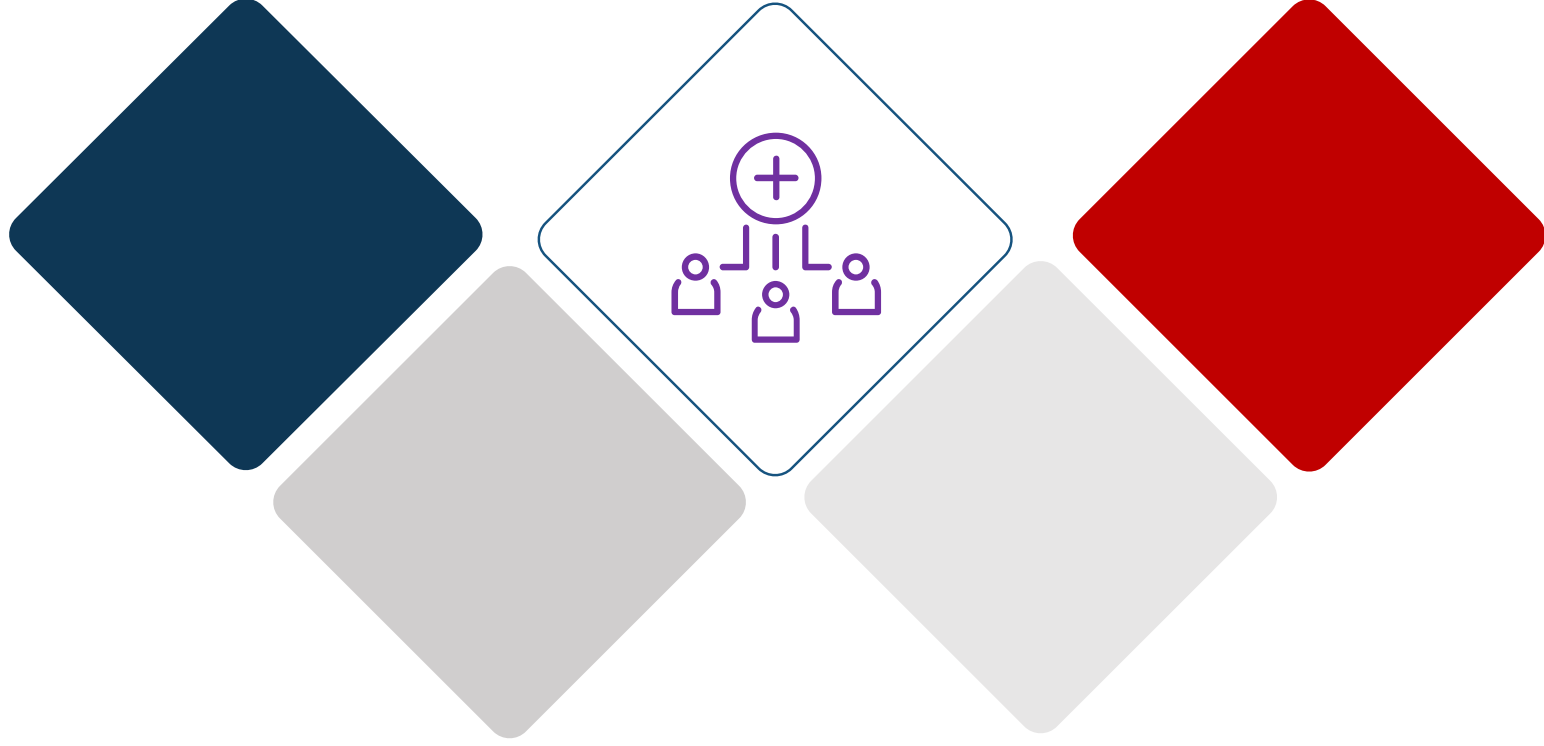




Implementation

Implementation



IMPLEMENTATION

FROM INTANGIBLE TO TANGIBLE / FROM CONCEPT TO BUILT FORM

Based on the opportunities identified through the public input process and the fiscal analysis of land use types and development patterns, this comprehensive plan intends to provide realistic and tangible implementation tools and tasks to ensure the plan becomes a reality. The success of the Crowley 2045 plan requires alignment of development opportunities with infrastructure needs within the context of predictable and calibrated policies and regulations. This chapter presents information which lists implementation task and initiatives, specifies actions to

align city operations with the community vision and sets benchmarks to measure progress, all focused on three key focus areas:

