



North Central Texas
Council of Governments



HURST BOULEVARD VISION

**State Highway 10 Corridor
Redevelopment Plan**

ADOPTED BY HURST CITY COUNCIL
ON JUNE 23, 2026

ACKNOWLEDGMENTS

The following individuals are recognized for their dedication and contributions in shaping the Hurst Boulevard Vision Plan. A sincere thank you to the City of Hurst, Mundo and Associates, and Adobe Stock Images for images provided in this plan.

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CONTENTS

PLANNING CONTEXT.....	1
PLAN PURPOSE.....	2
PLAN STRUCTURE.....	2
PLAN PROCESS.....	2
STUDY AREA.....	3
COMMUNITY ENGAGEMENT.....	4
EXISTING CONDITIONS.....	6
CORRIDOR REDEVELOPMENT FRAMEWORK.....	9
CORRIDOR REDEVELOPMENT FRAMEWORK & VISION.....	10
MOBILITY & CONNECTIVITY.....	12
SAFETY & ACCESSIBILITY.....	15
ECONOMIC PROSPERITY.....	18
SENSE OF PLACE.....	20
CATALYTIC SITES.....	23
BACKGROUND.....	24
CONCEPT DEVELOPMENT.....	25
WESTERN CATALYTIC SITE.....	26
CENTRAL CATALYTIC SITE.....	28
EASTERN CATALYTIC SITE.....	30
IMPLEMENTATION.....	33
IMPLEMENTATION PROGRAM.....	34
MOBILITY & CONNECTIVITY.....	36
SAFETY & ACCESSIBILITY.....	39
ECONOMIC PROSPERITY.....	41
SENSE OF PLACE.....	43
PRIORITY RECOMMENDATIONS.....	45
CONCLUSION.....	49

APPENDICES

- A - PUBLIC ENGAGEMENT SUMMARY
- B - EXISTING CONDITIONS DIAGNOSTIC REPORT
- C - MULTIMODAL IMPROVEMENTS SUMMARY
- D - ECONOMIC MARKET FORECAST SUMMARY
- E - ZONING ASSESSMENT SUMMARY

APPENDICES ARE INCLUDED AS A SEPARATE DOCUMENT.

LIST OF FIGURES

FIGURE 1.	STUDY AREA BOUNDARY.....	3
FIGURE 2.	CORRIDOR CONCEPT PLAN.....	10
FIGURE 3.	PROPOSED TRAIL AND BIKEWAY CONNECTIONS.....	13
FIGURE 4.	PROPOSED PRIORITY SAFETY PROJECTS MAP.....	16
FIGURE 5.	SAMPLE INTERSECTION IMPROVEMENTS.....	17
FIGURE 6.	PROPOSED SENSE OF PLACE IMPROVEMENTS.....	22
FIGURE 7.	CATALYTIC SITES MAP.....	24
FIGURE 8.	WESTERN CATALYTIC SITE ILLUSTRATIVE CONCEPT PLAN.....	27
FIGURE 9.	CENTRAL CATALYTIC SITE ILLUSTRATIVE CONCEPT PLAN.....	29
FIGURE 10.	EASTERN CATALYTIC SITE ILLUSTRATIVE CONCEPT PLAN.....	31
FIGURE 11.	MOBILITY & CONNECTIVITY IMPLEMENTATION MATRIX.....	36
FIGURE 12.	SAFETY & ACCESSIBILITY IMPLEMENTATION MATRIX.....	39
FIGURE 13.	ECONOMIC PROSPERITY IMPLEMENTATION MATRIX.....	41
FIGURE 14.	SENSE OF PLACE IMPLEMENTATION MATRIX.....	43
FIGURE 15.	SH 10 SIDEPATH CONCEPTUAL LAYOUT EXCERPT.....	45
FIGURE 16.	PRIORITY PROJECT ZONES.....	46

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PLANNING CONTEXT

PLAN PURPOSE

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor traveling through the City of Hurst. The primary goal of the plan is to enhance the experience of all users, including residents, business owners, pedestrians, cyclists, and commuters along the corridor. The plan process involves an analysis of the corridor, multiple community engagement opportunities, and catalytic site concept plans to generate a relevant and actionable redevelopment strategy for the area.

Plan objectives include:

- Summary of opportunities to improve transportation options, safety, connectivity, and functionality of the corridor
- Identification of future land uses within the catalytic sites that enhance user experience and attract people to Hurst Boulevard
- Strategies to catalyze development through improved public spaces
- Collaboration with existing stakeholders to attract business and economic development opportunities

PLAN PROCESS

Over the course of the project process, the following phases were completed to establish the Hurst Boulevard Vision:

- **Phase 1 - Facilitate:** Project discovery and ongoing administrative tasks
- **Phase 2 - Listen:** Public and stakeholder outreach efforts throughout the plan process
- **Phase 3 - Assess:** Evaluation of the corridor characteristics for issues and opportunities
- **Phase 4 - Envision:** Formation of recommendations to enhance connectivity and redevelopment opportunities
- **Phase 5 - Strategize:** Adoption of the final action plan with implementation strategies



PLAN STRUCTURE

This plan is organized into four chapters which introduce the project, illustrate the vision for the corridor, and provide strategies for implementation. Supporting documents and in-depth analysis can be found in the **Appendices A-E**.

- **Chapter 1 - Planning Context:** Discusses the primary goals of the project and provides insight on key takeaways discovered through community engagement and the existing conditions analysis.
- **Chapter 2 - Corridor Redevelopment Framework:** Defines the vision for the corridor and the subsequent actions that are recommended to achieve the vision in alignment with guiding principles defined during the plan process.
- **Chapter 3 - Catalytic Sites:** Illustrates overarching concepts for the future development and redevelopment of three catalytic sites within the corridor.
- **Chapter 4 - Implementation:** Presents proposed actions to achieve the vision of the plan, organized by priority, type of action, and the recommended timeframe for implementation.

STUDY AREA

As illustrated in **Figure 1** below, the boundaries of the Hurst Boulevard study area include approximately 500 acres along a 3.2-mile stretch of State Highway 10 (Hurst Boulevard) between Interstate Highway 820 (IH 820) to the west and Bell Flight Boulevard to the east. The study area encompasses Hurst's primary industrial zone and is a major economic driver supporting the city's employment market. Hurst Boulevard also functions as a regional corridor, serving as a reliever route for State Highway 183 (Airport Freeway) and a major east-west connection for the southern portion of Hurst. The corridor is owned and maintained by the Texas Department of Transportation (TxDOT), requiring additional coordination with the City in development discussions.

While current land uses within the corridor mainly attract those who are employed or live in the area, there is potential in the study area to develop destinations that have a regional draw. Currently, Bell Helicopter is headquartered along Hurst Boulevard at Bell Flight and serves as the largest regional employer along the corridor. Additionally, two Trinity Railway Express (TRE) Stations are positioned near both ends of the study area.

With additional development and redevelopment, areas near the TRE Stations, as well as other key locations along Hurst Boulevard, can be transformed into destinations that continue to support the community and begin to attract visitors from across the metroplex.

CATALYTIC SITES

In order to envision how redevelopment could occur along the corridor, three sites were chosen to develop future catalytic scenarios that align with the goals set out by this plan. Further information on the catalytic sites, including the illustrative concept plans, can be found in **Chapter 3**.



View of Hurst Boulevard facing east near the western catalytic site.

Figure 1. Study Area Boundary



COMMUNITY ENGAGEMENT

Throughout the creation of the Hurst Boulevard Vision Plan, it was a priority of NCTCOG and the City to develop a plan that reflects the needs of the community. As a part of the planning process, an extensive engagement strategy was implemented to provide a variety of opportunities for key stakeholders and the public to provide their input.

PROJECT REVIEW COMMITTEE (PRC)

The PRC is composed of members of City Staff, NCTCOG and TxDOT and was established to act as an advisory body throughout the process, meeting at key project milestones to provide strategic direction and feedback.

FOCUS GROUPS & STAKEHOLDER INTERVIEWS

Interviews with business and property owners along the corridor were conducted to get a better understanding of the existing market and explore potential support for new investment or redevelopment opportunities. In addition to business and property owners, other community representatives were invited to participate in focus group sessions. Participants included members of City Council, the Planning and Zoning Commission, major employers, developers, realtors, other board and commission members, and other key stakeholders.

PUBLIC OPEN HOUSES

Two public open house events were held during the planning process to allow the public opportunities to provide feedback on project progress and ask questions on project-related concerns. The first public open house introduced the project to the public and asked participants for input on existing issues along the corridor and future development opportunities. The second open house allowed the public to provide feedback on concepts and strategies drafted for the plan.

PROJECT WEBSITE & ONLINE OUTREACH

A website was created for the project to provide updates and share opportunities for engagement. This included an interactive map for the public to provide place-based feedback, and two online surveys to obtain community preferences related to development patterns and corridor concepts.



View of the project website homepage providing updates on milestones and plan content.



Hurst residents, business owners, and stakeholders place sticky dots on visual preference activities to share their vision for the corridor during the first public open house.



Focus group attendees use a map of the study area to provide unique insights of the corridor.

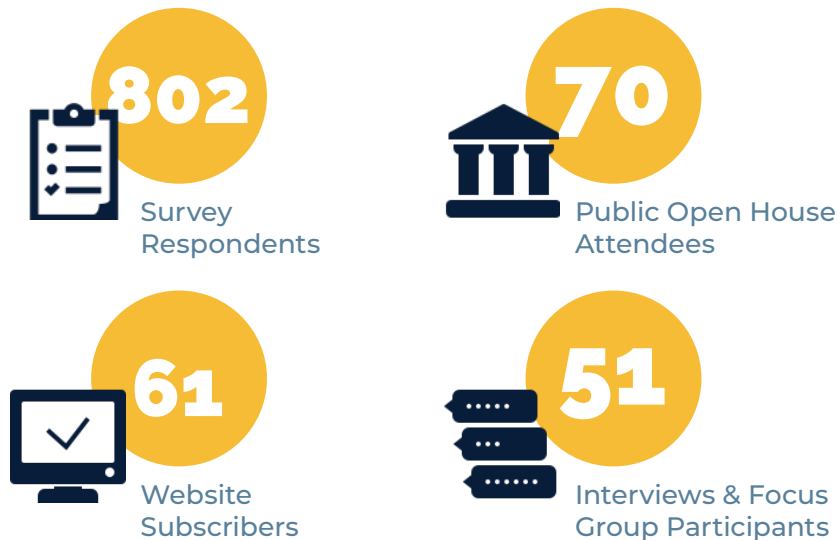
COMMUNITY FEEDBACK

Feedback collected from the engagement process informed the vision and actions recommended in this plan. Key themes we've heard across multiple engagement opportunities are summarized in the graphics on this page and a full engagement summary can be found in **Appendix A**.

Cumulative community feedback reveals that residents and stakeholders value the corridor as the key industrial hub of the City of Hurst and as a point of access to IH 820. Throughout the engagement process, the public has described the corridor as highly industrial, in need of a facelift in many areas, and therefore, not inviting - with many passing through on the way to work or other destinations.

Many community members highlighted opportunities to develop **high-quality destinations** that promote the identity of the corridor and supports the visitors, residents, and employees in the area. Key priorities for development identified by the public include **access to nearby neighborhood retail and services**, as well as **family-friendly entertainment and outdoor spaces**. Physical enhancements such as **lighting and sidewalk connectivity** were consistently identified by the community as key factors that could encourage people to visit the corridor. Additionally, some planning participants expressed concerns about the potential for additional traffic as a result of development, highlighting a need for safe and connected multi-modal connections.

HURST BOULEVARD VISION COMMUNITY TOUCHPOINTS



HURST BOULEVARD CORRIDOR DESCRIPTIONS

POSITIVES		IMPROVEMENT OPPORTUNITIES	
• Commuting route	• Short cut to major freeways	• Run down	• Traffic
• Easy access	• Better traffic outside of rush hours	• Declining	• Dark
• Convenient	• Good for fast travel to school	• Outdated	• Plain
• Alternative	• Landscaping	• Old	• Boring
• Direct route		• Aging	• Sparse
• Sufficient traffic flow		• Unwalkable	• Deteriorating
• Potential		• Busy	• Needs improvements in pedestrian amenities
• Opportunities		• Uninviting	
• Spacious		• Unappealing	
• Wide streets		• No restaurants	
		• Industrial looking	

KEY COMMUNITY DESIRES



PREFERRED STUDY AREA IMPROVEMENTS



EXISTING CONDITIONS

The existing conditions in the Hurst Boulevard study area were evaluated to provide a baseline understanding of how the corridor functions and feels. Community conditions, development context, the local real estate market, and other components crucial to understanding the study area and surrounding community were evaluated. The following sections summarize key findings from the Existing Conditions Diagnostic Report, which can be found in **Appendix B**.

MOBILITY

The mobility analysis included an assessment of roadway operations, safety, corridor context sensitivity, and multi-modal options.

KEY TAKEAWAYS

- The Hurst Boulevard corridor is a four-lane roadway characterized by high-speed traffic, including the presence of many large, industrial vehicles, and commuters accessing IH 820.
- The roadway's auto-focused layout and lack of sidewalk connections make it difficult for pedestrians to safely and comfortably navigate the study area.
- Hurst is not a member city of Trinity Metro and therefore no direct access to public transit exists within the study area. However, the TRE railroad track travels east to west along the study area's southern edge and there are two rail stations just south of the Hurst border within Fort Worth.
- Roadway intersections within the corridor are in moderately good condition, having been updated recently. There are minor issues related to accommodations for industrial vehicles and pedestrian access, as well as two significant repairs needed at Hurstview Drive and Bell Flight Drive.
- Several access management techniques are present within the corridor, including medians and turn lanes at signalized intersections. However, there are a few access connection spacing issues that may become a problem as development unfolds along the corridor.
- Mobility challenges along Hurst Boulevard include high levels of congestion at certain times of day and 237 reported crashes over the last five years.



View of Hurst Boulevard facing west from the Central Catalytic Site.



Many study area properties flanking the corridor are characterized by industrial buildings with large parking lots.



Intersection at Hurstview Drive highlighting lack of sidewalk connections.

MARKET

The market assessment included an analysis of the study area's land use, competitive market position, major industries, workforce, and catalytic sites.

KEY TAKEAWAYS

- Industrial and vacant land dominate the study area, accounting for over half of its 500 acres. Most industrial uses remain integral to Hurst's economy.
- With high vacancies and an oversaturation of retail zoning that does not align with local demand, many users of the corridor are traveling through the study area to get to other destinations.
- There is a desire for additional retail in the study area, however the lack of significant residential growth impacts the market demand for commercial development.
- Catalytic development sites, through private and public investments, offer the opportunity to regenerate Hurst Boulevard into a regional attraction through gateways, placemaking, aesthetic upgrades, and community-oriented design.

CORRIDOR CHARACTER

The corridor character analysis included an assessment of current land use and zoning, corridor aesthetics, and parks and open space.

KEY TAKEAWAYS

- The Hurst Boulevard study area is heavily auto-oriented, with wide roads and buildings set back behind parking lots, creating a busy and impersonal environment.
- Industrial uses and vacant lots contribute to disconnection and visual clutter, while poor sidewalk conditions, lack of landscape buffers, and inconsistent signage make the area challenging for pedestrians and cyclists.
- Public art installations on traffic signal control boxes offer glimpses of community identity, but varied architectural styles and minimal screening near industrial zones contribute to a sense of disorder.
- The study area requires general aesthetic upgrades to encourage positive redevelopment but has the foundation to create a walkable and enticing environment that can serve as an asset and attract visitors as they travel throughout the region.

ENVIRONMENT

The environmental analysis included an assessment of natural features within the study area that may have an impact on future development or redevelopment.

KEY TAKEAWAYS

- Approximately 15 percent of the study area (55 acres) lies within flood hazard zones.
- Many of the remaining vacant parcels within the study area are located partially or entirely within flood hazard zones, limiting redevelopment opportunities.
- Additionally, 17 properties, primarily located on the southern side of Hurst Boulevard, may require environmental remediation due to historic and ongoing industrial activities.
- Due to the environmental conditions, each of the catalytic sites will require some form of environmental consideration or remediation,



View of Bell Helicopter facility and TxDOT median improvements located at the eastern end of Hurst Boulevard. Positioned on the corner of Bell Flight Boulevard, this facility is a landmark signifying passage into Hurst when traveling west toward IH 820.



Traffic signal control box with public art at the intersection with Precinct Line Road.



Vacant property at western catalytic site in need of environmental remediation due to potential past contamination.



View of typical sidewalk conditions along Hurst Boulevard, including presence of roadway signs and utilities, as well as minimal sidewalk buffer..

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CORRIDOR REDEVELOPMENT FRAMEWORK

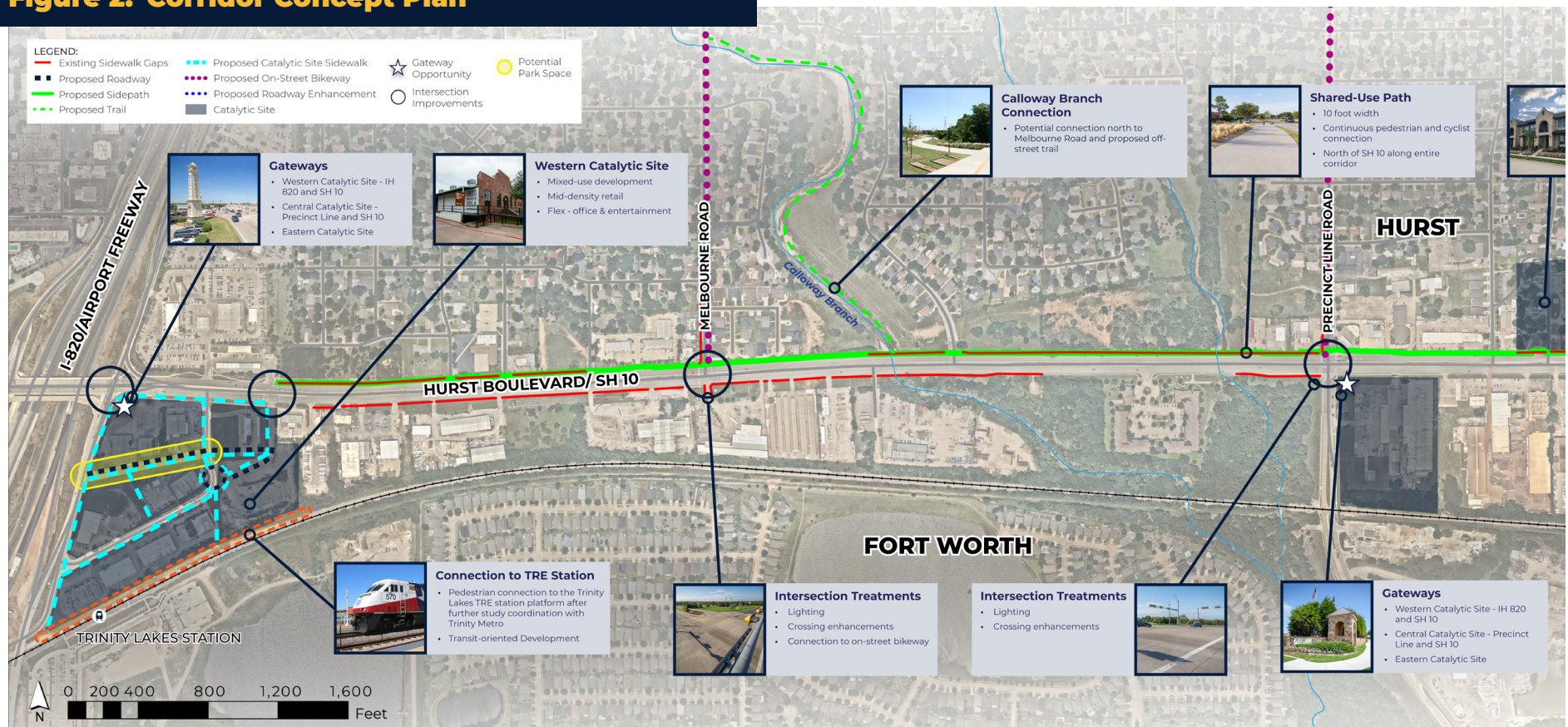
CORRIDOR REDEVELOPMENT FRAMEWORK & VISION

This chapter outlines a vision for the future of the corridor, developed based on analysis of existing conditions, community feedback, and with guidance from NCTCOG, City staff, and TxDOT. The following pages list strategies for improvements based on the Vision Statement and Guiding Principles presented in this chapter. These recommendations aim to address existing issues identified during the planning process, as well as future opportunities that could improve the corridor. The photos in this chapter are outside of Hurst and representative of best practices related to the recommendations.

CORRIDOR CONCEPT PLAN

Figure 2 (across pages 10 and 11) visually summarizes the recommended locations for mobility and safety enhancements, catalytic sites, and other initiatives to strengthen accessibility and commercial vibrancy throughout the study area. Each of these concepts are discussed in greater detail on the following pages.

Figure 2. Corridor Concept Plan



VISION STATEMENT

The Vision Statement below serves as an overarching summary of the plan's goals and aspirations. This Vision is supported by four Guiding Principles which direct decisions, recommendations, and overall outcomes of the plan.

Reimagine the Hurst Boulevard Corridor as a vibrant destination that moves people safely, offers multimodal transportation options, supports thriving businesses, and invites residents and visitors to gather, explore, and invest in Hurst's future.

GUIDING PRINCIPLES



MOBILITY & CONNECTIVITY:

Support multimodal transportation options that improve connectivity for all users and maintain traffic flow.



SAFETY & ACCESSIBILITY:

Enhance safety and accessibility for all users through crossing, lighting, and wayfinding improvements.



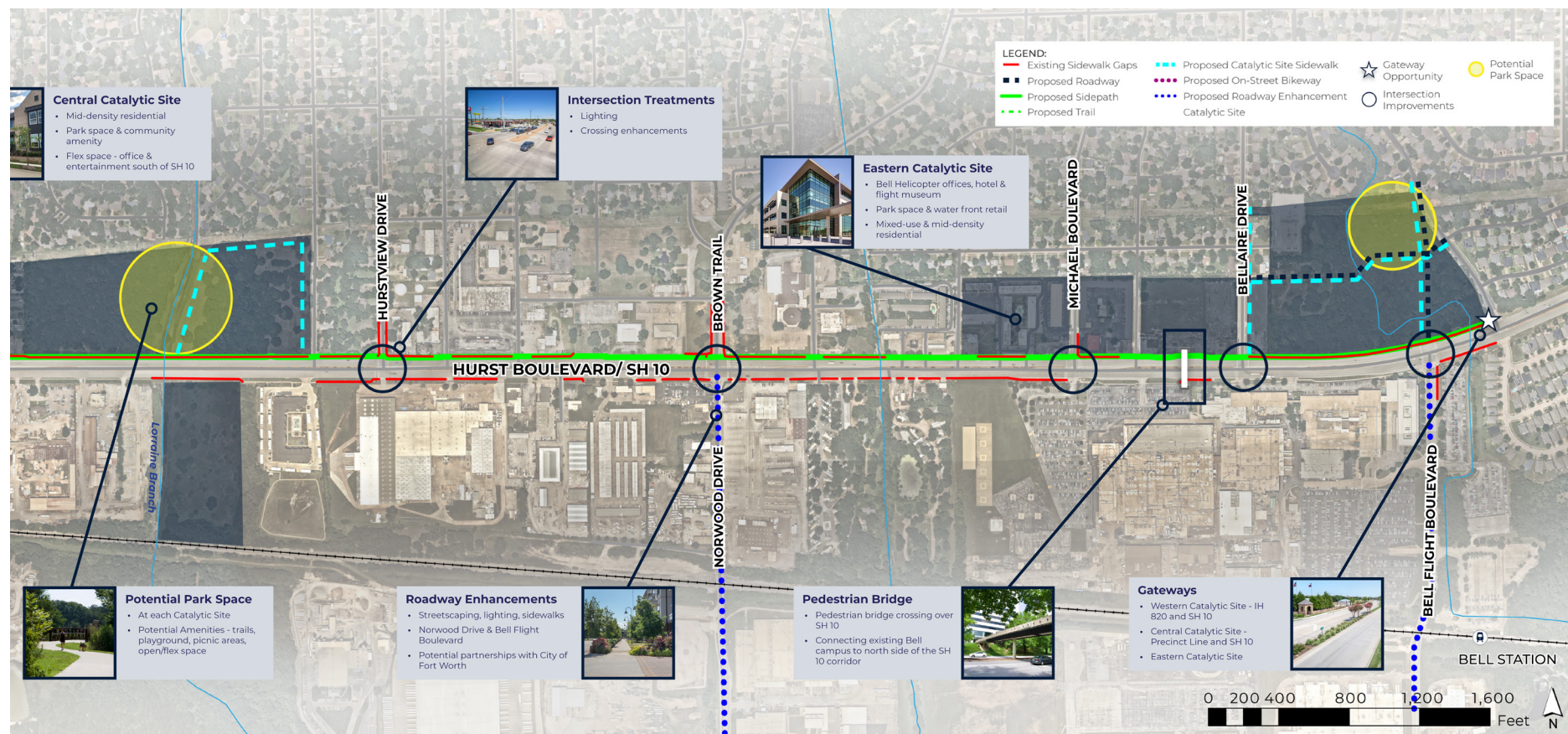
ECONOMIC PROSPERITY:

Support destination-based development that blends retail, residential, and recreational uses.



SENSE OF PLACE:

Foster a unique identity for the corridor by improving aesthetics and celebrating local character and history.





MOBILITY & CONNECTIVITY

Support multimodal transportation options that improve connectivity for all users and maintain traffic flow.

KEY ISSUES

The following key issues related to Mobility & Connectivity were identified:

- **LIMITED MULTIMODAL OPTIONS.** The corridor is autocentric with limited infrastructure to support multimodal connectivity.
- **LACK OF BICYCLE & PEDESTRIAN ACCOMMODATIONS.** Safe, visible connections to nearby neighborhoods are needed. There are currently no safe routes for bicycles, and informal desire lines show where sidewalk gaps disrupt walkable access.
- **NO PUBLIC TRANSIT ACCESS.** There are no public transit options along the corridor. Trinity Lakes and Bell TRE Stations are located adjacent to the corridor, but Hurst has no formal access.
- **GAPS IN CONNECTIVITY.** North-to-south and east-to-west connectivity are limited by adjacent industrial uses, floodplain areas, and the TRE commuter rail tracks.
- **ACCESS MANAGEMENT.** The corridor has a high number of curb cuts/driveways, including a significant amount east of Precinct Line Road.
- **TRAFFIC.** Congestion is observed during peak travel times near Bell Headquarters and at the IH 820 intersection.
- **INCONSISTENT WAYFINDING.** Signage/wayfinding along the corridor is inconsistent.

RECOMMENDATION TOPICS

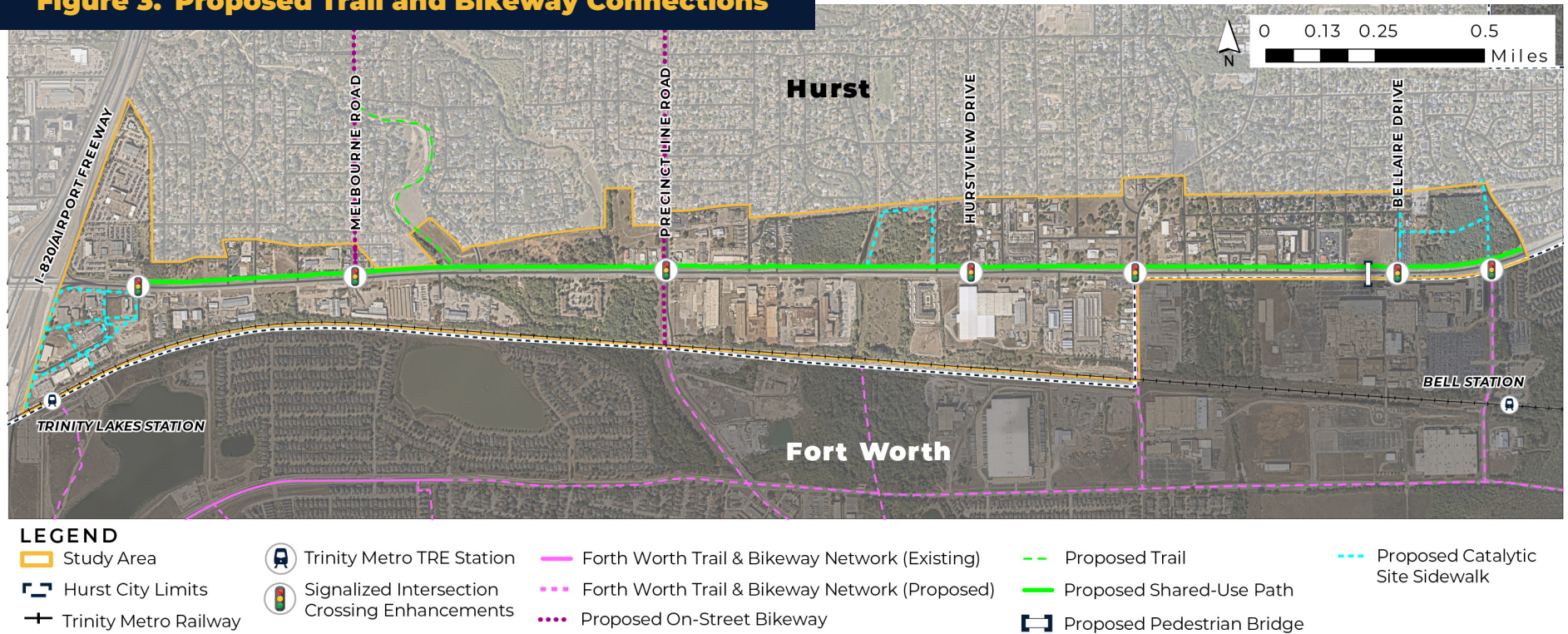
The topics listed below represent the organizational structure of the strategies identified for the Mobility & Connectivity section. Pages 36-38 in **Chapter 4** depict the implementation table for the Mobility and Connectivity Guiding Principle.

- **MULTIMODAL ACCESS & CONNECTIVITY.** Includes strategies to improve trail and bikeway access and connectivity along the corridor and to key destinations outside of the study area.
- **CONGESTION MITIGATION & ACCESS MANAGEMENT.** Includes strategies to improve signal timing and balance business access with maintaining traffic flow.
- **STREET GRID ENHANCEMENTS.** Includes strategies to realign or extend roadways within the catalytic sites to provide better vehicular circulation.
- **PARTNERSHIPS.** Includes strategies to work with other agencies to pursue joint improvement projects.

MULTIMODAL ACCESS & CONNECTIVITY

A key priority for this study is improved trail and bikeway access to destinations within the study area and beyond. Strategies to achieve this include the development of a **shared-use path along the entire corridor**, providing safe and convenient routes for pedestrians and cyclists. Additional recommendations focus on **filling in remaining sidewalk gaps** both along the roadway and within adjacent development, as well as the addition of **bicycle and trail connections along roadways and existing drainage corridors** where feasible. Within the catalytic sites, proposed pedestrian connections would provide additional connectivity as these sites are developed over time. **Figure 3**, on page 13, depicts the proposed trail and bikeway facilities within the study area. More detailed analysis of the multimodal improvements can be found in **Appendix C**.

Figure 3. Proposed Trail and Bikeway Connections



CONGESTION MITIGATION & ACCESS MANAGEMENT

The Hurst Boulevard corridor is a busy roadway that serves as a reliever route for accessing IH 820 and accommodates several auto-oriented businesses. With projected future growth, including new businesses and residents, effective congestion mitigation and access management through **improved signal timing, driveway and median entry consolidation, and encouragement of shared parking lots**, is essential to maintaining balanced traffic flow.

STREET GRID ENHANCEMENTS

As future development and redevelopment occur at the catalytic sites, it is important to consider street configuration to improve vehicular circulation through these sites. These improvements should aim to facilitate improved connectivity and optimize traffic flow throughout the three catalytic sites. Potential strategies for enhancing the street grid include **establishing additional roadway connections and realigning existing roadways** within the catalytic sites.



A roundabout is explored as part of the Western Catalytic Site illustrative concept plan. Roundabouts decrease the number of conflict points and improve the flow of vehicle traffic.

PARTNERSHIPS

Several key entities play significant roles within the Hurst Boulevard corridor, including **business and property owners, TxDOT, and the City of Hurst**. As these entities undertake efforts to improve the study area, it is important to establish a partner relationship and maintain ongoing collaboration. Involving entities in future discussions will help the shared vision for the corridor's future remain cohesive and support the creation of compatible and connected development along Hurst Boulevard.

Additional partnerships with neighboring entities such as the **City of Fort Worth and Trinity Metro** will provide further opportunities for enhancing regional connectivity. These partnerships may enable the City of Hurst to strengthen and expand connections to trails, bikeways, and rail stations, ultimately supporting greater accessibility and regional connections.

CREATING CONNECTIONS WITH PARTNERSHIPS



If Bell redevelops property north of Hurst Boulevard, a high-impact strategy for improving pedestrian connectivity along Hurst Boulevard without impeding the flow of traffic is the implementation of a pedestrian bridge.

A strategic location for a pedestrian bridge over Hurst Boulevard could be in the Eastern Catalytic Site (see page 30), connecting the existing Bell Helicopter campus to a future office extension location in Hurst. The implementation of a pedestrian bridge over Hurst Boulevard would require coordination between Bell Helicopter, TxDOT, and the cities of Hurst and Fort Worth.

One consideration for this strategy is the clearance necessary to accommodate the requirements of the Texas Highway Freight Network since Hurst Boulevard is a part of the system.



SAFETY & ACCESSIBILITY

Enhance safety and accessibility for all users through crossing, lighting, and wayfinding improvements.

KEY ISSUES

The following key issues related to Safety & Accessibility were identified:

- **VEHICLE CRASHES.** There were a total of 237 total crashes along the corridor from 2019-2024.
 - Intersections were the primary location of most crashes with Norwood/Brown Trail, Precinct Line, and Bell Flight Boulevard having the highest numbers of incidents.
 - The top three contributing factors included disregarding traffic signalization or traffic control, failure to yield the right of way (turning left), and speeding.
- **HIGH TRAVEL SPEEDS.** High travel speeds along Hurst Boulevard inhibit safety and access to corridor businesses.
- **LACK OF PEDESTRIAN SAFETY.** The corridor lacks pedestrian amenities (e.g., lighting, sidewalks, landscaping, buffers, etc.) to encourage safe and comfortable walking.

RECOMMENDATION TOPICS

The topics listed below represent the organizational structure of the strategies identified for the Safety & Accessibility section. Pages 39-40 in **Chapter 4** depict the implementation table for the Safety & Accessibility Guiding Principle.

- **TRAFFIC CALMING & SPEED REDUCTION.** Includes strategies to calm speeds along the corridor.
- **BICYCLE & PEDESTRIAN SIGNALS AND AMENITIES.** Includes strategies to enhance bicycle/pedestrian crossing amenities and facilities at intersections.
- **ROADWAY IMPROVEMENTS.** Includes strategies to make improvements to intersections, such as corridor lighting and safer turning movements.

TRAFFIC CALMING & SPEED REDUCTION

High vehicle speeds along Hurst Boulevard have been identified as an issue, contributing to accidents and inhibiting safe access to businesses. **Reconsideration of speed limits** is recommended, as well as **installation of dynamic speed feedback signs**, promoting greater awareness and compliance with posted speed limits. Additionally, the incorporation of landscaping and other amenities can serve as **traffic calming measures for motorists**. Features such as planted medians, street trees, and pedestrian-friendly elements help to visually narrow the roadway and naturally slow down traffic, further encouraging safer movement throughout the corridor.

TRAFFIC CALMING MEASURES



As a major arterial, Hurst Boulevard is designed to quickly move high volumes of traffic through the area. This is reflected in the roadway's existing structure, which consists of relatively long blocks, wide travel lanes, and few traffic calming measures.

As the corridor evolves, it will be important for the safety of pedestrians and motorists to incorporate traffic calming measures in strategic locations. The image above demonstrates the use of landscaping, trees, and textured surfaces to encourage reduced speeds. Other examples of traffic calming measures include: speed bumps, raised or textured portions of roadway, narrowed lanes, and additional landscaping.

Pictured above is a portion of Baker Boulevard with enhanced medians and bike lane in the City of Richland Hills.

BICYCLE & PEDESTRIAN SIGNALS/AMENITIES

Currently, bicycle and pedestrian routes throughout the corridor are disconnected and not comfortable for users. Several actions can be implemented to enhance the pedestrian experience along Hurst Boulevard. **Figure 4** identifies proposed safety countermeasures at each of the signalized intersections along the corridor to improve safety for bicyclists and pedestrians that are crossing at the intersections. **Improved crossing facilities at intersections**, as well as additional crossing facilities in medians and at key developments improve connectivity and safety. Furthermore, **ensuring ramps are compatible with the latest Public Right-of-Way Accessibility Guidelines (PROWAG) standards and align with future sidewalks** is essential for accessibility. **Additional wayfinding and cautionary signage** can improve the awareness of both pedestrians and motorists traveling through the study area. **Appendix C** details more discussion of the proposed safety countermeasures along the corridor.



The HAWK beacon is a pedestrian crossing that uses a red light indication to stop vehicular traffic on an as-needed basis, allowing pedestrians more time to cross busy roadways away from a signalized intersection.

