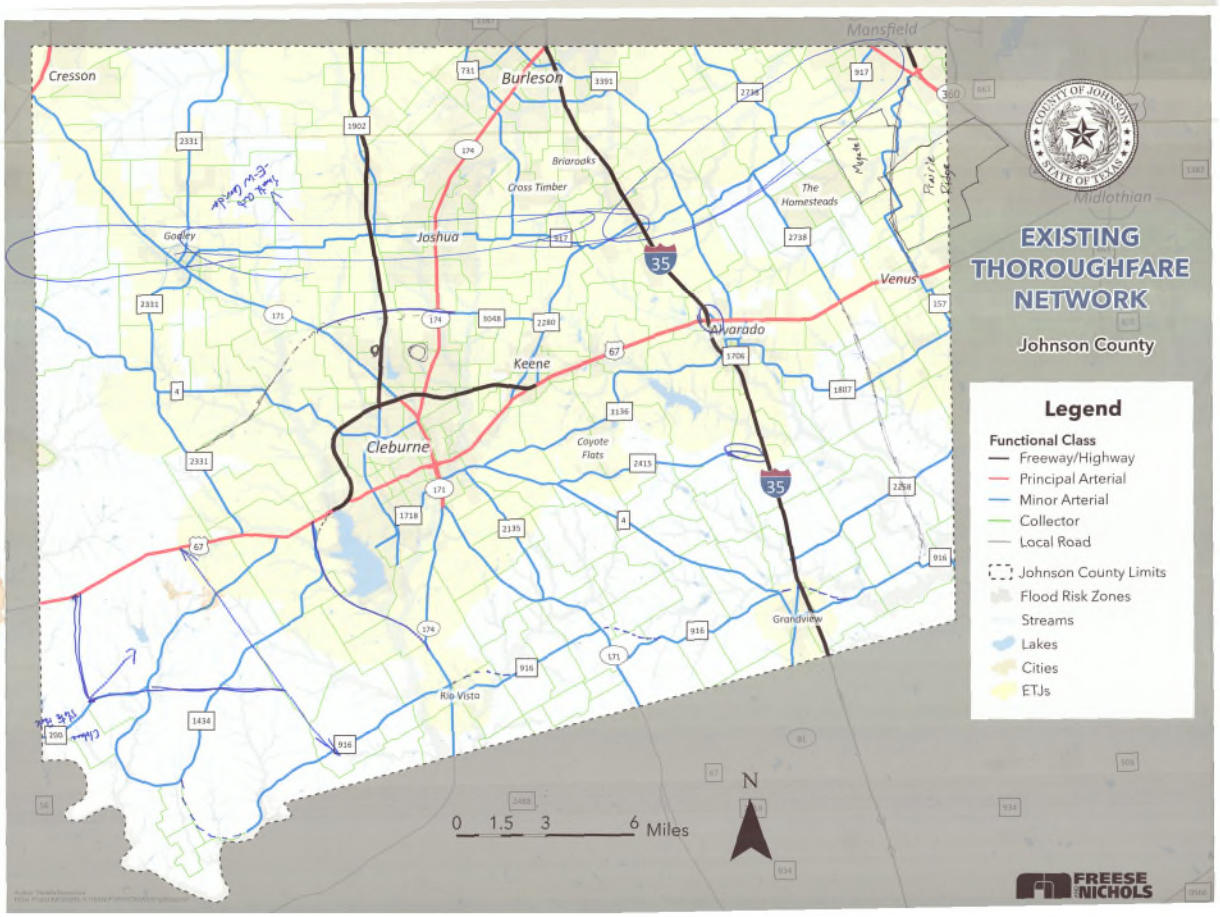
Steering Committee Engagement

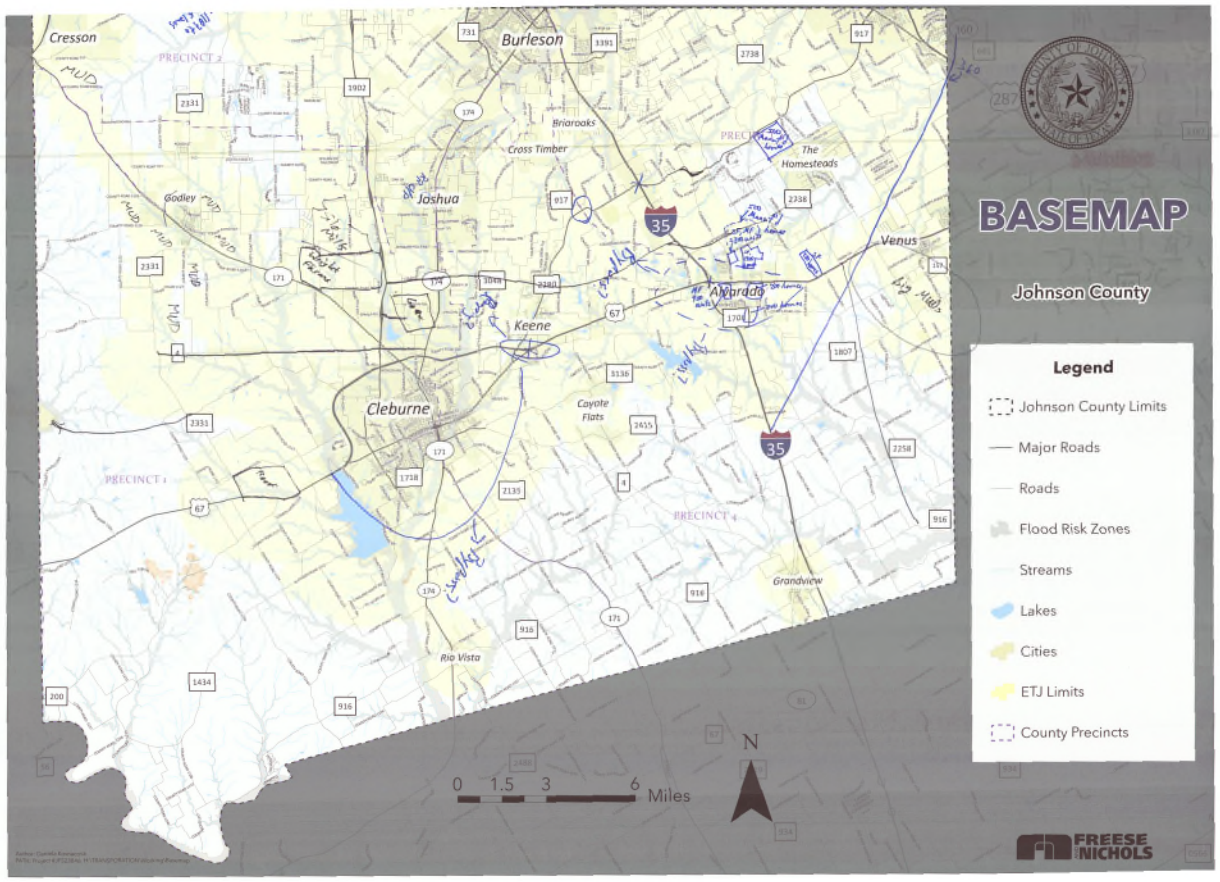
Steering Committee Meeting, Johnson County Courthouse Extension Building