- ★ DOWNTOWN CROWLEY
- ★ CROWLEY CROSSROADS
- ★ NEIGHBORHOODS AND HOUSING

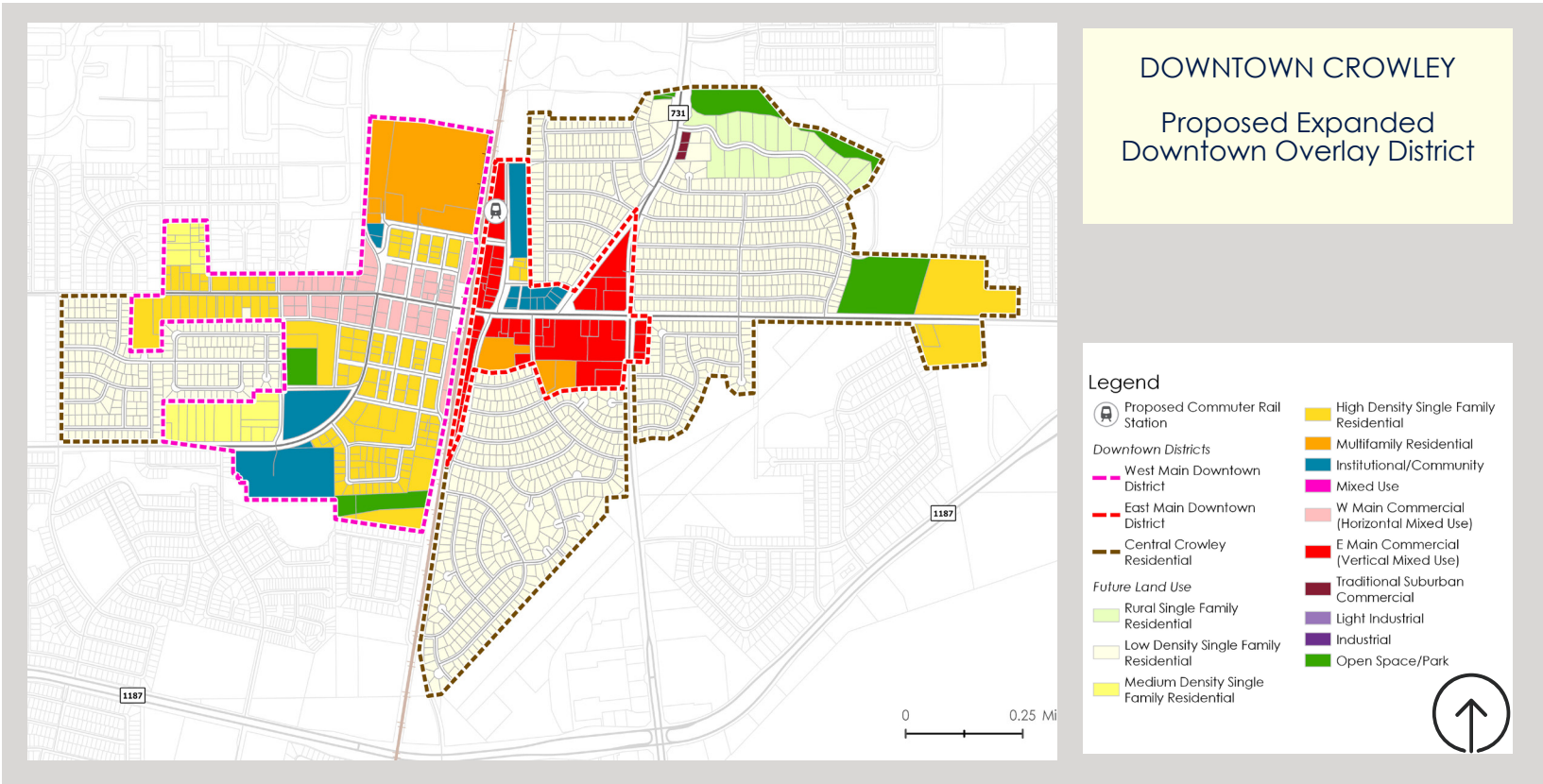


Figure 4-2: Downtown Overlay District
City of Crowley 2045 Comprehensive Plan



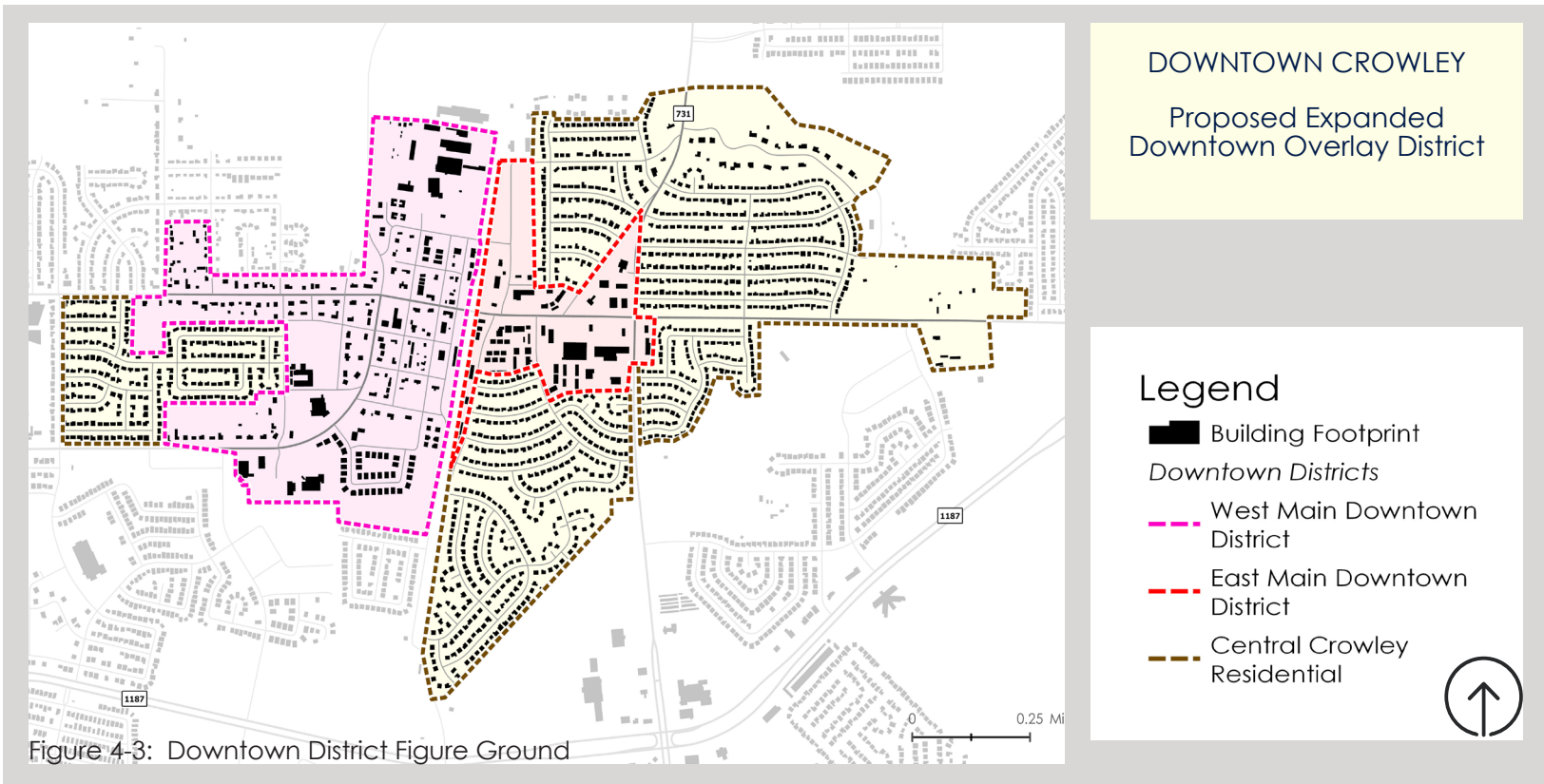
Implementation



DOWNTOWN CROWLEY (Main Street)

Historically, the downtown core of Crowley has been located along the Main Street corridor with the majority of business activities centered around the railroad tracks. For several reasons, Main Street Crowley has suffered over the past several decades - new alignment of SH 1187, national and regional development trends, and economic downturns. Given the significant number of underutilized properties and older commercial and business sites that do not meet current city regulations, focus on the Crowley core is warranted. Incentive programs, such as reduction in permit fees, will encourage properties to comply with and/or surpass current development standards and become a part of creating the community identity. In this context, the following are overarching priorities and recommendations relevant to Downtown Crowley along Main Street. Additional tasks and actions are outlined in the implementation matrix.

- ❖ Update the Downtown Overlay District to include a much larger core area and with a focus on form-based codes to create a strong streetscape along the Main Street corridor. Form-based regulations will:
 - Codify the importance of a variety of land uses;
 - Create a hometown environment that is pedestrian friendly;
 - Locate parking to the rear of each site and promote shared parking;
 - Encourage increased development density;
 - Provide incentives for and encourage infill construction and redevelopment; and
 - Result in a built environment that directly correlates to and clearly communicates the desired small town character.



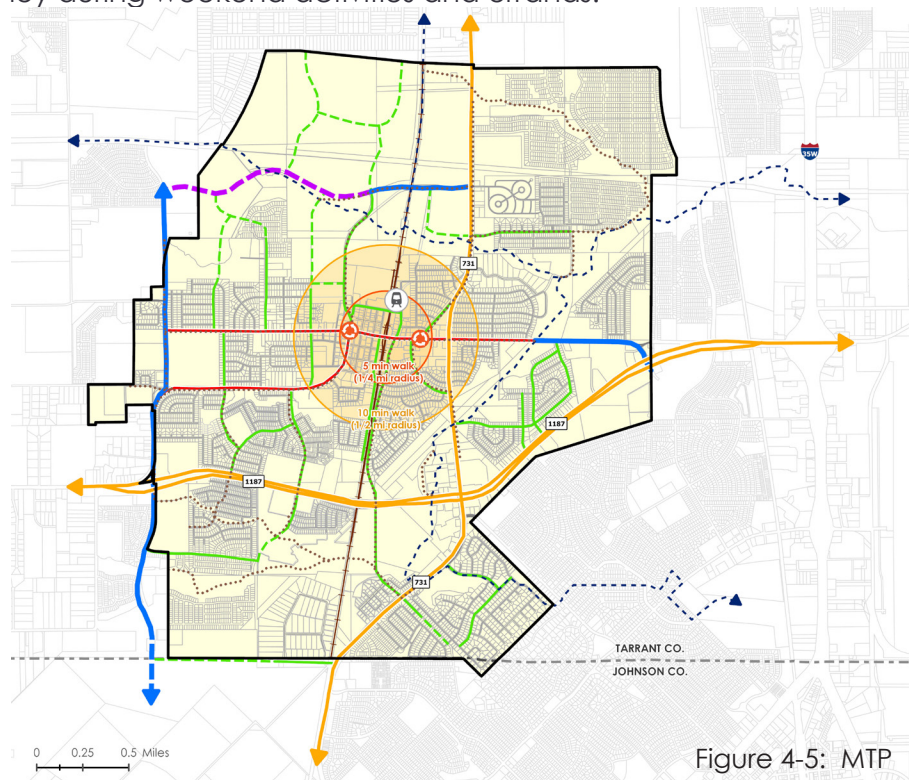
- ❖ Create a combined facade and site improvement program to support and promote existing businesses. Such a program should:
 - Encourage the redevelopment of underutilized or aging commercial structures;
 - Install and/or repair landscaping and sidewalks in the right-of-way.
 - Promote on-street parking;
 - Provide shared access drives; and
 - Promote coordinated monument and building signage.
- ❖ Increase connectivity between adjacent residential neighborhoods and Main Street businesses:
 - Prioritize sidewalks (repair and construction) along all roads that directly connect to Main Street; and
 - Codify (form-based codes) establishments with patios, outdoor seating, and gathering places for locals to use as meeting spaces and alternative “living rooms”.
- ❖ Encourage residential density development within the Downtown District:
 - Expand the boundaries of the district to include neighborhoods within easy walking distance to Main Street.
- Create new regulations for residential uses in the Central Crowley / Downtown District which incorporate form-based codes and include:
 - Permit accessory dwelling units (ADUs);
 - Prioritize other types of residential development, such as town homes and courtyard apartments.
- ❖ Provide incentives for the relocation of existing industrial uses outside of the Downtown District:
 - If suitable land is available, the economic development corporation can work with AZZ to relocate to another location within the city, which will then provide a large tract of land for redevelopment within the Downtown District that capitalizes on proximity to the future commuter parking lot/rail station and provides an opportunity for residential diversity and density.
 - The economic development corporation can work with other more intense commercial and/or industrial sites adjacent to the railroad tracks to:
 - Strategically relocate the business to a location that provides greater visibility or access;
 - Provide opportunity for improvements and enhancements along the rail corridor.