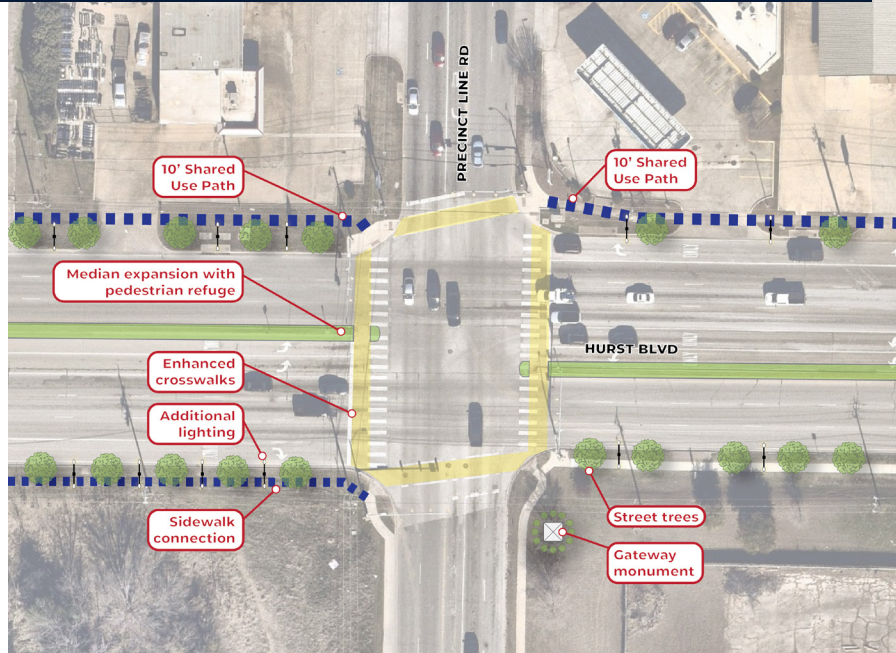
Figure 4. Proposed Priority Safety Projects Map



ROADWAY IMPROVEMENTS

To enhance the overall safety and functionality of the corridor, several general roadway improvements are recommended as part of this plan. Strategies include **updated traffic signals with improved signal timing**. Other intersection enhancements such as **repainted striping and additional left-turn lane considerations** aim to enhance safe turning and crossing movements. Furthermore, this plan recommends the installation of additional signage to aid navigation, as well as improved **roadway lighting** to enhance visibility, particularly during nighttime hours. Sample intersection improvements are shown in **Figure 5** below.

Figure 5. Sample Intersection Improvements



Intersection improvements at Precinct Line Road, and other intersections, could include additional lighting, street trees, enhanced crosswalks, medians with pedestrian refuge island, and a 10' shared-use path on the north side of the roadway.



The image above shows an example of vehicular scale lighting consistently placed along a roadway to improve visibility at night.



Due to frequent use, there are several instances of faded crosswalks and roadway striping throughout the corridor. It is essential to maintain striping at intersections to create clear indications of how users should maneuver through traffic.



ECONOMIC PROSPERITY

Support destination-based development that blends retail, residential, and recreational uses.

KEY ISSUES

The following key issues related to Economic Prosperity were identified:

- **LACK OF DESTINATIONS.** Hurst Boulevard is not a destination for many people, it is primarily a pass through for people on their way somewhere else.
- **LIMITED RESIDENTIAL OPTIONS.** There is a lack of diverse housing options needed to support workers and families at different stages of life.
- **UNDERUTILIZED SPACE.** In addition to low-density properties, such as warehouses, multiple properties along the corridor are vacant, abandoned, or aging.
- **MISSING NEIGHBORHOOD RETAIL.** The corridor has few community services and retail options necessary to support residents and employees at businesses along Hurst Boulevard. (e.g., lunch spots, daycares, convenience stores, laundromats, etc.)
- **ENVIRONMENTAL CONCERNS.** Prior to redevelopment, remediation is needed in multiple areas along the corridor due to floodplain boundaries and brownfield contamination.

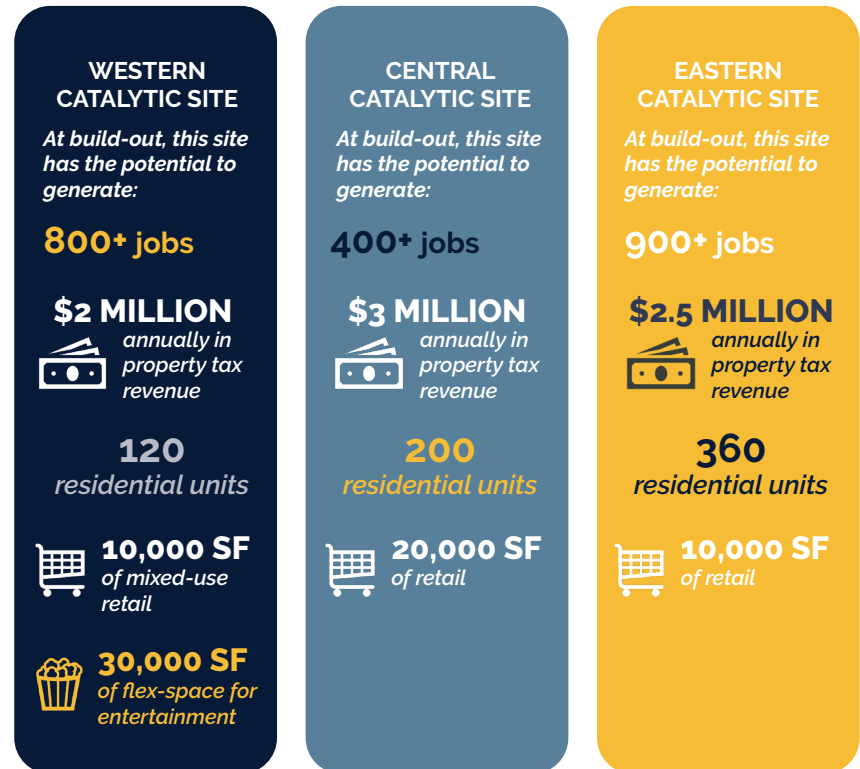
RECOMMENDATION TOPICS

The topics listed below represent the organizational structure of the strategies identified for the Economic Prosperity section. Pages 41-42 in **Chapter 4** depict the implementation table for the Economic Prosperity Guiding Principle.

- **ECONOMIC DEVELOPMENT.** Includes strategies to phase implementation of the catalytic sites over time.
- **MARKET POTENTIAL.** Includes strategies to implement the corridor vision through zoning changes and marketing of the corridor.
- **BUSINESS & COMMUNITY SUPPORT.** Includes strategies to attract daily-needs retail and diversify housing.

ECONOMIC DEVELOPMENT

Beyond employment uses and highway access, the corridor offers limited attractions for residents and visitors. This lack of destinations reduces the corridor's appeal for retail and community-oriented entertainment, which were identified as desired improvements. However, there is significant potential to transform key sites along the corridor into destinations. Through coordination with property owners, the catalytic sites and other underutilized parcels have the potential to become destinations through **transit-oriented development, workforce expansion, and entertainment opportunities.** **Chapter 3** presents the conceptual visions for the three catalytic sites. A summary of the potential economic impact of full implementation of the catalytic site visions is presented below. For additional information about the associated economic market forecast for the catalytic sites, see **Appendix D.**



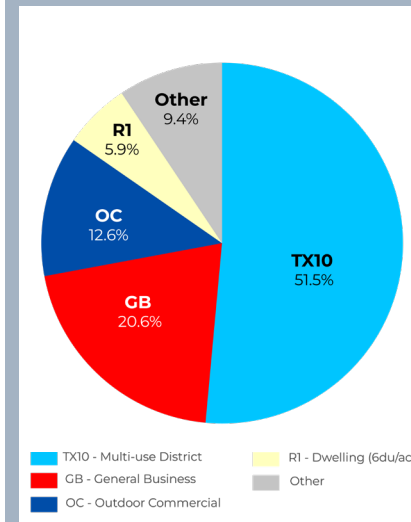
MARKET POTENTIAL

There are several opportunities to improve the marketability of the corridor to attract future development partners. This includes leveraging vacant land by identifying and **promoting underused parcels to encourage investment**. Additional strategies include a **updating zoning regulations** to encourage redevelopment, as well as a **focused marketing campaign** to highlight the corridor's unique opportunities. Ongoing collaboration with the Hurst Eules Bedford (HEB) Chamber of Commerce will help align outreach efforts with broader economic goals.

BUSINESS & COMMUNITY SUPPORT

Access to neighborhood-serving retail and services was highlighted as a key priority during the public engagement process. Convenient amenities such as grocery stores, coffee shops, daycare centers, and other everyday services play a vital role in meeting the daily needs of those who live and work near the corridor. Implementing **incentives and grant programs** can foster business growth and sustainability, ensuring that the corridor remains economically prosperous and responsive to community needs. Additionally, offering a **range of housing choices** can better accommodate individuals and families at various stages of life, ensuring that the area remains accessible and attractive to a broad population, while also **increasing the demand for additional retail** along the corridor.

TX-10 MULTI-USE DISTRICT



A majority of the study area is zoned as TX-10 Multi-Use or as General Business. The TX-10 Multi-Use District is intended to permit concentrated growth with the development of business, industry and compatible support activities. It specifically encourages uses that will stimulate workforce expansion, optimize employee to customer ratios, maximize economic use of available land and encourage redevelopment of land.

Considerations from the Zoning Assessment Summary (**Appendix E**) include the addition of multi-family residential as a by-right use in the TX-10 Multi-Use District and entertainment-oriented uses as a permitted use. For new developments, site design considerations include driveway consolidation, parking at the rear of the building, and enhanced walkability through the public realm and activated retail frontage.

MISSING MIDDLE HOUSING



"Missing Middle" refers to a variety of housing styles from duplexes to cottage homes to townhomes. These housing options could be more seamlessly integrated into traditional neighborhood areas as opposed to high-density apartment complexes. Introducing missing middle housing in the study area could help provide more attainable housing options.

An example in DFW are the townhouses located behind Lewisville City Hall. This project added just under 20 residential units on approximately 0.5 acres.



SENSE OF PLACE

Foster a unique identity for the corridor by improving aesthetics and celebrating local character and history.

KEY ISSUES

The following key issues related to Sense of Place were identified:

- **INCONSISTENT AESTHETICS.** The corridor lacks a cohesive look and feel due to the mixture of land uses and building styles. Debris, overgrown vegetation, and noise pollution are currently the defining characteristics.
- **LIMITED ACCESS TO GREENSPACE.** Natural areas along the corridor are not maintained and have minimal public access.
- **UNCLEAR IDENTITY.** The corridor lacks a clear identity, despite its historical importance to the City of Hurst and Bell Helicopter. Historic sites and landmarks along Hurst Boulevard exist but are not clearly visible or legible to corridor users.
- **MISSING GATEWAYS.** The corridor has multiple underutilized gateway opportunities to invite users into the City of Hurst, establish an identity, and improve wayfinding.
- **LACK OF COMMUNITY SPACES.** Currently, there are few community amenities or gathering spaces along the corridor. Nearby residents have expressed desire for community amenities in south Hurst.

RECOMMENDED TOPICS

The topics listed below represent the organizational structure of the strategies identified for the Sense of Place section. Pages 43-44 in **Chapter 4** depict the implementation table for the Sense of Place Guiding Principle.

- **PUBLIC REALM ENHANCEMENTS.** Includes strategies to improve the overall look and feel of the corridor.
- **COMMUNITY & GREEN SPACES.** Includes strategies to incorporate public gathering spaces and access to parks and green spaces.
- **BRANDING & LOCAL CHARACTER.** Includes strategies to incorporate the distinct local character and history of Hurst through gateways, signage, and public art.

PUBLIC REALM ENHANCEMENTS

Enhancing the visual appeal of Hurst Boulevard is essential to transforming the corridor into an environment that is not only attractive, but also feels clean and safe to users. **Landscaping improvements, building façade updates, and sidewalk treatments** with distinct materials can significantly enhance the corridor's visual quality and contribute to a cohesive and memorable sense of character throughout the area.



Incorporation of design elements like seating, lighting, and shade helps create inviting spaces that encourage people to gather and explore. Even small areas can be transformed into meaningful destinations that enhance the character of the corridor.

COMMUNITY & GREEN SPACES

Establishing dedicated and welcoming community spaces is a vital step for creating a strong sense of place throughout the study area. These community and green spaces should reflect the history of the corridor, foster civic pride, and enhance the experience for residents and visitors. Public-private partnerships are one tool to share resources and responsibilities. This can be accomplished through **collaboration with private business owners and property owners to provide bicycle racks, or host pop-ups or programs** in underutilized space. These partnerships can be focused on big idea projects such as **collaborating with Bell Helicopter to create a flight museum** near the corporate headquarters. Additionally, connections to green space and natural areas were highlighted as a major priority by the community. **Leveraging floodplains for trails and developing the Highway 10 Linear Park** are ways to increase access to nature and include public art to reiterate the sense of place along Hurst Boulevard.



The currently undeveloped Highway 10 Linear Park is adjacent to Onco property and its utility easement. Depending on the voltage capacity of the overhead power lines, park trails may run parallel or intersect with the easement.



There are many opportunities within the project area to highlight the history and culture along Hurst Boulevard, including the potential to establish an aviation museum in partnership with Bell Helicopter in the Eastern Catalytic Site.

PROGRAMMING FOR TEMPORARY USES



Vacant lots with private owner collaboration can be programmed for temporary uses that allow the space to be utilized by the community and have the potential to inspire future development.

Pop-up events like farmers markets, live music, or holiday celebrations present opportunities to partner with local businesses and activate the corridor. Community gardens and pocket parks are another way to temporarily program a property that benefit the community and character prior to site development.

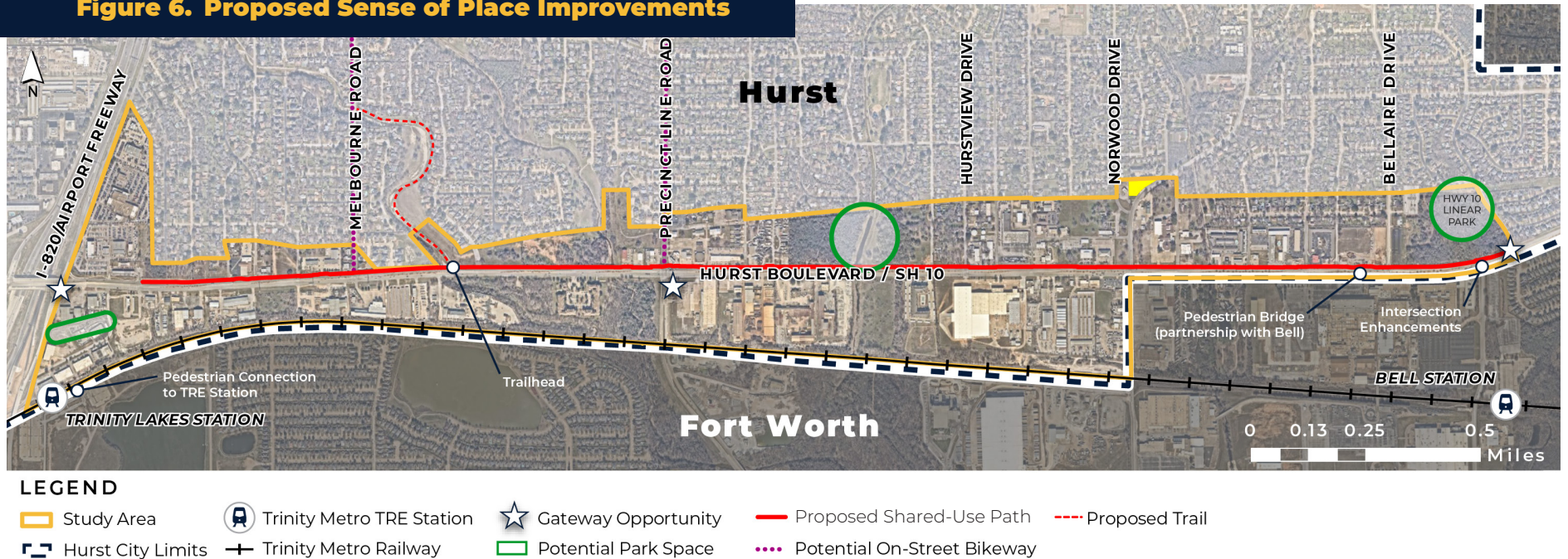
BRANDING & LOCAL CHARACTER

Establishing a clear and consistent brand for the corridor is vital to enhancing the community's character and attracting meaningful development. This identity should reflect Hurst's heritage while expressing its future aspirations. Branding is reinforced through **wayfinding systems, advertising, and signage** that help residents and visitors navigate with ease. **Public art initiatives**, developed in collaboration with local artists and businesses, celebrate local culture and enrich corridor aesthetics through projects such as murals, sculptures, storm drain art, and crosswalk art. These efforts can be incorporated in gateways and the public realm as indicated in **Figure 6**.



Trailheads and public art can be designed to reflect the culture and history of Hurst Boulevard.

Figure 6. Proposed Sense of Place Improvements





CATALYTIC SITES

BACKGROUND

The primary goals of the Hurst Corridor Vision plan are to encourage redevelopment actions that will improve mobility, promote economic prosperity, support multimodal users, and enhance the sense of place within the project area.

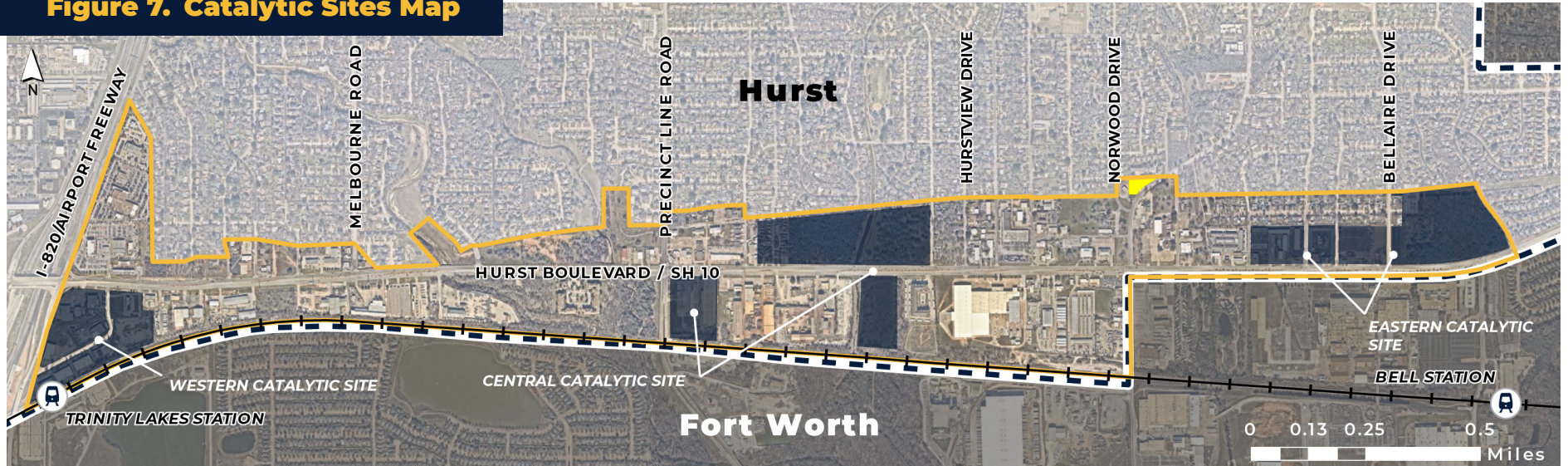
To envision how redevelopment could occur along the corridor, three sites were chosen to test future catalytic scenarios that align with the goals set out by this plan. These sites were chosen based on site vacancy, proximity to major employers or transit stations, and opportunities to serve as community gateways. **Figure 7** illustrates the location of each of the catalytic sites along the corridor.

Multiple factors were considered to inform and guide the concept design of the catalytic sites, including potential susceptibility to change, property ownership, environmental conditions, future partnerships, mobility solutions and community needs. Two scenarios were considered for each site, which were then discussed with project stakeholders. Utilizing stakeholder and community feedback, a final illustrative concept was developed for each of the catalytic sites, which are summarized on the following pages.



Vacant property in Eastern Catalytic Site across from Bell Helicopter Headquarters.

Figure 7. Catalytic Sites Map



LEGEND

- Study Area
- Catalytic Site
- Hurst City Limits
- Trinity Metro Railway
- T Trinity Metro TRE Station

CONCEPT DEVELOPMENT

EXISTING SITE CONDITIONS

An existing conditions analysis was conducted to inform scenario development for each catalytic site. This analysis included a site visit to each area and a review of data related to several topics that could impact future development and redevelopment. These topics include:

- Property ownership
- Existing zoning
- Existing and future land use
- Vehicular and pedestrian mobility
- Safety concerns
- Environmental concerns

ILLUSTRATIVE CONCEPT PLAN

The existing conditions analysis, community vision, plus stakeholder feedback from property owners and the City were used during the design process to prepare the final illustrative concept plan for each catalytic site. These plans were made available for review by residents and property owners at a public open house.

POTENTIAL MARKET IMPACT

Following the development of the concept plans, a market analysis was conducted to consider the potential economic impact of each catalytic site concept at build-out. For each of the proposed concept plans, the market analysis estimated the potential number of jobs and property revenue generated annually. Additional details about the methodology for estimating these impacts can be found in **Appendix D**.

IMPLEMENTATION CONSIDERATIONS

The catalytic site concepts presented in this plan are for illustrative purposes and do not constitute changes in zoning, roadways, or pedestrian facilities. If the catalytic site concepts were to be realized over time, it would require cooperation with property owners as well as investment from both the public and private sector.



View of vacant property along Hurst Boulevard within the Central Catalytic Site.



View of key corner property within the Western Catalytic Site at the intersection of Hurst Boulevard and IH 820.

WESTERN CATALYTIC SITE

Located at the southeastern corner of Hurst Boulevard and IH 820, this 23-acre and 14 parcel site presents an opportunity to serve as a key gateway into Hurst. Leveraging the site as a gateway creates a chance to provide a notable first impression of the corridor and Hurst. The illustrative concept created for this site (**Figure 8**) seeks to establish a dynamic gateway into Hurst with a mix of transit-oriented development and community-focused amenities.

EXISTING SITE CONDITIONS

LAND USE

- Occupied land uses include fast food, industrial flex space, and auto-oriented businesses
- Six acres of undeveloped land
- All parcels zoned as Texas Highway 10 Multi-use District

MOBILITY

- Concentration of crashes at the signalized intersection
- Lack of internal roadway connectivity
- Lack of pedestrian crossing at the signalized intersection near the QT
- Fence separates direct access to the TRE station from Hurst

ENVIRONMENTAL

- All portions of the site are located outside of flood hazard zones
- One site currently being monitored for environmental contamination



The Trinity Lakes TRE Station is adjacent to the Western Catalytic Site and currently offers no pedestrian or vehicular access from the City of Hurst. With strategic development and safety improvements, the Western Catalytic Site has the potential to become a hub for transit-oriented development, offering additional multi-modal connections to the city.

ILLUSTRATIVE CONCEPT PLAN

The Western Catalytic Site is envisioned as a key gateway into the city, attracting visitors from surrounding highways and the TRE rail with a mix of transit-oriented development and community-focused amenities serving future residents and area employees.

- **Key Corner Property.** Envisioned as a mixed-use site at IH 820 and SH 10 that could include a hotel and retail to attract visitors to Hurst and the corridor. A physical gateway, like unique building placement, public art, or branded signage, could orient visitors and enhance sense of place.
- **Transit-Oriented Development.** As uses transition over time, mixed-use is envisioned for the area adjacent to the TRE line. This may include multi-family and family-oriented entertainment such as local art and music, games/arcades, a brewery, outdoor dining options and other types of "eat-entertainment".
- **Connection to TRE.** There is no formal access to the Trinity Lakes TRE Station from the City of Hurst. This concept envisions a pedestrian connection from the catalytic site to the station, which would require further study and coordination with Trinity Metro since Hurst is not a member city of the transit agency.
- **Trail Connection and Extended Green Space.** Several pedestrian connections are proposed to provide access around and through the site. A greenspace is envisioned adjacent to the multi-family in the eastern portion to serve as a community gathering space.
- **Central Park Drive Extension.** To improve vehicular connectivity, an extension of Central Park Drive with a roundabout is envisioned to access the existing signalized intersection. To improve the pedestrian experience, activated frontages along Central Park Drive should include engaging ground-floor uses, visual interest, and human-scale design to connect businesses and the public realm.
- **Flexible Spaces.** Industrial office space is preserved as flexible-use areas, adaptable to future market demand, including potential for family-oriented entertainment.

POTENTIAL MARKET IMPACT

If the catalytic site concept was realized over time, this would require investment from both the public and private sector. Based on a high-level market analysis, at build-out the catalytic site area has potential to generate:

- Over 800 jobs
- Approximately \$2,000,000 annually in property tax revenue
- 120 multi-family units
- 10,000 SF of mixed-use retail
- 30,000 SF of flex space for entertainment

Figure 8. Western Catalytic Site Illustrative Concept Plan



REPRESENTATIVE IMAGES



Gateway monument at highway intersection



Flex-use office building



Activated outdoor space at entertainment establishment



Multi-family apartments with ornamental trees and landscaping

*This catalytic site concept plan is for illustrative purposes and does not constitute changes in zoning, roadways, or pedestrian facilities.

CENTRAL CATALYTIC SITE

The Central Catalytic Site area consists of approximately 44.3 acres, including six parcels located between Anderson Drive and Arthur Drive and one parcel at the Precinct Line Road intersection. Currently, much of the site is composed of vacant parcels, including a large property at Precinct Line with strong potential for adaptive reuse. Of the total vacant property, Oncor possesses 12.25 acres. The illustrative concept created for this site (**Figure 9**) seeks to support residential areas with a mix retail, entertainment, nature, and programmable space while continuing to support local industry.

EXISTING SITE CONDITIONS

LAND USE

- Primarily vacant land (approximately 18 acres; 68% owned by Oncor)
- Occupied uses include a mobile home park and surrounding heavy industrial
- Primarily zoned as General Business (78%)

MOBILITY

- Concentration of crashes at Precinct Line Drive
- Lack of sidewalk connectivity

ENVIRONMENTAL

- Drainage channel running north to south through site
- Flood hazard conflicts adjacent to drainage channel



Considerations for future development at the Central Catalytic Site will be promoting compatibility, given the proximity to existing single family residential neighborhoods to the north of the site and proximity to heavy industrial on the south side of the corridor.

ILLUSTRATIVE CONCEPT PLAN

The Central Catalytic Site is envisioned as a key community-oriented hub on SH 10 that supports both residents and employees that work along the corridor with diverse housing options and essential neighborhood services and retail while creating connections to existing natural features.

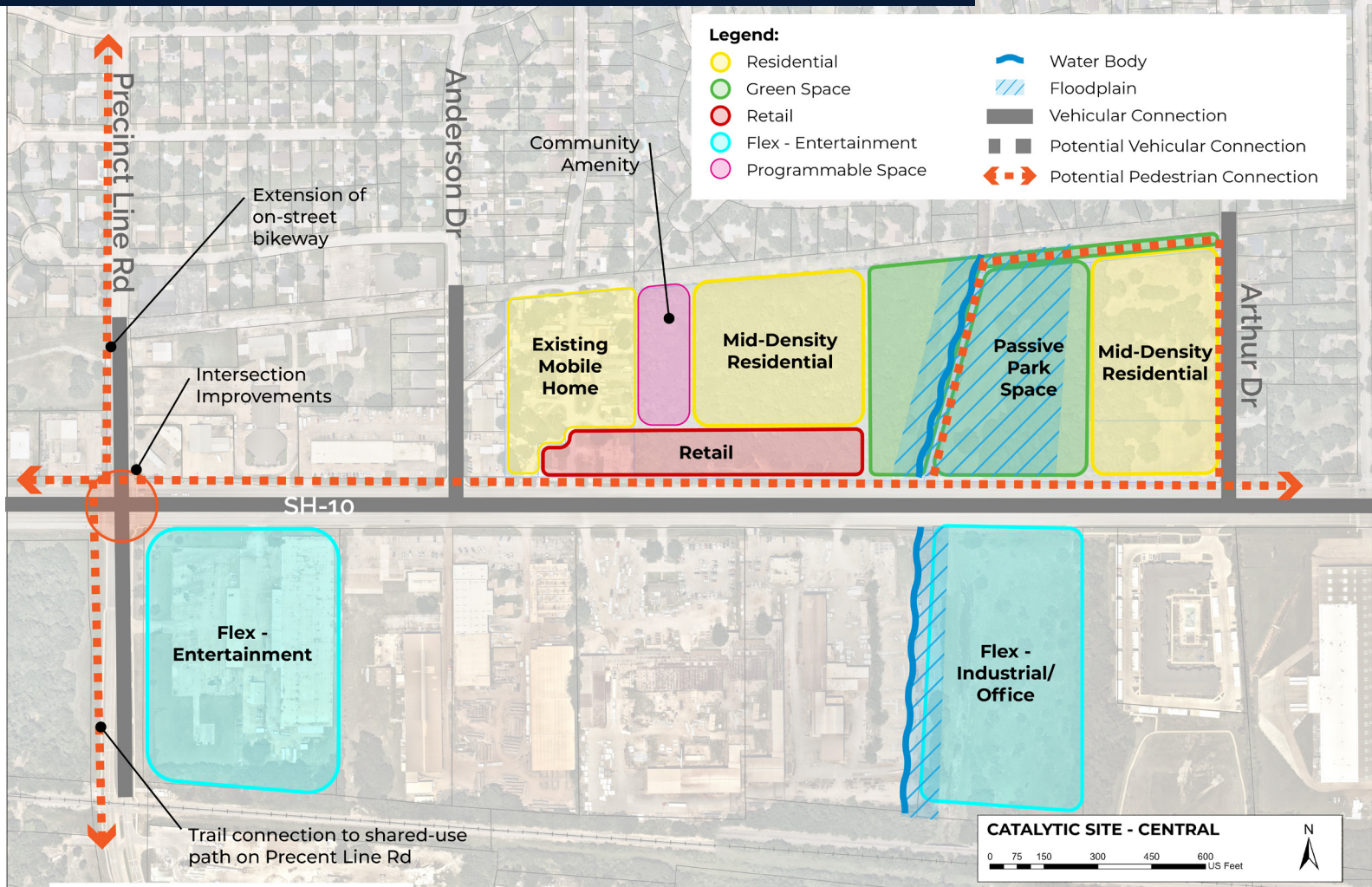
- **Retail Frontage.** Retail fronting Hurst Boulevard provides residents, employees, and commuters with access to services that support daily needs.
- **Residential Development.** As residential development and redevelopment occurs, the addition of a public community amenity space such as a pedestrian plaza or food truck park can create a welcoming environment for families and individuals at varying stages of life.
- **Natural Area.** Natural features off the Lorraine Branch channelized creek could be activated through trails and greenspace, creating a seamless blend of urban living and outdoor recreation.
- **Trails.** Several trail connections are proposed throughout the site, including a sidepath along SH 10, a trail connection along the Lorainne Branch drainage channel north of Hurst Boulevard and an extension of the on-street bikeway along Precinct Line Drive.
- **Flexible Spaces.** Flexible-use areas are designed to evolve with market demand, potentially transitioning into family-oriented entertainment venues or office space.
- **Intersection Improvements.** Enhancements are needed at Precinct Line Drive to improve safety for pedestrians and motorists. Potential improvements include sidewalk repair and additional connections, paint re-stripping, signal timing updates and exploration of driveway consolidation.

POTENTIAL MARKET IMPACT

If the catalytic site concept was realized over time, this would require investment from both the public and private sector. Based on a high-level market analysis, at build-out the catalytic site area has potential to generate:

- Over 400 jobs
- Approximately \$3,000,000 annually in property tax revenue
- 200 mid-density residential units
- 20,000 SF of retail

Figure 9. Central Catalytic Site Illustrative Concept Plan



**This catalytic site concept plan is for illustrative purposes and does not constitute changes in zoning, roadways, or pedestrian facilities.*

REPRESENTATIVE IMAGES



Community retail with updated building facades and landscaping



Walking trails in natural area with amenities for pedestrians and cyclists



Mid-density residential townhomes



Potential community amenity (playground and greenspace)

EASTERN CATALYTIC SITE

The Eastern Catalytic Site is located on the north side of Hurst Boulevard, between Wanda Way and Arwine Drive. The site consists of 14 parcels, totaling approximately 37 acres. A majority of the site area is composed of open land; six acres owned by Bell Helicopter and seventeen acres owned by Oncor. Additionally, there are about nine acres of older hotel, apartment, and office developments which may be candidates for redevelopment due to their deteriorated conditions. The illustrative concept (**Figure 10**) explores how the eastern site could be an important gateway development that highlights and supports Bell Helicopter's headquarters with parkland, service-oriented retail, and improved connectivity.

EXISTING SITE CONDITIONS

LAND USE

- Occupied land uses include fast food, industrial flex space, and auto-oriented businesses
- Twenty-three acres of undeveloped land (64% of the study area; 17.55 acres are owned by Oncor)
- Primarily zoned as General Business (75%)

MOBILITY

- Concentration of crashes and repairs needed at Bell Flight Drive intersection
- Lack of sidewalk connectivity

ENVIRONMENTAL

- Undeveloped properties have significant portions of land in the floodplain



Vacant property north of Bell Helicopter presents an opportunity for residential and community retail options, in addition to providing access to nature.

ILLUSTRATIVE CONCEPT PLAN

The Eastern Catalytic Site is envisioned as a vibrant environment that supports residents and workers, and celebrates the history of Bell Helicopter and the City of Hurst.

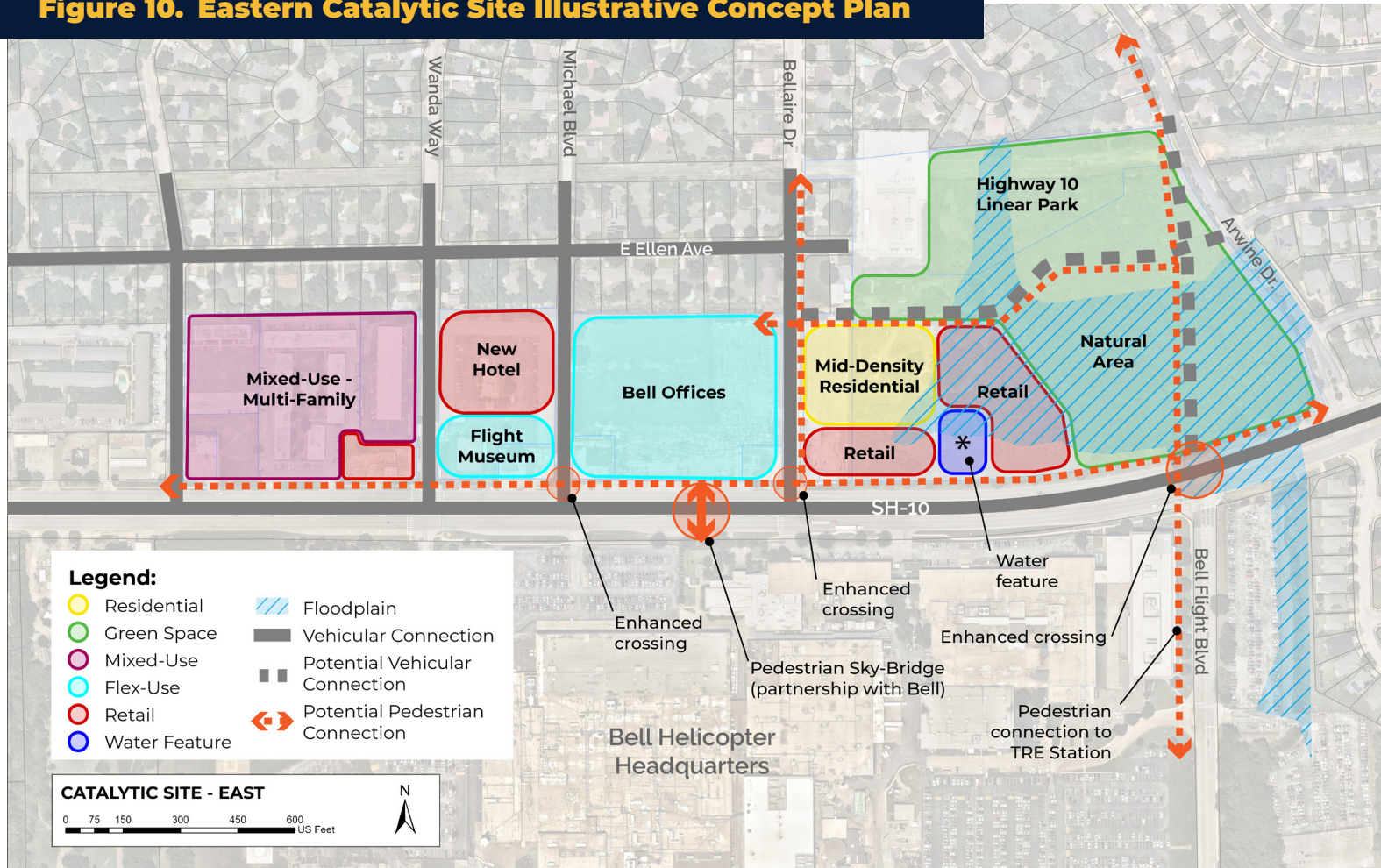
- **Bell Helicopter Campus, Flight Museum & Hotel.** Anchored by a Bell office campus, flight museum, and an updated hotel, the site will continue to foster placemaking and educational opportunities documenting the history of Hurst and Bell Helicopter.
- **Pedestrian Bridge Across SH10.** A pedestrian bridge or skywalk proposed by Bell Helicopter over SH 10 would link the existing Bell Helicopter campus to future office developments and provide a visual gateway as motorists travel into the corridor.
- **Mixed-Use Development & Mid-Density Residential.** There is potential to enhance livability for residents and Bell Helicopter employees through housing and retail options such as mid-density single-family housing (townhomes) and service-oriented retail such as coffee shops, dry cleaners, and grocery options.
- **Natural Features.** The site's natural assets and floodplain areas will be activated through additional trails, adjacent retail and water features, with potential for an aviation-themed park developed in partnership with Bell.
- **Improved Connections.** A realignment of Arwine Drive to intersect with Bell Flight Boulevard would improve east-west connectivity, complemented by enhanced pedestrian crossings that connect users to the proposed park and retail development in the catalytic site area.