January 19, 2024

Figure A-20. January 19 Steering Committee Meeting Mark-up Maps



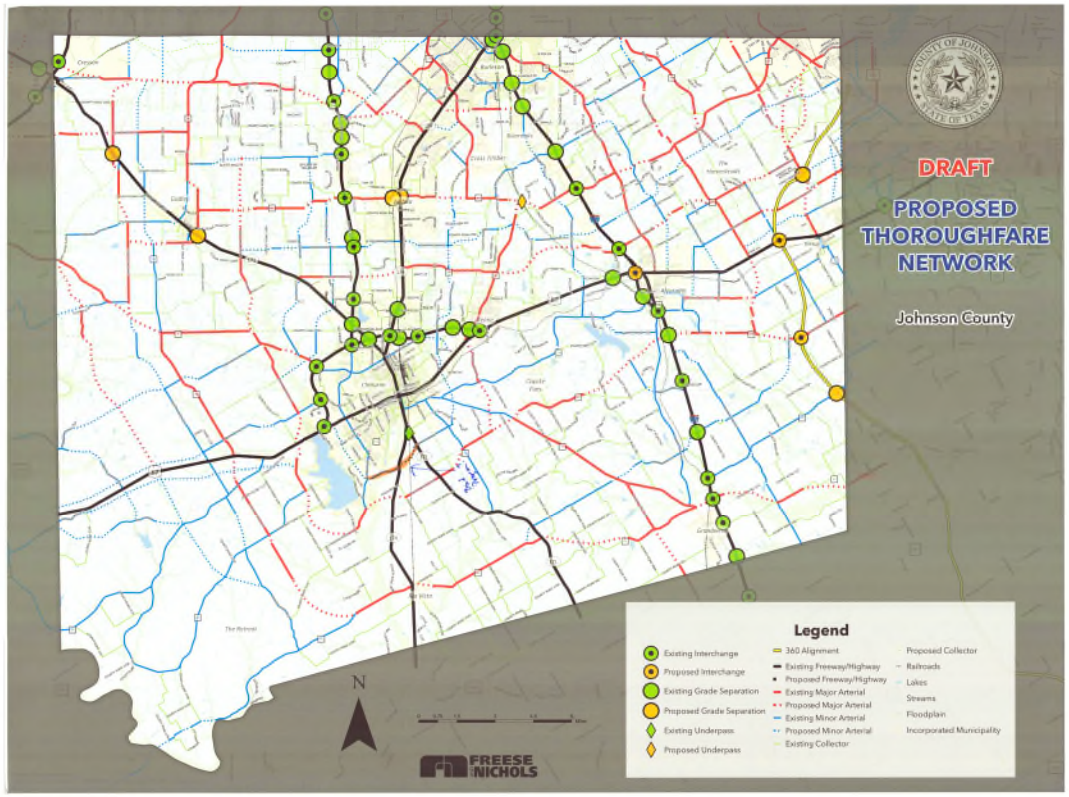

Mansfield
Cresson
Burleson
Briaroaks
Cross Timber
The Homesteads
Godley
Joshua
Venus
Midlothian
Alvarado
Keene
Cleburne
Coyote Flats
Grandview
Rio Vista
EXISTING THOROUGHFARE NETWORK
Johnson County
Legend
Functional Class
Freeway/Highway
Principal Arterial
Minor Arterial
Collector
Local Road
Johnson County Limits
Flood Risk Zones
Streams
Lakes
Cities
ETJs
0 1.5 3 6 Miles
N
FREESE NICHOLS