Figure 4-4: Types of ADUs

CROWLEY CROSSROADS - SH 1187 / FM 731 (Crowley Road)

Some say that the core of Crowley exists at the intersection of SH 1187 and FM 731. Based on land use patterns, scale and orientation of the built environment, and the citizen survey, this intersection is not locally understood as downtown Crowley. However, these two TXDOT thoroughfares provide auto-centric mobility within and through the city and account for a large portion of the perception of Crowley; especially, that held by people that don't live in Crowley. The community identity has suffered since substantial commuter traffic along these roadways moves regional traffic through the city during the work week. The previous section focused on Downtown Crowley and how to increase its local and regional presence. This section is focused on how measures to cause commuters to stop on their way home or to return to Crowley during weekend activities and errands.



A portion of the SH 1187, the major west-east corridor connecting Aledo to Mansfield, was reconstructed south of Main Street, and effectively re-routed traffic away from the downtown Crowley. Construction of the new route was completed in 2004 and includes cross-sections set up with enough right-of-way to become a future freeway. Currently, this cross-section affords Crowley with a wide median which, in coordination with TXDOT, could be further improved with additional landscaping and signage. Farm to Market 731 (FM 731) functions as the major north/south corridor that is known as Crowley Road for almost its entire length. This major thoroughfare goes through several communities and includes typical highway travel at a higher speeds controlled with several signalized intersections. It provides regional connectivity from the north at Interstate 20 through Crowley to Burleson to the south. Given the auto-centric layout and regional function of these transportation facilities, specific and calculated improvements need to be made in order to bolster the Crowley community identity.

- ❖ Because the facilities are managed by TXDOT, the city should continue to pursue partnership with TXDOT, and implement the following to improve corridor aesthetics:
 - Additional landscaped medians with Green Ribbon funds
 - Additional monument signs with City logo in median at city limits
 - Parkway improvements with wide sidewalks and street trees
 - Upgraded street light standards within the city limits
 - Special treatment of key intersections, such as dyed and stamped concrete sidewalks
 - Install pedestrian crossings across the roadway at key locations, such as:
 - Future intersections according to Crowley MTP
 - Links to existing and planned parks and trails according to the Parks and Trails Master Plan

- ❖ Coordinate with existing developed properties that front onto these corridors to improve aesthetics:
 - Landscaping along corridor frontage to screen existing surface parking lots;
 - Unified and/or shared monument signs at main entrance to strip commercial development;
 - Upgrade surface parking lots including:
 - Tree wells and landscaping between rows of parking
 - Internal pedestrian sidewalks in landscaped areas between rows of parking, which provide safety for customer access to entrance of business
 - Upgraded parking lot lighting
 - Improved stacking lanes at businesses with drive-through facilities
 - Dedicated and separate drive-through lanes
 - Landscaping along drive-through lane
 - Improved and shared driveway locations to commercial development to minimize turning movements from the corridor and provide better internal connections between the developments
- ❖ Encourage multi-tenant new and existing commercial uses to develop a unique set of sign standards in conjunction with updated city development regulations.

NEIGHBORHOODS AND HOUSING

Crowley has long been a residential community built up around a country highway and railroad stop. Residents enjoy the quiet, small-town character of its neighborhoods with their internal network of streets. Since much of the city consists of existing residential neighborhoods, the long-term future of Crowley is inextricably tied to its housing quality and variety. The challenge is to both improve and maintain existing housing stock and ensure future residential development strengthens the community status in the region. Mature existing neighborhoods require maintenance and upkeep of homes, yards, perimeter fences, and entry features. New neighborhoods should provide a range of housing options, tree preservation, and well-designed layout. New parks and trails can tie the community together and provide walkable access to local commercial, civic, and recreational facilities. Specifically, the city should consider the following recommendations to implement its goal of high-quality neighborhoods and housing:

- ❖ Assess nuisance issues such as high grass, trash, weeds, and outside storage, which discourage pedestrian activity and decrease community identity.
- ❖ Update substandard structures regulations to address enforcement and abatement options for buildings and sites that present a hazard to public health and safety
- ❖ Establish a program for existing, older neighborhoods without an organized homeowner's association that encourages neighborhood preservation by:
 - Provision of city matching funds for maintenance of neighborhood facilities and amenities, such as perimeter walls, entry features, and landscaping.
 - Establishing new city regulations and enforcement mechanisms for delinquent, substandard, or poorly maintained properties.
- ❖ Consider a rental registration program that includes inspection of rental properties in order to protect property values, prevent neighborhood decline, and ensure continued compliance with city codes.

ADDITIONAL COMMUNITY FOCUS AREAS

The following topics recommend additional actions which also work to create a unique identity for Crowley and are important to the implementation of the Crowley vision.

- ★ Gateways
- ★ Utility Lines in the Right-of-Way
- ★ Roundabouts

GATEWAYS

To announce entry into the community and separate Crowley from the adjacent cities, priority should be placed on improvements along every road that enters into Crowley.

- ❖ Install monument signs in the parkway at the location that each road enters Crowley.
- ❖ Encourage existing development at gateway locations to maintain the property, including weed abatement and landscaping.