POTENTIAL MARKET IMPACT

If the catalytic site concept was realized over time, this would require investment from both the public and private sector. Based on a high-level market analysis, at build-out the catalytic site area has potential to generate:

- Over 900 jobs
- Approximately \$2,500,000 annually in property tax revenue
- 10,000 SF retail
- 240 multi-family units
- 120 mid-density residential units

Figure 10. Eastern Catalytic Site Illustrative Concept Plan



**This catalytic site concept plan is for illustrative purposes and does not constitute changes in zoning, roadways, or pedestrian facilities.*

REPRESENTATIVE IMAGES



Office building with pedestrian plaza and ornamental trees



Example of an aviation themed playground that ties into the history



Vertical mixed-use multi-family apartments



Example of trail through natural area with trees and native vegetation

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IMPLEMENTATION

IMPLEMENTATION PROGRAM

To realize the plan vision set forth in **Chapters 2 and 3** of this plan, a series of goals and supporting actions were developed for the corridor and catalytic sites. This chapter presents an implementation program that includes details on timing, location, priority, and partner entities for each recommended action. All plan actions are organized by Guiding Principle and are listed in the implementation matrices found on pages 36-44 (**Figures 11-14**).

TIMEFRAME

Each recommended action has an anticipated timeframe for initiation based on priority and existing conditions.

- **Short-term:** These actions should be initiated within the first five years following plan adoption. These actions may address high priorities, an immediate need, or are feasible for implementation in the short-term.
- **Mid-term:** These actions should be initiated in years five to ten following plan adoption. These actions may be a high priority, but are dependent on short-term strategies, require further study, or necessitate complex financial decisions.
- **Long-term:** These actions should be initiated in year ten and beyond following plan adoption. These actions are larger in scope and may require additional planning or creative funding sources to achieve implementation.
- **On-going:** These actions may be applied throughout the planning period, introduced incrementally as development occurs, or implemented on a recurring basis.

LOCATION

Defines whether a recommended action is applicable to a specific location or intersection, a catalytic site, the whole corridor, or an effort that extends beyond the study area. For actions that are policy-based, no location is listed.

PRIORITY

A diamond (◆) in this column indicates that the recommended action is a high priority for implementation. This action is essential to revitalization or necessary to enable other action items. More discussion about high priority recommendations can be found on pages 45-48.

PARTNERS

Where applicable, supporting partners have been identified to assist with implementation. Local, regional, and state entities have been listed based on their expertise to help realize the action. Lead entities have been identified for high priority actions to champion the effort.

PARTNERS IN PLANNING

There were three primary partners that were involved in the development of the Hurst Boulevard Vision: the City of Hurst, TxDOT, and NCTCOG. The roles of these three entities plus additional partners moving forward to implementation will vary depending on the action.

The City of Hurst can help shape the look and feel of the corridor through updates to zoning and development regulations, particularly within the catalytic sites. While adoption of this plan does not constitute any changes to zoning, the illustrative concept plans for the catalytic sites set a vision for the City to reference while working with the development community. Many of the actions associated with this plan's Economic Prosperity and Sense of Place Guiding Principles should be led by the City. The City will also be responsible for coordinating with TxDOT to submit various roadway improvement requests. It will be important to identify a champion within the City to spearhead initiatives and cultivate partnerships related to plan implementation.

TxDOT owns and maintains SH 10 and associated right-of-way. Any improvements that occur within the right-of-way will be led by TxDOT, often in coordination with the City. Due to the population size of Hurst, TxDOT also manages the traffic signals along Hurst Boulevard and would be responsible for any traffic and pedestrian signal updates. The agency conducts their own planning process for identifying needed improvements to 'on-system' roadways and at the time of this report development, no major improvements are identified for Hurst Boulevard in the next five years. However, there are a number of funding programs that TxDOT administers that could help achieve some of the actions identified in the implementation program. These funding programs include, but are not limited to, the Green Ribbon Program, Highway Safety Improvement Program, Transportation Alternatives Set-Aside Program, and the Governor's Community Achievement Awards.

NCTCOG often plays a key role in facilitating partnerships and funding for mobility projects in the region. NCTCOG has committed to request Regional Transportation Council (RTC) funding approval for the design of transportation improvements in the western part of the study area to help ensure plan implementation has momentum. The agency can also facilitate conversations with other entities such as Trinity Metro and the City of Fort Worth. There are many funding programs that NCTCOG also administers, including but not limited to, the Transportation Alternatives Set-Aside Program, Carbon Reduction Program, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Surface Transportation Block Grants, and Regional Toll Revenue.

Additional partners such as property owners, developers, Bell Helicopter, and other private or non-profit organizations are vital to public-private partnerships (PPP) necessary to fulfill redevelopment at this scale. Private sector agencies can provide capital, specialization, and new solutions which help governments realize improvements to infrastructure or large-scale projects. While specific functions of a PPP vary from project to project, accountability and risk allocation are distributed based on analysis and long-term redevelopment objectives to provide the community with the best possible outcomes.

In addition to the funding opportunities listed in this section, **Appendix C** details other funding opportunities that could be explored for implementation.





MOBILITY & CONNECTIVITY

Figure 11. Mobility & Connectivity Implementation Matrix

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
MULTIMODAL ACCESS & CONNECTIVITY					
MC1	Design and pursue funding for a continuous 10' shared-use path/trail along the north side of Hurst Boulevard throughout the length of the study area.	Short-term	QT Gas Station to Arwine Drive	◆	Lead Entity: City Other Partners: NCTCOG, TxDOT
MC2	Fill in gaps in the existing sidewalk network within the study area through coordination with new development and phased public projects.	On-going	Along the corridor	◆	Lead Entity: City Other Partners: TxDOT, Developers
MC3	Study a pedestrian connection to the Trinity Lakes TRE station platform after further coordination with Trinity Metro.	Short-term	Trinity Lakes TRE Station	◆	Lead Entity: NCTCOG Other Partners: Trinity Metro, City
MC4	Assess the feasibility of a bicycle/pedestrian connection between the Trinity Lakes TRE Station and the intersection of Hurst Boulevard and Melbourne Road.	Short-term	Melbourne Road and SH 10	◆	Lead Entity: NCTCOG Other Partners: City, TxDOT, Trinity Metro
MC5	Design and construct a bicycle connection from Hurst Boulevard to North East Mall via Melbourne Road, which was identified in previous studies.	Short-term	SH 10 to North East Mall		City, TxDOT
MC6	Work with partners to design and implement proposed trails and sidewalks in the catalytic site at Hurst Boulevard/IH 820.	Mid-term	Western Catalytic Site		City, Developers, NCTCOG, Oncor
MC7	Work with developers to incorporate trails in future residential development within the catalytic site near the Lorraine Branch.	Short-term	Central Catalytic Site		Developers, City
MC8	Include a shared-use path/trail adjacent to future roadways in the catalytic site at Hurst Boulevard/Bell Flight Boulevard as development occurs.	Long-term	Eastern Catalytic Site		City, Bell Helicopter

See page 34 for a description of the timeframe, location, priority, and partners.



MOBILITY & CONNECTIVITY

Figure 11. Mobility & Connectivity Implementation Matrix (cont.)

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
CONGESTION MITIGATION & ACCESS MANAGEMENT					
MC9	Coordinate with TxDOT on requests for signal timing updates on Hurst Boulevard to improve vehicle safety, operations, and pedestrian access, including all red clearance intervals and Leading Pedestrian Intervals to allow people of all ages and abilities to cross with a 3-7 second head start.	Short-term	All corridor intersections	◆	Lead Entity: TxDOT Other Partners: City
MC10	Coordinate with existing businesses and TxDOT as future development occurs to consolidate driveways and encourage cross-access easements and shared parking lots for adjacent properties to reduce the number of driveways and other access connection points, and to encourage walking between adjacent businesses.	On-going	Dependent on future development between IH 820 to Belmont, West of Precinct Line Road to East of Anderson, Hurstview to Bellaire		City, TxDOT, Property Owners
MC11	Coordinate with TxDOT and existing businesses as future development occurs to study potential median closures for medians that are redundant or do not provide access to a connecting street or development that has an additional median opening within 300 feet.	Long-term	Precinct Line to AZZ Galvanizing		City, TxDOT, Property Owners
STREET GRID ENHANCEMENTS					
MC12	Evaluate street grid enhancements and associated pedestrian lighting as new development occurs in the catalytic site located at Hurst Boulevard/ IH 820.	Mid-term	Western Catalytic Site		City, Developers
MC13	Evaluate street grid enhancements and associated pedestrian lighting as new development occurs in the catalytic site located around the Lorraine Branch.	Short-term	Central Catalytic Site		City, Developers
MC14	Evaluate street grid enhancements and associated pedestrian lighting as new development occurs in the catalytic site located near Bell Flight Boulevard.	Long-term	Eastern Catalytic Site		City, Developers

See page 34 for a description of the timeframe, location, priority, and partners.



MOBILITY & CONNECTIVITY

Figure 11. Mobility & Connectivity Implementation Matrix (cont.)

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
PARTNERSHIPS					
MC15	Partner with the City of Fort Worth, Trinity Metro, and TxDOT to support submittals to federal, state, and/or regional grant opportunities for trail and bikeway implementation.	On-going	Catalytic Sites	◆	Lead Entity: City of Hurst Other Partners: TxDOT, NCTCOG, City of Fort Worth, Trinity Metro
MC16	Explore partnership with City of Fort Worth to widen the sidewalk along Bell Flight Boulevard, add pedestrian lighting, and add signage to enhance walkability between the Bell TRE Station and the proposed catalytic site on the eastern edge of the study area.	Mid-term	Bell Flight Boulevard from Bell TRE Station to SH 10		NCTCOG, City of Fort Worth, Trinity Metro
MC17	Explore partnership with City of Fort Worth to enhance the segment of Norwood Drive between Hurst Boulevard and Trinity Boulevard with sidewalks, lighting, landscaping, and potential capacity improvements making Hurst Boulevard more desirable to residents directly south.	Mid-term	Norwood Boulevard from Trinity Boulevard to SH 10		City of Hurst, City of Fort Worth, NCTCOG
MC18	Partner to evaluate how a skyway or pedestrian bridge serving the Bell Helicopter properties may provide public access if using public funds.	Long-term	SH 10 across from Bell Helicopter Headquarters		Bell Helicopter, TxDOT
MC19	Consider establishing a Tax Increment Finance (TIF) district or zone and other innovative finance solutions to fund transportation improvements in partnership with local businesses.	Short-term	Catalytic Sites		City

See page 34 for a description of the timeframe, location, priority, and partners.



SAFETY & ACCESSIBILITY

Figure 12. Safety & Accessibility Implementation Matrix

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
TRAFFIC CALMING & SPEED REDUCTION					
SA1	Identify locations with a clear line of sight along the corridor for dynamic speed feedback signs to alert drivers of their speeds relative to the posted speed limit.	Short-term	To be assessed with future study		TxDOT, Hurst Police Department
SA2	Explore lowering the speed limit between the IH 820 Service Road and Bell Flight Boulevard as future development occurs. The City of Hurst is responsible for initiating requests to TxDOT.	Mid-term	Along the corridor		City, TxDOT
SA3	Add landscaping, street trees, and other amenities to act as a traffic calming measure for through vehicles and to encourage active transportation and pedestrian comfort.	Mid-term	Along the corridor		TxDOT, Developers
BICYCLE & PEDESTRIAN SIGNALS AND AMENITIES					
SA4	Install and maintain crosswalks at intersections along Hurst Boulevard based on the opportunities observed during the intersection audit conducted as part of this planning process including repainting crosswalks, clearing obstructions from sidewalks, repairing out-of-order signals, as well as adding cautionary signage.	Short-to-Mid-term	All corridor intersections	◆	Lead Entity: TxDOT
SA5	Reconfigure and/or widen existing ADA ramps to align with future sidewalks along the corridor.	Mid-term	All corridor intersections, prioritizing Melbourne and Precinct Line	◆	Lead Entity: TxDOT, City Other Partners: Developers
SA6	Consider implementing protected-only left-turn movements at intersections such as Hurstview and Brown Trail/Norwood. The City of Hurst is responsible for initiating requests to TxDOT.	Short-term	Hurstview, Brown/Norwood		City, TxDOT
SA7	Consider pedestrian hybrid beacons (PHBs) or HAWK beacons at mid-block crossings as future development occurs at the catalytic sites.	Long-term	Depending on Future Development: between Anderson and Aurthur		TxDOT, City, NCTCOG

See page 34 for a description of the timeframe, location, priority, and partners.



SAFETY & ACCESSIBILITY

Figure 12. Safety & Accessibility Implementation Matrix (cont.)

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
SA8	Consider 6' pedestrian ADA compliant refuges within medians to break up the trips across six or more lanes of traffic, which provide a safer pathway for cyclists and pedestrians crossing Hurst Boulevard.	Mid-term	Unnamed intersection by Sonic, Melbourne, Precinct Line, Hurstview, Michael, Bellaire, Bell Flight		TxDOT, City
SA9	Install signs indicating the presence of bike routes to help guide cyclists to connecting trails along the corridor and make drivers aware of the presence of cyclists.	Mid-to-Long-term	Melbourne, Lorraine Branch, Precinct Line, Bell Flight, near the TRE stations		TxDOT, City
ROADWAY IMPROVEMENTS					
SA10	Request signage improvements to include signage within 300 feet of traffic signals to alert vehicles of the upcoming signal at intersections with a high percentage of crashes caused by drivers running red lights.	Short-to-Mid-term	Unnamed intersection by Sonic, Melbourne, Precinct Line, Brown/Norwood, Bell Flight		City, TxDOT, NCTCOG
SA11	Maintain painted turn-lane striping/channelization at all intersections along the corridor – particularly intersections, such as Norwood Drive and Hurstview Drive, that have a high percentage of crashes caused by left turning vehicle traveling outside of their travel lanes.	Mid-term	Hurstview, Brown/Norwood		TxDOT
SA12	Seek funding such as the Highway Safety Improvement Program (HSIP) for lighting along the corridor at regular intervals to improve night-time visibility	Mid-to-Long-term	Along the corridor	◆	Lead Entity: City Other Partners: TxDOT, Utility Providers
SA13	Implement shadow striping along Hurst Boulevard to enhance nighttime visibility and lane delineation.	Mid-term	Along the corridor		City, TxDOT

See page 34 for a description of the timeframe, location, priority, and partners.



ECONOMIC PROSPERITY

Figure 13. Economic Prosperity Implementation Matrix

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
ECONOMIC DEVELOPMENT					
EP1	Organize a catalyst landowner's organization to partner with the City of Hurst on project implementation for each of the three catalytic areas.	Short-term	Catalytic Sites	◆	Lead Entity: City of Hurst Other Partners: Property Owners
EP2	Focus public resources and efforts on the identified catalytic sites to leverage the opportunity for revitalization.	On-going	Catalytic Sites		City
EP3	Provide support for brownfield remediation efforts at the catalytic site at Hurst Boulevard/IH 820.	Short-term	Western Catalytic Site	◆	Lead Entity: City of Hurst Other Partners: TCEQ
EP4	Utilize the TRE station locations as an opportunity to create neighborhood developments where transit increases access to additional work, living, and play destinations beyond the immediate area.	Mid-to-Long-term	Western and Eastern Catalytic Sites		Developers
EP5	Seek out entertainment land use options that assist in placemaking at redevelopment sites both in the catalytic areas as well as underutilized sites along Hurst Boulevard.	Long-term	Catalytic Sites		City, Developers
EP6	Incorporate technology innovation centers and maker spaces as opportunities for new investments.	Long-term	Western Catalytic Site		City, Developers

See page 34 for a description of the timeframe, location, priority, and partners.



ECONOMIC PROSPERITY

Figure 13. Economic Prosperity Implementation Matrix (cont.)

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
MARKET POTENTIAL					
EP7	Modify the TX-10 Multi-Use District with needed changes to encourage walkable mixed-use and diverse housing options and apply the updated zoning to the three catalytic sites to encourage new development and activate underutilized land.	Short-term	Catalytic Sites	◆	Lead Entity: City of Hurst
EP8	Incorporate the vision for the development character of the catalytic sites into future updates to the Unified Development Code through site design considerations.	Mid-term			City, Developers
EP9	Explore the opportunities for leveraging vacant/underutilized parcels beyond the catalytic sites for economic growth and revitalization.	Short-term	Along the corridor		City, HEB Chamber of Commerce
EP10	Create a marketing campaign to show the strategic location of the Hurst Boulevard corridor linking DFW Airport and points east to Northeast Tarrant County, the Alliance region and the City of Fort Worth.	Short-term		◆	Lead Entity: City of Hurst Other Partners: HEB Chamber
EP11	Coordinate with the HEB Chamber of Commerce on business retention and recruitment effort and support businesses along the corridor to join the chamber.	On-going			City and HEB Chamber of Commerce
BUSINESS & COMMUNITY SUPPORT					
EP12	Explore initiatives such as Public Improvement Districts (PIDs), Opportunity Zones, grant programs, and small business support to attract neighborhood services and daily-needs retail that strengthen the existing business mix.	On-going			City, Department of Housing and Urban Development (HUD)

See page 34 for a description of the timeframe, location, priority, and partners.



SENSE OF PLACE

Figure 14. Sense of Place Implementation Matrix

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
PUBLIC REALM ENHANCEMENTS					
SP1	Identify and promote opportunities to use landscaping and vegetation screening within the properties abutting Hurst Boulevard to improve the look of industrial buildings and enhance the pedestrian experience.	Mid-term	Along the corridor	◆	Lead Entity: City Other Partners: TxDOT, Business Owners
SP2	Initiate a façade grant program along the corridor to assist businesses with improving the exterior of their buildings.	Short-term	Along the corridor		City, Business Owners
SP3	Utilize distinct materials and treatments such as stamped concrete on walkways and plazas within the catalytic sites to promote a cohesive look and feel.	On-going	Catalytic Sites		City, Developers
COMMUNITY & GREEN SPACES					
SP4	Partner with property owners to program pop-up or temporary uses for vacant lots or undeveloped open spaces to show how the area could be activated (e.g., food trucks, markets or craft fairs, holiday events, live music).	Short-term	Catalytic Sites		City, Better Block, Property Owners
SP5	Incorporate public spaces, plazas, green spaces, and trailhead connections near local destinations and other transitional spaces. Leverage floodplains for trails, bikeways, nature, and inclusion of public art.	Mid-to-Long-term	Along the corridor		City, Developers
SP6	Collaborate with Bell Helicopter on the development of a Bell Flight Museum near the new office space being considered along Hurst Boulevard in the Eastern Catalytic Site.	Long-term	Eastern Catalytic Site		City, Bell Helicopter
SP7	Encourage businesses to provide bicycle racks in convenient and visible areas in close proximity to key destinations as bicycle facilities are implemented.	Mid-term	Along the corridor		City, Business Owners
SP8	Develop the Highway 10 Linear Park (on Arwine Drive) as a destination for residents and visitors with active and passive recreation opportunities, considering a theme tied to aviation and Bell Helicopter.	Long-term	Eastern Catalytic Site		City, Oncor

See page 34 for a description of the timeframe, location, priority, and partners.



SENSE OF PLACE

Figure 14. Sense of Place Implementation Matrix (cont.)

#	ACTION	TIMEFRAME	LOCATION	PRIORITY	PARTNERS
BRANDING & LOCAL CHARACTER					
SP9	Develop branding for the corridor that is reflective of the area's history and future vision, incorporating local and public involvement. Use the branding consistently in wayfinding, signage, and advertising materials. Provide brand maps showing connections, destinations, and locations of public facilities at key areas such as large developments and trail access points.	Short-to-Mid-term		◆	Lead Entity: City of Hurst Other Partners: HEB Chamber, TxDOT
SP10	Pursue installation of gateways and signs at key entrances into Hurst.	Mid-term	IH 820, Precinct Line Road, and Bell Flight Boulevard	◆	Lead Entity: City of Hurst Other Partners: TxDOT
SP11	Expand public art initiatives like the traffic signal control box art competition to showcase the history and local character of the community. Public art opportunities can also include storm drain art, murals on industrial buildings, and sculptures.	On-going	Along the corridor		City, TxDOT, Business Owners, Arts Community, Property Owners

See page 34 for a description of the timeframe, location, priority, and partners.

PRIORITY RECOMMENDATIONS

These priority recommendations are essential to making meaningful progress toward implementation of the Hurst Boulevard vision. The recommendations cumulatively address the most pressing needs and opportunities identified through analysis and stakeholder input. Advancing these items first will produce tangible corridor-wide improvements and build momentum for future phases of the initiatives.



MOBILITY & CONNECTIVITY

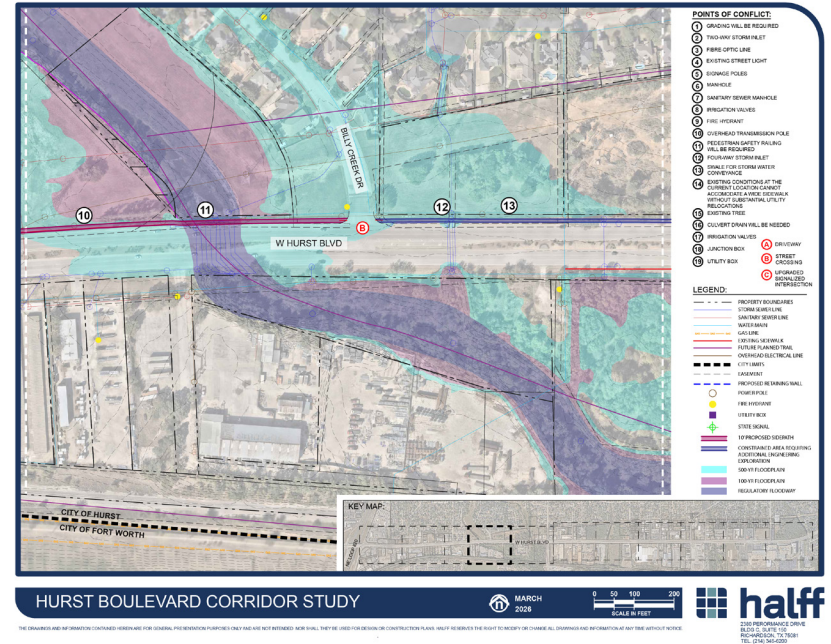
MC1: Design and pursue funding for a continuous 10' shared-use path/trail along the north side of Hurst Boulevard throughout the length of the study area.

Through this planning effort, a conceptual alignment and opinion of probable construction costs were generated for a sidepath on the north side of Hurst Boulevard. **Figure 15** represents an excerpt of the conceptual layout that is presented in its entirety in **Appendix C**. Next steps will be design of the sidepath and securing funding for construction. NCTCOG has committed to request RTC funding approval for the first phase of the sidepath from the Western Catalytic Site to Melbourne Road. TxDOT and utility providers will be key partners in the future design, engineering, and construction process.

MC2: Fill in gaps in the existing sidewalk network within the study area through coordination with new development and phased public projects.

As depicted in **Chapter 2**, the current sidewalk network is inconsistent and there are gaps that need to be filled to complete it. As new developments are approved, the design and construction of new sidewalks should be on-going throughout the implementation process. This action will require the city to work closely with key partners such as TxDOT and developers.

Figure 15. SH 10 Sidepath Conceptual Layout Excerpt



MC3: Study a pedestrian connection to the Trinity Lakes TRE station platform after further coordination with Trinity Metro.

The illustrative concept for the Western Catalytic Site recommends a pedestrian connection to the Trinity Lakes TRE station platform. Additional study is needed to determine where the pedestrian connection can most feasibly occur, and coordination is needed with Trinity Metro to coordinate access. NCTCOG can play a coordinating role and bring together the various partners for these next steps.

MC4: Assess the feasibility of a bicycle/pedestrian connection between the Trinity Lakes TRE Station and the intersection of Hurst Boulevard and Melbourne Road.

Previous initiatives have identified this route as a segment of a larger regional connection to connect the Trinity Lakes TRE Station to North East Mall. NCTCOG intends to request RTC funding for the design of transportation improvements in the western part of the study area, which would include part of this connection from the Trinity Lakes station to Melbourne Road (see **Figure 16**). The City of Hurst would need to be the lead on designing the bikeway facility on Melbourne Road leading to North East Mall (MC5).

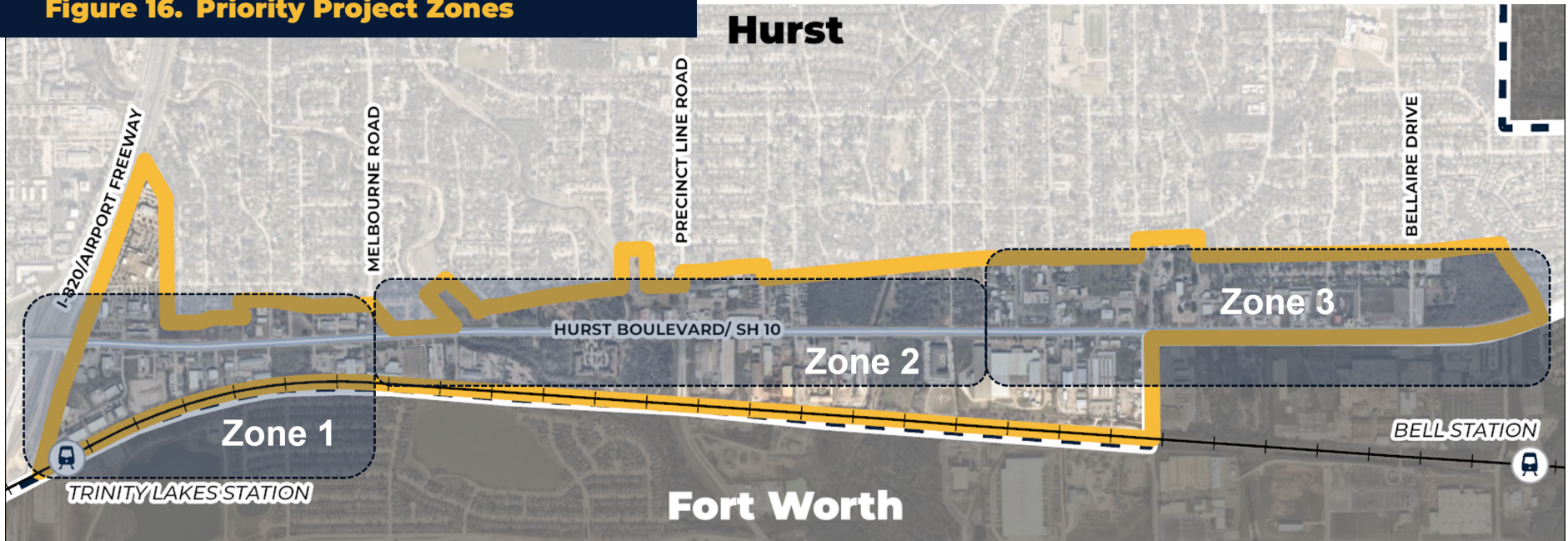
MC9: Coordinate with TxDOT on requests for signal timing updates on Hurst Boulevard to improve vehicle safety, operations, and pedestrian access, including all red clearance intervals and Leading Pedestrian Intervals to allow people of all ages and abilities to cross with a 3-7 second head start.

The high-level intersection audit conducted as part of this planning process revealed that there are inconsistent crossing times for pedestrians at intersections along the corridor. Signal timing updates can improve vehicular flow and a pedestrian lead time can create a more comfortable experience for crossing Hurst Boulevard. Since TxDOT maintains the signals along Hurst Boulevard, the City can make a request to the Traffic Safety Division to update the signal timing.

MC15: Partner with the City of Fort Worth, Trinity Metro, and TxDOT to support submittals to federal, state, and/or regional grant opportunities for trail and bikeway implementation.

When entities work together to support large projects and regional connectivity initiatives, these partnerships create stronger grant applications and the opportunity to share in project costs. **Appendix C** includes a list of potential funding sources and descriptions to consider for plan implementation.

Figure 16. Priority Project Zones



The map above indicates zones that can be used to implement actions and priorities for areas outside of the catalytic sites. Zone 1 is the priority area for mobility actions MC3 and MC4.



SAFETY & ACCESSIBILITY

SA4: Install and maintain crosswalks at intersections along Hurst Boulevard based on the opportunities observed during the intersection audit conducted as part of this planning process including repainting crosswalks, clearing obstructions from sidewalks, repairing out-of-order signals, as well as adding cautionary signage.

During the high-level intersection audit conducted as part of this planning process, project staff identified inconsistencies in the condition of crosswalks and missing infrastructure at some locations. Updating intersections with uniform crossing standards and infrastructure such as ADA accessible pedestrian beacons or signage to inform drivers of pedestrian activity can improve safety along the corridor. This action will require the City to work closely with TxDOT for implementation. As the sidepath on the north side of Hurst Boulevard is implemented (MC1), these intersection improvements could be coordinated as well.

SA5: Reconfigure and/or widen existing ADA ramps to align with future sidewalks along the corridor.

One objective of this plan is to ensure redevelopment along Hurst Boulevard is accessible to people of all ages and abilities including the sidewalk network. As sidewalks are improved or created in accordance with MC2, the alignment and/or widening of ADA ramps should happen concurrently with sidewalk projects. TxDOT will be a key partner in the implementation of this action. Melbourne Road and Precinct Line Road have been identified as an urgent need as these intersections are out of compliance per the Americans with Disabilities Act.

SA12: Seek funding through the Highway Safety Improvement Program (HSIP) for lighting along the corridor at regular intervals to improve night-time visibility.

Lack of corridor lighting was a primary concern among stakeholders throughout the planning process. Improved lighting enhances visibility for drivers and pedestrians, creating a safer environment. TxDOT administers the HSIP which allocates funding for safety enhancements for systemic or targeted improvements. The City can coordinate an application to the HSIP to seek funding for illumination along the corridor based on the analysis done for this planning effort.



Curb ramps should be aligned with the crosswalk at all intersections.



ECONOMIC PROSPERITY

EP1: Organize a catalyst landowner's organization to partner with the City of Hurst on project implementation for each of the three catalytic areas.

Partnerships and coordinated efforts are a critical first step to achieving the vision for the catalytic sites. The City should lead efforts for the landowners of each catalytic site to collaborate for more cohesive redevelopment and programming efforts.

EP3: Provide support for brownfield remediation efforts at the catalytic site at Hurst Boulevard/IH 820.

A property in the Western Catalytic Site has environmental concerns that necessitate brownfield remediation. Such clean up efforts often require partnerships and grants to achieve remediation. The City should explore options to support private or non-profit entities seeking funding for the recommended action.

EP7: Modify the TX-10 Multi-Use District with needed changes to encourage walkable mixed-use and diverse housing options and apply the updated zoning to the three catalytic sites to new development and activate underutilized land.

As discussed in **Appendix E**, many of parcels within the three catalytic sites are zoned TX-10 Multi-Use. This zoning district currently does not support mixed-use development. Strategic changes to the allowable uses and development standards can encourage more walkable, mixed-use developments in these areas.

EP10: Create a marketing campaign to show the strategic location of the Hurst Boulevard corridor linking DFW Airport and points east to Northeast Tarrant County, the Alliance region, and the City of Fort Worth.

As redevelopment and revitalization begins along Hurst Boulevard, it is important to raise awareness about the accessibility and regional reach of the corridor to the business and entrepreneurial community. The City may collaborate with the HEB Chamber for a larger advertising capacity.



SENSE OF PLACE

SP1: Identify and promote opportunities to use landscaping and vegetation screening along Hurst Boulevard to improve the look of industrial buildings and enhance pedestrian experience.

A frequent theme heard during community engagement was the lack of green space and poor aesthetic quality along the corridor. Strategic landscaping and street trees can help improve aesthetics, increase comfort for bicycle and pedestrian users, and serve as a traffic calming measure. The City should lead this initiative while engaging with key partners such as TxDOT and business owners.

SP9: Develop branding for the corridor that is reflective of the area's history and future vision, incorporating local and public involvement. Use the branding consistently in wayfinding, signage, and advertising materials. Provide brand maps showing connections, destinations, and locations of public facilities at key areas such as large developments and trail access points.

Feedback from the engagement process indicated that there is a lack of identity for Hurst Boulevard. Wayfinding, signage and ornamental light fixtures are elements that can be added throughout the study area to create a sense of place. Branding efforts should reflect the history and culture of Hurst including the city's long standing relationship with Bell Helicopter. The City may engage with the HEB Chamber to help promote branding efforts to reinforce the identity of Hurst Boulevard.

SP10: Pursue installation of gateways and signs at key entrances into Hurst.

Gateway monuments, entry signs, and public art are physical features that can announce entry into a city or area. These types of features are eligible for funding through the Governor's Community Achievement Awards (GCAA) provided through TxDOT. The City should leverage this funding opportunity to initiate next steps for gateway installation on the eastern and western ends of the corridor and at Precinct Line Road.

CONCLUSION

This plan provides a vision for the redevelopment of Hurst Boulevard. By aligning with the plan's four Guiding Principles, the Hurst Boulevard Vision positions the corridor to support growth and improved quality of life. While many of the recommended actions can be led by the City of Hurst, there are several that will require close coordination with entities such as NCTCOG, TxDOT, the City of Fort Worth, and other public and private sector stakeholders. Successful implementation will rely on these sustained partnerships to revitalize Hurst Boulevard to reflect the community's identity and long-term place in the region.



Incorporating public art along trails or greenways contributes to placemaking, supports cultural expression, and enhances user experience.



Sidepaths are typically 10-feet wide to accommodate multiple users of all ages and abilities.



April 2026

Appendix A:

Public Engagement Summary

Hurst Boulevard Vision – State Highway 10 Corridor Redevelopment Plan

Prepared for:

The North Central Texas Council of Governments

Prepared by:

 **halff**

 **K**
STRATEGIES

Introduction

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor travelling through the City of Hurst in order to enhance the experience of all users, including residents, business owners, pedestrians, cyclists and commuters. The plan process involved an analysis of the corridor, multiple community engagement opportunities, and catalytic site concepts. The plan will result in an actionable strategy for redevelopment in the area.

Hurst city leaders, stakeholders, and residents were invited to participate throughout the planning process. The following information summarizes engagement efforts from April 2025 to April 2026. Below is a list of engagement efforts:

- Project Review Committee Meetings – *April 15, 2025, June 24, 2025, August 20, 2025, October 21, 2025, and April 2, 2026*
- City Council Interviews – *April 29 to May 5, 2025*
- Stakeholder Focus Groups Series #1 – *May 12, 2025*
- Public Open House #1 – *May 12, 2025*
- Online Survey #1 – *May to July 2025*
- Stakeholder Focus Groups Series #2 – *September 30, 2025*
- Public Open House #2 – *November 17, 2025*
- Online Survey #2 and Interactive Map – *November 2025 to January 2026*

Engagement Executive Summary

Prepared by K-Strategies on pages 2 – 7.



HURST BOULEVARD VISION

SH 10 Corridor Redevelopment Plan Community Engagement Summary



North Central Texas
Council of Governments

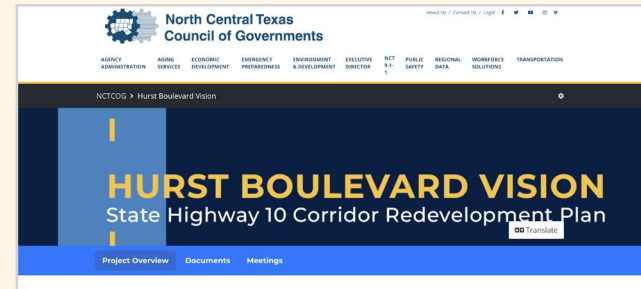


OVERVIEW

The Hurst Boulevard SH 10 Corridor Redevelopment Plan was informed by a comprehensive community engagement process designed to gather community input on how the corridor is used, its challenges, and future needs. Engagement efforts brought valuable insights from elected officials, agency partners, property owners, stakeholders, residents, and corridor users. The engagement program consisted of a combination of in person meetings, virtual interviews, digital tools, and public events to ensure broad participation and meaningful dialogue throughout the planning process.

Engagement activities included:

- Elected Official Interviews
- Project Review Committee Meetings
- Stakeholder Focus Groups
- Property Owner Outreach
- Public Open House
- Online Surveys
- Comment Cards
- Interactive Mapping Tools



A project website, digital outreach, and coordinated messaging through City communication channels encouraged community participation and promoted opportunities to engage with the project.