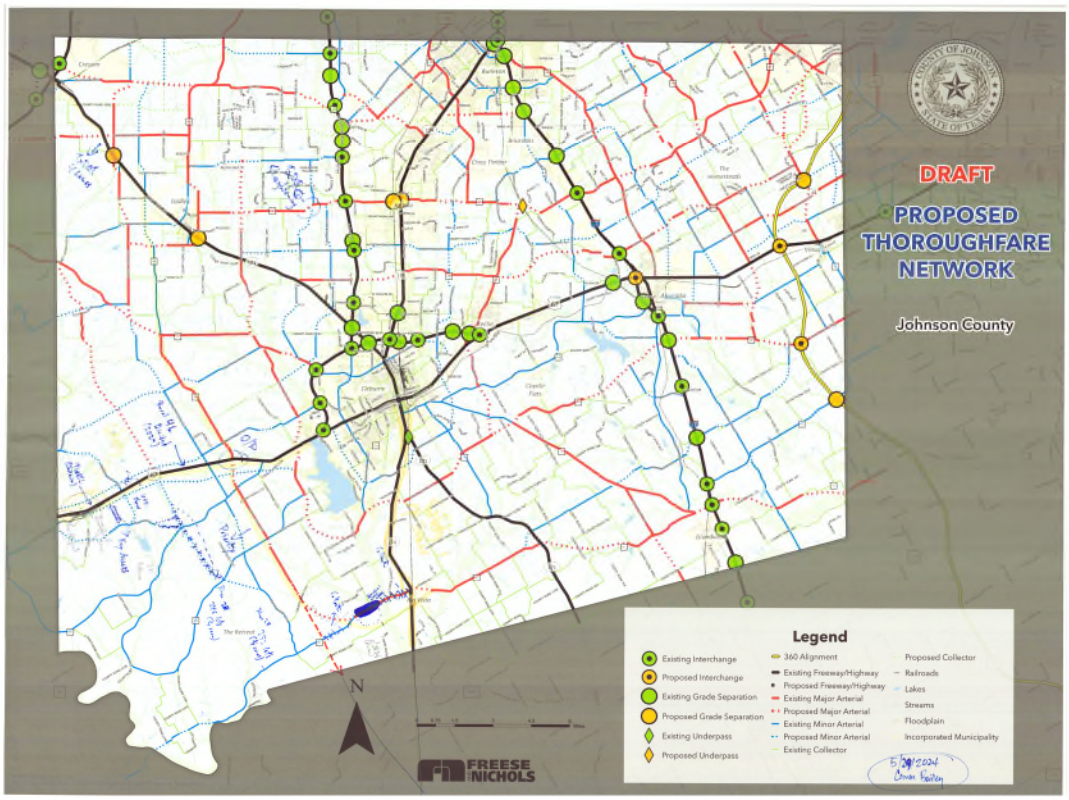

Cresson
Burleson
Briaroaks
Cross Timber
The Homesteads
Godley
Joshua
Venus
Alvarado
Keene
Cleburne
Coyote Flats
Grandview
Rio Vista
BASEMAP
Johnson County
Legend
Johnson County Limits
Major Roads
Roads
Flood Risk Zones
Streams
Lakes
Cities
ETJ Limits
County Precincts
0 1.5 3 6 Miles
N
FREESE NICHOLS

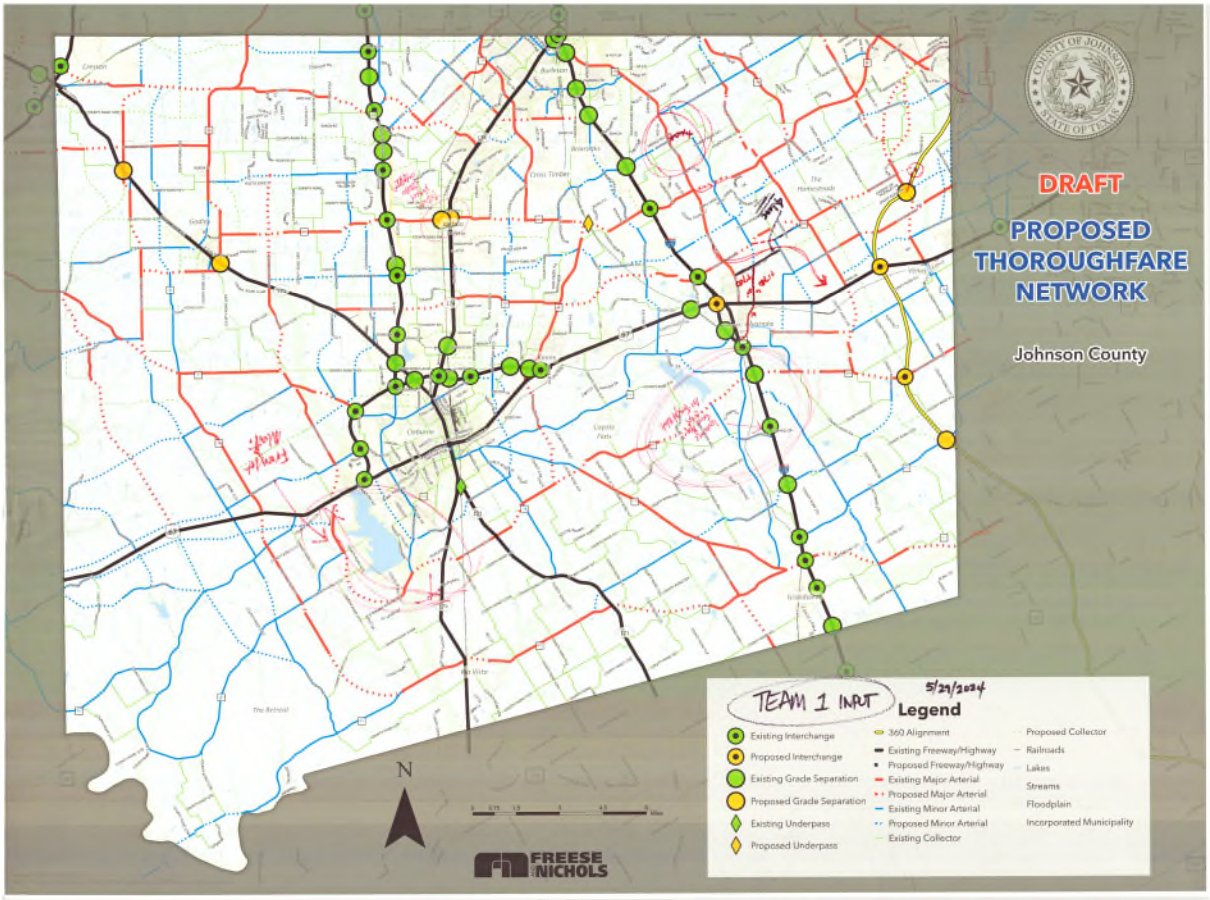
Steering Committee Meeting, Johnson County Courthouse Extension Building