UTILITY LINES IN THE RIGHT-OF-WAY

Based on existing development and the ultimate vision for redevelopment along the city's major corridors, certain sections of the corridors could be prioritized and programmed for burying the overhead utility lines underground. The cost of burying overhead utility lines can be expensive, but the aesthetic benefits offset the cost. Redevelopment and infill development attracted to the corridor because of its location and commitment to community identity could ultimately increase property values, which, in turn, benefits local businesses and the city in the long-term.

- ❖ If undergrounding utility lines is not seen as feasible during the immediate planning horizon (10 years), then they should be located in a manner so as to minimize their visual impact on the corridors by setting them back from the curb line or along rear property lines.
 - Organize a public-private partnership which is focused on

the identification of key locations and funding opportunities for burying of utility lines at key priority locations.

- ❖ Canopy or ornamental trees should be planted in the parkway (between the utility lines and the travel lanes) to shield the visibility of the overhead lines. It is recommended that trees be planted 10 feet from the overhead lines.
- ❖ City participation to offset the difference in costs between overhead and underground utilities could include a range of options, including zoning entitlements such as mixed and intensity of uses, developer's agreements, Chapter 380 agreements, EDC incentives, and other incentives.

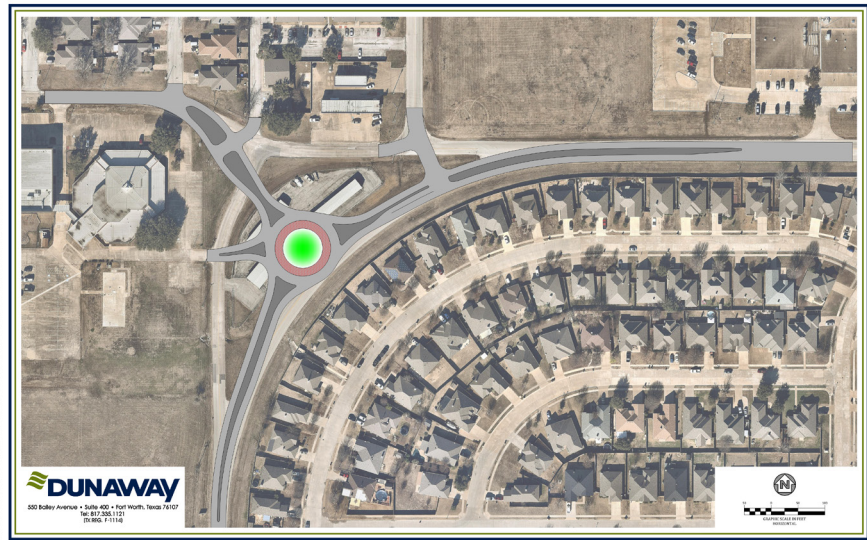
ROUNDAOBOUTS

There are no traffic signals or stop signs in a modern roundabout. Traffic is controlled by yield signs at each entry point. Roundabouts function as both a traffic control as well as a traffic calming device. Features of a typical modern roundabout include geometry specifically engineered to reduce speed.

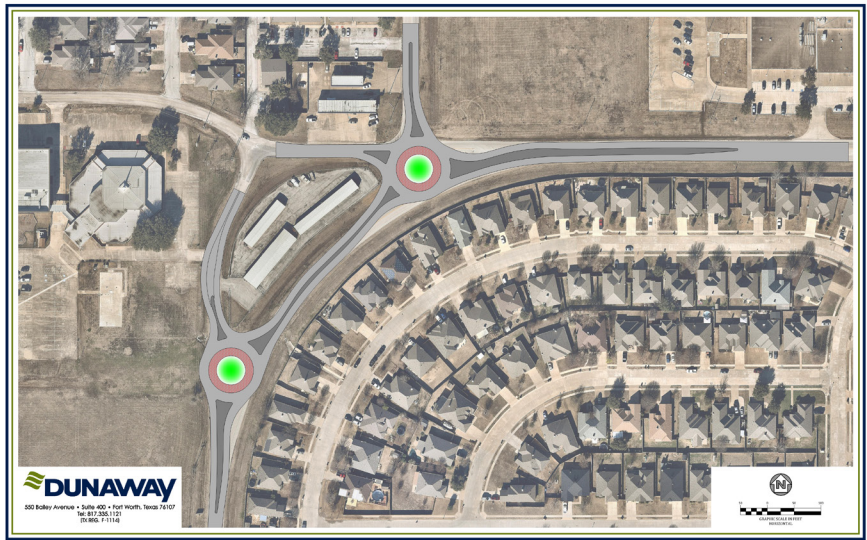
The following recommendations are linked to the MTP as well as focused on a city-wide policy:

- ❖ Create a City Council-adopted policy on roundabouts as the preferred type of controlled intersection.
- ❖ City install four roundabouts for the purposes of safety and improved intersection function at the following locations:
 - Intersection of S. Beverly Street and S. Heights Drive
 - Terminus of Crescent Springs Drive as a northern entry into the future improved Bicentennial Park.
 - Two locations on Eagle Drive:
 - Intersection of Main Street and Eagle Drive.
 - Intersection of S. Beverly Street, Eagle Drive, and Longhorn Trail

Note: The two diagrams on the next page show how the intersection at the south end of Eagle Drive could be improved with a roundabout(s).



Conceptual Roundabout Layout: Option A



Conceptual Roundabout Layout: Option B

Figures 4-6: Options A and B

There are numerous benefits to installing roundabouts including:

- Safety - One of the most significant benefits of roundabouts as the control measure at an intersection is the overall improvement of safety. Because of the slower speeds and the reduced points of conflict, the injury rates related to vehicular crashes are reduced. The NCHRP reports (NCHRP 572, included in 672) that the number of fatality and injury crashes are reduced by greater than 60 percent when a modern roundabout replaces a traditional intersection in an urban area. Roundabouts have fewer vehicular and pedestrian conflict points and eliminate the potential for high-severity conflicts, such as right angle and left-turn head-on crashes. The ability of roundabouts to reduce conflicts because of its geometric features has been demonstrated to be more effective than the reliance on driver obedience to traffic control devices.