Together these efforts created multiple opportunities for community members to learn about the study, share feedback, and help shape the vision for the future of the Hurst Boulevard corridor.

PARTICIPATION SUMMARY



The engagement process generated strong participation across several formats and engagement methods.



Key participation metrics included:


- **Seven elected official interviews** conducted with members of the Hurst City Council and the Mayor.
- **Five Project Review Committee meetings** with representatives from the City of Hurst, the North Central Texas Council of Governments (NCTCOG), TxDOT, and the consultant team.
- **Two stakeholder focus groups** that met twice during the plan process that included community leaders, residents, business representatives, and property owners.
- **Direct interviews and discussions with adjacent property owners** regarding redevelopment opportunities and constraints.
- **Two total open houses:** attended by forty-two participants.
- **An online community survey that** received seven hundred eighty-five responses from residents, commuters, and corridor users.
- **Project website engagement** allowing residents to subscribe for updates and readily access project materials.
- Additional public input collected through **comment cards, project concept boards, and conceptual map- based feedback** activities.
- In total, the engagement process generated more than **900 engagements/touchpoints** across meetings, surveys, and direct outreach activities.
- **The interactive mapping exercise.**

KEY THEMES FROM COMMUNITY INPUT

Across engagement activities, participants consistently described the corridor as an important regional connector that currently lacks identity, investment, and pedestrian - oriented amenities. Feedback indicated that the corridor functions primarily as a commuting route rather than a destination. Participants frequently characterized the corridor as industrial in appearance, underutilized, and lacking cohesive design or development patterns.

Despite these challenges, community members expressed strong optimism about the corridor's potential. Participants identified several strengths including the corridor's central location, wide roadway configuration, access to regional highways, and proximity to major employers such as Bell Flight. Many participants also noted that the corridor provides an important east west connection within the region and serves as an alternative route to nearby highways.

Many respondents highlighted the importance of improving pedestrian and bicycle safety, expanding sidewalk connectivity, and enhancing access to regional trail networks and the Trinity Railway Express station.



Participants consistently emphasized the need to improve safety and mobility along the corridor. Concerns were raised regarding limited sidewalk infrastructure, unsafe pedestrian crossings, insufficient lighting, and conflicts between heavy truck traffic and other roadway users.



Desired Improvements and Community Priorities

Community members expressed a strong desire for the corridor to evolve into a more attractive, vibrant, and destination-oriented environment. Several types of improvements were repeatedly identified across engagement activities.

Participants frequently requested additional **restaurants, grocery stores, and neighborhood serving retail options**. **Entertainment venues, recreation destinations, and family-oriented attractions** were also commonly suggested as ways to activate the corridor and encourage more local spending within Hurst.

Residents also expressed interest in:

- Additional Parks
- Street Trees
- Gateway Features
- Green Spaces
- Landscaping
- Streetscape Improvements
- Trail Connections
- Public Art
- Visual Character

Stakeholders and community members also supported the introduction of mixed-use development in strategic locations, particularly near transit facilities.

These development concepts often included combinations of:

- Residential
- Retail
- Office
- Entertainment Use that could create walkable destinations and support local businesses.

ECONOMIC DEVELOPMENT OPPORTUNITIES

Many participants recognized the economic importance of the corridor and the potential for targeted redevelopment to support local investment and job growth. Stakeholders noted that the presence of major employers such as **Bell Flight** creates opportunities to attract complementary businesses, hospitality uses, and services that support employees and visitors.

Participants also had the opportunity to review concepts for three catalytic sites along the corridor.. These locations could support new mixed-use development, community gathering spaces, or employment generating uses that help establish a stronger identity for the corridor.

At the same time, stakeholders emphasized the need to balance new development with the preservation of existing industrial businesses that provide jobs and economic activity within the city.



Implementation Considerations

While participants broadly supported reinvestment in the corridor, several important implementation considerations were identified. These included environmental conditions such as **floodplain constraints, aging infrastructure, and the presence of older industrial properties that may require remediation before redevelopment.**

Community members also expressed concern about maintaining compatibility with nearby residential neighborhoods and preserving the character of established communities. Feedback indicated that future redevelopment should prioritize quality design, safety improvements, and amenities that serve both residents and corridor users.



CONCLUSION

The engagement process revealed strong community interest in transforming the Hurst Boulevard corridor into a safer, more attractive, and more connected destination. Participants expressed clear support for improvements that enhance pedestrian safety, expand green space and trails, introduce new retail and dining options, and encourage thoughtful redevelopment.

Community input will continue to guide the development of corridor recommendations and implementation strategies as the City of Hurst and partners advance the vision for the Hurst Boulevard Corridor Redevelopment Plan.



Project Review Committee

PROJECT REVIEW COMMITTEE MEETING #1 – APRIL 15, 2025 (VIRTUAL MEETING)

1. Introductions

Halff team, NCTCOG, City of Hurst and TxDOT share introductions.

Consultant team members included:

- Kendall Howard – Project Manager
- Staron Faucher – Deputy Project Manger
- Pam Mundo – Market Study Lead (Mundo & Associates)
- LaDonna Singleton – Public Engagement Lead (K Strategies)

NCTCOG representatives included:

- Travis Liska – Program Manager
- Benjamin Whisnant – Planner

City of Hurst representatives included:

- Chis Connolly – Executive Director of Economic Development and Tourism
- Clayton Fulton – Assistant City Manager

TxDOT representatives included:

- Kumudvathi Budideti – Transportation Specialist
- Leslie Gamez – Intern

2. Public Engagement Coordination

Halff team led a discussion on the status of various project engagement items.

- **Public Engagement Plan:** Halff and K Strategies confirmed the comments from NCTCOG on the PEP. K Strategies will make the edits before sending it to NCTCOG and the City. Chris mentioned the Hurst Happenings Newsletter would be a good city-run outlet for communications, as well as social media and utility bill inserts.
- **Project Website:** The team reviewed and confirmed the project website and shortened URL name: www.publicinput.com/hurstboulevard. Travis will make the site live and send final comments on the study area map for Halff to update.



- **City Council Virtual Interviews:** Chris gave an update that the majority of the interviews have been set by the City Secretary. Chris will send dates to Kendall and Halff will get the Teams meetings set up. The group confirmed that City and NCTCOG staff do not need to present at the meetings. The consultant team will send a summary of the discussions held.
- **Landowner Interviews:** Pam gave an overview of the intent of the interviews she will conduct over the next month. Chris sent a spreadsheet that identifies all properties based on Certificate of Occupancy data, plus targeted landowners to contact. The group discussed redundant strategies to try in case phone calls don't work, including Chris reaching out in person and utilizing Chamber of Commerce contacts.
- **Community Survey #1:** Halff discussed that they are working on drafting Community Survey #1. The group confirmed that the survey will be launched on May 12th to coincide with the public open house and that the survey will remain open for at least four weeks, to be reassessed at that time based on number of responses. Chris discussed putting an insert in the water bill, which would go out in the May 15th water bills. The group also discussed providing incentive gift cards for the survey, Chris and Travis will check on options for that.
- **Stakeholder Focus Group Meetings:** The group reviewed the two flyers for the stakeholder focus group and gave comments for K Strategies to update. Chris confirmed that his contact works for tracking RSVPs.
- **Public Open House #1:** The group reviewed the public open house flyer and gave comments for K Strategies to update. The group also reviewed and confirmed the outline for the public open house stations, which will include the following:
 1. Project Background
 2. Existing Conditions
 3. Issues & Needs Identification
 4. Corridor Vision
 5. Survey Center
 6. Agency Initiatives

Anticipated activities include visual preference boards, needs & issues mapping exercise, digital and written survey station, and coloring sheets for kids. For the agency initiatives table, Travis discussed including information from NCTCOG about the DFW Discovery Trail and regional trails; TxDOT could potentially include information on their safety campaign.

Halff will set up a meeting to review public meeting materials with NCTCOG and the City during the week of April 28th – May 2nd.

3. Existing Conditions Preliminary Review

Due to time limitations, this section was not discussed during the meeting.



4. Next Steps & Action Items

- K Strategies to incorporate edits to Public Engagement Plan, send to NCTCOG and City
- Travis to send remaining comments on study area map, Halff to update – completed
- Chris to send times for Council interviews, Halff to set up Teams invites
- Halff to send survey questions for review to NCTCOG and City
- Chris and Travis to review options for offering a gift card incentive for survey
- K Strategies to update public open house flyer and stakeholder invites
- Chris to send examples of newsletter and utility bill inserts
- Halff to set up meeting to review public meeting materials the week of April 28th – May 2nd

PROJECT REVIEW COMMITTEE MEETING #2 – JUNE 24, 2025 (VIRTUAL MEETING)

NCTCOG – Travis Liska, Benjamin Whisnant

City of Hurst – Chris Connolly

TxDOT – Kumudvathi Budideti, Flavia Paulino

Halff – Kendall Howard, Staron Faucher, Brianna Luna, Maddie Skidmore

K Strategies – LaDonna Singleton, Deavon Collins, Kira Willis

Mundo and Associates – Pam Mundo

1. Project Schedule Review

Halff team reviewed the project schedule, including what's been completed to date and what is upcoming from July 2025 to March 2026.

Halff will send potential times for the in-person PRC Meeting #3 in August.

2. Engagement Key Findings

Halff team presented key findings from the stakeholder and public engagement efforts, which have included:

- Virtual Council Interviews (7)
- Stakeholder Sessions (15 attendees across two sessions)
- Public Open House #1 (42 attendees)
- Property owner interviews (38 as of June 23rd)
- Online survey responses (696 as of June 23rd)
- Project website subscribers (41 as of June 23rd)



Based on the recent uptick of survey responses, the team decided to close the online community survey on Monday, July 7th. Travis will update the website and Chris will coordinate one last social media reminder.

The team also discussed preparing a FAQ for the website to answer common questions about the plan process. The group confirmed the following questions for which Halff will draft responses to be posted on the project website.

- Why is this corridor redevelopment plan needed?
- What components will the plan address?
- How was the study area determined?
- What are the roles of NCTCOG, City of Hurst, and TxDOT?
- What engagement opportunities will occur?
- What type of recommendations will be made?
- How will the recommendations be implemented?
- How will recommendations consider funding?
- Will this plan change zoning of properties?
- What is the timeframe for the planning process?

3. Existing Conditions Diagnostic Report Review

Halff submitted the Existing Conditions Diagnostic Report to NCTCOG on June 20th and asked for feedback by July 9th. The draft report includes the following sections, of which key findings were presented during the call:

- Corridor Background
- Corridor Demographics
- Existing Land Use and Zoning
- Existing Corridor Character
- Market Assessment
- Existing Mobility Network
- Environmental Considerations

Initial comments discussed were related to specifying the market area with a map, following up on how much of the vacant acreage is actually developable, and to verify if there is a formally designated brownfield in the western part of the study area.



4. Catalytic Site Confirmation

Halff presented proposed parcels to be included in each of the three catalytic site areas (western, central, and eastern).

- Western Site: confirmed parcels shown on the slide
- Central Site: confirmed parcels shown on the slide; discussed doing a sidebar in the plan about coordinating with Onco.
- Eastern Site: confirmed parcels shown on the slide; discussed that it would be a great benefit for City to work with Bell on their site.

5. Next Steps & Action Items

- Halff to close online survey on Monday, July 7th
- Chris to coordinate a final social media reminder about the survey
- Travis to update the website with the survey closing date – *completed*
- Halff to prepare the FAQ responses for the team to review
- Halff to send the existing conditions diagnostic report draft to Chris – *completed*
- Chris and NCTCOG to provide comments on the existing conditions diagnostic report draft by July 9th
- Halff to determine date for PRC Meeting #3 – *completed* (August 20th from 1-3)

PROJECT REVIEW COMMITTEE MEETING #3 – AUGUST 20, 2025 (IN PERSON MEETING)

1. Project Status Updates

Halff team provided an update on the Existing Conditions Report submittal as well as the public website, including updates made to the FAQ Response document.

2. Community Survey Updates

Halff team presented key findings from the community survey, which received 785 total responses. Key findings included:

- The highest percentage of respondents either live near the corridor and/or commute through the corridor
- The majority of respondents travel along the corridor every day
- The majority of respondents drive alone along the corridor
- Bell was the most mentioned destination along the corridor



- Key community desires include: improved pedestrian and bicycle safety; improved vehicular and safety access; increased number of retail, restaurant, and entertainment options; and, better lighting and wayfinding

3. Review of Draft Guiding Principles

Halff team presented the draft vision statement and guiding principles for discussion.

NCTCOG suggested rewording the vision statement to emphasize multimodal transportation and connectivity. Comments related to the guiding principles included reducing the redundancy in the wording of the “Mobility & Connectivity” guiding principle and clarifying the type of intersection enhancements under the “Safety & Accessibility” guiding principle.

4. Catalytic Site Concepts

Halff presented an overview of the existing conditions of each catalytic site, focusing on property ownership, land use, environmental concerns and mobility, before presenting two scenarios for each location. The below notes capture feedback from the discussion.

Western Site

- City noted a sewer line bisects the vacant property behind the Sonic.
- City noted the property adjacent to the Sonic is in the second phase of environmental testing, suggesting environmental contamination is coming from the property to the south.
- City clarified the corner property is closer to substandard than condemned.
- Scenario Comments:
 - Need to consider sewer easement relocation
 - Potential for partnership between City and property owners
 - City would like to reconsider parking requirements in HWY10 zoning
 - Liked family entertainment opportunity
 - Would like to see both railway crossing opportunities emphasized
 - Open to the roundabout

Central Site

- P&Z recommended approval for flex/warehouse space in the smaller parcel adjacent to the mobile homes, which will go to Council for approval soon
- There are mobile homes within the Oncor easement today
- The property on the south side of SH 10 adjacent to the drainage corridor is planned for an industrial warehouse, including a median cut approved by TxDOT. Michelle to send a site plan to Halff team.
- Scenario Comments:
 - City would like to see Mobile Homes updated and better maintained



- City is unsure what the old baseball facility is being used for currently
- Oncor easement roadway connection is possible and currently underutilized
- City would like to work with property owner of northeastern parcels to dress up the floodplain.
- Would like to consider mid-density residential in parcel adjacent to mobile homes for one scenario.
- NCTCOG likes ONCOR trail for redundancy but would like to prioritize the SH10 pedestrian path.

Eastern Site

- Proximity to Bell TRE Station is a strength.
- A pedestrian bridge will need more consideration depending on if it's public or privately funded and accessible.
- The City has received positive affirmation that Bell wants to stay and invest in Hurst.
- Scenario Comments:
 - Dakota Apartments have recently gone up for sale
 - Continue trail connection north to Wan Ka Kani park to be prepared for grant funding
 - Clarify green line in natural area
 - Consider sight lines from Bell TRE along Bell Flight Blvd
 - Add a trail connection between Bell offices and natural areas
 - Scenario 1 – City would like to see natural area as a maintained greenspace
 - Scenario 2 – City preference

5. Next Steps & Action Items

- Halff to refine Catalytic site concepts based on feedback from PRC meeting and NCTCOG
- NCTCOG to provide comments to Halff team on Catalyst sites by Thursday 8/28
- Halff presented two fall engagement schedules for the team to choose from. Group prefers Schedule Option 2.
- Mundo to conduct Economic Impact Analysis
- Halff to begin drafting corridor recommendations related to transportation improvements, bikeway facilities, and zoning
- Stakeholder Focus Group #2 will be planned for September to review refined catalytic site concepts. Plan to invite property owners to a virtual session.
- PRC Meeting #4 will be planned for October to review refined catalytic site concepts and economic impacts, trail and bikeway feasibility assessment, and framework for draft recommendations
- Public Open House #2 is slated for November. The goals of this public meeting will be to review draft recommendations (corridor wide and specific to catalyst sites).
- The Online Survey #2/Interactive Map will be launched after the Public Open House to get feedback on catalytic site concepts and corridor recommendations



PROJECT REVIEW COMMITTEE MEETING #4 – OCTOBER 21, 2025 (VIRTUAL MEETING)

NCTCOG – Travis Liska, Benjamin Whisnant

City of Hurst – Chris Connolly, Clay Carruthers

TxDOT – Kumudvathi Budideti, Troy Davis

Halff – Kendall Howard, Staron Faucher, Brianna Luna, Maddie Skidmore

K Strategies – Deavon Collins, Christine DeCourdreaux-Ngonga

Mundo and Associates – Pam Mundo

1. Project Status Updates

Halff team provided an update on the Existing Conditions Report submittal as well as the public website, including updates made to the FAQ Response document.

2. Catalytic Site Updates

Halff presented a revised draft concept site plan for each catalytic site based on the comments received during the third Project Review Committee meeting. Each concept site plan included an overview of key components and visioning-level cost estimates.

Western Site

- Cost estimate for Multi-family does not include structured parking
- Cost estimate considers only a portion of trail development
- Committee emphasized the importance of clear communication for proposed concept plans

Central Site

- Recommended to remove retail from this site. A planned development is set to present on the SH 10/Arthur Drive location during an upcoming City Council meeting.

Eastern Site

- A pedestrian bridge will need TxDOT approval.



3. Trail and Bikeway Assessment

Halff team presented findings from the desktop review of the corridor and observations from the field assessment in the form of a feasibility alignment map. The map provided an initial, high-level recommendation for near-term and visionary trail and bikeway alignments. Trail and Bikeway Feasibility comments:

- Label Lorraine Branch Creek

4. Draft Recommendation Framework

Halff presented the Vision and Guiding Principles for the corridor and recommended using the Guiding Principles to organize the plan recommendations. Key issues and recommendation framework/key topics were discussed for each Guiding Principle. The below notes capture feedback from the discussion.

Mobility & Connectivity

- Typical cross sections
- Median opening and closures as development occurs
- Considerations for street grid realignment and/or extension of parallel road

Safety & Accessibility

- Need to ADA ramps on the list of recommendations
- Map out locations for Pedestrian Hybrid Beacons – potentially near Bell Helicopter

Economic Prosperity

- No comments

Sense of Place

- Bell Helicopter has a Historian – the city can reach out if needed.

Halff to send list of draft recommendations to the Project Review Committee by October 31.



5. Fall Engagement

The group reviewed the format of the public open house and confirmed the stations, which will include the following:

1. Project Background
2. Engagement Results
3. Corridor Vision
4. Draft Recommendations
5. Catalytic Sites
6. Survey & Webmap

Anticipated activities include prioritizing guiding principles and topics, feedback opportunities on the concept plans, digital or written survey, and an online webmap.

6. Next Steps & Action Items

- Halff to refine Catalytic site concepts based on feedback from PRC meeting and NCTCOG
- Halff to provide draft recommendations formatted in the public meeting boards by October 31
- NCTCOG to provide comments to Halff team on draft recommended actions by November 7
- Halff to prepare materials for Public Open Halff #2 on November 17
- K Strategies to prepare materials for survey advertisements
- Halff to prepare Online Survey #2 and Interactive Online Map to launch November 17
- PRC Meeting #5 will be planned for January 2026 to review the implementation action plan
- Public Open House #2 is slated for November. The goals of this public meeting will be to review draft recommendations (corridor wide and specific to catalyst sites).
- Report development is anticipated to begin in December

PROJECT REVIEW COMMITTEE MEETING #5 – APRIL 2, 2026 (VIRTUAL MEETING)

Below is a summary of key updates and discussion items:

Project Status & Timeline

- The project is nearing completion, with final report development currently underway.
- Summary report chapters (planning context, corridor framework, and catalytic sites) have been submitted; the implementation chapter is in progress.
- Appendices (existing conditions, market analysis, zoning, multimodal, and engagement summary) are underway.
- Anticipated timeline for City Council consideration is May, pending final review.



Implementation Program Overview

- The implementation framework is organized around four guiding principles:
 - Mobility & Connectivity
 - Safety & Accessibility
 - Economic Prosperity
 - Sense of Place
- Strategies are categorized by timeframe (short-, mid-, long-term, and ongoing), location, priority, and responsible partners.
- The team is seeking feedback to confirm realistic timelines and priority actions.

Key Discussion Highlights

- **Funding & Partnerships**
 - NCTCOG plans to pursue up to \$2M in preliminary design funding for improvements in the western catalytic area and along SH10.
 - TxDOT noted no currently programmed projects in the corridor; future implementation will depend on funding availability and alignment with planning efforts.
 - Opportunities identified include HSIP (safety funding), Green Ribbon (landscaping), and gateway/beautification programs.
- **Mobility & Connectivity**
 - Signal timing improvements and corridor connectivity enhancements were supported as priority strategies.
 - Some improvements may be implemented through development requirements rather than public funding.
- **Safety & Accessibility**
 - Emphasis on reducing crashes through signal timing adjustments, improved lighting, signage, and ADA upgrades.
 - Lighting improvements were a consistent community priority.
- **Economic Prosperity**
 - Focus on forming partnerships (e.g., landowner groups) to advance catalytic site development.
 - Brownfield remediation remains a key challenge, with potential strategies including public-private coordination or funding mechanisms such as a PID.
 - Zoning alignment and corridor marketing were also highlighted.
- **Sense of Place**
 - Priority strategies include corridor branding, gateway features, and aesthetic improvements.
 - Potential grant funding is available for gateway elements and corridor beautification.

Next Steps

- Project team will refine the implementation program and incorporate feedback.
- Final report and appendices will be shared for review.
- Please provide any additional comments by April 15.



Council Interview Summaries

Halff – Kendall Howard, Staron Faucher

City of Hurst – Councilmember McKenzie, Councilmember Miller, Councilmember Cobern, Councilmember Meeks, Councilmember Brotherton, Mayor Wilson, Councilmember Waldron

INTERVIEW SCHEDULE

- April 29th from 1:00 – 2:00 pm: Councilmember McKenzie
- April 29th from 2:00 – 3:00 pm: Councilmember Miller
- April 29th from 3:00 – 4:00 pm: Councilmember Cobern
- April 30th from 1:00 – 2:00 pm: Councilmember Meeks
- April 30th from 2:00 – 3:00 pm: Councilmember Brotherton
- April 30th from 3:00 – 4:00 pm: Mayor Wilson
- May 5th from 2:00 – 3:00 pm: Councilmember Waldron

DISCUSSION THEMES

Significance of Hurst Boulevard Corridor

- Hurst began along SH10.
- SH10 is a major regional corridor that serves as a reliever route for 183.
- Connection with Bell Flight – opportunity to showcase history.
- Major industrial corridor within Hurst – big economic driver.

Describing the Corridor Today

- Lots of industrial.
- Underutilized.
- Many businesses/ buildings along the corridor sit vacant or unkept.
- Corridor looks better than it has in the past with the median beautification.
- Lots of people travelling through the corridor, but not a destination today.
- Disjointed – lots of different styles of buildings.
- Auto-oriented.



What You Hear from Residents

- Residents are used to what it is today.
- Need to build awareness about this plan so residents can participate.
- Flooding issues in the past.

What is Missing from the Corridor

- The corridor needs more businesses to thrive.
- Hotels, particularly for visiting Bell employees.
- Restaurants, commercial/shopping opportunities.
- Housing options – but not adjacent to existing single-family residential.
- Many councilmembers recognized the need for housing options to be able to support the attraction of restaurants, grocery stores, and other desired development types. But they also noted that many residents in Hurst have voiced that they don't want more multi-family.
- The corridor needs activities and activity centers (destinations) to give people a reason to visit the corridor.
- Family-oriented entertainment.
- Walkability.
- Opportunities to age in place.

Mobility/Transportation Challenges

- Lack of sidewalks. Some were unsure how much sidewalks would be used if available.
- Speeding was noted as an issue.
- Occasionally have congestion at freeway interchange and during Bell shift changes.
- Intersection with Brown Trail is dangerous – have seen lots of accidents here.
- There is a need for additional connectivity to the Trinity Lakes Station, but the city needs to work with existing property owners and Trinity Metro to leverage it.
- Generally in favor of a pedestrian-friendly corridor. However, there were some differing opinions on how it should be done. Some interviewees were in favor of sidewalks along the whole corridor, while others believe it should be prioritized in commercial/ activity areas, but not in front of industrial properties.
- There is a desire for additional trails to connect to the corridor and potentially extend from the corridor to the Mall. There is also a desire to have a north-to-south trail connection to the Cotton Belt Trail. However, the consensus was that SH10 is not currently a safe corridor for cyclists and there was little desire to add a trail along the entirety of the corridor.



Development Opportunities

- There may be an opportunity to consolidate and repurpose many of the smaller closed or soon to close businesses to create a larger site to redevelop.
- There is a desire to repurpose the motel and apartments near the bell helicopter site.
- There is a desire to leverage the trails and parks to bring people to the corridor.
- Generally in favor of adaptive reuse. There may be an opportunity to repurpose some of the existing lighter industrial for businesses like breweries that could leverage a more industrial look and feel, but also serve as a draw to the corridor.

Development Barriers or Challenges

- Many properties along the corridor are vacant because they are either contaminated or located in the floodplain.
- Concerns on the north side about adjacency to single-family housing.
- The industrial development is a major barrier and challenge to redevelopment along the corridor. There is general understanding that the industrial sites are viable businesses that provide jobs and the corridor is the home to all of the City's industrial development. They see it as an impediment to the redevelopment of the corridor, but do not see it going anywhere.
- Businesses that operate gaming machines, drugs, and crime have been an issue along the corridor.
- The Corridor is competing with other areas in the region, adjacent cities, and within Hurst.
- Motel, apartments near Bell – some criminal elements, registered sex offenders in the area.

Vision for the Future

- There are opportunities to develop along the corridor, particularly near the intersection of SH10 and 820 and across SH10 from bell helicopter.
- Bell Helicopter has a rich history. There is an opportunity to leverage that history with an off-site museum on the corridor that people can visit.
- Quality shopping opportunities along the corridor for residents south of Pipeline and north of Randol Mill.
- A vibrant corridor with destinations.
- Catalytic sites near TRE stations are best options for mixed-use development opportunities.
- Corridor to look more cohesive, attractive, better landscaping.

Relative Priority of Corridor Redevelopment

- General consensus was second after Northeast Mall.
- High because of this study.
- First since there's not much available land elsewhere in the City.
- Keep up infrastructure across the City first.



Primary Desired Outcomes of Study

- Focus on catalytic sites – want to see some short-term successes there.
- Identify low-hanging fruit for implementation.
- Want to see progress toward the vision.



Stakeholder Focus Groups Series #1

Halff – Kendall Howard, Staron Faucher, Brianna Luna, Maddie Skidmore

City of Hurst – Chris Connolly, Michelle Lazo,

NCTCOG Staff – Benjamin Whisnant

Stakeholder Participants Group 1 - Mark Cyrier, Mike Mella, Mike Soab, Carolyn Hurd, Karina Quintana, Faith Waligora, Betty Whiteside, Ron Soucie

Stakeholder Participants Group 2 – Mary Frazier, Kristen Goodman, Cindy Weegar, Joe Pitstick, Andrew Taylor, Jason Reyes, Gus Nixon

STAKEHOLDER FOCUS GROUP #1 (10:30 AM – 12:00 PM)

Question 1: How would you describe the corridor today?

- Not walkable, with a dilapidated appearance and incomplete infrastructure, particularly lacking in sidewalks and cohesive commercial development.
- Feels industrially unattractive and in need of reinvestment and attention.
- Predominantly industrial but emphasized that it is outdated and in need of aesthetic and functional improvements.
- Convenient east-west connector, particularly for travel between I-820 and the airport, but lacking other defining features.
- A mixed bag, dominated by heavy industrial uses and excessive noise.
- Sad, lacking identity and investment, with an overall sense of neglect and decline.
- Highlighted sporadic and inconsistent development, with a mix of industrial and retail uses.
- The width of the roadway was mentioned as a positive feature for traffic flow.

Question 2: What is missing from the corridor?

- Restaurants, hotels, newer apartments, fast food, museums, seating areas
- Beautification to give residents a reason to stay in Hurst and use their money in Hurst
- Town square near the train stop with attractions and gathering spaces
- Rezone industrial for restaurants, service retail, green space
- Cleaners, gas stations, supportive businesses near the train station; zoning and parking improvements
- Improve the mall and enhance it as a community focal point.
- Emphasize destination-based development that blends commercial, residential, and recreational amenities.



Question 3: What mobility challenges have you observed along the corridor?

- “There are no sidewalks to even have issues with.”
- Sidewalks are limited and unsafe.
- Need walking and biking trails.
- Some did not experience mobility issues personally, but agreed infrastructure is lacking

Question 4: What is your vision for the future of the corridor?

- A vibrant, walkable district like Magazine Street in New Orleans
- Green spaces and unique attractions
- Restaurants, parks, beautification, and local draws
- A museum or entertainment venue (e.g., bowling alley) within the mall
- E-scooter and EV rentals
- Public art, murals, and gateways
- Unique local businesses (e.g., breweries, “hole-in-the-wall” restaurants)
- Aesthetic lighting, landscaping, and town-square character near the train station

Miscellaneous Discussion

- Challenges discussed include land acquisition to support large-scale redevelopment, importance of balancing preserving industrial with introducing new uses, tree planting and landscaping must be maintained carefully, streetscape enhancements may be limited by private property boundaries
- Inspirations from other communities include corridors in Grapevine, North Richland Hills, and Downtown Fort Worth
- Suggestions for further exploration include:
 - Repurpose industrial sites
 - Leverage existing swampland for trails and natural attractions
 - Consider a TIF (Tax Increment Financing) district to support improvements



STAKEHOLDER FOCUS GROUP #2 (1:30 – 3:00 PM)

Question 1: How would you describe the corridor today?

- Good access, but underutilized; contains outdated industrial sites and underused land
- Describes it as a “jumble,” but sees potential in the corridor
- Lacks wide sidewalks; needs improved walkability and bike-friendliness
- A mismatched mix of business and residential; industrial and uninviting
- Dominated by industrial and commercial uses
- Disjointed; speed limit is too low

Question 2: What is missing from the corridor?

- More retail, recreational amenities, grocery stores, and pharmacies
- Higher-density housing and attractions to support local businesses
- Increased residential near the transit station; safe pedestrian and bike trails
- More green space, grocery stores, and public gathering areas
- Walkable amenities like restaurants, social spaces, and lunch-hour destinations

Question 3: What mobility challenges have you observed along the corridor?

- Inconsistent sidewalks: some areas lack them entirely
- Heavy truck traffic blocks lanes and impedes movement
- Unclear bus service; difficult-to-navigate crosswalks
- Lack of on-demand transit for seniors
- Inadequate protected turns
- Flooding disrupts transportation
- Poor lighting and safety concerns at night

Question 4: What is your vision for the future of the corridor?

- Restaurants, green spaces, after-work activities



- Mixed-use development: housing, retail, and office space
- Improved lighting and safety throughout the area
- Compatible zoning to allow diverse businesses to coexist
- Strategic property redevelopment or acquisition
- Enhanced accessibility and connectivity

Miscellaneous Discussion

- Challenges discussed include pedestrian access, truck conflicts, environmental conditions, land use conflict, access to transit, lack of amenities, and lighting

Stakeholder Focus Group Common Themes

- Sidewalks: Sparse or non-existent in many areas
- Aesthetics: Predominantly industrial and lacking visual appeal
- Safety: Concerns due to heavy truck traffic, unclear pedestrian routes, and lack of lighting
- Transit: An underutilized train station with potential for redevelopment
- Environmental Concerns: Flooding and potential remediation sites
- Demographics: Diverse across north and south Hurst, affecting development potential
- Land Use: mismatch of industrial, residential and retail uses



Public Open House #1

May 12, 2025, 5:00 pm – 7:00 pm

City of Hurst Conference Center

42 attendees

Visual Preference Results and Board Comments	
Development Preferences	Number of Votes
Restaurants (Casual/Fast Food)	2
Restaurants (Sit-Down)	14
Grocery Stores	11
Shopping (Local/Boutique)	0
Shopping (National Retailer)	1
Entertainment/Recreation Venues	10
Employment/Recreation Venues	3
Mixed-Use	0
Employment & Office Space	0
Residential	0
Parks & Open Space	24



Visual Preference Results and Board Comments	
Corridor Improvements Preferences	Number of Votes
Sidewalk Connectivity & Pedestrian Safety	12
Gateway & Wayfinding Enhancements	7
Trails & Shared-Use Paths	20
Improved Accessibility for the Mobility-Impaired	5
Improved Vehicular Safety & Access	3
Improved Access to Train Stations	7
Additional Retail, & Entertainment	5
Additional Quality Housing Options	0
Improved Landscaping & Maintenance	3
Increased Access to Parks & Open Space	7
Improved Look & Feel of Adjacent Buildings	3
Additional Street Trees/Shade	11
Improved Lighting	3
Additional Street Furniture & Pedestrian Amenities	2
Other (Stormwater & Drainage Improvements)	1



Visual Preference Results and Board Comments	
What is one word you would use to describe the corridor today?	What is one word you would use to describe how you want to see the corridor in the future?
Trashy	Upgrade
Drug Hwy	Cleaned-up, less trashy, friendly businesses
Worn-down	Cleaned up
Industrial	Fresh
Depressed	Re-invigorated
Raceway	No apartments, drive-thru restaurants
Run-down, trashy, wasted land.	Bike trails & walking paths
Slum-like and trashy	Inviting!
Undeveloped	H.E.B. !
Tired	Clean & Inviting
Drug Haven, homeless begging & bothering businesses all the way to mall	Nature safe, trees, large rocks, no apts.
Bikeable	
Well lit, beautiful, DJ	
Destination location	
No apartments	



Comment Card Feedback (9 total cards)		
Grocery shopping (not the neighborhood Walmart) Parks for Walking and Biking Sit Down restaurants (i.e. Coco Shrimp & Velvet Taco) No more Mexican or Chicken food	Control Speeding on Billy Creek--30 MPH is too fast Need small speed bumps Change speed limit to 25 MPH Listings on HWY 10 & some trees on Blvd.	Grocery stores Nicer rest (?) No apartments River trail neighborhood just south of Hwy 10
Preserve all wooded areas Quit pushing out wildlife	Would like to see a gated community of small, single story homes, 2 bedroom 2 bath (under 2000ft). Fort Worth has a couple, Bedford has one. A Costco or Sam's Club near 820 Grocery store and dine-in restaurants No more apartments	We need more natural areas Jogging paths, bicycle paths Vegetation for the natural animals that live there now We have bobcats, hawks, roadrunners, coyotes and rabbits--watching these animals is relaxing in a busy city setting Animal experiences are calm in a hectic metroplex
Acreage in 600 block of SH10 owned by Oncor needs to be preserved as a wooded area. There is lots of wildlife and this area is a wonderful nature preserve. (Or sell to us to preserve: Jan D., 817-***-****)	Pedestrian Trails and walking paths connecting Hurst with the trail system No more strip centers. Too many vacant buildings now. Improve flooding, improve street lights	Bike lanes Trees Underground utilities HEB or Central Market Grants offered to current businesses to upscale looks Better lighting Restaurants with condos above Local banks like Navy Fed. Want South Hurst to match beauty of North Hurst

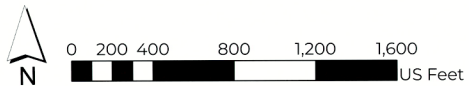
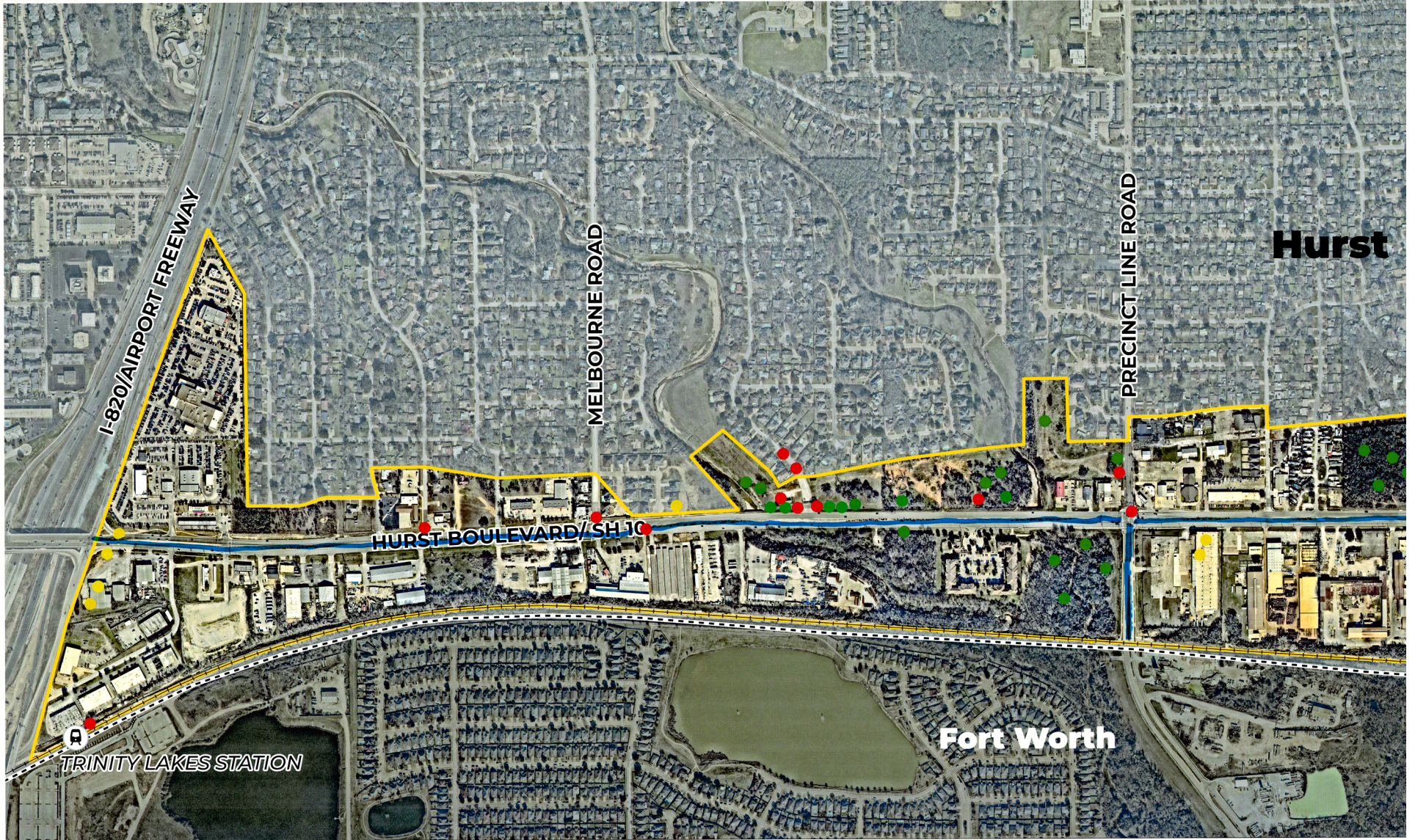