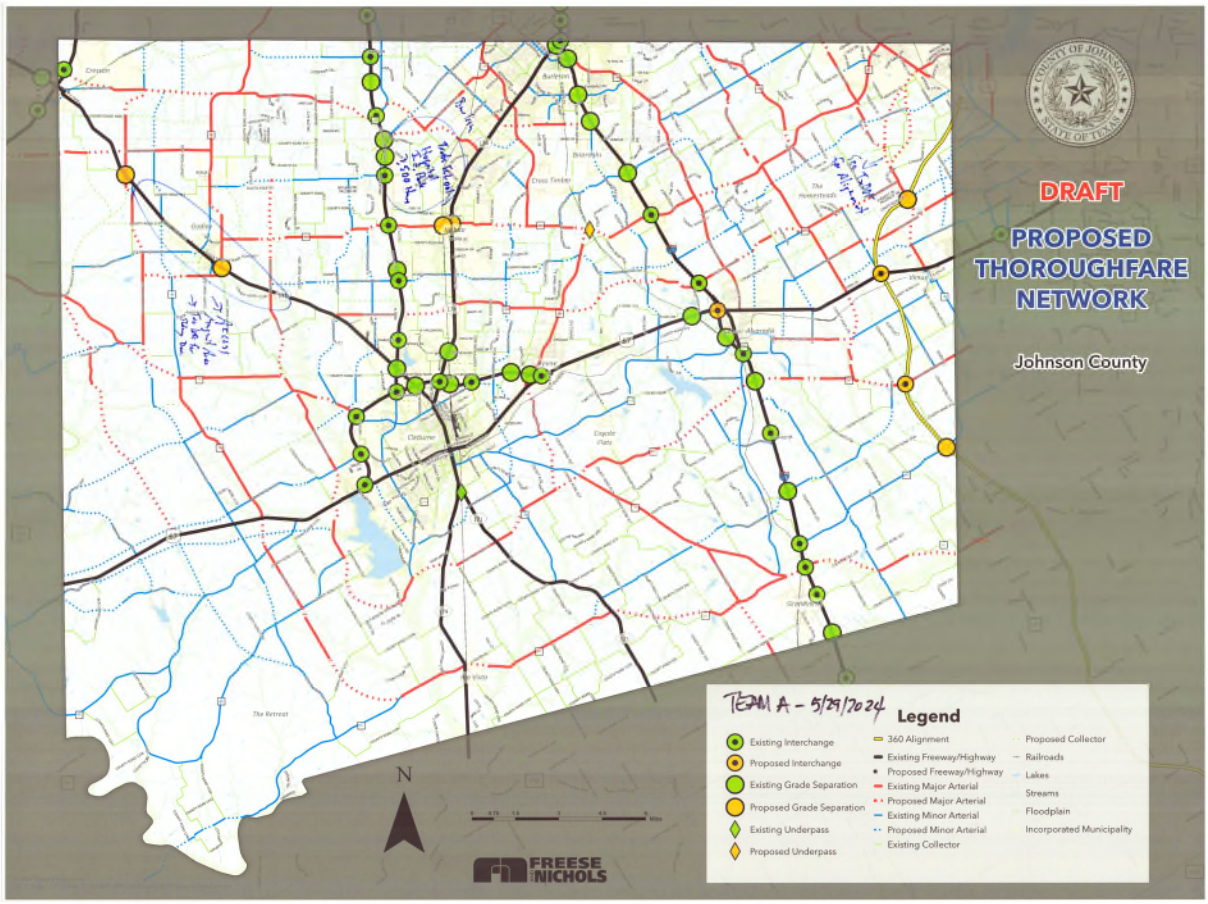
May 29, 2024

Figure A-21. May 29 Steering Committee Meeting Mark-up Maps






DRAFT
PROPOSED THOROUGHFARE NETWORK
Johnson County
TEAM 1 INPUT
5/29/2024
Legend
Existing Interchange
Proposed Interchange
Existing Grade Separation
Proposed Grade Separation
Existing Underpass
Proposed Underpass
360 Alignment
Existing Freeway/Highway
Proposed Freeway/Highway
Existing Major Arterial
Proposed Major Arterial
Existing Minor Arterial
Proposed Minor Arterial
Existing Collector
Proposed Collector
Railroads
Lakes
Streams
Floodplain
Incorporated Municipality
N
FREESE NICHOLS


DRAFT
PROPOSED THOROUGHFARE NETWORK
Johnson County
TEAM A - 5/29/2024
Legend
Existing Interchange
Proposed Interchange
Existing Grade Separation
Proposed Grade Separation
Existing Underpass
Proposed Underpass
360 Alignment
Existing Freeway/Highway
Proposed Freeway/Highway
Existing Major Arterial
Proposed Major Arterial
Existing Minor Arterial
Proposed Minor Arterial
Existing Collector
Proposed Collector
Railroads
Lakes
Streams
Floodplain
Incorporated Municipality
N
FREESE NICHOLS

CC 3-24-2025

AGENDA ITEM A 8

NOTICE OF PUBLIC HEARING

Pursuant to Section 232.102, of the Texas Local Government Code, the Johnson County Commissioners Court will consider a proposed Major Thoroughfare Plan (MTP) for Johnson County serving as a frame work for long-term transportation planning. The proposed MTP defines policies for a roadway network, functional classifications, and design standards for the dedication or acquisition of road rights-of-way. The County subdivision regulations will be amended accordingly if the MTP is adopted. A copy of the MTP is available on Johnson County's website.