The design of the roundabout also improves safety for bicyclists and pedestrians. Lower vehicle speeds result in lower fatality rates. Often the design includes shortened crossing distances and greater visibility which also improves safety.

- Operational Efficiency - Capacity is improved with the addition of roundabouts. Traffic signals can cause delay by operating on a set schedule requiring drivers to stop and minimizing the number of movements which are allowed to navigate the intersection. Vehicles approaching roundabouts are slowed and required to yield only when conflicting traffic is present, therefore enabling traffic to flow continuously through the intersection. The “wide nodes, narrow roads” phrase is used to describe a concept attributed to using a roundabout as the intersection control, meaning vehicle capacity is placed within the intersection in lieu of transferring these capacity needs into additional upstream/downstream lanes necessary for

turning maneuver storage. The use of roundabouts along a section of road allows for less vehicle lanes to be built. This allows a reduced impact on the right-of-way between intersections that can increase available space for parking/wider sidewalks or other facilities as needed.

- o Environmental Benefits - Reduced vehicular speeds and the significant decrease in stops reduce air pollution and improve air quality. With the elimination of stops, fuel needed to re-accelerate is reduced. Significant reduction in emissions was reported in a Kansas State University study with reductions in CO by 33 percent, CO2 by 46 percent, NOx by 35 percent and HC or VOCs by 53 percent.
- o Cost Benefits - Fewer stops and accelerations also result in fuel savings. The Washington State Department of Transportation (WSDOT) reports that an average of 24,000 gallons per year can be saved by the installation of one roundabout as compared to a signalized intersection. Roundabouts also do not require mechanical equipment like signalized intersections. Signalized equipment requires maintenance including periodic equipment upgrades, maintenance, and regular signal timing updates.
- o Aesthetics and Community Identity - The central and splitter islands in a roundabout design offer the opportunity to install aesthetic features, which may include a combination of landscaping, public art, decorative hardscape, water features, etc.

IMPLEMENTATION: PLAN OBJECTIVES



IMPLEMENT FISCALLY SUSTAINABLE BUSINESS MODEL

Align city revenues with the current and future development patterns based on anticipated infrastructure and civic services and a funding structure and capital improvement program that residents support.



PRESERVE, ENHANCE, AND DIVERSIFY NEIGHBORHOODS

Maintain and enhance existing neighborhoods, and build new development that expands housing types and price points, thereby, providing more housing options for existing and future residents



CULTIVATE A SELF-SUSTAINING LOCAL ECONOMY AND WORKFORCE

Identify, connect, develop, and support a network of local businesses; promote a business environment focused on growing local capital and jobs

IMPLEMENTATION

INITIATIVES, PROJECTS AND BENCHMARKS

The objectives above are the guides for any task, whether specifically identified in this plan or devised from a grass-roots local effort. The objectives are the culmination of input and are meant to directly affect how the future Crowley looks, feels and functions.

The pages above describe goals for specific context areas with Crowley. Implementation of the tasks and policies discussed above and itemized below often result in tangible, physical infrastructure and improvements. While much discussion was focused on specific areas, many of the recommendations may apply or be adjusted to apply to the entire community. Therefore, there is a section in the charts on the following pages that apply holistically to Crowley. It is up to the community officials, stakeholders and residents to identify and prioritize sub-areas of the city in which to apply these initiatives on an incremental, small-area basis. There are also recommendations itemized for the specific focus areas of Downtown Crowley and Crowley Crossroads. Special attention is paid to these areas because of their potential to create a fresh and unique identity for Crowley. Also, improvements in these two areas have the potential to inspire change for other areas of the city. Finally, because much of the input received from the community centered on housing and residential uses, Neighborhoods and Housing has been identified as one of the major Plan Objectives.

There is an applicability factor, which is used to guide certain tasks and projects to specific plan objectives.

APPLICABILITY LEGEND:

- Low or No applicability
- ◐ Some applicability
- Direct applicability



PLAN GOALS:



FISCAL SUSTAINABILITY



NEIGHBORHOODS - HOUSING OPTIONS



CULTIVATE LOCALLY



ACTION / TASK	APPLICABILITY of GOAL			CONTEXT AREA	CATEGORY	CHAMPION DEPARTMENT	TIME HORIZON
CITY							
Coordinate committee to update local history	<div></div>	<div></div>	<div></div>	City	Program	Planning	Later
Review and update zoning and subdivision regulations to align with city vision	<div></div>	<div></div>	<div></div>	City	Program	Planning	Now
Adopt incentives which promote a variety of residential products - size and price point	<div></div>	<div></div>	<div></div>	City	Regulatory	Planning	Now
Evaluate and revise parking requirements to align with land use, context, and updated development regulations	<div></div>	<div></div>	<div></div>	City	Regulatory	Planning	Next
Install wayfinding signs to Downtown Crowley at intersection of FM 731 and S. Hampton Road	<div></div>	<div></div>	<div></div>	City	Project-Capital Improvement	Economic Development	Next
Install wayfinding signs to city parks and trails	<div></div>	<div></div>	<div></div>	City	Project-Capital Improvement	Parks	Later
Create entryways along all roads into Crowley at the city limits to mark departure from Fort Worth and Burleson and announce arrival into the Crowley community	<div></div>	<div></div>	<div></div>	City	Project-Capital Improvement	Public Works	Next
Perform land use/fiscal analysis of new and redeveloped properties	<div></div>	<div></div>	<div></div>	City	Policy	City Management	Now