PLOT THE DOT RESPONSES

Key Takeaways:

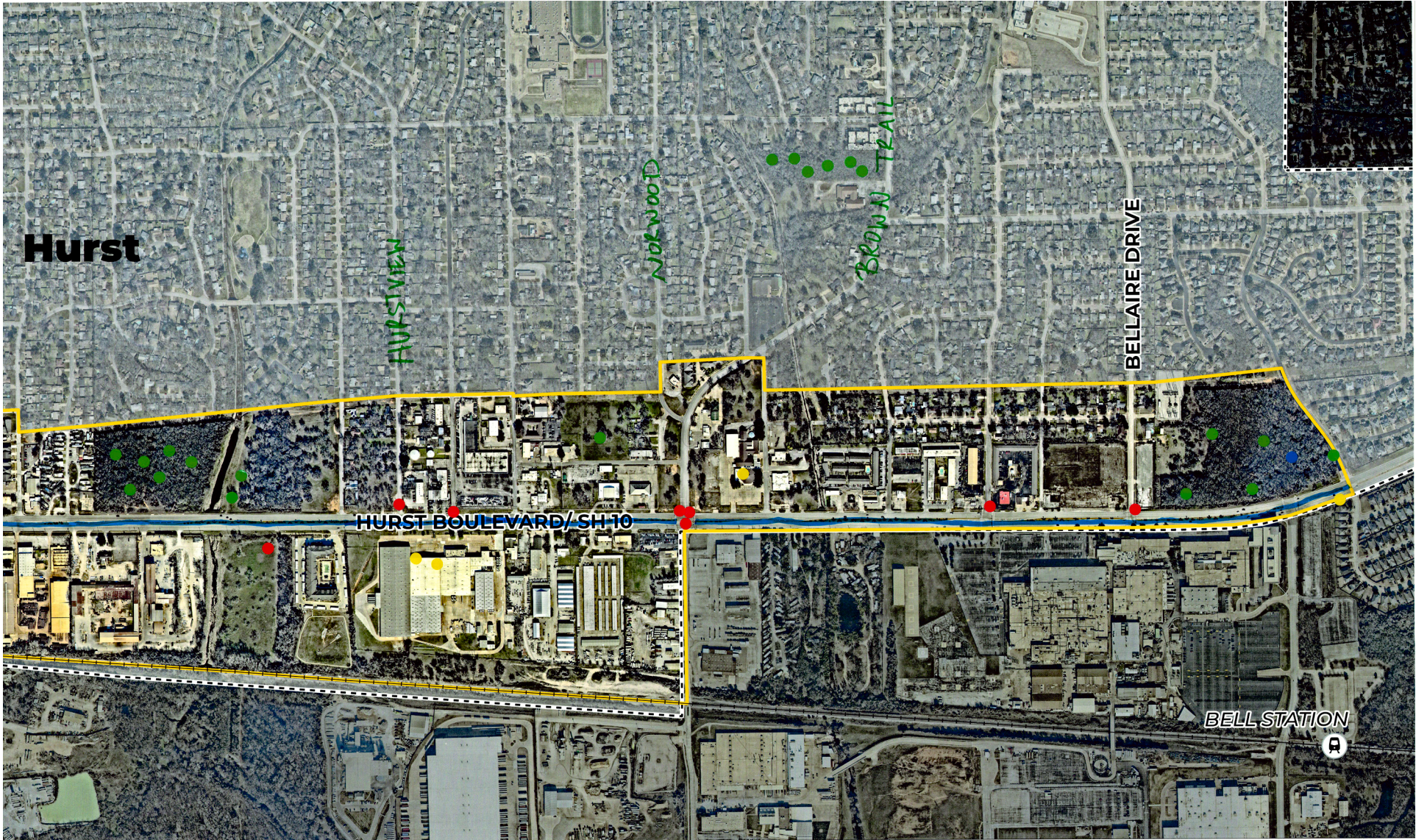
- Safety concerns generally concentrated at signalized intersections
- Safety concern related to accessing the TRE Trinity Lakes Station
- Desire for more lighting along the entire corridor
- Desire for more formal parks/greenspace in existing wooded areas
- Desire for improved gateways at western and eastern ends of corridor
- Façade improvements desired for the heavy industrial and some older commercial properties





PLOT THE

Using the stickers provided, identify the location of the project along the Hurst Corridor. For more details find the "PI station board" or a project team member.



' THE DOT!

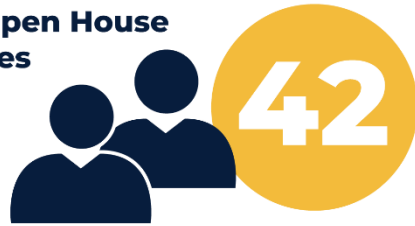
provided, identify and place the
marker along the Hurst Boulevard/SH 10
; details find the "Plot the Dot!"
project team member.

PUBLIC OPEN HOUSE #1 KEY TAKEAWAYS

Public Open House Meeting – May 12, 2025

“WHAT WE HEARD”

Public Open House Attendees



What type of corridor improvements are most important to you?



Describe SH-10 Corridor today?

RACEWAY **INDUSTRIAL**
UNDERDEVELOPED
INCOMPLETE
SIDEWALKS

How do you want to see the SH-10 Corridor in the future?

- Safe
- Bike Trails
- Well Lit
- Walking Paths
- Lots of Green Space



ONLINE SURVEY #1 SUMMARY

HURST BOULEVARD VISION

SH 10 Corridor Redevelopment Plan

SURVEY RESULTS

PROGRAM PURPOSE AND OBJECTIVES

The City of Hurst launched the Hurst Boulevard/SH 10 Vision Survey to gather community input on how the SH 10 corridor is used, its challenges, and future needs. The survey offered valuable insights from residents, commuters, and businesses.

PARTICIPANT ENGAGEMENT

Participants were asked a series of questions about their connection to the corridor, travel behaviors, reasons for living nearby, safety perceptions, and desired improvements.

Survey Period: May – July 2025

Survey Format: Online



WHO TOOK THE SURVEY?

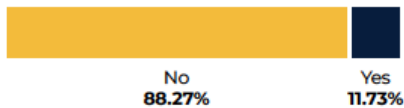


RACE*

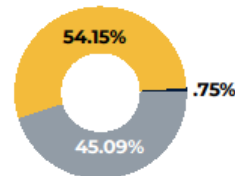
White: 91.35%	American Indian or Alaska Native: 1.92%
Black/African-American: 2.88%	Native Hawaiian or Other Pacific Islander: 3.27%
Asian or Asian American: 4.62%	

*Respondents could select multiple races, so percentages may total more than 100%.

HISPANIC, LATINO OR SPANISH ORIGIN



GENDER

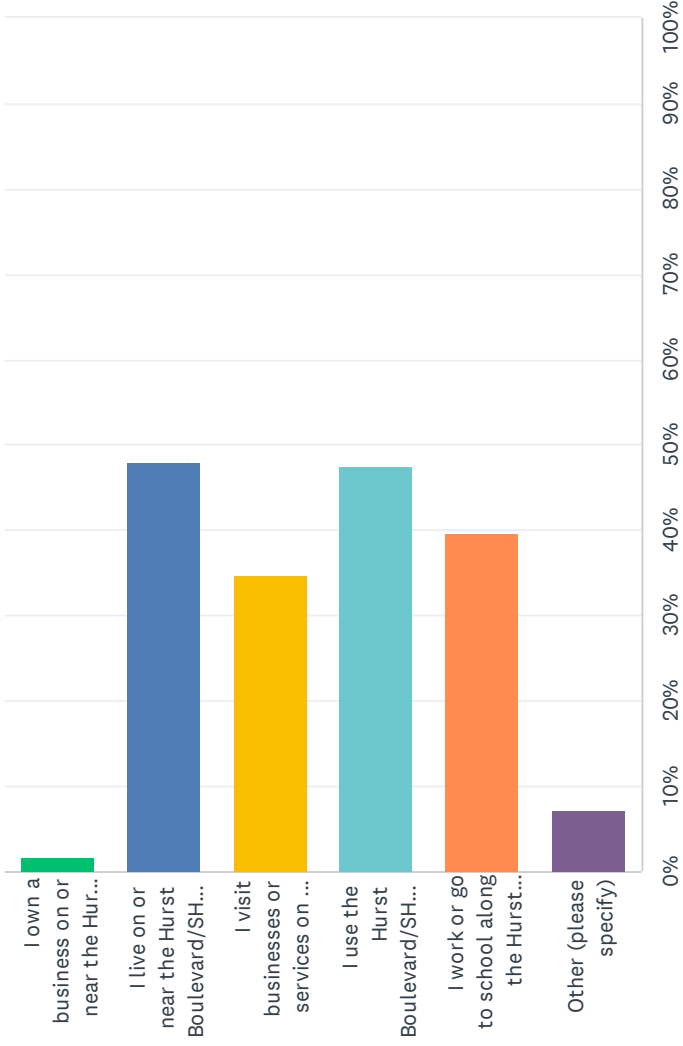


- Male
- Female
- Self-Describe



Q1 What is your connection to Hurst Boulevard/SH 10? Refer to above map for the study area and 1/2 mile radius that is considered 'near' the study area. Check all that apply.

Answered: 783 Skipped: 2



36

ANSWER CHOICES	RESPONSES
I own a business on or near the Hurst Boulevard/SH 10 corridor	13
I live on or near the Hurst Boulevard/SH 10 corridor	376
I visit businesses or services on the Hurst Boulevard/SH 10 corridor	272
I use the Hurst Boulevard/SH 10 corridor to commute to work or school	373
I work or go to school along the Hurst Boulevard/SH 10 corridor	310
Other (please specify)	57
Total Respondents: 783	

#	OTHER (PLEASE SPECIFY)	DATE
1	Go to church the corridor	7/1/2025 4:59 PM
2	Go to my mom's house	7/1/2025 6:30 AM
3	Residence is in Lakes of River Trails East, and we are dependent on South Hurst businesses and services.	7/1/2025 5:27 AM
4	As I'm south of the mall, Hwy 10 is the only sane way out of my neighborhood from Thanksgiving week until into January.	6/30/2025 11:33 PM

Hurst Boulevard Vision - Community Survey

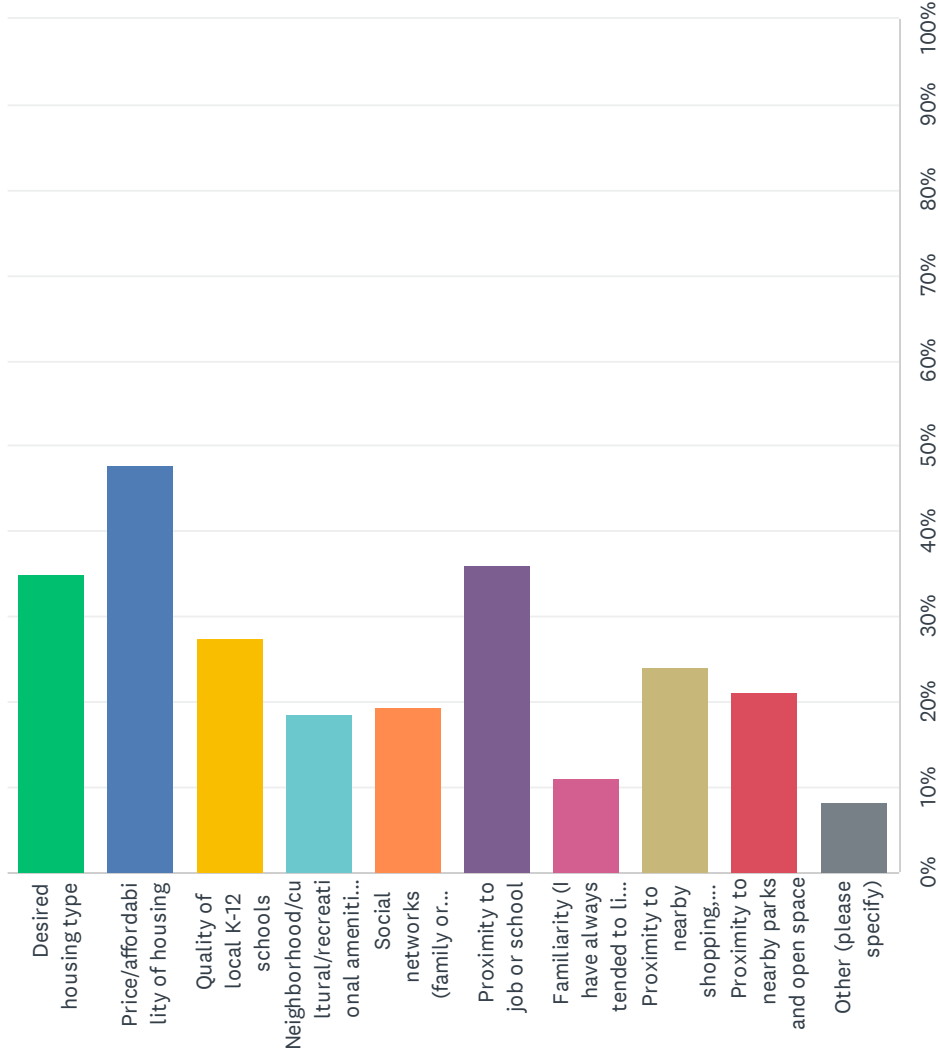
5	I am retired and only use it for Back and forth to other areas	6/30/2025 7:18 PM
6	Live near pipeline and Hurstview , hwy 10 1/8th mile away	6/28/2025 9:38 PM
7	Rental property	6/28/2025 7:50 PM
8	I work at Bell Flight and commute through the corridor to get to work.	6/23/2025 2:19 PM
9	I USE AS AN ALTERNATIVE TO 183 DURING RUSH HOUR TRAFFIC	6/23/2025 11:49 AM
10	I live in Hurst and access Hwy 10 quite often	6/22/2025 2:35 PM
11	I use Hurst Blvd to go to Eules gold course frequently.	6/21/2025 12:16 PM
12	I use Hwy 10 all the time to travel to Hwy 820	6/20/2025 7:59 PM
13	Attend church services.	6/20/2025 7:20 PM
14	I travel to Bell Helicopter and stop along the way.	6/19/2025 2:32 PM
15	I am a Hurst resident	6/18/2025 11:13 AM
16	I work on SH10 and Bellaire Dr.	6/17/2025 3:43 PM
17	I work at Bell Helicopter Plant 1 day shift	6/17/2025 12:39 PM
18	I often use it instead of Pipeline	6/8/2025 7:18 AM
19	I patrol the corridor as part of Hurst's Citizens on Patrol	6/6/2025 9:44 PM
20	I live in Hurst	6/6/2025 6:33 PM
21	Major connector between 820 and 183/360	6/5/2025 1:30 PM
22	I have a child who attends school within the area.	6/4/2025 12:36 PM
23	Use to live along hurst boulevard/SH 10 corridor	6/3/2025 4:12 PM
24	I walk along this corridor where there is no sidewalk	6/2/2025 9:52 PM
25	I use it everyday to visit my family and shop	6/2/2025 9:05 PM
26	I like SH 10 because it's less crowded than pipeline.	6/2/2025 8:30 PM
27	Family lives near /church is in study area	6/2/2025 7:32 PM
28	Church, friends	6/2/2025 7:28 PM
29	Go to church on Hwy 10	6/2/2025 7:05 PM
30	I use Hurst Boulevard every day.	6/2/2025 5:57 PM
31	I live in Hurst	6/2/2025 5:49 PM
32	I live in Hurst	6/2/2025 5:10 PM
33	I grew up here as well. Parents still live in Hurst.	6/2/2025 4:31 PM
34	I use hwy 10 to commute to many surrounding areas	6/2/2025 4:23 PM
35	Quick Access to 820 & Glenview.	5/30/2025 11:39 AM
36	Retired Police officer	5/29/2025 3:44 PM
37	Short cut to Eastchase ,	5/29/2025 1:50 PM
38	Long time Hurst resident	5/29/2025 10:41 AM
39	I live in city of Hurstover 40 years.	5/28/2025 4:59 PM
40	Interested resident	5/28/2025 1:58 PM
41	Hurst resident	5/28/2025 1:20 PM
42	it's a highway corridor	5/28/2025 11:56 AM

Hurst Boulevard Vision - Community Survey

43	Use it to get to 820/121	5/26/2025 8:44 AM
44	None of these apply to me.	5/24/2025 10:48 PM
45	Drive to Raven's Grill st Texas Star Golfcourse	5/24/2025 7:54 PM
46	I live in hurst by a useless, wasteful train now. Quit wasting our money!	5/24/2025 7:40 AM
47	Go to church	5/24/2025 4:20 AM
48	Use to go to doctor appointments at HEB Hospital	5/23/2025 11:57 PM
49	Hurst resident	5/23/2025 9:16 PM
50	I use the corridor ss a pass thru from my home to multiple doctors offices in Fort Worth	5/23/2025 5:30 PM
51	I live due north of a portion of this area. I am very concerned about hwy 10, Pipeline Rd and Bedford-Eules Rd.	5/23/2025 5:26 PM
52	Hurst resident	5/23/2025 4:51 PM
53	Bike	5/23/2025 12:37 PM
54	I live just outside the "near" range and frequently use Hurst Boulevard. My home is just north off Hurstview, but south of Pipeline.	5/15/2025 3:16 PM
55	I crossed Herst Boulevard, headed northbound for amenities, such as grocery stores and restaurants	5/12/2025 8:42 PM
56	Pastor of North Pointe	5/12/2025 5:31 PM
57	Parents Residence	5/12/2025 5:29 PM

Q2 If you live along or near the corridor, what are your top reasons for choosing to live in your neighborhood? Refer to above map for the study area and 1/2 mile radius that is considered 'near' the study area. Select up to three (3) answer choices.

Answered: 349 Skipped: 436



Hurst Boulevard Vision - Community Survey

ANSWER CHOICES	RESPONSES
Desired housing type	34.96% 122
Price/affordability of housing	47.85% 167
Quality of local K-12 schools	27.51% 96
Neighborhood/cultural/recreational amenities nearby	18.62% 65
Social networks (family or friends live nearby)	19.48% 68
Proximity to job or school	36.10% 126
Familiarity (I have always tended to live in similar neighborhoods)	11.17% 39
Proximity to nearby shopping, retail, or entertainment options	24.07% 84
Proximity to nearby parks and open space	21.20% 74
Other (please specify)	8.31% 29
Total Respondents: 349	

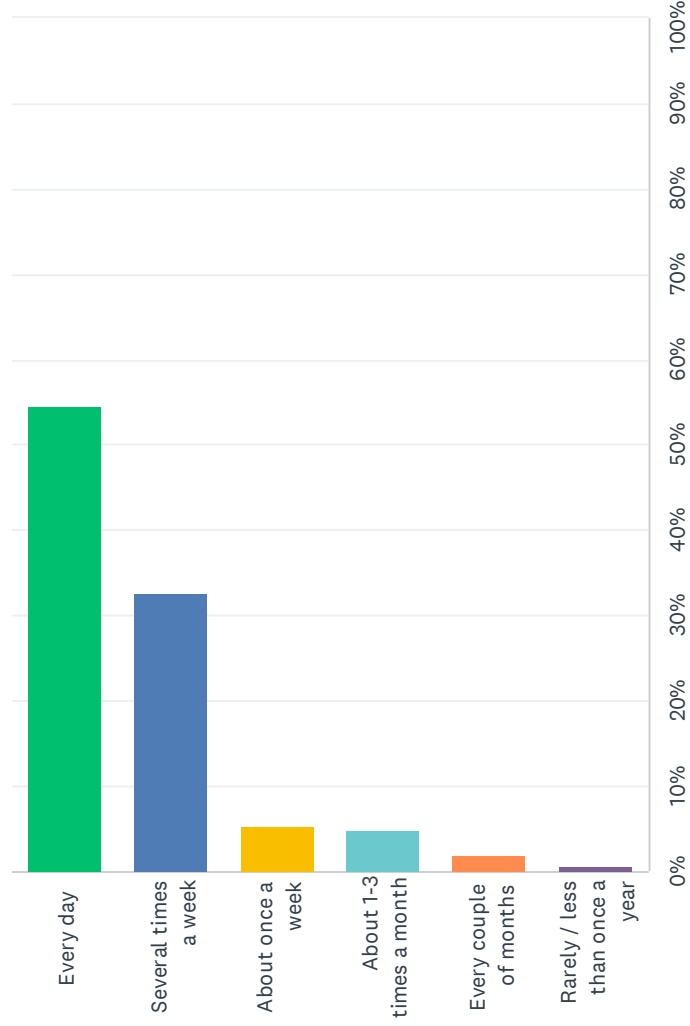
#	OTHER (PLEASE SPECIFY)	DATE
1	I moved for the school but west hurst was closed so now I am here because of afford ability	7/1/2025 3:59 PM
2	We moved to this location to be near our family/grandchildren.	7/1/2025 5:28 AM
3	The Church I attend is in the study area	6/30/2025 9:29 PM
4	We REALLY appreciate what open green space is still around, in addition to proximity to job and family/friends nearby	6/22/2025 11:37 AM
5	I am a senior citizen and have lived in my home for 35 years. I've lived in Hurst almost my entire life.	6/20/2025 8:02 PM
6	Good neighborhood	6/20/2025 4:45 PM
7	Proximity to the TRE train station	6/20/2025 4:07 PM
8	Proximity to family	6/17/2025 1:47 PM
9	Initially, our area was very quiet and mostly rural	6/8/2025 4:23 PM
10	Well kept and established neighborhood	6/4/2025 10:37 PM
11	It use to be a nice neighborhood	6/3/2025 7:54 PM
12	Na	6/3/2025 5:32 AM
13	Live in grandparents' home	6/2/2025 10:43 PM
14	Train access (TRE)	6/2/2025 9:53 PM
15	Family Home	6/2/2025 9:29 PM
16	Grew up here and left, but just moved back for health reasons	6/2/2025 9:06 PM
17	I've lived here since 1992 & have enjoyed the quietness & small town feel. Please don't mess it up by putting more Apts, fast food or low income to the neighborhood.	6/2/2025 7:23 PM
18	My family has lived in this area for more than 33 years.	6/2/2025 6:51 PM
19	Protected areas.	6/2/2025 6:41 PM
20	Slower paced traffic. We love our neighborhood in Forest Park.	6/2/2025 6:01 PM
21	Safer because no through streets	6/2/2025 5:33 PM

Hurst Boulevard Vision - Community Survey

22	Grew up in area	6/2/2025 4:53 PM
23	I married I the owner of the house	6/2/2025 4:28 PM
24	lived in Hurst since 1954. In current house 37 years	5/29/2025 9:56 AM
25	I've lived here since 1967	5/24/2025 6:20 PM
26	To live next door to daughter	5/23/2025 11:57 PM
27	NA	5/23/2025 7:38 PM
28	Bought home 20 years ago (now retired) I worked in FW and husband worked in Dallas	5/23/2025 12:41 PM
29	I enjoy and love the green undeveloped spaces near and around my neighborhood	5/23/2025 12:31 PM

Q3 How often do you travel along the Hurst Boulevard/SH 10 corridor?

Answered: 640 Skipped: 145

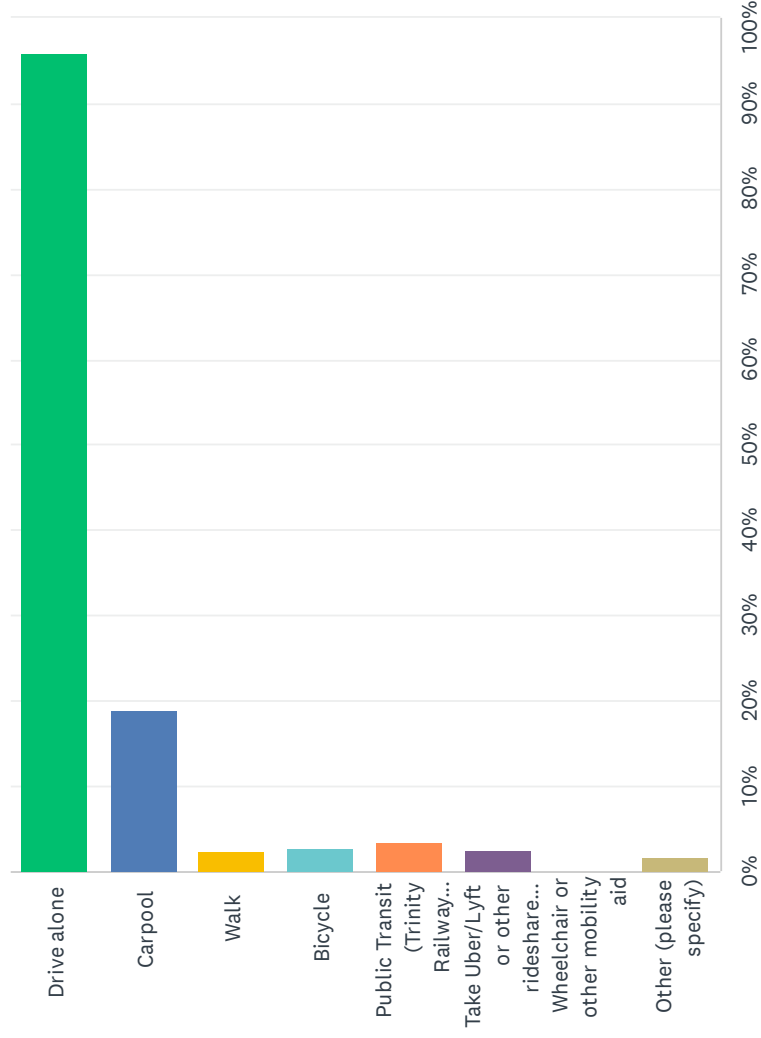


42

ANSWER CHOICES	RESPONSES
Every day	349 54.53%
Several times a week	209 32.66%
About once a week	34 5.31%
About 1-3 times a month	32 5.00%
Every couple of months	12 1.88%
Rarely / less than once a year	4 0.63%
TOTAL	640

Q4 How do you usually travel along the Hurst Boulevard/SH 10 corridor? Check all that apply.

Answered: 638 Skipped: 147



43

ANSWER CHOICES	RESPONSES
Drive alone	95.92% 612
Carpool	18.97% 121
Walk	2.35% 15
Bicycle	2.82% 18
Public Transit (Trinity Railway Express)	3.45% 22
Take Uber/Lyft or other rideshare option	2.51% 16
Wheelchair or other mobility aid	0.00% 0
Other (please specify)	1.72% 11
Total Respondents: 638	

#	OTHER (PLEASE SPECIFY)	DATE
1	Drive with family	7/1/2025 5:35 AM
2	Drive with others	6/23/2025 8:15 PM
3	With my spouse	6/21/2025 12:20 PM

Hurst Boulevard Vision - Community Survey

4	none	6/21/2025 12:37 AM
5	I sometimes drive alone but mostly drive with my son as a passenger.	6/20/2025 8:11 PM
6	Family	6/20/2025 4:48 PM
7	With spouse	6/8/2025 7:20 AM
8	With husband and family members	6/2/2025 9:11 PM
9	With family	6/2/2025 8:55 PM
10	Drive two in car	6/2/2025 6:22 PM
11	I don't	5/24/2025 7:42 AM

Q5 What businesses or destinations do you typically travel to along Hurst Boulevard/SH 10?

Answered: 540 Skipped: 245

#	RESPONSES	DATE
1	North Point Christian Academy at NorthPoint Baptist church, several restaurants in that vicinity, and travel from Hurst down Hwy 10 east through Euless to get to work, and back to get child from school, and frequently travel from Nort Point west down Hwy 10 to take child from school to doctors appointments and therapies in Fort Worth	7/3/2025 10:29 PM
2	Bell	7/3/2025 9:05 AM
3	Bell Textron Inc	7/3/2025 7:24 AM
4	Melbourne Ave - shopping in that area	7/1/2025 7:56 PM
5	QT	7/1/2025 7:40 PM
6	Sonic, QT, Texas Star BBQ	7/1/2025 6:20 PM
7	Home, food, fuel, Trinity Trails, access to Highway	7/1/2025 4:52 PM
8	Church	7/1/2025 4:18 PM
9	Non	7/1/2025 4:01 PM
10	Restaurants	7/1/2025 3:55 PM
11	NE Mall area	7/1/2025 2:48 PM
12	QT, restaurants	7/1/2025 2:07 PM
13	Commute to work - businesses I will stop by are Quick Trip, Shell, sometime Sonic	7/1/2025 12:42 PM
14	HEB ISD Auxiliary	7/1/2025 11:34 AM
15	Hwy 121, hwy 183, fastfood	7/1/2025 7:53 AM
16	Restaurants	7/1/2025 7:26 AM
17	Texas Star BBQ, Raven's Grill, Beshears, on my way to/from FUMC Hurst	7/1/2025 6:33 AM
18	None. We cross Hwy 10 to access grocery, shopping, etc. larger grocery and shopping options are needed along hwy 10.	7/1/2025 5:35 AM
19	Chick-fil-A, Walmart, kroger	7/1/2025 12:27 AM
20	Mall, dining, shopping	6/30/2025 11:57 PM
21	None	6/30/2025 10:44 PM
22	Work, store, gym	6/30/2025 10:01 PM
23	Church	6/30/2025 9:44 PM
24	Newell & Newell	6/30/2025 9:44 PM
25	On way to work or church	6/30/2025 9:44 PM
26	School	6/30/2025 9:32 PM
27	Home, food	6/30/2025 8:39 PM
28	QT	6/30/2025 8:05 PM
29	Work	6/30/2025 7:52 PM

Hurst Boulevard Vision - Community Survey

30	None	6/30/2025 7:22 PM
31	QT	6/30/2025 7:04 PM
32	Getting out of my neighborhood requires travelling on HWY 10	6/30/2025 6:53 PM
33	Sonic, paint store, blueprint/sign shop, Toyota dealership, Fuzzys	6/30/2025 6:51 PM
34	Bell Flight	6/30/2025 12:28 PM
35	Gas station, sonic , path to frwy.	6/28/2025 9:43 PM
36	Roy savage pool	6/28/2025 7:54 PM
37	N?A	6/28/2025 1:08 PM
38	multiple prior to work and for work	6/24/2025 6:00 PM
39	Bell	6/24/2025 10:37 AM
40	Bell Textron	6/24/2025 10:35 AM
41	Bell Flight	6/24/2025 10:16 AM
42	Bell	6/24/2025 9:48 AM
43	Work, shop or passing through traffic.	6/24/2025 9:26 AM
44	Bell Helicopter	6/24/2025 8:26 AM
45	Bell Helicopter	6/24/2025 7:38 AM
46	Bell Helicopter	6/24/2025 6:22 AM
47	Bell Helicopter	6/24/2025 5:00 AM
48	Bell	6/24/2025 4:59 AM
49	Gasoline stations	6/23/2025 8:15 PM
50	Bell	6/23/2025 6:43 PM
51	Bell and the small amount of food places	6/23/2025 5:59 PM
52	Precinct Rd, Sonic, Shell Gas, QT	6/23/2025 4:16 PM
53	Bell Flight, QT	6/23/2025 4:08 PM
54	Bell Textron	6/23/2025 3:33 PM
55	Bell	6/23/2025 3:13 PM
56	Bell	6/23/2025 3:02 PM
57	Bell Textron	6/23/2025 2:49 PM
58	Bell Flight	6/23/2025 2:39 PM
59	I work at Bell	6/23/2025 1:54 PM
60	Bell Textron, Inc.	6/23/2025 1:52 PM
61	I work at Bell. I typically travel to gas stations, breakfast shops,	6/23/2025 1:34 PM
62	Bell	6/23/2025 1:22 PM
63	Bell	6/23/2025 12:55 PM
64	QT & Smith Automotive	6/23/2025 12:26 PM
65	QT, TEXAS STAR BBQ, WORK, ALTERNATE ROUTE TO PENNINGTON FIELD	6/23/2025 11:54 AM
66	Gas stations and Bell helicopter work and material suppliers along the route.	6/23/2025 11:34 AM
67	Bell	6/23/2025 11:26 AM

Hurst Boulevard Vision - Community Survey

68	Bell	6/23/2025 11:09 AM
69	restaurants, mechanic	6/23/2025 11:06 AM
70	Bell Flight	6/23/2025 10:53 AM
71	restaurants and convenience stores coming from work at Bell Flight	6/23/2025 10:49 AM
72	Bell Flight	6/23/2025 10:45 AM
73	Bell	6/23/2025 10:44 AM
74	Bell	6/23/2025 10:29 AM
75	Eos Fitness	6/23/2025 10:13 AM
76	N/A	6/23/2025 10:00 AM
77	BELL	6/23/2025 9:57 AM
78	Bell Textron Inc	6/23/2025 9:31 AM
79	Office	6/23/2025 9:12 AM
80	Bell Textron	6/23/2025 8:56 AM
81	Bell	6/23/2025 8:48 AM
82	Bell	6/23/2025 8:42 AM
83	Bell Textron	6/23/2025 8:35 AM
84	Bell Helicopter	6/23/2025 8:06 AM
85	Bell, QT, Home, Sonic	6/23/2025 8:06 AM
86	Bell Flight	6/23/2025 7:32 AM
47 87	Bell Helicopter	6/23/2025 7:29 AM
88	Bell	6/23/2025 7:10 AM
89	Bell Helicopter, QuikTrip	6/23/2025 6:48 AM
90	Bell Flight	6/23/2025 5:24 AM
91	use hwy 10 to get to & from work, visit family, go to QT	6/22/2025 11:43 AM
92	Bell, UAW 218	6/21/2025 11:06 PM
93	Bell Flight	6/21/2025 6:34 PM
94	Restaurants	6/21/2025 1:40 PM
95	Lone Star Raven Grill and country club	6/21/2025 12:20 PM
96	BELL	6/21/2025 11:47 AM
97	to work, shopping, dining in Fort Worth	6/21/2025 11:11 AM
98	auto	6/21/2025 8:22 AM
99	Schools, Texas star	6/21/2025 6:40 AM
100	Home, children's school, or to get to other destinations like Euleess or Arlington	6/21/2025 12:32 AM
101	Bell Helicopter	6/20/2025 8:56 PM
102	I use Hwy 10 for travel to family visits, doctor appts, JPS Healthcare and other businesses, restaurants in HEB and FTW.	6/20/2025 8:11 PM
103	Work off of Precient and Trinity	6/20/2025 7:36 PM
104	Church, restaurants, convenience stores.	6/20/2025 7:27 PM
105	Texas star BBQ	6/20/2025 6:52 PM

Hurst Boulevard Vision - Community Survey

106	Gas station, sonic and Texas Bbq	6/20/2025 6:48 PM
107	Bell	6/20/2025 6:13 PM
108	I live on Hwy 10 at 901 W Hurst Blvd apartments. No choice but to use to get out of the apartments.	6/20/2025 5:39 PM
109	My job and to visit my grandma	6/20/2025 5:30 PM
110	My rental property on Melbourne Road	6/20/2025 5:16 PM
111	Bell Station	6/20/2025 5:09 PM
112	Gas Station near 820	6/20/2025 4:51 PM
113	Doctor	6/20/2025 4:48 PM
114	Eulless	6/20/2025 4:41 PM
115	None	6/20/2025 4:09 PM
116	Bell Flight	6/20/2025 2:15 PM
117	Bell Flight	6/20/2025 10:49 AM
118	Fun and Sun Sports Center	6/20/2025 10:08 AM
119	job	6/20/2025 8:53 AM
120	Bell (Bell Helicopter) 218 union hall	6/20/2025 7:39 AM
121	QuickTrip, Texas StarBBQ, other resturants	6/20/2025 7:03 AM
122	Bell,	6/19/2025 4:50 PM
123	Bell	6/19/2025 4:07 PM
124	Textron/Bell	6/19/2025 3:23 PM
125	Bell and Resturants	6/19/2025 2:59 PM
126	Bell Helicopter	6/19/2025 2:34 PM
127	QT, Bell Flight	6/19/2025 2:23 PM
128	bell	6/19/2025 2:03 PM
129	Bell and restaurants	6/19/2025 2:00 PM
130	Bell, Lonestar BBQ, Birrieria Gómez,	6/19/2025 1:52 PM
131	Bell Flight	6/19/2025 1:45 PM
132	restaurants or work	6/19/2025 12:40 PM
133	Bell Helicopter	6/19/2025 12:04 PM
134	Bell Helicopter	6/19/2025 11:45 AM
135	Bell	6/19/2025 11:44 AM
136	Bell Helicopter	6/19/2025 11:43 AM
137	Bell	6/19/2025 11:40 AM
138	Restaurants, my workplace, and gas stations.	6/19/2025 11:29 AM
139	Bell	6/19/2025 9:56 AM
140	Bell, and food shops all along the road.	6/19/2025 9:54 AM
141	Gas station, work	6/19/2025 9:41 AM
142	Bell Flight	6/19/2025 9:07 AM
143	Restaurants, gas station	6/19/2025 9:02 AM