At: 9:00 o'clock a.m. on: Monday, March 24, 2025 in the Commissioners' Courtroom on the second floor of the Johnson County Courthouse 2 North Main Street, Cleburne, Texas 76033

Published in *'Times Review'* classified section under 'LEGAL NOTICE' on this date:

February 22, March 1st & 8th, 2025

AGENDA ITEM
A 8

AGENDA PLACEMENT FORM

(Submission Deadline – Monday, 5:00 PM before Regular Court Meetings)

Date: February 27, 2025

Meeting Date: March 24, 2025

Submitted By: Julie Edmiston

Department: Public Works

Signature of Elected Official/Department Head:

Court Decision:
This section to be completed by County Judge's Office

Johnson County ★ APPROVED ★ Commissioners Court

3-24-2025

Description:

Public Hearing for Proposed Major Thoroughfare Plan (MTP) for Johnson County serving as a frame work for long-term transportation planning. The proposed MTP defines policies for a roadway network, functional classifications, and design standards for the dedication or acquisition of road rights-of-way. The County subdivision regulations will be amended accordingly if the MTP is adopted.

(May attach additional sheets if necessary)

Person to Present: Jennifer VanderLaan

(Presenter must be present for the item unless the item is on the Consent Agenda)

Supporting Documentation: (check one) ☑ PUBLIC ☐ CONFIDENTIAL

(PUBLIC documentation may be made available to the public prior to the Meeting)

Estimated Length of Presentation: 10 minutes

Session Requested: (check one)

☑ Action Item ☐ Consent ☐ Workshop ☐ Executive ☐ Other _____

Check All Departments That Have Been Notified:

☑ County Attorney ☐ IT ☐ Purchasing ☐ Auditor

☐ Personnel ☑ Public Works ☐ Facilities Management

Other Department/Official (list) _____

Please List All External Persons Who Need a Copy of Signed Documents In Your Submission Email