ACTION / TASK	APPLICABILITY of GOAL			CONTEXT AREA	CATEGORY	CHAMPION DEPARTMENT	TIME HORIZON
CITY							
Perform land use/fiscal analysis of new and redeveloped properties	●	●	●	City	Policy	City Management	Now
Continued coordination with the Trinity Metro (formerly known as Fort Worth Transit Authority) to connect residents to the southern bus routes	◐	◐	◐	City	Program	City Management	Now
Use local resources like CISD, HOAs, etc to conduct a sidewalk inventory and prepare a plan for improvements based on the inventory	◐	●	○	City	Program	Planning and Public Works	Next
Update the Hazard Mitigation Plan to identify hazards and goals for prevention; Promote participation with programs and funds available from NCTCOG, FEMA, NFIP, etc.	◐	◐	○	City	Policy	City Management	Next
Alternative Transportation policy and associated programs	●	●	●	City	Policy	City Management	Next
Create Complete Streets Policy and Mobility Plan	○	○	○	City	Policy	City Management	Later
Adopt iSWM regulations	●	●	●	City	Regulatory	Public Works	Now



ACTION / TASK

APPLICABILITY of GOAL

CONTEXT
AREA

CATEGORY

CHAMPION
DEPARTMENTTIME
HORIZON**DOWNTOWN CROWLEY**

Conduct 2-day incremental development workshop with local business owners and residents incorporate local "talent, treasure, and time" into downtown	●	◐	●	Downtown	Project-Tactical	Economic Development	Now
Identify properties along Main Street prime for redevelopment and develop strategies for each unique property location and setting	●	◐	●	Downtown	Project-Tactical	Economic Development	Now
Implement a site and facade improvements grant program for businesses along Main Street	◐	◐	◐	Downtown	Program	Economic Development	Now
Conduct a walkability audit of the downtown area	◐	◐	●	Downtown	Project-Tactical	Public Works	Next
Conduct parking study for proposed expanded district to quantify short- and long-term parking needs to support existing businesses and attract new businesses	◐	◐	●	Downtown	Program	Planning	Now
Revise Downtown Overlay District boundaries and regulations to include form-based codes for commercial development at different scales along West and East Main Streets	◐	◐	◐	Downtown	Regulatory	Planning	Now





ACTION / TASK	APPLICABILITY of GOAL			CONTEXT AREA	CATEGORY	CHAMPION DEPARTMENT	TIME HORIZON
DOWNTOWN CROWLEY							
Extend Main Street improvements for entire length from intersection with Eagle Drive to intersection with Hwy 1187	<div></div>	<div></div>	<div></div>	Downtown	Project-Capital Improvement	City Management	Next
Improve S. Hampton Road and Magnolia Street with curb and gutter (where applicable), on-street parking and wide sidewalks to encourage pedestrian activity within and to the downtown district	<div></div>	<div></div>	<div></div>	Downtown	Project-Capital Improvement	Public Works	Next
Incorporate public art into fabric of Downtown District	<div></div>	<div></div>	<div></div>	Downtown	Program	Economic Development	Later
Evaluate and create incentives to relocate overhead utilities to rear of lot or underground for new development and redevelopment projects along Main Street corridor	<div></div>	<div></div>	<div></div>	Downtown	Project-Capital Improvement	City Management	Next
In conjunction with new regulations for downtown district, allow for architectural features to act as “gateway” elements, such as architectural elements at the corner of buildings located at the intersection of FM 731/Crowley Road and Main Street.	<div></div>	<div></div>	<div></div>	Downtown	Policy	Planning	Next
Codify and emphasize traditional neighborhood development	<div></div>	<div></div>	<div></div>	Downtown	Regulatory	Planning	Now



ACTION / TASK	APPLICABILITY of GOAL			CONTEXT AREA	CATEGORY	CHAMPION DEPARTMENT	TIME HORIZON
DOWNTOWN CROWLEY							
Incorporate local music and art into Downtown businesses and events	<div></div>	<div></div>	<div></div>	Downtown	Program	City Management	Next
Identify and coordinate with property owner to use vacant lot(s) in downtown for pop-up events to promote local businesses and entrepreneurs	<div></div>	<div></div>	<div></div>	Downtown	Project-Tactical	Economic Development	Now
Continue to strengthen community identity through interactive public art at community events, such as Celebration of Freedom aka wall where people fill in “Crowley - A Great Place to Be...”	<div></div>	<div></div>	<div></div>	Downtown	Program	Planning	Now
Partner with Chamber to create videos which highlight existing business owners and their business	<div></div>	<div></div>	<div></div>	Downtown	Resource	Economic Development	Now
Use existing city-owned property as “temporary” park-n-ride facility to support alternative modes and establish location for future commuter and transit options available to residents	<div></div>	<div></div>	<div></div>	Downtown	Project-Tactical	City Management	Now
Acquire encroachment agreement with railroad to permit improved pedestrian facilities along railroad tracks	<div></div>	<div></div>	<div></div>	Downtown	Project-Capital Improvement	City Management	Next

**ACTION / TASK****APPLICABILITY of GOAL****CONTEXT
AREA****CATEGORY****CHAMPION
DEPARTMENT****TIME
HORIZON**

DOWNTOWN CROWLEY							
Improve at-grade crossing at W. Mustang Street and Main Street to include enhanced pedestrian access and "Quiet Zone" facilities in downtown area	●	●	●	Downtown	Project-Capital Improvement	Public Works	Next
Improve N. Hampton Street between Main Street and Animal Shelter/E. Hampton with on-street parking, curb and gutter, wide sidewalks, streetscape and bike lanes	●	●	○	Downtown	Project-Capital Improvement	Public Works	Next
Improve S Beverly Street between Main Street and civic complex (Recreation Center, Library, Police Department and Fire Station with curb and gutter, wide sidewalks, streetscape and bike lanes	●	●	○	Downtown	Project-Capital Improvement	Public Works	Next
Extend S. Beverly Street improvements from civic complex to Eagle Drive	●	●	○	Downtown	Project-Capital Improvement	Public Works	Later
Increase connectivity to promote Downtown District – install sidewalks and on street bike lanes from SH 731/S. Hampton Road to Eagle Drive	●	●	●	Downtown	Project-Capital Improvement	Public Works	Next
Create a commuter rail station on City owned property along North Hampton Street	●	●	●	Downtown	Project-Capital Improvement	City Management	Later