Hurst Boulevard Vision - Community Survey

144	Bell Flight	6/19/2025 9:01 AM
145	Jack in the Box, Sonic	6/19/2025 8:55 AM
146	Work. Restaurants.	6/19/2025 8:49 AM
147	Bell	6/19/2025 8:28 AM
148	Bell	6/19/2025 8:18 AM
149	Sonic, Bell Textron	6/19/2025 8:01 AM
150	Bell	6/19/2025 7:36 AM
151	Only Work	6/19/2025 7:25 AM
152	Bell	6/19/2025 7:21 AM
153	Bell Textron	6/19/2025 7:15 AM
154	Bell Flight	6/19/2025 6:36 AM
155	bell	6/19/2025 6:09 AM
156	Bell	6/19/2025 3:56 AM
157	Quick Trip and sonic	6/18/2025 8:34 PM
158	Gas Stations and Bell Flight	6/18/2025 8:23 PM
159	Bell	6/18/2025 5:27 PM
160	Bell Textron	6/18/2025 5:08 PM
161	Bell	6/18/2025 4:45 PM
162	Bell	6/18/2025 3:58 PM
163	Bell Textron Inc.	6/18/2025 3:56 PM
164	Bell	6/18/2025 3:42 PM
165	Bell	6/18/2025 3:24 PM
166	Bell	6/18/2025 3:20 PM
167	Bell Helicopter	6/18/2025 3:05 PM
168	Bell, various restaurants	6/18/2025 3:01 PM
169	Bell, Don Limon	6/18/2025 2:55 PM
170	Bell Textron Inc	6/18/2025 2:55 PM
171	Bell	6/18/2025 2:55 PM
172	Bell Textron Inc	6/18/2025 2:32 PM
173	Bell Helicopter	6/18/2025 2:18 PM
174	Bell	6/18/2025 2:16 PM
175	Bell	6/18/2025 2:13 PM
176	Bell	6/18/2025 1:41 PM
177	Bell	6/18/2025 1:35 PM
178	QT, Bell, Fuzzy's tacos, various fast food spots.	6/18/2025 1:01 PM
179	Bell Textron Inc.	6/18/2025 12:39 PM
180	Bell	6/18/2025 12:16 PM
181	Bell	6/18/2025 11:30 AM

Hurst Boulevard Vision - Community Survey

182	Bell Flight	6/18/2025 11:19 AM
183	QT, Bell Flight	6/18/2025 11:02 AM
184	work at Bell, UAW 218 union Hall, Texas Star Bar-b-que, Sonic, Shell Service Station	6/18/2025 11:00 AM
185	Bell Helicopter	6/18/2025 10:51 AM
186	Bell Textron Inc	6/18/2025 10:45 AM
187	Bell	6/18/2025 10:44 AM
188	Bell	6/18/2025 10:28 AM
189	Bell	6/18/2025 10:25 AM
190	Bell	6/18/2025 10:25 AM
191	Bell	6/18/2025 10:25 AM
192	Bell	6/18/2025 10:15 AM
193	Bell Textron	6/18/2025 9:25 AM
194	Bell, QT, Jack in the Box	6/18/2025 8:59 AM
195	QT and Bell Textron	6/18/2025 8:56 AM
196	Bel Helicopter	6/18/2025 8:54 AM
197	Bell	6/18/2025 8:45 AM
198	Bell	6/18/2025 8:37 AM
199	Bell Helicopter Textron	6/18/2025 8:34 AM
200	Bell Textron	6/18/2025 8:34 AM
201	Bell	6/18/2025 8:26 AM
202	Bell Textron	6/18/2025 8:25 AM
203	Bell	6/18/2025 8:20 AM
204	Bell Textron	6/18/2025 8:20 AM
205	Bell, QT, sometimes others	6/18/2025 8:01 AM
206	Bell	6/18/2025 7:59 AM
207	Bell Helicopter	6/18/2025 7:58 AM
208	Bell Flight	6/18/2025 7:58 AM
209	Bell Flight	6/18/2025 7:27 AM
210	Bell	6/18/2025 7:23 AM
211	Bell Flight	6/18/2025 7:19 AM
212	Bell Textron, gas stations, restaurants	6/18/2025 7:16 AM
213	None Currently	6/18/2025 7:09 AM
214	Bell	6/18/2025 7:07 AM
215	travel through the corridor to go to North East Mall or to get to Hwy 820.	6/18/2025 6:54 AM
216	Bell	6/18/2025 6:51 AM
217	Bell Textron Inc	6/18/2025 6:43 AM
218	Bell Helicopter	6/18/2025 6:39 AM
219	Bell Flight	6/18/2025 6:36 AM

Hurst Boulevard Vision - Community Survey

220	Textron Bell Flight (Bell Helicopter)	6/18/2025 6:20 AM
221	Bell	6/18/2025 6:18 AM
222	Bell	6/18/2025 6:14 AM
223	Bell Helicopter; QuikTrip; Sonic	6/17/2025 6:46 PM
224	Bell Textron	6/17/2025 6:09 PM
225	Bell. Habesha Cafe. Quicktrip	6/17/2025 5:27 PM
226	Work (Bell)	6/17/2025 5:24 PM
227	Bell	6/17/2025 5:23 PM
228	Bell	6/17/2025 5:20 PM
229	Bell	6/17/2025 4:51 PM
230	Bell	6/17/2025 4:51 PM
231	Bell	6/17/2025 4:47 PM
232	Bell Flight	6/17/2025 4:45 PM
233	Bell Flight	6/17/2025 4:45 PM
234	Bell Flight	6/17/2025 4:40 PM
235	Bell Textron	6/17/2025 4:39 PM
236	Bell	6/17/2025 4:36 PM
237	Gas station, Bell/Textron	6/17/2025 4:32 PM
238	Bell Textron Inc	6/17/2025 4:22 PM
239	Bell Helicopter	6/17/2025 4:22 PM
240	Commute to work (Bell).	6/17/2025 4:20 PM
241	Bell Helicopter	6/17/2025 4:20 PM
242	Bell	6/17/2025 3:59 PM
243	Bell Helicopter	6/17/2025 3:46 PM
244	Bell Helicopter	6/17/2025 3:37 PM
245	Bell	6/17/2025 3:36 PM
246	Bell Textron Inc.	6/17/2025 3:36 PM
247	Bell	6/17/2025 3:31 PM
248	Bell , restaurants for lunch during work days	6/17/2025 3:26 PM
249	Bell	6/17/2025 3:21 PM
250	Bell Helicopter	6/17/2025 3:13 PM
251	Bell	6/17/2025 3:02 PM
252	Bell	6/17/2025 2:55 PM
253	Bell, QT	6/17/2025 2:54 PM
254	Bell Flight	6/17/2025 2:53 PM
255	Bell Helicopter	6/17/2025 2:50 PM
256	Bell Helicopter, QT, Tqueria las coronas	6/17/2025 2:47 PM
257	Bell	6/17/2025 2:46 PM

Hurst Boulevard Vision - Community Survey

258	Bell Helicopter	6/17/2025 2:42 PM
259	Bell Textron	6/17/2025 2:33 PM
260	Bell Helicopter	6/17/2025 2:12 PM
261	Work	6/17/2025 2:07 PM
262	Bell Helicopter and certain restuarants.	6/17/2025 2:05 PM
263	Bell, Don Limon, Salad & Go	6/17/2025 2:04 PM
264	Bell Helicopter	6/17/2025 2:03 PM
265	I work at Bell	6/17/2025 2:00 PM
266	Bell Flight	6/17/2025 1:57 PM
267	Bell	6/17/2025 1:53 PM
268	Bell, Hurst Rec center,	6/17/2025 1:50 PM
269	Bell, restaurants	6/17/2025 1:30 PM
270	Bell Helicopter	6/17/2025 1:27 PM
271	WORK OR RESTAURANTS	6/17/2025 1:24 PM
272	Bell, Gas, Stores	6/17/2025 1:23 PM
273	Bell Textron, sometimes QT	6/17/2025 1:22 PM
274	Bell Helicopter	6/17/2025 1:21 PM
275	Bell	6/17/2025 1:20 PM
276	Bell	6/17/2025 1:12 PM
277	Bell Textron, Inc.	6/17/2025 1:10 PM
278	Bell	6/17/2025 1:02 PM
279	Bell	6/17/2025 1:00 PM
280	Bell Helicopter and Fuzzy's Tacos east of the plant	6/17/2025 12:43 PM
281	Bell Textron	6/17/2025 12:41 PM
282	Bell	6/17/2025 12:31 PM
283	Bell Helicopter, Bell TRE Station, Home	6/17/2025 12:26 PM
284	Bell Flight	6/17/2025 12:24 PM
285	Bell Textron Inc.	6/17/2025 12:23 PM
286	Bell	6/17/2025 12:20 PM
287	Bell Helicopter/flight	6/17/2025 12:10 PM
288	Bell	6/17/2025 12:00 PM
289	QT	6/17/2025 12:00 PM
290	Bell	6/17/2025 11:48 AM
291	Bell Textron	6/17/2025 9:55 AM
292	Bell Textron	6/17/2025 7:27 AM
293	Bell Helicopter	6/16/2025 4:18 PM
294	Freeman Toyota/QT/Work/Airport/Hospital	6/16/2025 3:22 PM
295	North point Baptist church, North Point Christian Academy, QT, Sonic, friends house	6/11/2025 5:17 PM

Hurst Boulevard Vision - Community Survey

296	work off of Raider and 10	6/10/2025 7:16 PM
297	Shopping, auto shop	6/9/2025 7:45 PM
298	None on Hurst Boulevard itself, but I use Hurst Boulevard to get to businesses such as Whataburger, Braum's, Discount Tire, etc.	6/9/2025 12:19 PM
299	Gas Station	6/9/2025 10:17 AM
300	Bell Station	6/8/2025 9:53 PM
301	baseball park, NE Mall, tennis center	6/8/2025 8:23 PM
302	QT, Texas Star BBQ	6/8/2025 8:01 PM
303	QT near 820, but SH 10 is our major route to most destinations	6/8/2025 4:29 PM
304	Food or go through the area to reach other places (e.g. daycare)	6/8/2025 12:08 PM
305	Industrial Blvd	6/8/2025 11:53 AM
306	Between home and work.	6/8/2025 9:18 AM
307	None	6/8/2025 7:20 AM
308	Fuel	6/7/2025 6:08 PM
309	None	6/7/2025 10:07 AM
310	Quiktrip, NE Mall area	6/7/2025 9:11 AM
311	QT. Bell TRE station. North point church	6/6/2025 11:17 PM
312	Apartments, homes and businesses	6/6/2025 9:47 PM
313	Work- In Euless and going towards North East Mall shopping center	6/6/2025 8:12 PM
314	D.E.K. Plumbing, QT, home	6/6/2025 4:36 PM
315	Work, thrift, gas	6/6/2025 11:31 AM
316	Schools	6/6/2025 11:22 AM
317	Gas & KIA dealership	6/6/2025 7:39 AM
318	None	6/5/2025 1:32 PM
319	Work, mall, restaurants, shopping	6/5/2025 12:02 PM
320	sonic, QT	6/5/2025 11:25 AM
321	Gas station connect to hwy 183 or 820	6/5/2025 11:04 AM
322	Many places	6/4/2025 10:41 PM
323	Qt sonic cobra club golden chic	6/4/2025 10:34 PM
324	Anything down towards Euless or thoroughfare to get through town and head north	6/4/2025 9:22 PM
325	QT	6/4/2025 6:41 PM
326	Texas Star baseball fields, restaurants, other homes	6/4/2025 1:12 PM
327	Quiktrip, Sonic, various other shopping locations.	6/4/2025 12:40 PM
328	Lonestar bbq, otherwise just traveling on the corridor. There isn't much there	6/4/2025 10:26 AM
329	Darrell's Custom Cycles	6/4/2025 9:56 AM
330	QT	6/4/2025 7:46 AM
331	Mostly just a thoroughfare going to the soccer fields in Euless	6/4/2025 5:52 AM
332	Automotive Medical Recreational	6/4/2025 5:00 AM
333	DFW Airport	6/3/2025 7:56 PM

Hurst Boulevard Vision - Community Survey

334	Food	6/3/2025 4:45 PM
335	Home to work in Irving	6/3/2025 2:13 PM
336	QT, mainly commute to work	6/3/2025 12:38 PM
337	Pipeline shopping, Melbourne shopping, NE Mall	6/3/2025 12:03 PM
338	All	6/3/2025 11:50 AM
339	Irving	6/3/2025 10:58 AM
340	medical, groceries, auto service,	6/3/2025 10:44 AM
341	School	6/3/2025 10:23 AM
342	On way to work	6/3/2025 9:50 AM
343	Family	6/3/2025 9:32 AM
344	My mother's house	6/3/2025 9:19 AM
345	Family's house, qt, home	6/3/2025 9:14 AM
346	QT, Sonic	6/3/2025 9:13 AM
347	I use it to get to 157 to go to work. We regularly use the QT at SH10 and 820.	6/3/2025 9:09 AM
348	None, there's really nothing good in the area. I usually travel up to glade parks in Euleess. Wish we had that here in south Hurst. Seems like the city only invests in north hurst because it's closer to the rich people in Colleyville.	6/3/2025 9:07 AM
349	my house, food, fuel.	6/3/2025 9:02 AM
350	I have to travel Hwy 10 when I leave my home to get to all stores, restaurants, businesses, work, church	6/3/2025 8:57 AM
351	Quick Trip, Sonic, Motorcycle shop	6/3/2025 8:53 AM
352	QT, Dollar general, Homedepot, Caines, Home	6/3/2025 7:32 AM
353	I drive through SH10 for commute	6/3/2025 7:12 AM
354	Gas station, restaurant, daycare	6/3/2025 6:28 AM
355	Gas	6/3/2025 5:34 AM
356	Restaurant, home, school	6/3/2025 4:59 AM
357	Quick Trip	6/3/2025 2:20 AM
358	Sonic, Texas Star BBQ, QT, or the mechanic (Hwy 10 and Precinct Line)	6/3/2025 1:03 AM
359	School, NE Mall, Shopping near mall, get to highway	6/3/2025 12:59 AM
360	Texas BBQ. QT.	6/3/2025 12:30 AM
361	QT, Central Junior High	6/2/2025 11:25 PM
362	Food places, mechanical shops, music shops	6/2/2025 11:13 PM
363	Fuzzy qt	6/2/2025 11:06 PM
364	Our family business Advanced Air, bbq joint near fanning, QT near 820, fun n sun, AA Tires	6/2/2025 11:04 PM
365	School, baseball practice	6/2/2025 10:55 PM
366	Quick trip, gas station	6/2/2025 10:53 PM
367	Sonic, QT	6/2/2025 10:45 PM
368	My neighborhood	6/2/2025 10:41 PM
369	Stor- food- friend	6/2/2025 10:39 PM

Hurst Boulevard Vision - Community Survey

370	restaurants gas station	6/2/2025 10:33 PM
371	QT, Dr.	6/2/2025 10:33 PM
372	TRE - Bell Station	6/2/2025 9:57 PM
373	Less traffic to get home	6/2/2025 9:57 PM
374	Life fellowship church, gas stations, restaurants, my house	6/2/2025 9:56 PM
375	Qt, doctors office,	6/2/2025 9:49 PM
376	Home	6/2/2025 9:38 PM
377	Daycare	6/2/2025 9:24 PM
378	Driving to 820/121	6/2/2025 9:22 PM
379	QT	6/2/2025 9:13 PM
380	Church, gas, food, visit family	6/2/2025 9:11 PM
381	QT, Sonic	6/2/2025 9:10 PM
382	Nothing to draw my interest maybe cobra club	6/2/2025 9:07 PM
383	Going to Euleess, Viridian, Arlington	6/2/2025 9:00 PM
384	To TRE. To TX Star.	6/2/2025 8:55 PM
385	Hurst Jr High	6/2/2025 8:50 PM
386	QT	6/2/2025 8:48 PM
387	Empire gymnastics. HEB clothes closet.	6/2/2025 8:38 PM
388	QT, Sonic,	6/2/2025 8:33 PM
389	DFW airport	6/2/2025 8:31 PM
390	Hurst Bell Station, QT, Mom's Spice, Diesel Pros,	6/2/2025 8:19 PM
391	Glade Parks area, NE Mall area, cut over to Precinct Line for Walmart/church/restaurants, Walmart Neighborhood Market	6/2/2025 8:12 PM
392	Use to go to Carrollton & Arlington to customers	6/2/2025 8:11 PM
393	TRE, Frost Bank Euleess, Texas star	6/2/2025 8:08 PM
394	Train station	6/2/2025 8:07 PM
395	Central Junior High	6/2/2025 8:06 PM
396	Walmart, gas station, restaurants, tire shop, collision shop, doctor's office, car wash, bank	6/2/2025 8:04 PM
397	travel to Euleess	6/2/2025 7:38 PM
398	QT	6/2/2025 7:37 PM
399	Mechanic, church	6/2/2025 7:34 PM
400	Church	6/2/2025 7:32 PM
401	QT	6/2/2025 7:31 PM
402	Work, kids school, retail	6/2/2025 7:28 PM
403	Car dealership	6/2/2025 7:27 PM
404	Gas stations, fast food, grocery	6/2/2025 7:27 PM
405	Texas Star BBQ, HJ Smith Automotive. Public Storage. QT	6/2/2025 7:24 PM
406	QT , Texas star bbq	6/2/2025 7:24 PM
407	Na	6/2/2025 7:22 PM

Hurst Boulevard Vision - Community Survey

408	Work, family's house	6/2/2025 7:19 PM
409	Home. Work.	6/2/2025 7:18 PM
410	North pointe baptist church	6/2/2025 7:08 PM
411	Jps hospital clinic, schools , businesses	6/2/2025 7:05 PM
412	Gas stations, drive to eules for golf and softball right off SH10	6/2/2025 7:05 PM
413	Gas stations, restaurants, neighborhood entrances, etc.	6/2/2025 7:01 PM
414	Classes, grocery stores, other shopping stores, recreation classes and entertainment	6/2/2025 6:58 PM
415	Bell helicopter	6/2/2025 6:56 PM
416	All that are available	6/2/2025 6:53 PM
417	QT	6/2/2025 6:47 PM
418	QT, Sonic, Hibachi Vincent	6/2/2025 6:46 PM
419	None	6/2/2025 6:44 PM
420	QT, Sonic, El Chico, Kia dealership	6/2/2025 6:33 PM
421	Getting to Arlington, businesses at 360 and Trinity, Raven's Grill, Doctor, Banking	6/2/2025 6:22 PM
422	Freeway, businesses, mall	6/2/2025 6:08 PM
423	Bell station, TRE	6/2/2025 6:05 PM
424	No business location in particular but use it as a route to get to 820 on the west or 183 on the east.	6/2/2025 5:57 PM
425	Church, union hall	6/2/2025 5:49 PM
5426	Grocery, work	6/2/2025 5:38 PM
427	QT Texas Star bbq	6/2/2025 5:37 PM
428	Gas station, work, schools	6/2/2025 5:32 PM
429	Church	6/2/2025 5:30 PM
430	Sonic, Texas bbq, Moritz Kia, cobra club	6/2/2025 5:25 PM
431	To home, to family.	6/2/2025 5:20 PM
432	Car repair plumbing supply	6/2/2025 5:12 PM
433	Texas star BBQ, kia dealer, mall, home, highway access, route to work, route to kid school	6/2/2025 5:12 PM
434	Convenience stores, gas stations	6/2/2025 5:10 PM
435	Texas Star BBQ, Boot Camp, QuikTrip, Sonic	6/2/2025 5:09 PM
436	QT	6/2/2025 5:08 PM
437	QT, Sonic	6/2/2025 5:06 PM
438	None. I use it to bypass 183	6/2/2025 5:04 PM
439	home	6/2/2025 5:00 PM
440	various stores	6/2/2025 5:00 PM
441	The North East Mall shops. Easiest to classify in this way	6/2/2025 4:56 PM
442	Convenience store	6/2/2025 4:56 PM
443	Church, eating out, etc.	6/2/2025 4:55 PM
444	Texas BBQ	6/2/2025 4:53 PM
445	QT	6/2/2025 4:52 PM

Hurst Boulevard Vision - Community Survey

446	Fuzzy, to get to a highway	6/2/2025 4:45 PM
447	Sonic, QT	6/2/2025 4:41 PM
448	None	6/2/2025 4:39 PM
449	Work	6/2/2025 4:38 PM
450	It varies	6/2/2025 4:38 PM
451	Home & gas stations	6/2/2025 4:35 PM
452	Gas stations	6/2/2025 4:32 PM
453	Qt/ sonic/ Valero/ public storage	6/2/2025 4:32 PM
454	Friends houses, mall, backroads to Arlington	6/2/2025 4:32 PM
455	Downtown Fort Worth, Walmart,	6/2/2025 4:31 PM
456	QT	6/2/2025 4:31 PM
457	Northpoint Baptist Church, QT, Sonic	6/2/2025 4:31 PM
458	Independent restaurants and mom and pop owned merchants and mechanics	6/2/2025 4:28 PM
459	Gas stations, restaurants, small businesses	6/2/2025 4:27 PM
460	QT	6/2/2025 4:25 PM
461	QT by 820	6/2/2025 4:20 PM
462	Prescient Line Rd	6/2/2025 4:18 PM
463	I typically cut through past Bell to get to work. However I frequent the Sonic and QT near 820	6/2/2025 4:16 PM
464	6Stones, KEYS HS, BLE, jack in the Box,	6/2/2025 4:15 PM
465	Bell Textron and Rickel Park.	6/2/2025 4:12 PM
466	Fas Clampitt, Jazz Auto, My Marketing Cure,	6/2/2025 9:22 AM
467	Shopping; Freeway access	6/1/2025 10:09 PM
468	Gas station	5/30/2025 1:45 PM
469	Church	5/30/2025 11:48 AM
470	Work	5/30/2025 10:03 AM
471	Gas station, school	5/29/2025 9:27 PM
472	None	5/29/2025 5:34 PM
473	Duane's automotive	5/29/2025 5:21 PM
474	Texas BBQ	5/29/2025 11:15 AM
475	Moritz Kia, Shell, QT	5/29/2025 9:41 AM
476	Work	5/29/2025 8:30 AM
477	Hobby Lobby, Harbor Freight and other shopping.	5/28/2025 10:11 PM
478	Trinity Express train	5/28/2025 9:15 PM
479	Work and school	5/28/2025 6:26 PM
480	Work / Home	5/28/2025 6:11 PM
481	Texas Tacos	5/28/2025 4:18 PM
482	QT, Texas BBQ,	5/28/2025 3:26 PM
483	Many different	5/28/2025 2:58 PM

Hurst Boulevard Vision - Community Survey

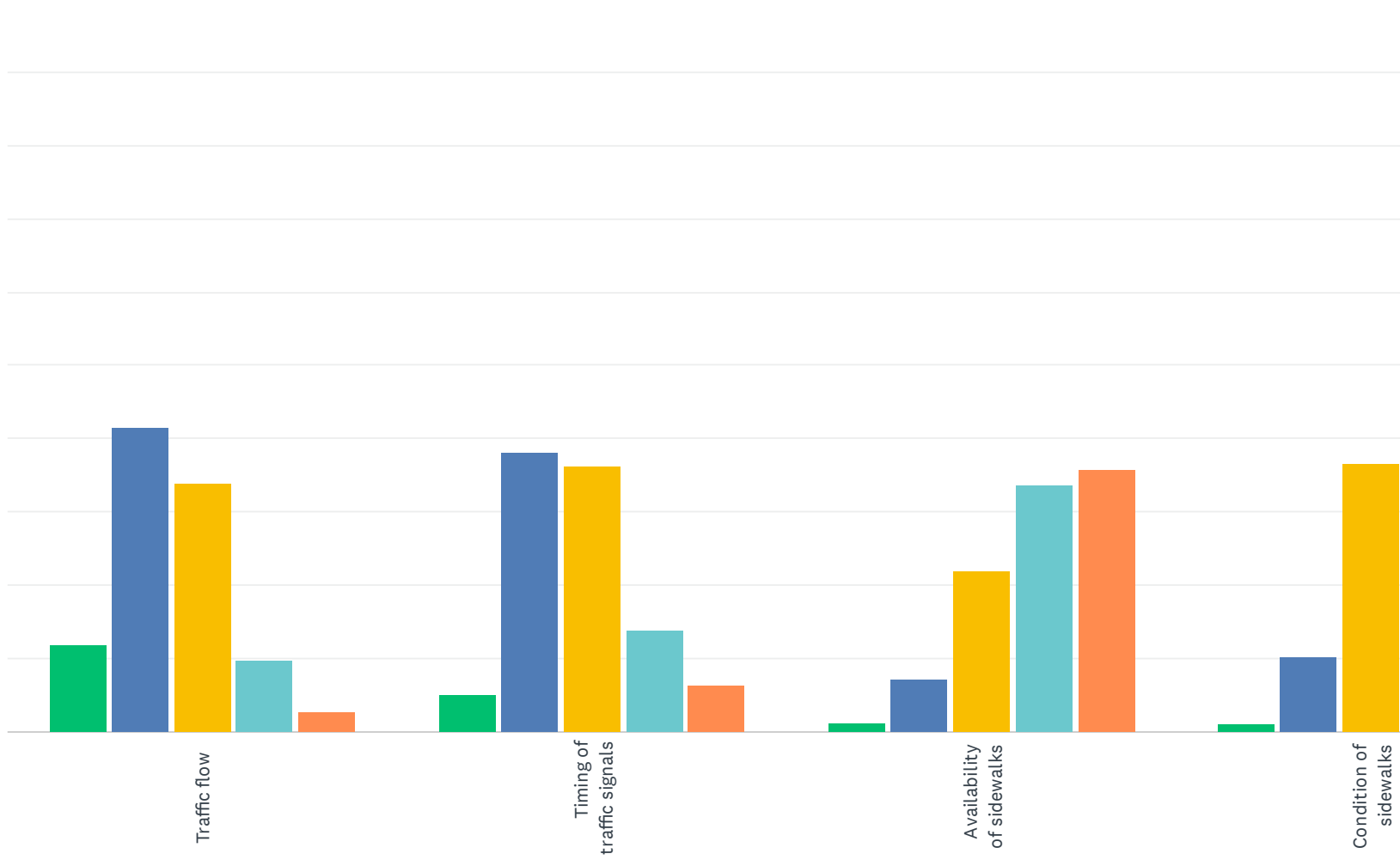
484	Gas stations; quick foods	5/28/2025 2:54 PM
485	Just use it as a pass-through road.	5/28/2025 2:01 PM
486	Multiple in a commercial driver	5/28/2025 1:43 PM
487	Bell Helicopter	5/28/2025 1:26 PM
488	Friends home	5/28/2025 1:23 PM
489	I travel it to get to Central Drive in Bedford.	5/28/2025 12:09 PM
490	restaurant, gas	5/28/2025 11:58 AM
491	Airport and Hospital area in Bedford	5/26/2025 9:00 AM
492	Nonr	5/26/2025 8:47 AM
493	Sonic, QT,Rickels Park	5/25/2025 6:47 PM
494	Texas Star Bar B Que, Raven Grill	5/25/2025 4:36 PM
495	Going to Southside Bank from Norwood and back to Norwood.	5/24/2025 10:58 PM
496	Church	5/24/2025 9:27 PM
497	gas stations	5/24/2025 8:37 PM
498	HEB Hospital & Medical offices	5/24/2025 6:26 PM
499	Grandkids school	5/24/2025 1:31 PM
500	HEB hospital and TX cancer center	5/24/2025 12:25 PM
501	Getting to train station	5/24/2025 10:25 AM
502	To go to Arlington	5/24/2025 10:21 AM
503	work	5/24/2025 9:32 AM
504	doctors, restaurants, gas stations, auto dealership	5/24/2025 8:52 AM
505	None	5/24/2025 7:42 AM
506	Supplies for home maintenance parts; Auto gas and oil	5/24/2025 5:25 AM
507	Church	5/24/2025 4:25 AM
508	Shortcut to HEB Hospital	5/24/2025 12:00 AM
509	QT/Sonic	5/23/2025 8:26 PM
510	Fast food	5/23/2025 8:07 PM
511	Fun and Sun Boats	5/23/2025 6:54 PM
512	Parents or daughter's house	5/23/2025 6:38 PM
513	QT, Sonic, TRE	5/23/2025 6:14 PM
514	Hurstview to 157 or 183	5/23/2025 6:06 PM
515	Life Today Ministrie, Fuzzy's	5/23/2025 5:38 PM
516	Restaurants, gas station	5/23/2025 5:34 PM
517	I use it to travel to Euless occasionally.	5/23/2025 5:29 PM
518	various	5/23/2025 5:09 PM
519	Passing through	5/23/2025 4:55 PM
520	Easy access to all locations east and west	5/23/2025 12:54 PM
521	Church in NRH; Don't usually stop at businesses on Hurst Blvd	5/23/2025 12:43 PM

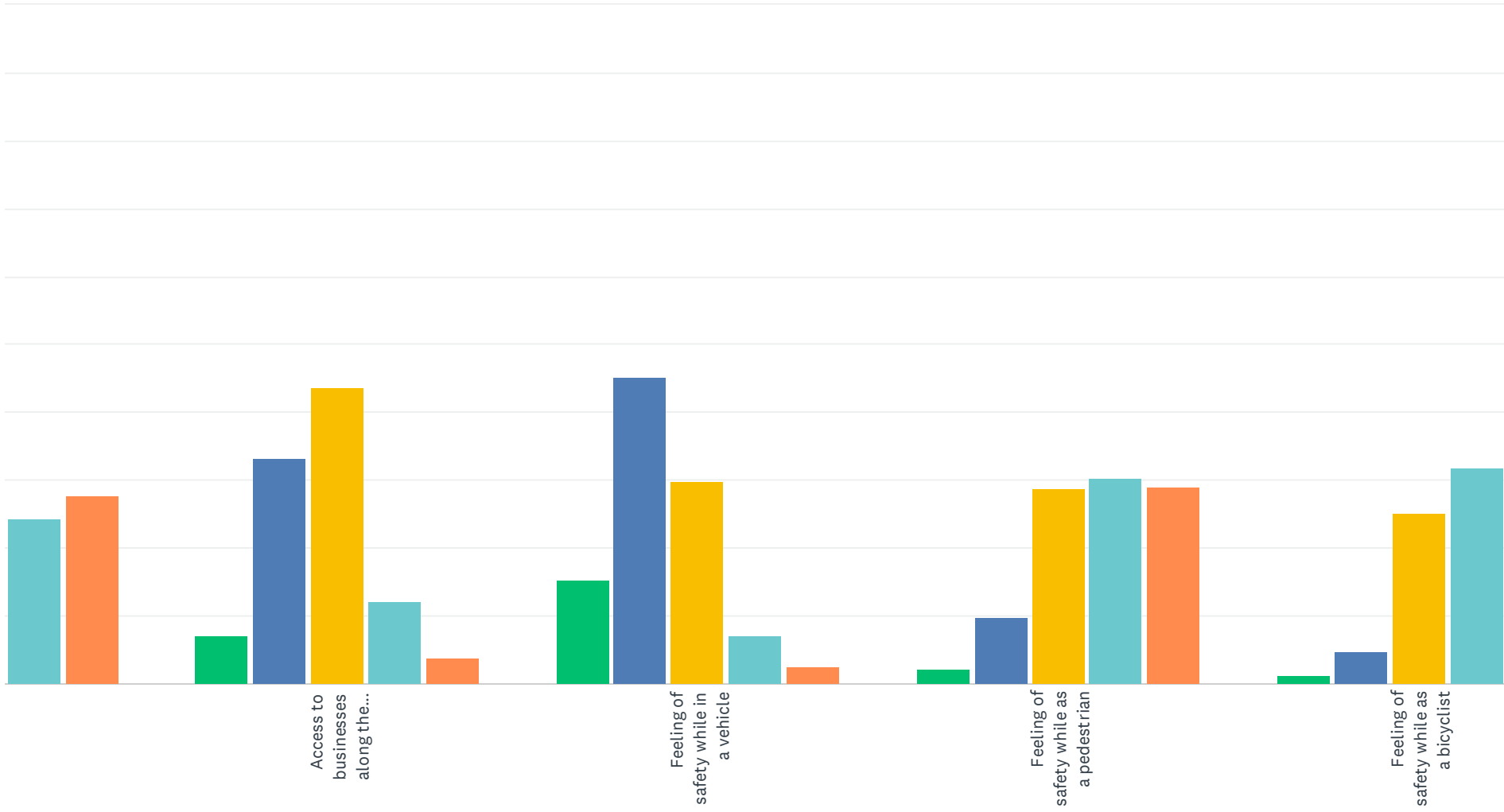
Hurst Boulevard Vision - Community Survey

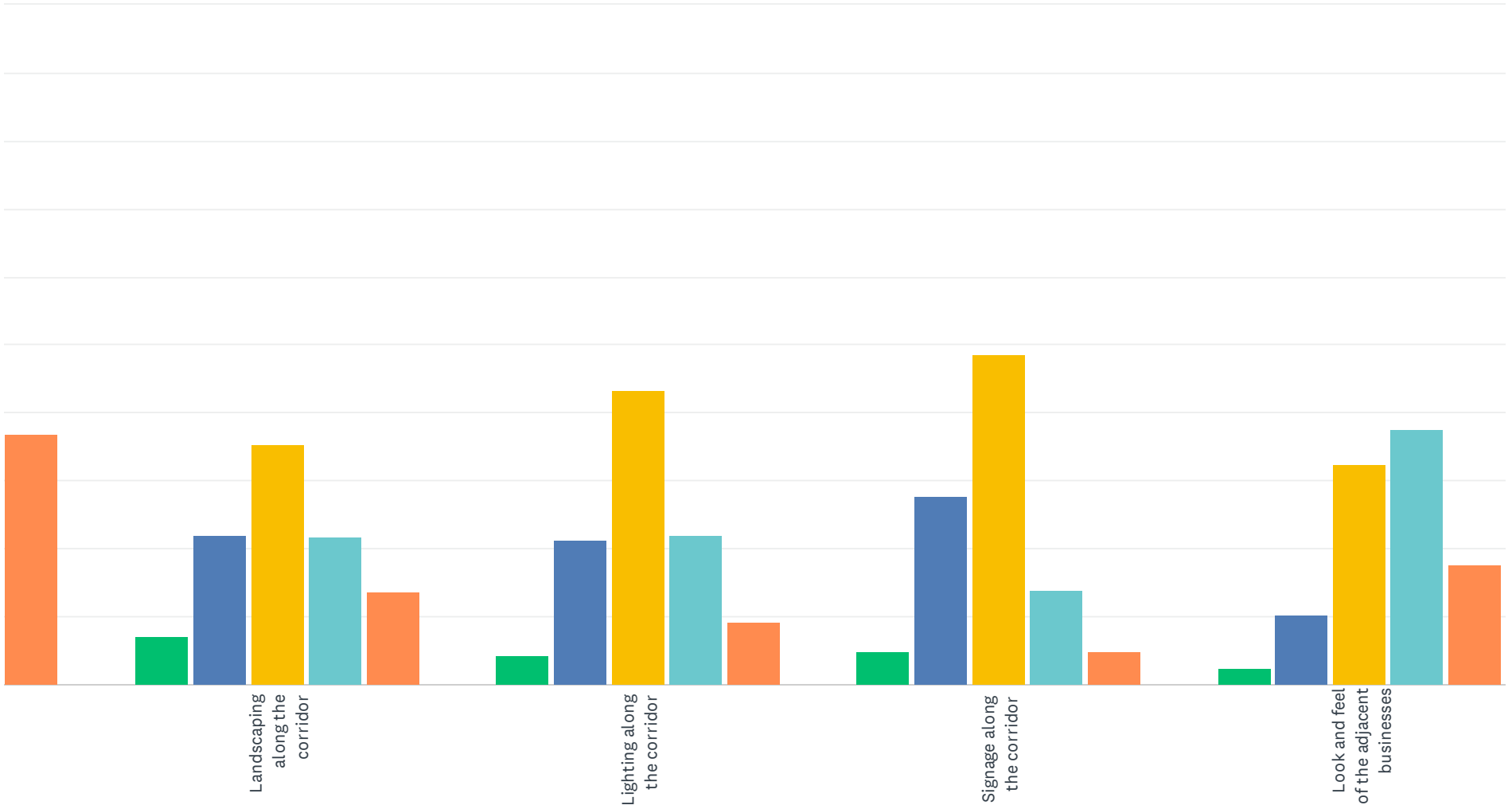
522	Gas Stations	5/23/2025 12:38 PM
523	Arlington	5/23/2025 12:32 PM
524	None	5/23/2025 11:30 AM
525	Provision apartment, BBQ restaurant, QT, Appliance parts	5/23/2025 10:52 AM
526	QT, BBQ, Used to use Kelly Moore Paint	5/23/2025 10:47 AM
527	To get to 820 or Arlington	5/23/2025 10:41 AM
528	Raven's Grill (Euless)	5/23/2025 10:30 AM
529	Sonic, QT and other gas stations, Central Jr High	5/21/2025 3:36 PM
530	I use Hurst Blvd to access 121 and 820 frequently.	5/15/2025 3:20 PM
531	A well appointed grocery store, such as a Tom Thumb or H-E-B. sit down restaurants.	5/12/2025 8:53 PM
532	Restaurants and bars	5/12/2025 7:02 PM
533	QT	5/12/2025 7:00 PM
534	work - mfg company	5/12/2025 6:57 PM
535	North Pointe Baptist church, QT	5/12/2025 5:48 PM
536	Friendship Baptist Church	5/12/2025 5:38 PM
537	Gas Station	5/12/2025 5:33 PM
538	Visit parents in Forest Park	5/12/2025 5:33 PM
539	Retail - gas station	5/12/2025 5:23 PM
540	lfiidd	5/8/2025 7:14 AM

Q6 How would you rate the following components of the corridor from a scale of excellent to poor?

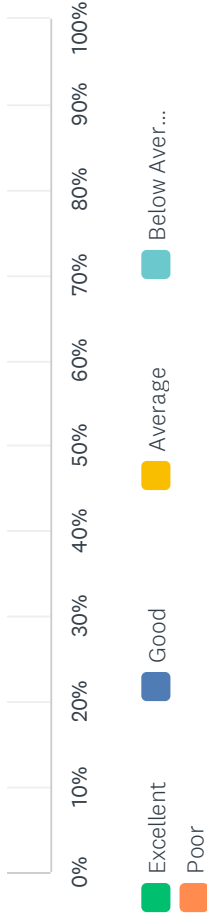
Answered: 634 Skipped: 151







Hurst Boulevard Vision - Community Survey



	EXCELLENT	GOOD	AVERAGE	BELOW AVERAGE	POOR	TOTAL	WEIGHTED AVERAGE
Traffic flow	11.96% 75	41.63% 261	33.81% 212	9.89% 62	2.71% 17	627	2.50
Timing of traffic signals	5.21% 33	38.23% 242	36.18% 229	13.90% 88	6.48% 41	633	2.78
Availability of sidewalks	1.37% 8	7.17% 42	22.01% 129	33.62% 197	35.84% 210	586	3.95
Condition of sidewalks	1.09% 6	10.20% 56	36.61% 201	24.41% 134	27.69% 152	549	3.67
Access to businesses along the corridor	7.05% 43	33.28% 203	43.77% 267	12.13% 74	3.77% 23	610	2.72
Feeling of safety while in a vehicle	15.31% 96	45.30% 284	29.82% 187	7.02% 44	2.55% 16	627	2.36
Feeling of safety while as a pedestrian	2.03% 11	9.80% 53	28.84% 156	30.31% 164	29.02% 157	541	3.74
Feeling of safety while as a bicyclist	1.36% 7	4.66% 24	25.24% 130	31.84% 164	36.89% 190	515	3.98
Landscaping along the corridor	7.13% 44	22.04% 136	35.49% 219	21.72% 134	13.61% 84	617	3.13
Lighting along the corridor	4.24% 26	21.37% 131	43.23% 265	22.02% 135	9.14% 56	613	3.10
Signage along the corridor	4.94% 30	27.68% 168	48.60% 295	13.84% 84	4.94% 30	607	2.86
Look and feel of the adjacent businesses	2.26% 14	10.18% 63	32.47% 201	37.48% 232	17.61% 109	619	3.58

Q7 When you think about the Hurst Boulevard/SH 10 corridor today, what three words would you use to describe the corridor?

Answered: 533 Skipped: 252

ANSWER CHOICES		RESPONSES
1.		100.00%
2.		96.25%
3.		88.37%
#	1.	DATE
1	Rundown	7/3/2025 10:29 PM
2	vacant	7/3/2025 9:05 AM
3	Busy	7/3/2025 7:24 AM
4	Less traffic	7/2/2025 2:26 PM
5	Convenient	7/1/2025 7:56 PM
6	Easy access	7/1/2025 6:20 PM
7	Mixed bag	7/1/2025 4:52 PM
8	Ugly	7/1/2025 4:18 PM
9	Nothing to see besides horses	7/1/2025 4:01 PM
10	easy	7/1/2025 2:48 PM
11	Run down	7/1/2025 2:07 PM
12	Commuting route	7/1/2025 12:42 PM
13	Convenient	7/1/2025 11:34 AM
14	Passthru	7/1/2025 7:53 AM
15	Old	7/1/2025 7:26 AM
16	Deserted	7/1/2025 6:33 AM
17	Declining, run down businesses	7/1/2025 5:35 AM
18	Open	7/1/2025 12:27 AM
19	Busy	6/30/2025 11:57 PM
20	Access	6/30/2025 11:11 PM
21	Alternative	6/30/2025 10:44 PM
22	Industrial	6/30/2025 10:01 PM
23	Commuter	6/30/2025 9:44 PM
24	Industrial	6/30/2025 9:44 PM
25	Important	6/30/2025 9:32 PM
26	Busy	6/30/2025 8:39 PM
27	Outdated	6/30/2025 8:05 PM

Hurst Boulevard Vision - Community Survey

28	Enjoyable	6/30/2025 7:52 PM
29	Plain	6/30/2025 7:22 PM
30	Uninviting	6/30/2025 7:04 PM
31	Unwalkable	6/30/2025 6:53 PM
32	Busy	6/30/2025 6:51 PM
33	sufficient traffic flow	6/30/2025 12:28 PM
34	Accessible	6/28/2025 9:43 PM
35	Industrial	6/28/2025 7:54 PM
36	Disgusting	6/28/2025 1:08 PM
37	Unappealing	6/27/2025 12:07 PM
38	industrial	6/25/2025 10:33 AM
39	excessive unmonitored/ controlled speeds	6/24/2025 6:00 PM
40	Long	6/24/2025 10:37 AM
41	poorly times lights	6/24/2025 10:35 AM
42	Traffic	6/24/2025 10:16 AM
43	Busy	6/24/2025 9:48 AM
44	Needs improvement for more businesses	6/24/2025 9:26 AM
45	Slow	6/24/2025 7:38 AM
46	Dirty	6/24/2025 6:50 AM
47	Industrial	6/24/2025 6:22 AM
48	Defective	6/23/2025 8:15 PM
49	Empty	6/23/2025 6:43 PM
50	needs	6/23/2025 5:59 PM
51	Congested	6/23/2025 4:08 PM
52	Low Walkability/Cycle Commuting	6/23/2025 3:33 PM
53	Old	6/23/2025 3:13 PM
54	Outdated	6/23/2025 3:02 PM
55	High traffic speed	6/23/2025 2:49 PM
56	Dated	6/23/2025 2:39 PM
57	Industrial	6/23/2025 1:54 PM
58	No restaurants	6/23/2025 1:52 PM
59	Industrial	6/23/2025 1:34 PM
60	Convenient	6/23/2025 12:55 PM
61	Direct Route	6/23/2025 12:26 PM
62	TRAFFIC BETTER THAN FREEWAY	6/23/2025 11:54 AM
63	Traffic	6/23/2025 11:34 AM
64	Industrial	6/23/2025 11:09 AM
65	old	6/23/2025 11:06 AM

Hurst Boulevard Vision - Community Survey

66	Run-down	6/23/2025 10:53 AM
67	Sketchy	6/23/2025 10:45 AM
68	Congested	6/23/2025 10:44 AM
69	Outdated	6/23/2025 10:29 AM
70	Unkempt	6/23/2025 10:13 AM
71	convenient	6/23/2025 10:00 AM
72	INDUSTRIAL LOOKING	6/23/2025 9:57 AM
73	Traffic	6/23/2025 9:31 AM
74	Bell Helicopters	6/23/2025 8:56 AM
75	traffic	6/23/2025 8:42 AM
76	Slow	6/23/2025 8:35 AM
77	Run down	6/23/2025 8:06 AM
78	Empty	6/23/2025 7:32 AM
79	industrial	6/23/2025 7:29 AM
80	Fast	6/23/2025 7:10 AM
81	missing eateries	6/23/2025 7:07 AM
82	empty	6/23/2025 6:48 AM
83	work	6/23/2025 5:24 AM
84	speeding drivers	6/22/2025 11:43 AM
85	Old	6/21/2025 7:22 PM
86	Run down	6/21/2025 6:34 PM
87	Aging	6/21/2025 1:40 PM
88	need street signs replaced especially over the blvd	6/21/2025 12:20 PM
89	work	6/21/2025 11:47 AM
90	industrial	6/21/2025 11:11 AM
91	old	6/21/2025 8:22 AM
92	Boring	6/21/2025 6:40 AM
93	Plain	6/21/2025 12:32 AM
94	Good	6/20/2025 10:29 PM
95	Dark	6/20/2025 8:56 PM
96	Old	6/20/2025 8:11 PM
97	Pretty	6/20/2025 7:36 PM
98	Potential	6/20/2025 7:27 PM
99	Industrial	6/20/2025 6:52 PM
100	Spacious	6/20/2025 6:48 PM
101	Work	6/20/2025 6:13 PM
102	Fast	6/20/2025 5:39 PM
103	Bare	6/20/2025 5:30 PM

Hurst Boulevard Vision - Community Survey

104	Awesome	6/20/2025 5:16 PM
105	busy	6/20/2025 5:09 PM
106	Good alternative to 183	6/20/2025 4:51 PM
107	Old	6/20/2025 4:48 PM
108	Industrial	6/20/2025 4:42 PM
109	old	6/20/2025 4:41 PM
110	Rundown	6/20/2025 4:17 PM
111	Busy	6/20/2025 4:12 PM
112	Industrial	6/20/2025 4:09 PM
113	Familiarity	6/20/2025 10:08 AM
114	rundown	6/20/2025 8:53 AM
115	Wide (3 lanes each way)	6/20/2025 7:03 AM
116	Unappealing	6/19/2025 4:50 PM
117	Industrial	6/19/2025 4:07 PM
118	Old	6/19/2025 2:34 PM
119	Old	6/19/2025 2:23 PM
120	Poor light timing	6/19/2025 2:00 PM
121	Busy	6/19/2025 12:40 PM
122	Old Neighborhood	6/19/2025 12:04 PM
123	Food desert	6/19/2025 11:45 AM
124	Older	6/19/2025 11:44 AM
125	old	6/19/2025 11:43 AM
126	industrial	6/19/2025 11:40 AM
127	Dull	6/19/2025 11:29 AM
128	OLD	6/19/2025 9:56 AM
129	typical suburban road	6/19/2025 9:54 AM
130	Residential	6/19/2025 9:41 AM
131	Old	6/19/2025 9:07 AM
132	Old	6/19/2025 9:02 AM
133	Empty	6/19/2025 8:55 AM
134	Old	6/19/2025 8:49 AM
135	old	6/19/2025 8:28 AM
136	Industrial	6/19/2025 8:18 AM
137	Old	6/19/2025 8:01 AM
138	Going to work	6/19/2025 7:36 AM
139	accessible	6/19/2025 7:21 AM
140	Barren	6/19/2025 7:15 AM
141	Good	6/19/2025 6:36 AM

Hurst Boulevard Vision - Community Survey

142	convenient	6/19/2025 3:56 AM
143	Boring	6/18/2025 8:34 PM
144	Convenient	6/18/2025 8:23 PM
145	Boring	6/18/2025 6:09 PM
146	Sparse	6/18/2025 6:09 PM
147	Industrial	6/18/2025 5:27 PM
148	It is a quick short cut to to major freeways	6/18/2025 5:08 PM
149	Clunky	6/18/2025 4:45 PM
150	Vacant	6/18/2025 3:58 PM
151	Industrial	6/18/2025 3:56 PM
152	Industrial	6/18/2025 3:45 PM
153	Industrial	6/18/2025 3:42 PM
154	Traffic	6/18/2025 3:23 PM
155	Industrial	6/18/2025 3:20 PM
156	Dated	6/18/2025 3:05 PM
157	dark	6/18/2025 3:01 PM
158	Annoying	6/18/2025 2:55 PM
159	Industrial	6/18/2025 2:55 PM
160	nice landscaping	6/18/2025 2:55 PM
161	Businesses look old	6/18/2025 2:32 PM
162	old	6/18/2025 2:18 PM
163	slow	6/18/2025 2:16 PM
164	industrial	6/18/2025 2:13 PM
165	Old	6/18/2025 1:41 PM
166	Wide	6/18/2025 1:01 PM
167	Congested	6/18/2025 12:39 PM
168	industrial	6/18/2025 12:16 PM
169	residential	6/18/2025 11:30 AM
170	speed limit needs to go up	6/18/2025 11:19 AM
171	Traffic	6/18/2025 11:02 AM
172	No vision	6/18/2025 10:51 AM
173	basic	6/18/2025 10:45 AM
174	Utilitarian	6/18/2025 10:28 AM
175	old	6/18/2025 10:25 AM
176	Drab	6/18/2025 10:25 AM
177	Industrial	6/18/2025 10:15 AM
178	Missing Restaurants	6/18/2025 9:41 AM
179	Worn out	6/18/2025 9:25 AM

Hurst Boulevard Vision - Community Survey

180	sluggish	6/18/2025 8:59 AM
181	dangerous	6/18/2025 8:56 AM
182	Slow	6/18/2025 8:54 AM
183	Industrial	6/18/2025 8:45 AM
184	dangerous	6/18/2025 8:37 AM
185	Run down	6/18/2025 8:34 AM
186	Busy	6/18/2025 8:34 AM
187	Industrial	6/18/2025 8:26 AM
188	out of date	6/18/2025 8:25 AM
189	Disjointed	6/18/2025 8:20 AM
190	Efficient way to get to work	6/18/2025 8:20 AM
191	flooding	6/18/2025 8:01 AM
192	traffic bad at times	6/18/2025 7:59 AM
193	thriving	6/18/2025 7:58 AM
194	Pot holes	6/18/2025 7:27 AM
195	Terrible Driving	6/18/2025 7:23 AM
196	Timing of Signal Lights off	6/18/2025 7:19 AM
197	Efficient	6/18/2025 7:16 AM
198	Wide	6/18/2025 7:09 AM
199	Industrial	6/18/2025 6:51 AM
200	Abandoned	6/18/2025 6:43 AM
201	traffic	6/18/2025 6:39 AM
202	Old	6/18/2025 6:36 AM
203	Older	6/18/2025 6:20 AM
204	Old	6/18/2025 6:18 AM
205	typical	6/18/2025 6:14 AM
206	Deteriorating	6/17/2025 6:46 PM
207	Dated	6/17/2025 6:09 PM
208	undiscovered	6/17/2025 5:27 PM
209	Fast	6/17/2025 5:24 PM
210	maintained	6/17/2025 5:23 PM
211	Congested	6/17/2025 5:20 PM
212	industrial	6/17/2025 4:54 PM
213	Too many traffic lights with long signal times.	6/17/2025 4:51 PM
214	dirt/dust from large trucks	6/17/2025 4:51 PM
215	Industrial	6/17/2025 4:47 PM
216	Inefficient	6/17/2025 4:45 PM
217	Run down businesses	6/17/2025 4:45 PM

Hurst Boulevard Vision - Community Survey

218	opportunity	6/17/2025 4:40 PM
219	indifferent	6/17/2025 4:39 PM
220	Traffic	6/17/2025 4:36 PM
221	Loud	6/17/2025 4:32 PM
222	Pleasant	6/17/2025 4:22 PM
223	industrial	6/17/2025 4:22 PM
224	No restaurants	6/17/2025 4:20 PM
225	Dirty	6/17/2025 4:20 PM
226	old	6/17/2025 3:59 PM
227	Plain	6/17/2025 3:46 PM
228	Industrial	6/17/2025 3:37 PM
229	Busy	6/17/2025 3:36 PM
230	Good traffic outside of rush hour	6/17/2025 3:36 PM
231	dated	6/17/2025 3:31 PM
232	Good Traffic Flow	6/17/2025 3:26 PM
233	Slow	6/17/2025 3:21 PM
234	Police	6/17/2025 3:03 PM
235	desolate	6/17/2025 3:02 PM
236	Low speed	6/17/2025 2:55 PM
237	old	6/17/2025 2:54 PM
238	Traffic	6/17/2025 2:53 PM
239	Food-less	6/17/2025 2:50 PM
240	Run Down Feeling/Looking	6/17/2025 2:46 PM
241	traffic	6/17/2025 2:42 PM
242	industrial	6/17/2025 2:33 PM
243	Busy	6/17/2025 2:12 PM
244	Work	6/17/2025 2:07 PM
245	Workable	6/17/2025 2:05 PM
246	Industrial	6/17/2025 2:04 PM
247	An alternative to 183 when traffic is heavy	6/17/2025 2:00 PM
248	Pedestrians walking along the road or on grass	6/17/2025 1:57 PM
249	Dying	6/17/2025 1:53 PM
250	Unwalkable	6/17/2025 1:50 PM
251	Industrial	6/17/2025 1:30 PM
252	Old	6/17/2025 1:27 PM
253	Traffic	6/17/2025 1:23 PM
254	industrial	6/17/2025 1:22 PM
255	Industrial	6/17/2025 1:20 PM

Hurst Boulevard Vision - Community Survey

256	empty	6/17/2025 1:00 PM
257	its a Food Desert!!!	6/17/2025 12:43 PM
258	Busy	6/17/2025 12:41 PM
259	Needs a facelift	6/17/2025 12:31 PM
260	Room for Shops/Restaraunts	6/17/2025 12:26 PM
261	Drab	6/17/2025 12:24 PM
262	fluid	6/17/2025 12:23 PM
263	Lackluster of Food, Grocery, Businesses	6/17/2025 12:20 PM
264	road	6/17/2025 12:10 PM
265	speedway	6/17/2025 12:00 PM
266	Fast	6/17/2025 11:48 AM
267	Lack of restaurants	6/17/2025 9:55 AM
268	aging	6/16/2025 4:18 PM
269	thorofare (going west)	6/16/2025 3:22 PM
270	Run down	6/11/2025 5:17 PM
271	industrial	6/10/2025 7:16 PM
272	Busy	6/9/2025 7:45 PM
273	easy	6/9/2025 12:19 PM
274	Needs improvement in Pedestrian amenities	6/9/2025 10:17 AM
275	Rough	6/8/2025 9:53 PM
276	accessible	6/8/2025 8:23 PM
277	Under-developed	6/8/2025 8:01 PM
278	open	6/8/2025 4:29 PM
279	Industrial	6/8/2025 2:07 PM
280	Old	6/8/2025 12:08 PM
281	Roomy	6/8/2025 11:53 AM
282	Delapidated	6/8/2025 9:18 AM
283	Alternative route	6/8/2025 7:20 AM
284	Wide lanes	6/7/2025 6:08 PM
285	Old	6/7/2025 10:07 AM
286	Old	6/7/2025 9:11 AM
287	Trashy	6/7/2025 5:57 AM
288	Industrial	6/6/2025 11:17 PM
289	Trashy	6/6/2025 9:47 PM
290	Convenient	6/6/2025 8:12 PM
291	Remote	6/6/2025 6:35 PM
292	Scenic	6/6/2025 4:36 PM
293	Travel	6/6/2025 11:31 AM

Hurst Boulevard Vision - Community Survey

294	Old	6/6/2025 11:22 AM
295	Opportunities	6/6/2025 7:39 AM
296	Less traffic	6/5/2025 6:01 PM
297	1950's Haltom City	6/5/2025 1:32 PM
298	Old	6/5/2025 12:02 PM
299	old	6/5/2025 11:25 AM
300	Dirty	6/5/2025 11:04 AM
301	Great access to interstate	6/4/2025 10:41 PM
302	Old	6/4/2025 10:34 PM
303	Industrial	6/4/2025 9:22 PM
304	Underdeveloped	6/4/2025 6:41 PM
305	Busy	6/4/2025 4:40 PM
306	Commercial	6/4/2025 12:40 PM
307	Bare	6/4/2025 10:26 AM
308	Industrial	6/4/2025 10:14 AM
309	Depressed	6/4/2025 9:56 AM
310	Wide	6/4/2025 7:46 AM
311	Hardly any businesses	6/4/2025 5:52 AM
312	Scenic	6/4/2025 5:00 AM
313	Old	6/3/2025 7:56 PM
314	Industrial	6/3/2025 6:23 PM
315	Old	6/3/2025 4:45 PM
316	Opportunity	6/3/2025 2:18 PM
317	Rundown	6/3/2025 2:13 PM
318	Conjested	6/3/2025 12:57 PM
319	Congested	6/3/2025 12:38 PM
320	Convenient	6/3/2025 12:03 PM
321	old	6/3/2025 10:44 AM
322	Speedway	6/3/2025 9:50 AM
323	Ugly	6/3/2025 9:19 AM
324	Convenient	6/3/2025 9:14 AM
325	Dated	6/3/2025 9:13 AM
326	Industrial	6/3/2025 9:09 AM
327	Old	6/3/2025 9:07 AM
328	landscape	6/3/2025 9:02 AM
329	Natural	6/3/2025 9:01 AM
330	Dead	6/3/2025 8:57 AM
331	Trashy	6/3/2025 8:53 AM

Hurst Boulevard Vision - Community Survey

332	Convenient	6/3/2025 7:32 AM
333	Industry	6/3/2025 7:25 AM
334	Too many lights	6/3/2025 7:12 AM
335	Poor road flow	6/3/2025 6:28 AM
336	Boring	6/3/2025 5:34 AM
337	Old	6/3/2025 2:20 AM
338	Busy	6/3/2025 1:03 AM
339	Run down	6/3/2025 12:59 AM
340	Industrial	6/3/2025 12:30 AM
341	Underdeveloped	6/2/2025 11:25 PM
342	Roomy	6/2/2025 11:13 PM
343	Industrial	6/2/2025 11:04 PM
344	Busy	6/2/2025 10:55 PM
345	Lots of homeless people	6/2/2025 10:53 PM
346	Old	6/2/2025 10:45 PM
347	Industrial	6/2/2025 10:41 PM
348	shabby	6/2/2025 10:33 PM
349	Stoplights	6/2/2025 10:33 PM
350	Unwalkable	6/2/2025 9:57 PM
351	Timely	6/2/2025 9:57 PM
352	Spacious	6/2/2025 9:56 PM
353	Alternate route	6/2/2025 9:49 PM
354	Safety	6/2/2025 9:38 PM
355	Old	6/2/2025 9:24 PM
356	Declining	6/2/2025 9:22 PM
357	Nice	6/2/2025 9:11 PM
358	Run down	6/2/2025 9:10 PM
359	Run down	6/2/2025 9:07 PM
360	Less travelled	6/2/2025 9:00 PM
361	Deserted	6/2/2025 8:55 PM
362	good for fast travel to my school	6/2/2025 8:50 PM
363	Food desert	6/2/2025 8:48 PM
364	Boring	6/2/2025 8:48 PM
365	Convenient	6/2/2025 8:38 PM
366	Easy	6/2/2025 8:33 PM
367	Easy	6/2/2025 8:31 PM
368	Busy	6/2/2025 8:19 PM
369	Access road, not a destination	6/2/2025 8:12 PM

Hurst Boulevard Vision - Community Survey

370	Ghetto	6/2/2025 8:11 PM
371	A lot of traffic	6/2/2025 8:09 PM
372	Fast	6/2/2025 8:07 PM
373	Dated	6/2/2025 8:06 PM
374	convenience	6/2/2025 8:04 PM
375	Pretty landscape	6/2/2025 7:49 PM
376	Old	6/2/2025 7:37 PM
377	Old	6/2/2025 7:34 PM
378	Old	6/2/2025 7:32 PM
379	poor	6/2/2025 7:31 PM
380	Outdated	6/2/2025 7:31 PM
381	Outdated	6/2/2025 7:30 PM
382	Traffic	6/2/2025 7:28 PM
383	Industrial	6/2/2025 7:27 PM
384	Congested sometimes	6/2/2025 7:27 PM
385	Busy	6/2/2025 7:24 PM
386	Busy	6/2/2025 7:24 PM
387	Wide streets	6/2/2025 7:22 PM
388	Busy	6/2/2025 7:21 PM
389	Industrial	6/2/2025 7:19 PM
390	Outdated	6/2/2025 7:18 PM
391	Landscaping	6/2/2025 7:08 PM
392	Run down	6/2/2025 7:05 PM
393	Lackluster	6/2/2025 7:05 PM
394	Truck-filled (18 wheelers)	6/2/2025 7:01 PM
395	Busy	6/2/2025 6:58 PM
396	Tired (worn)	6/2/2025 6:57 PM
397	Run down	6/2/2025 6:56 PM
398	Old	6/2/2025 6:53 PM
399	Connection	6/2/2025 6:47 PM
400	Poorly Maintained/Poor Upkeep of Landscaping	6/2/2025 6:46 PM
401	Unfriendly to pedestrians and cyclists	6/2/2025 6:44 PM
402	Historic	6/2/2025 6:33 PM
403	Slower, safer than 183	6/2/2025 6:22 PM
404	Direct	6/2/2025 6:18 PM
405	Moves good	6/2/2025 6:08 PM
406	Old	6/2/2025 6:05 PM
407	aged	6/2/2025 5:57 PM

Hurst Boulevard Vision - Community Survey

408	Wasted space	6/2/2025 5:49 PM
409	Convenient	6/2/2025 5:39 PM
410	Bringing in better businesses	6/2/2025 5:38 PM
411	Easy	6/2/2025 5:37 PM
412	Highway—fast cars, heavy traffic, high speed	6/2/2025 5:32 PM
413	Convenient	6/2/2025 5:25 PM
414	Convenient.	6/2/2025 5:20 PM
415	Commercial	6/2/2025 5:12 PM
416	Not congested traffic	6/2/2025 5:12 PM
417	Convenience	6/2/2025 5:10 PM
418	Red Light Runners	6/2/2025 5:09 PM
419	Great	6/2/2025 5:08 PM
420	busy	6/2/2025 5:06 PM
421	Speeding	6/2/2025 5:04 PM
422	easy access to major freeways	6/2/2025 5:00 PM
423	run-down	6/2/2025 5:00 PM
424	Small	6/2/2025 4:56 PM
425	Industrial	6/2/2025 4:56 PM
426	Dying	6/2/2025 4:55 PM
427	Busy	6/2/2025 4:53 PM
428	Barren	6/2/2025 4:52 PM
429	Boring	6/2/2025 4:49 PM
430	Sketchy	6/2/2025 4:45 PM
431	Convenient	6/2/2025 4:43 PM
432	Run-down	6/2/2025 4:41 PM
433	Travel corridor	6/2/2025 4:39 PM
434	Congestion free	6/2/2025 4:38 PM
435	Tolerable traffic if you're early enough in the day	6/2/2025 4:38 PM
436	land	6/2/2025 4:36 PM
437	Slow	6/2/2025 4:35 PM
438	Old businesses	6/2/2025 4:32 PM
439	Bland	6/2/2025 4:32 PM
440	Convenient	6/2/2025 4:32 PM
441	Busy in morning	6/2/2025 4:31 PM
442	Pain	6/2/2025 4:31 PM
443	Median unkept	6/2/2025 4:31 PM
444	Opportunity	6/2/2025 4:31 PM
445	Bare	6/2/2025 4:28 PM

Hurst Boulevard Vision - Community Survey

446	Run down	6/2/2025 4:27 PM
447	Clean	6/2/2025 4:25 PM
448	Busy	6/2/2025 4:24 PM
449	Too many speeding cars	6/2/2025 4:18 PM
450	Eyesore	6/2/2025 4:16 PM
451	Convenient	6/2/2025 4:15 PM
452	Empty	6/2/2025 4:12 PM
453	Crowded	6/2/2025 3:55 PM
454	quickly	6/2/2025 12:01 PM
455	Easy	6/2/2025 9:22 AM
456	Cluttered	6/2/2025 6:42 AM
457	Maintained	6/1/2025 10:09 PM
458	Industrial	5/31/2025 1:58 PM
459	Out of date	5/30/2025 1:45 PM
460	Busy traffic on week days	5/29/2025 9:27 PM
461	Dirty	5/29/2025 5:34 PM
462	Good	5/29/2025 5:21 PM
463	Industrial	5/29/2025 11:15 AM
464	Past	5/29/2025 10:44 AM
465	Open	5/29/2025 9:41 AM
466	Peaceful	5/29/2025 8:30 AM
467	Location	5/28/2025 9:15 PM
468	Inconvenient	5/28/2025 6:26 PM
469	Spacious	5/28/2025 6:11 PM
470	Trashy	5/28/2025 5:01 PM
471	Outdated	5/28/2025 4:18 PM
472	Neglected	5/28/2025 3:26 PM
473	Potential	5/28/2025 2:58 PM
474	Quaint	5/28/2025 2:54 PM
475	Light-industrial	5/28/2025 2:01 PM
476	Refreshing	5/28/2025 1:26 PM
477	Underdeveloped	5/28/2025 12:09 PM
478	improving	5/28/2025 11:58 AM
479	Busy	5/25/2025 6:47 PM
480	Good alternative to Hwy 183/121	5/25/2025 4:36 PM
481	Industrial	5/25/2025 1:09 PM
482	Rundown	5/25/2025 7:16 AM
483	Busy	5/24/2025 10:58 PM

Hurst Boulevard Vision - Community Survey

484	Accessible	5/24/2025 9:27 PM
485	industrial	5/24/2025 8:37 PM
486	Excellent East/West travel way through the community	5/24/2025 6:26 PM
487	Neglected	5/24/2025 1:31 PM
488	Average	5/24/2025 12:25 PM
489	Convenient	5/24/2025 10:25 AM
490	Easy access to	5/24/2025 10:21 AM
491	Outdated	5/24/2025 9:34 AM
492	old	5/24/2025 9:32 AM
493	convenient	5/24/2025 8:52 AM
494	Heavy	5/24/2025 8:29 AM
495	Good as is	5/24/2025 7:42 AM
496	I can get anywhere I need to go; avoid 183 & 121	5/24/2025 5:25 AM
497	Good	5/24/2025 4:25 AM
498	Wide enough	5/24/2025 12:00 AM
499	highway	5/23/2025 9:17 PM
500	Industrial	5/23/2025 8:26 PM
501	Old	5/23/2025 8:07 PM
502	Old part of town, dated businesses	5/23/2025 6:54 PM
503	Old	5/23/2025 6:38 PM
504	Not organized	5/23/2025 6:14 PM
505	Convenience	5/23/2025 6:06 PM
506	Worn	5/23/2025 5:38 PM
507	Sparce	5/23/2025 5:34 PM
508	Not much of use or interest as far as businesses	5/23/2025 5:31 PM
509	Industrial	5/23/2025 5:29 PM
510	Run down	5/23/2025 5:09 PM
511	Alternate route	5/23/2025 4:55 PM
512	Convenient	5/23/2025 12:54 PM
513	Run-down	5/23/2025 12:43 PM
514	Nostalgic	5/23/2025 12:38 PM
515	Aging	5/23/2025 12:32 PM
516	Unkept	5/23/2025 11:30 AM
517	Unkept	5/23/2025 10:52 AM
518	Old	5/23/2025 10:47 AM
519	Trashy	5/23/2025 10:41 AM
520	Busy	5/23/2025 10:35 AM
521	industrial	5/21/2025 3:36 PM

Hurst Boulevard Vision - Community Survey

522	Efficient	5/15/2025 3:20 PM
523	Tired	5/12/2025 8:53 PM
524	Empty	5/12/2025 7:02 PM
525	Undeveloped	5/12/2025 7:00 PM
526	INDUSTRIAL	5/12/2025 6:57 PM
527	Potential	5/12/2025 5:48 PM
528	Needy	5/12/2025 5:40 PM
529	Dirty	5/12/2025 5:38 PM
530	Outdated	5/12/2025 5:33 PM
531	Outdated	5/12/2025 5:33 PM
532	Needs improvement aesthetically	5/12/2025 5:23 PM
533	Di	5/8/2025 7:14 AM
#	2.	DATE
1	Unkept	7/3/2025 10:29 PM
2	traffic	7/3/2025 9:05 AM
3	Congested	7/3/2025 7:24 AM
4	Less traffic than Pipeline	7/1/2025 7:56 PM
5	Familiar	7/1/2025 6:20 PM
6	Unplanned	7/1/2025 4:52 PM
7	Loud	7/1/2025 4:18 PM
8	No business to stop for	7/1/2025 4:01 PM
9	clean	7/1/2025 2:48 PM
10	No safe crossings	7/1/2025 2:07 PM
11	Stop lights	7/1/2025 12:42 PM
12	Fast	7/1/2025 11:34 AM
13	Gauntlet	7/1/2025 7:53 AM
14	Rundown	7/1/2025 7:26 AM
15	Pretty plants	7/1/2025 6:33 AM
16	Unkept property needing repair or demolished	7/1/2025 5:35 AM
17	Wide	7/1/2025 12:27 AM
18	Main street	6/30/2025 11:57 PM
19	Quick	6/30/2025 10:44 PM
20	Old	6/30/2025 10:01 PM
21	Speed	6/30/2025 9:44 PM
22	Vacant	6/30/2025 9:44 PM
23	Easy commute	6/30/2025 9:32 PM
24	Low income	6/30/2025 8:39 PM
25	Barren	6/30/2025 8:05 PM

Hurst Boulevard Vision - Community Survey

26	Ease of traffic	6/30/2025 7:52 PM
27	Uninspired	6/30/2025 7:22 PM
28	Dated	6/30/2025 7:04 PM
29	Unmowed	6/30/2025 6:53 PM
30	Business	6/30/2025 6:51 PM
31	outdated signage	6/30/2025 12:28 PM
32	Old	6/28/2025 9:43 PM
33	Highway 183 alternative	6/28/2025 7:54 PM
34	Unattractive	6/28/2025 1:08 PM
35	Boring	6/27/2025 12:07 PM
36	neglected	6/25/2025 10:33 AM
37	too many semis blocking traffic attempting turns into businesses (Right Lanes)	6/24/2025 6:00 PM
38	Stoplights	6/24/2025 10:37 AM
39	bad 18-wheeler options for entrance / exit to businesses	6/24/2025 10:35 AM
40	Busy	6/24/2025 10:16 AM
41	Dated	6/24/2025 9:48 AM
42	Needs sidewalk along Hurst Boulevard	6/24/2025 9:26 AM
43	Industrial	6/24/2025 7:38 AM
44	Outdated	6/24/2025 6:50 AM
45	Dated	6/24/2025 6:22 AM
46	Deficient	6/23/2025 8:15 PM
47	Plain	6/23/2025 6:43 PM
48	more	6/23/2025 5:59 PM
49	Industrial	6/23/2025 4:08 PM
50	Potential Commercial Growth	6/23/2025 3:33 PM
51	Outdated	6/23/2025 3:13 PM
52	Traffic lights nor synced causing too many needless stops	6/23/2025 3:02 PM
53	Aggressive drivers	6/23/2025 2:49 PM
54	Disconnected	6/23/2025 2:39 PM
55	Limited food options	6/23/2025 1:54 PM
56	No hotels	6/23/2025 1:52 PM
57	underdeveloped	6/23/2025 1:34 PM
58	Sparse	6/23/2025 12:55 PM
59	Less traffic than freeway	6/23/2025 12:26 PM
60	PEOPLE SPEED THEIR WAY DOWN HWY 10	6/23/2025 11:54 AM
61	inefficient	6/23/2025 11:34 AM
62	Underdeveloped	6/23/2025 11:09 AM
63	tired	6/23/2025 11:06 AM

Hurst Boulevard Vision - Community Survey

64	Outdated	6/23/2025 10:53 AM
65	Ugly	6/23/2025 10:45 AM
66	Awkward	6/23/2025 10:44 AM
67	Industrial	6/23/2025 10:29 AM
68	Plain	6/23/2025 10:13 AM
69	less traffic	6/23/2025 10:00 AM
70	Redlights	6/23/2025 9:31 AM
71	Run down	6/23/2025 8:56 AM
72	slow	6/23/2025 8:42 AM
73	Too many stops	6/23/2025 8:35 AM
74	Old	6/23/2025 8:06 AM
75	Traffic	6/23/2025 7:32 AM
76	wide	6/23/2025 7:29 AM
77	Direct	6/23/2025 7:10 AM
78	outdated	6/23/2025 6:48 AM
79	bypass	6/23/2025 5:24 AM
80	a little run down	6/22/2025 11:43 AM
81	Potential	6/21/2025 7:22 PM
82	Vacant	6/21/2025 6:34 PM
83	Secondary route	6/21/2025 1:40 PM
84	work	6/21/2025 11:47 AM
85	old	6/21/2025 11:11 AM
86	neglected	6/21/2025 8:22 AM
87	Vital	6/21/2025 6:40 AM
88	Quick	6/21/2025 12:32 AM
89	Don't make it an interstate ffs	6/20/2025 10:29 PM
90	Rustic	6/20/2025 8:56 PM
91	Dirty	6/20/2025 8:11 PM
92	Busy	6/20/2025 7:36 PM
93	Accessible	6/20/2025 7:27 PM
94	Vacancy	6/20/2025 6:52 PM
95	Underdeveloped	6/20/2025 6:48 PM
96	Traffic	6/20/2025 6:13 PM
97	Crowded	6/20/2025 5:39 PM
98	Run down	6/20/2025 5:30 PM
99	Convenient	6/20/2025 5:16 PM
100	unsafe	6/20/2025 5:09 PM
101	Good traffic flow	6/20/2025 4:51 PM