ACTION / TASK	APPLICABILITY of GOAL			CONTEXT AREA	CATEGORY	CHAMPION DEPARTMENT	TIME HORIZON
DOWNTOWN CROWLEY							
Install traffic calming measures and pedestrian-friendly facilities on Main Street corridor	<div></div>	<div></div>	<div></div>	Downtown	Project - Tactical	City Management	Next
Prioritize commuter rail stop	<div></div>	<div></div>	<div></div>	Downtown	Project-Capital Improvement	City Management	Now
Create a brand for Downtown District	<div></div>	<div></div>	<div></div>	Downtown	Program	Economic Development	Next
CROWLEY CROSSROADS							
Install crossings across FM 731 and SH 1187 to facilitate pedestrian and recreational activities associated with parks and trails	<div></div>	<div></div>	<div></div>	Crossroads	Project-Capital Improvement	Public Works	Next
Establish development guidelines for new large-scale commercial development	<div></div>	<div></div>	<div></div>	Crossroads	Regulatory	Planning	Next
Improve streetscape of existing traditional commercial development, including screening of existing surface parking lots	<div></div>	<div></div>	<div></div>	Crossroads	Project-Capital Improvement	Economic Development	Next
Provide incentives which promote unified sign program for existing and new commercial centers	<div></div>	<div></div>	<div></div>	Crossroads	Project-Capital Improvement	Economic Development	Next

**ACTION / TASK****APPLICABILITY of GOAL****CONTEXT
AREA****CATEGORY****CHAMPION
DEPARTMENT****TIME
HORIZON****CROWLEY CROSSROADS**

Upgrade existing surface parking lots, to include landscape screening along street frontage	●	●	○	Crossroads	Project-Tactical	Economic Development	Next
Apply for TXDOT Green Ribbon funds for landscape improvements in the medians and parkway along FM 731 and Hwy 1187	●	●	○	Crossroads	Project-Capital Improvement	Finance	Now
Improved intersection at SH 1187 and Business Rt 1187 /McCart Ave	○	●	○	Crossroads	Project-Capital Improvement	Public Works	Later
Coordinate with TXDOT to provide sidewalks on existing SH 1187 with improvements scheduled for the segment between McCart and Chisholm Trail Parkway	○	●	○	Crossroads	Policy	City Management	Now
Coordinate with TXDOT for installation of enhanced intersections (stamped concrete sidewalks) and streetscape / light standards along FM 731 and SH 1187	○	●	○	Crossroads	Project-Capital Improvement	Public Works	Next
Coordinate with TXDOT for installation of signalized intersection at S Hampton Road and FM 731 (near Deer Creek Estates)	○	●	○	Crossroads	Project-Capital Improvement	City Management	Next
Signalized intersection on SH 1187 at S. Magnolia Street extension	●	●	○	Crossroads	Project-Capital Improvement	City Management	Next

**ACTION / TASK****APPLICABILITY of GOAL****CONTEXT
AREA****CATEGORY****CHAMPION
DEPARTMENT****TIME
HORIZON****LOCAL NEIGHBORHOODS**

Based on success of walkshops, meet with each neighborhood to identify immediate, low-cost infrastructure improvements, such as completed sidewalks to a city park and traffic calming bump outs at key intersections	●	●	○	Neighborhoods	Project - Tactical	Planning and Public Works	Now
Assess typical nuisance issues for single family and multifamily uses	◐	●	○	Neighborhoods	Policy	City Management	Now
Update regulations regarding dumpster standards on multifamily property	◐	●	○	Neighborhoods	Regulatory	Planning	Now
Neighborhood commercial nodes strategically located to provide convenient local goods and services; prioritize intersection of McCart and SH 1187	◐	●	◐	Neighborhoods	Policy	City Management	Next
Consider rental registration program - create a task force to evaluate and coordinate rental property maintenance	●	●	○	Neighborhoods	Policy	City Management	Next
Traffic calming / road diet on internal roads, as specified by neighborhoods	○	●	◐	Neighborhoods	Project - Tactical	Public Works	Next
Perform land use/fiscal analysis of large planned developments (i.e. Karis)	○	○	◐	Neighborhoods	Program	Planning	Now



ACTION / TASK	APPLICABILITY of GOAL			CONTEXT AREA	CATEGORY	CHAMPION DEPARTMENT	TIME HORIZON
OTHER							
Install roundabouts at several key intersections as identified in MTP	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Other	Project-Capital Improvement	Public Works	Later
New north entrance to Bicentennial Park at Crescent Springs Drive	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Other	Project-Capital Improvement	Parks	Later
Improve Main Street from Eagle Drive to Beverly (extension of current Main Street improvements)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Downtown	Project-Capital Improvement	Public Works	Next
Improve Main Street from FM 731 to bridge on E Main Street, including bridge improvements (extension of current Main Street improvements)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Downtown	Project-Capital Improvement	Public Works	Later
Create Access Management regulations in subdivision regulations	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	City	Regulatory	Planning and Public Works	Next
Create a Roundabout Policy prioritizing roundabouts as the preferred type of controlled intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	City	Policy	City Management	Later

Notes