Hurst Boulevard Vision - Community Survey

102	Unightly	6/20/2025 4:48 PM
103	Old	6/20/2025 4:42 PM
104	busy	6/20/2025 4:41 PM
105	Old	6/20/2025 4:17 PM
106	Bad roads	6/20/2025 4:12 PM
107	Non-pedestrian	6/20/2025 4:09 PM
108	Quality of Schools	6/20/2025 10:08 AM
109	sparse	6/20/2025 8:53 AM
110	Industrial	6/20/2025 7:03 AM
111	Stop and Go	6/19/2025 4:50 PM
112	Sparse	6/19/2025 4:07 PM
113	Out dated	6/19/2025 2:34 PM
114	Outdated	6/19/2025 2:23 PM
115	Speed traps	6/19/2025 2:00 PM
116	Moving	6/19/2025 12:40 PM
117	Industrial	6/19/2025 12:04 PM
118	Dated	6/19/2025 11:45 AM
119	ugly	6/19/2025 11:43 AM
120	sufficient	6/19/2025 11:40 AM
121	Good traffic flow	6/19/2025 11:29 AM
122	slow	6/19/2025 9:56 AM
123	car-centric and hard to explore or access	6/19/2025 9:54 AM
124	Quiet	6/19/2025 9:41 AM
125	Unwalkable	6/19/2025 9:07 AM
126	Industrial	6/19/2025 9:02 AM
127	Bland	6/19/2025 8:55 AM
128	Industrial	6/19/2025 8:49 AM
129	no bike lane	6/19/2025 8:28 AM
130	rundown	6/19/2025 8:18 AM
131	desolate	6/19/2025 8:01 AM
132	racetrack	6/19/2025 7:21 AM
133	Industrial	6/19/2025 7:15 AM
134	tolerant	6/19/2025 3:56 AM
135	Vehicles	6/18/2025 8:34 PM
136	Automobiles Only	6/18/2025 8:23 PM
137	Industrial	6/18/2025 6:09 PM
138	Industrial	6/18/2025 6:09 PM
139	improverished	6/18/2025 5:27 PM

Hurst Boulevard Vision - Community Survey

140	Traffic flow is good	6/18/2025 5:08 PM
141	Industrial	6/18/2025 4:45 PM
142	Bland	6/18/2025 3:58 PM
143	Depressed	6/18/2025 3:56 PM
144	Poor	6/18/2025 3:45 PM
145	Thoroughfare	6/18/2025 3:42 PM
146	Stop lights	6/18/2025 3:23 PM
147	Low income	6/18/2025 3:20 PM
148	Busy	6/18/2025 3:05 PM
149	crowded	6/18/2025 3:01 PM
150	Traffic	6/18/2025 2:55 PM
151	Old	6/18/2025 2:55 PM
152	wide lanes	6/18/2025 2:55 PM
153	wide	6/18/2025 2:32 PM
154	empty	6/18/2025 2:18 PM
155	traffic	6/18/2025 2:16 PM
156	Lights	6/18/2025 2:13 PM
157	Abandoned	6/18/2025 1:41 PM
158	maintained	6/18/2025 1:01 PM
159	Industrial	6/18/2025 12:39 PM
160	dirty	6/18/2025 12:16 PM
161	outdated	6/18/2025 11:30 AM
162	traffic lights take too long	6/18/2025 11:19 AM
163	Red	6/18/2025 11:02 AM
164	Hodge Podge	6/18/2025 10:51 AM
165	worn down	6/18/2025 10:45 AM
166	Industrial	6/18/2025 10:28 AM
167	rundown	6/18/2025 10:25 AM
168	Old	6/18/2025 10:25 AM
169	Busy	6/18/2025 10:15 AM
170	Nice alternative to highway	6/18/2025 9:41 AM
171	Low-income area	6/18/2025 9:25 AM
172	frustrating	6/18/2025 8:59 AM
173	industrial	6/18/2025 8:56 AM
174	Closed	6/18/2025 8:54 AM
175	Dated	6/18/2025 8:45 AM
176	dingy	6/18/2025 8:37 AM
177	Stagnant	6/18/2025 8:34 AM

Hurst Boulevard Vision - Community Survey

178	Clean	6/18/2025 8:34 AM
179	Aging	6/18/2025 8:26 AM
180	run down	6/18/2025 8:25 AM
181	Underdeveloped	6/18/2025 8:20 AM
182	Needs bike lane or better/more available sidewalks	6/18/2025 8:20 AM
183	junky	6/18/2025 8:01 AM
184	good road	6/18/2025 7:59 AM
185	beautiful	6/18/2025 7:58 AM
186	Slow traffic	6/18/2025 7:23 AM
187	Trashy	6/18/2025 7:19 AM
188	Ordinary	6/18/2025 7:16 AM
189	Open	6/18/2025 7:09 AM
190	Average	6/18/2025 6:51 AM
191	Under developed	6/18/2025 6:43 AM
192	busy	6/18/2025 6:39 AM
193	In need of cleaning	6/18/2025 6:36 AM
194	Outdated	6/18/2025 6:20 AM
195	Ran down	6/18/2025 6:18 AM
196	average	6/18/2025 6:14 AM
197	Dark	6/17/2025 6:46 PM
198	Un-improved	6/17/2025 6:09 PM
199	easy	6/17/2025 5:27 PM
200	Cats	6/17/2025 5:24 PM
201	landscaped	6/17/2025 5:23 PM
202	Old	6/17/2025 5:20 PM
203	rundown	6/17/2025 4:54 PM
204	Widely varied traffic flow with respect to speed limit.	6/17/2025 4:51 PM
205	trucks blocking traffic lanes	6/17/2025 4:51 PM
206	slick streets	6/17/2025 4:47 PM
207	Boring	6/17/2025 4:45 PM
208	Driving is not bad	6/17/2025 4:45 PM
209	speeding	6/17/2025 4:40 PM
210	sufficient	6/17/2025 4:39 PM
211	Gas Stations	6/17/2025 4:36 PM
212	Dangerous	6/17/2025 4:32 PM
213	Useful	6/17/2025 4:22 PM
214	Industrial	6/17/2025 4:20 PM
215	Industrial	6/17/2025 4:20 PM

Hurst Boulevard Vision - Community Survey

216	bare	6/17/2025 3:59 PM
217	Boring	6/17/2025 3:46 PM
218	Run down	6/17/2025 3:37 PM
219	Congested	6/17/2025 3:36 PM
220	Not convenient to pull in/out of businesses along road	6/17/2025 3:36 PM
221	run down	6/17/2025 3:31 PM
222	low rate or no restaurants	6/17/2025 3:26 PM
223	Inconsistent	6/17/2025 3:21 PM
224	Police	6/17/2025 3:03 PM
225	run down	6/17/2025 3:02 PM
226	Lights	6/17/2025 2:55 PM
227	dilapidated	6/17/2025 2:54 PM
228	Slow	6/17/2025 2:53 PM
229	Smooth	6/17/2025 2:50 PM
230	Traffic	6/17/2025 2:46 PM
231	hungry	6/17/2025 2:42 PM
232	aged	6/17/2025 2:33 PM
233	Traffic	6/17/2025 2:12 PM
234	bring my own lunch	6/17/2025 2:07 PM
235	Sparse	6/17/2025 2:04 PM
236	Not a lot of restaurant or food options	6/17/2025 2:00 PM
237	Limited turning for businesses / not well defined	6/17/2025 1:57 PM
238	Vacant	6/17/2025 1:53 PM
239	Car-centric	6/17/2025 1:50 PM
240	Run down	6/17/2025 1:30 PM
241	Bland	6/17/2025 1:27 PM
242	slow	6/17/2025 1:23 PM
243	highway	6/17/2025 1:22 PM
244	Lacking	6/17/2025 1:20 PM
245	low income	6/17/2025 1:00 PM
246	Lack of bicycle access	6/17/2025 12:43 PM
247	Congested	6/17/2025 12:41 PM
248	Traffic is priority	6/17/2025 12:26 PM
249	Industrial	6/17/2025 12:24 PM
250	long red lights	6/17/2025 12:23 PM
251	Potential	6/17/2025 12:20 PM
252	Hurst	6/17/2025 12:10 PM
253	Dangerous	6/17/2025 11:48 AM

Hurst Boulevard Vision - Community Survey

254	Lights turn green for new cars on the streets coming into Hurst BLVD which causes a lot more traffic.	6/17/2025 9:55 AM
255	functional	6/16/2025 4:18 PM
256	Drought friendly	6/16/2025 3:22 PM
257	Poor	6/11/2025 5:17 PM
258	dated	6/10/2025 7:16 PM
259	Industrial	6/9/2025 7:45 PM
260	accessible	6/9/2025 12:19 PM
261	More or better Transit Oriented Businesses	6/9/2025 10:17 AM
262	Industrial only	6/8/2025 9:53 PM
263	convenient	6/8/2025 8:23 PM
264	Overcrowded	6/8/2025 8:01 PM
265	just fine as it is	6/8/2025 4:29 PM
266	Old	6/8/2025 2:07 PM
267	Pedestrian-unfriendly	6/8/2025 12:08 PM
268	Flow	6/8/2025 11:53 AM
269	Quick	6/8/2025 9:18 AM
270	Faster	6/8/2025 7:20 AM
271	Open	6/7/2025 6:08 PM
272	Poor	6/7/2025 10:07 AM
273	Underdeveloped	6/7/2025 9:11 AM
274	Ugly	6/7/2025 5:57 AM
275	Pretty trees / foliage	6/6/2025 11:17 PM
276	Desolate	6/6/2025 9:47 PM
277	Accessible	6/6/2025 8:12 PM
278	Pass through	6/6/2025 6:35 PM
279	Organized	6/6/2025 4:36 PM
280	Gas	6/6/2025 11:31 AM
281	Needs updating	6/6/2025 11:22 AM
282	Dead	6/6/2025 7:39 AM
283	Straight	6/5/2025 6:01 PM
284	1960's Richland Hills	6/5/2025 1:32 PM
285	Run down	6/5/2025 12:02 PM
286	run down	6/5/2025 11:25 AM
287	Unslightly	6/5/2025 11:04 AM
288	Crowded	6/4/2025 10:41 PM
289	Plain	6/4/2025 10:34 PM
290	Segway to HEB or Arlington, south ftw	6/4/2025 9:22 PM
291	Congested	6/4/2025 6:41 PM

Hurst Boulevard Vision - Community Survey

292	Parallel	6/4/2025 4:40 PM
293	Quiet	6/4/2025 12:40 PM
294	Mixed use	6/4/2025 10:14 AM
295	Unimproved	6/4/2025 9:56 AM
296	Fluid	6/4/2025 7:46 AM
297	Huge medians	6/4/2025 5:52 AM
298	Safe	6/4/2025 5:00 AM
299	rundown	6/3/2025 7:56 PM
300	Mixed use	6/3/2025 6:23 PM
301	Neglected	6/3/2025 4:45 PM
302	Dated	6/3/2025 2:18 PM
303	Busy	6/3/2025 2:13 PM
304	To many big trucks in all lanes	6/3/2025 12:57 PM
305	Frequently has spilled trash in the road	6/3/2025 12:38 PM
306	Easy access	6/3/2025 12:03 PM
307	outdated	6/3/2025 10:44 AM
308	Old	6/3/2025 9:50 AM
309	Busy	6/3/2025 9:19 AM
310	Familiar	6/3/2025 9:14 AM
311	Sparse	6/3/2025 9:13 AM
312	Old	6/3/2025 9:09 AM
313	Dilapidated	6/3/2025 9:07 AM
314	overpopulated	6/3/2025 9:02 AM
315	Pretty	6/3/2025 9:01 AM
316	Old	6/3/2025 8:57 AM
317	Unkept	6/3/2025 8:53 AM
318	retail	6/3/2025 7:32 AM
319	Transitory	6/3/2025 7:25 AM
320	Slow	6/3/2025 7:12 AM
321	Unsafe	6/3/2025 6:28 AM
322	Old	6/3/2025 5:34 AM
323	Run down	6/3/2025 2:20 AM
324	Narrow	6/3/2025 1:03 AM
325	Old	6/3/2025 12:59 AM
326	Lower income	6/3/2025 12:30 AM
327	Plain	6/2/2025 11:25 PM
328	Comfortable	6/2/2025 11:13 PM
329	Messy(crushed granite)	6/2/2025 11:04 PM

Hurst Boulevard Vision - Community Survey

330	Industrial	6/2/2025 10:55 PM
331	Ugly out dated buildings	6/2/2025 10:53 PM
332	Long	6/2/2025 10:45 PM
333	Run down	6/2/2025 10:41 PM
334	busy	6/2/2025 10:33 PM
335	Industrial	6/2/2025 10:33 PM
336	Uncyclable	6/2/2025 9:57 PM
337	Convenient	6/2/2025 9:57 PM
338	Convenient	6/2/2025 9:56 PM
339	Aggravating traffic light timing	6/2/2025 9:49 PM
340	Convenient	6/2/2025 9:38 PM
341	Under developed	6/2/2025 9:24 PM
342	Functional	6/2/2025 9:22 PM
343	Need food options	6/2/2025 9:11 PM
344	Dangerous	6/2/2025 9:10 PM
345	Neglected	6/2/2025 9:07 PM
346	Less traffic	6/2/2025 9:00 PM
347	Old	6/2/2025 8:55 PM
348	safe	6/2/2025 8:50 PM
349	Accessible	6/2/2025 8:48 PM
350	Large	6/2/2025 8:38 PM
351	Dirty	6/2/2025 8:33 PM
352	Uncrowded	6/2/2025 8:31 PM
353	Traffic	6/2/2025 8:19 PM
354	Thoroughfare	6/2/2025 8:12 PM
355	Run down	6/2/2025 8:11 PM
356	Traffic lights	6/2/2025 8:09 PM
357	Nice	6/2/2025 8:07 PM
358	Industrial	6/2/2025 8:06 PM
359	great alternative to using the backed up freeways	6/2/2025 8:04 PM
360	Awkward intersections	6/2/2025 7:49 PM
361	Run down	6/2/2025 7:37 PM
362	Trashy	6/2/2025 7:34 PM
363	Small	6/2/2025 7:32 PM
364	no businesses	6/2/2025 7:31 PM
365	Older	6/2/2025 7:31 PM
366	Dirty	6/2/2025 7:30 PM
367	Busy	6/2/2025 7:28 PM

Hurst Boulevard Vision - Community Survey

368	Underdeveloped	6/2/2025 7:27 PM
369	Ugly	6/2/2025 7:24 PM
370	Needs updating	6/2/2025 7:24 PM
371	Safe	6/2/2025 7:22 PM
372	Old	6/2/2025 7:21 PM
373	Too busy	6/2/2025 7:19 PM
374	Need more lanes	6/2/2025 7:18 PM
375	Traffic	6/2/2025 7:08 PM
376	Dangerous intersection 10/brown trail	6/2/2025 7:05 PM
377	Vacant businesses	6/2/2025 7:05 PM
378	Lack of pedestrian sidewalks	6/2/2025 7:01 PM
379	Large	6/2/2025 6:58 PM
380	Opportunity	6/2/2025 6:57 PM
381	Major corridor	6/2/2025 6:56 PM
382	Forgotten	6/2/2025 6:53 PM
383	Alternative to 183	6/2/2025 6:47 PM
384	No walkable areas	6/2/2025 6:46 PM
385	Unkept	6/2/2025 6:44 PM
386	Commuter	6/2/2025 6:33 PM
387	Easy	6/2/2025 6:18 PM
388	Low income apartments with pedophiles	6/2/2025 6:08 PM
389	Tre	6/2/2025 6:05 PM
390	sparse	6/2/2025 5:57 PM
391	Worst center median	6/2/2025 5:49 PM
392	Relaxing	6/2/2025 5:39 PM
393	Landscaping improvements	6/2/2025 5:38 PM
394	Smooth	6/2/2025 5:37 PM
395	Industrial	6/2/2025 5:32 PM
396	Fast	6/2/2025 5:25 PM
397	Needs more retail/food/services commercial. No more industrial or residential.	6/2/2025 5:20 PM
398	Run down	6/2/2025 5:12 PM
399	Good visibility	6/2/2025 5:12 PM
400	Proximity	6/2/2025 5:10 PM
401	Underutilization	6/2/2025 5:09 PM
402	Nothing should change with adding homes/businesses	6/2/2025 5:08 PM
403	crowded	6/2/2025 5:06 PM
404	Frustrating	6/2/2025 5:04 PM
405	open roadways	6/2/2025 5:00 PM

Hurst Boulevard Vision - Community Survey

406	outdated	6/2/2025 5:00 PM
407	Rural	6/2/2025 4:56 PM
408	Unattractive	6/2/2025 4:56 PM
409	desolate	6/2/2025 4:55 PM
410	Trees	6/2/2025 4:53 PM
411	Lacking	6/2/2025 4:52 PM
412	Lackluster	6/2/2025 4:49 PM
413	Run down	6/2/2025 4:45 PM
414	Busy	6/2/2025 4:43 PM
415	Neighborhoods	6/2/2025 4:41 PM
416	Vacant	6/2/2025 4:39 PM
417	Lacking beautification	6/2/2025 4:38 PM
418	concreteless	6/2/2025 4:36 PM
419	Convenient	6/2/2025 4:35 PM
420	Industrial	6/2/2025 4:32 PM
421	Fast	6/2/2025 4:32 PM
422	Lack sidewalks	6/2/2025 4:31 PM
423	Long lights	6/2/2025 4:31 PM
424	No large grocery store	6/2/2025 4:31 PM
425	Waste	6/2/2025 4:31 PM
426	Basic	6/2/2025 4:28 PM
427	Dirty	6/2/2025 4:27 PM
428	Safe	6/2/2025 4:25 PM
429	Foodless	6/2/2025 4:24 PM
430	Loud cars racing	6/2/2025 4:18 PM
431	Industrial	6/2/2025 4:16 PM
432	Used	6/2/2025 4:15 PM
433	Restaurant deprived	6/2/2025 4:12 PM
434	Old	6/2/2025 3:55 PM
435	construction	6/2/2025 12:01 PM
436	wide	6/2/2025 9:22 AM
437	Out of date	6/2/2025 6:42 AM
438	Diversified	6/1/2025 10:09 PM
439	Poor	5/31/2025 1:58 PM
440	Industrial	5/30/2025 1:45 PM
441	Old factories	5/29/2025 9:27 PM
442	AZZ	5/29/2025 5:34 PM
443	Old	5/29/2025 5:21 PM

Hurst Boulevard Vision - Community Survey

444	Efficient for traveling	5/29/2025 11:15 AM
445	Under-used	5/29/2025 10:44 AM
446	Plain	5/29/2025 9:41 AM
447	Fast	5/29/2025 8:30 AM
448	Picturesque	5/28/2025 9:15 PM
449	Busy	5/28/2025 6:26 PM
450	Navigable	5/28/2025 6:11 PM
451	Poor area	5/28/2025 5:01 PM
452	Old	5/28/2025 4:18 PM
453	Overgrown	5/28/2025 3:26 PM
454	Important	5/28/2025 2:58 PM
455	Quiet	5/28/2025 2:54 PM
456	Commercial	5/28/2025 2:01 PM
457	Relaxed	5/28/2025 1:26 PM
458	Too many old buildings and empty buildings	5/28/2025 12:09 PM
459	clean	5/28/2025 11:58 AM
460	Loud	5/25/2025 6:47 PM
461	A few businesses	5/25/2025 4:36 PM
462	Needs better landscaping	5/25/2025 1:09 PM
463	Old	5/25/2025 7:16 AM
464	Speeders	5/24/2025 10:58 PM
465	Road is in good condition	5/24/2025 9:27 PM
466	traffic	5/24/2025 8:37 PM
467	Nice wide divided road	5/24/2025 6:26 PM
468	Yesteryear	5/24/2025 1:31 PM
469	Smooth	5/24/2025 12:25 PM
470	Corridor to avoid freeway	5/24/2025 10:25 AM
471	Enough lanes	5/24/2025 10:21 AM
472	Old Hurst	5/24/2025 9:34 AM
473	nothing interesting	5/24/2025 9:32 AM
474	noisy	5/24/2025 8:52 AM
475	traffic	5/24/2025 8:29 AM
476	No more plants and water systems	5/24/2025 7:42 AM
477	Traffic lights need better timing.	5/24/2025 5:25 AM
478	Easy	5/24/2025 4:25 AM
479	Speed limit	5/24/2025 12:00 AM
480	industrial	5/23/2025 9:17 PM
481	Spacious	5/23/2025 8:26 PM

Hurst Boulevard Vision - Community Survey

482	Lots of acres	5/23/2025 8:07 PM
483	Motorcycle repair stores, no restaurants	5/23/2025 6:54 PM
484	Tired	5/23/2025 6:38 PM
485	Industrial	5/23/2025 6:14 PM
486	Outdated	5/23/2025 5:38 PM
487	Rundown	5/23/2025 5:34 PM
488	Unattractive	5/23/2025 5:31 PM
489	Aging	5/23/2025 5:29 PM
490	Congestion	5/23/2025 5:09 PM
491	Underutilized	5/23/2025 4:55 PM
492	Flows at times	5/23/2025 12:54 PM
493	Not welcoming	5/23/2025 12:43 PM
494	Straight	5/23/2025 12:38 PM
495	Simple	5/23/2025 12:32 PM
496	Underfunded	5/23/2025 11:30 AM
497	Needing sidewalks	5/23/2025 10:52 AM
498	Redevelopment needed	5/23/2025 10:47 AM
499	Decrepid	5/23/2025 10:41 AM
500	Plain	5/23/2025 10:35 AM
501	sparse	5/21/2025 3:36 PM
502	Functional	5/15/2025 3:20 PM
503	Forgotten	5/12/2025 8:53 PM
504	Blah	5/12/2025 7:02 PM
505	Run down	5/12/2025 7:00 PM
506	IN NEED OF REPAIR	5/12/2025 6:57 PM
507	Speedway	5/12/2025 5:48 PM
508	Potential	5/12/2025 5:40 PM
509	Neglected	5/12/2025 5:38 PM
510	Trashy	5/12/2025 5:33 PM
511	Unkept	5/12/2025 5:33 PM
512	Needs better businesses to draw people	5/12/2025 5:23 PM
513	Xy	5/8/2025 7:14 AM
#	3.	DATE
1	Boring	7/3/2025 10:29 PM
2	boring	7/3/2025 9:05 AM
3	Long Lights	7/3/2025 7:24 AM
4	Three lanes	7/1/2025 7:56 PM
5	Potential	7/1/2025 4:52 PM

Hurst Boulevard Vision - Community Survey

6	Crowded	7/1/2025 4:18 PM
7	Not safe for pedestrian	7/1/2025 4:01 PM
8	older	7/1/2025 2:48 PM
9	No safe places to turn around vehicle	7/1/2025 2:07 PM
10	Unsafe for bikes and pedestrians	7/1/2025 12:42 PM
11	Lack luster	7/1/2025 11:34 AM
12	Dismal	7/1/2025 7:53 AM
13	Busy	7/1/2025 7:26 AM
14	Good way to avoid traffic	7/1/2025 6:33 AM
15	Grasses along sides of hwy needing mowed, weedeated , etc	7/1/2025 5:35 AM
16	Busy	7/1/2025 12:27 AM
17	Industrial	6/30/2025 11:57 PM
18	Simple	6/30/2025 10:44 PM
19	Wide	6/30/2025 10:01 PM
20	Divider	6/30/2025 9:44 PM
21	Rundown	6/30/2025 9:44 PM
22	Safe	6/30/2025 9:32 PM
23	No police activity	6/30/2025 8:39 PM
24	Industrial	6/30/2025 8:05 PM
25	Steady flow of cars	6/30/2025 7:52 PM
26	Average	6/30/2025 7:22 PM
27	Poor	6/30/2025 7:04 PM
28	Trashy	6/30/2025 6:53 PM
29	Meth	6/30/2025 6:51 PM
30	limited attractive food options	6/30/2025 12:28 PM
31	Uncrowded	6/28/2025 9:43 PM
32	Unwelcoming	6/28/2025 7:54 PM
33	Deplorable	6/28/2025 1:08 PM
34	Dead	6/27/2025 12:07 PM
35	boring	6/25/2025 10:33 AM
36	running red lights at excessive speeds	6/24/2025 6:00 PM
37	Wide	6/24/2025 10:37 AM
38	accident prone	6/24/2025 10:35 AM
39	Bland	6/24/2025 10:16 AM
40	Unreliable	6/24/2025 9:48 AM
41	More landscaping along Hurst Boulevard	6/24/2025 9:26 AM
42	Vacant	6/24/2025 7:38 AM
43	Slow	6/24/2025 6:50 AM

Hurst Boulevard Vision - Community Survey

44	Quick	6/24/2025 6:22 AM
45	Old	6/23/2025 8:15 PM
46	Unsassuming	6/23/2025 6:43 PM
47	improvement	6/23/2025 5:59 PM
48	Speed	6/23/2025 4:08 PM
49	High Vehicle Commuting	6/23/2025 3:33 PM
50	Slow	6/23/2025 3:13 PM
51	not sure why it never populated with high number of businesses	6/23/2025 3:02 PM
52	Better illumination	6/23/2025 2:49 PM
53	Average	6/23/2025 2:39 PM
54	No gyms	6/23/2025 1:54 PM
55	No police	6/23/2025 1:52 PM
56	congested (leading up to I-820 S onramp)	6/23/2025 1:34 PM
57	Efficient	6/23/2025 12:55 PM
58	Easier to get to other businesses off of Melbourne or Acadia	6/23/2025 12:26 PM
59	NEED TURN LANES FOR STREETS FEEDING OFF HWY 10	6/23/2025 11:54 AM
60	Too many lights	6/23/2025 11:34 AM
61	Foliage	6/23/2025 11:09 AM
62	reliable	6/23/2025 11:06 AM
63	next-big-thing	6/23/2025 10:53 AM
64	Dangerous for cyclists and pedestrians	6/23/2025 10:45 AM
65	Busy	6/23/2025 10:44 AM
66	Limited - food options	6/23/2025 10:29 AM
67	Dingy	6/23/2025 10:13 AM
68	not busy	6/23/2025 10:00 AM
69	Lackluster	6/23/2025 9:31 AM
70	Industrial	6/23/2025 8:56 AM
71	lots of traffic lights	6/23/2025 8:42 AM
72	bad traffic flow	6/23/2025 8:35 AM
73	Eyesore	6/23/2025 8:06 AM
74	Stoplights	6/23/2025 7:32 AM
75	dated	6/23/2025 7:29 AM
76	Effecient	6/23/2025 7:10 AM
77	easy-going	6/23/2025 6:48 AM
78	boring	6/23/2025 5:24 AM
79	too many apartments	6/22/2025 11:43 AM
80	Renovate	6/21/2025 7:22 PM
81	Bleak	6/21/2025 6:34 PM

Hurst Boulevard Vision - Community Survey

82	Depressed	6/21/2025 1:40 PM
83	work	6/21/2025 11:47 AM
84	depressed	6/21/2025 11:11 AM
85	dull	6/21/2025 8:22 AM
86	Unkept	6/21/2025 6:40 AM
87	Nothing	6/21/2025 12:32 AM
88	Aging	6/20/2025 8:56 PM
89	Unattractive	6/20/2025 8:11 PM
90	Multipurpose	6/20/2025 7:27 PM
91	Lacking	6/20/2025 6:13 PM
92	Dangerous	6/20/2025 5:39 PM
93	Remote	6/20/2025 5:30 PM
94	Safe	6/20/2025 5:16 PM
95	eyesore	6/20/2025 5:09 PM
96	Access to fast food in Euless	6/20/2025 4:51 PM
97	Not used	6/20/2025 4:48 PM
98	Unmaintained	6/20/2025 4:42 PM
99	under developed	6/20/2025 4:41 PM
100	Eyesore	6/20/2025 4:17 PM
101	Difficult	6/20/2025 4:12 PM
102	Low-income	6/20/2025 4:09 PM
103	Commute to work or school	6/20/2025 10:08 AM
104	depressing	6/20/2025 8:53 AM
105	OK	6/20/2025 7:03 AM
106	Dangerous	6/19/2025 4:50 PM
107	Traffic	6/19/2025 4:07 PM
108	Limited Ammenities	6/19/2025 2:34 PM
109	Industrial	6/19/2025 2:23 PM
110	Critical for commutes	6/19/2025 2:00 PM
111	Popular	6/19/2025 12:40 PM
112	Small business	6/19/2025 12:04 PM
113	outdated	6/19/2025 11:43 AM
114	wide	6/19/2025 11:40 AM
115	passthrough	6/19/2025 9:56 AM
116	concrete	6/19/2025 9:54 AM
117	Connector	6/19/2025 9:41 AM
118	Visible	6/19/2025 9:07 AM
119	Through Street	6/19/2025 9:02 AM

Hurst Boulevard Vision - Community Survey

120	Lifeless	6/19/2025 8:55 AM
121	Sparse	6/19/2025 8:49 AM
122	no restaurants	6/19/2025 8:28 AM
123	pockets of growth	6/19/2025 8:18 AM
124	industrial	6/19/2025 8:01 AM
125	only path	6/19/2025 7:21 AM
126	Unorganized	6/19/2025 7:15 AM
127	easier	6/19/2025 3:56 AM
128	No walking	6/18/2025 8:34 PM
129	Necessary	6/18/2025 8:23 PM
130	Car dependent	6/18/2025 6:09 PM
131	Old	6/18/2025 6:09 PM
132	dreary	6/18/2025 5:27 PM
133	No restrants, out dated buildings	6/18/2025 5:08 PM
134	industrial	6/18/2025 3:58 PM
135	Empty	6/18/2025 3:56 PM
136	Car-dependent	6/18/2025 3:45 PM
137	Congestion	6/18/2025 3:42 PM
138	Frustrating	6/18/2025 3:23 PM
139	Seedy	6/18/2025 3:20 PM
140	Quaint	6/18/2025 3:05 PM
141	old	6/18/2025 3:01 PM
142	Slow	6/18/2025 2:55 PM
143	Not Inviting	6/18/2025 2:55 PM
144	scenic	6/18/2025 2:55 PM
145	no restaurants	6/18/2025 2:32 PM
146	no restaurants	6/18/2025 2:18 PM
147	barren	6/18/2025 2:16 PM
148	Potential	6/18/2025 1:41 PM
149	empty	6/18/2025 1:01 PM
150	Fast	6/18/2025 12:39 PM
151	run down	6/18/2025 12:16 PM
152	lights	6/18/2025 11:30 AM
153	speed limit faster	6/18/2025 11:19 AM
154	Lights	6/18/2025 11:02 AM
155	Decay	6/18/2025 10:51 AM
156	rushed	6/18/2025 10:45 AM
157	Functional	6/18/2025 10:28 AM

Hurst Boulevard Vision - Community Survey

158	depressing	6/18/2025 10:25 AM
159	Uninspiring	6/18/2025 10:25 AM
160	Brush	6/18/2025 10:15 AM
161	NA	6/18/2025 9:25 AM
162	unacceptable	6/18/2025 8:59 AM
163	slow	6/18/2025 8:56 AM
164	Construction	6/18/2025 8:54 AM
165	Empty	6/18/2025 8:45 AM
166	speedy	6/18/2025 8:37 AM
167	Wasted Opportunity	6/18/2025 8:34 AM
168	Organized	6/18/2025 8:34 AM
169	thoroughfare	6/18/2025 8:26 AM
170	lacking	6/18/2025 8:25 AM
171	Mundane	6/18/2025 8:20 AM
172	Needs more business. Too many rundown	6/18/2025 8:20 AM
173	dirt	6/18/2025 8:01 AM
174	floods	6/18/2025 7:59 AM
175	busy	6/18/2025 7:58 AM
176	Old	6/18/2025 7:23 AM
177	Poor Lighting	6/18/2025 7:19 AM
178	Wide	6/18/2025 7:16 AM
179	Quiet	6/18/2025 7:09 AM
180	Old	6/18/2025 6:51 AM
181	Needs improvement	6/18/2025 6:43 AM
182	slow	6/18/2025 6:39 AM
183	Needs modernization	6/18/2025 6:36 AM
184	Convenient	6/18/2025 6:20 AM
185	Time capsule	6/18/2025 6:18 AM
186	aging	6/18/2025 6:14 AM
187	Underdeveloped	6/17/2025 6:46 PM
188	industrial	6/17/2025 6:09 PM
189	empty	6/17/2025 5:27 PM
190	Sprawl	6/17/2025 5:24 PM
191	modern	6/17/2025 5:23 PM
192	Rundown	6/17/2025 5:20 PM
193	Far too many large trucks impeding commuting traffic in the middle and left lane	6/17/2025 4:51 PM
194	nice median	6/17/2025 4:51 PM
195	dirty	6/17/2025 4:47 PM

Hurst Boulevard Vision - Community Survey

196	Acceptable	6/17/2025 4:45 PM
197	rush hour	6/17/2025 4:40 PM
198	decent	6/17/2025 4:39 PM
199	Empty	6/17/2025 4:36 PM
200	Unwalkable	6/17/2025 4:32 PM
201	Well Maintained	6/17/2025 4:22 PM
202	Desolate	6/17/2025 4:20 PM
203	Lifeless	6/17/2025 4:20 PM
204	Dark	6/17/2025 3:46 PM
205	Foodless	6/17/2025 3:37 PM
206	Speeders	6/17/2025 3:36 PM
207	18 wheelers always blocking right lane	6/17/2025 3:36 PM
208	lacking food	6/17/2025 3:31 PM
209	no sidewalks from raider to Bell flight	6/17/2025 3:26 PM
210	Smooth	6/17/2025 3:21 PM
211	Police	6/17/2025 3:03 PM
212	empty	6/17/2025 3:02 PM
213	Over patrolled	6/17/2025 2:55 PM
214	uninviting	6/17/2025 2:54 PM
215	Underdeveloped	6/17/2025 2:53 PM
216	Long	6/17/2025 2:50 PM
217	rundown	6/17/2025 2:42 PM
218	Safe	6/17/2025 2:07 PM
219	Uninteresting	6/17/2025 2:04 PM
220	Just a way to get to work and home	6/17/2025 2:00 PM
221	No clear signals on U-turns (many people do it)	6/17/2025 1:57 PM
222	Old	6/17/2025 1:53 PM
223	Hostile to pedestrians	6/17/2025 1:50 PM
224	Impoverished	6/17/2025 1:30 PM
225	Verdant	6/17/2025 1:27 PM
226	sun	6/17/2025 1:23 PM
227	older	6/17/2025 1:22 PM
228	Wearry	6/17/2025 1:20 PM
229	no food	6/17/2025 1:00 PM
230	Traffic Lights at Bell parking lot egress TOO QUICK	6/17/2025 12:43 PM
231	Developing	6/17/2025 12:41 PM
232	Wide paths or Bike Lane would be a huge improvement	6/17/2025 12:26 PM
233	Contaminated	6/17/2025 12:24 PM

Hurst Boulevard Vision - Community Survey

234	dark at night	6/17/2025 12:23 PM
235	Essential	6/17/2025 12:20 PM
236	Desolate	6/17/2025 11:48 AM
237	I love the nature and seemingly untouched forest.	6/17/2025 9:55 AM
238	average	6/16/2025 4:18 PM
239	traffic (going east)	6/16/2025 3:22 PM
240	Sketchy	6/11/2025 5:17 PM
241	bypass for 183/121	6/10/2025 7:16 PM
242	Smooth roads	6/9/2025 7:45 PM
243	efficient	6/9/2025 12:19 PM
244	Upgrades to infrastructure and amenities	6/9/2025 10:17 AM
245	Unsafe	6/8/2025 9:53 PM
246	bland	6/8/2025 8:23 PM
247	Unmanaged	6/8/2025 8:01 PM
248	speeders at night	6/8/2025 4:29 PM
249	Undeveloped	6/8/2025 2:07 PM
250	Relaxed	6/8/2025 11:53 AM
251	Underdeveloped	6/8/2025 9:18 AM
252	Industrial	6/8/2025 7:20 AM
253	Industrial	6/7/2025 6:08 PM
254	Run Down	6/7/2025 10:07 AM
255	Growing traffic	6/7/2025 9:11 AM
256	AZZ	6/7/2025 5:57 AM
257	Good speed	6/6/2025 11:17 PM
258	Uncomfortable	6/6/2025 9:47 PM
259	Safe	6/6/2025 8:12 PM
260	Not a destination	6/6/2025 6:35 PM
261	Good	6/6/2025 4:36 PM
262	Wuick	6/6/2025 11:31 AM
263	Dilapidated	6/6/2025 11:22 AM
264	Underutilized	6/6/2025 7:39 AM
265	Bad or old bldg	6/5/2025 6:01 PM
266	2020's Hurst	6/5/2025 1:32 PM
267	Overgrowth of landscaping	6/5/2025 12:02 PM
268	under developed	6/5/2025 11:25 AM
269	Underdeveloped	6/5/2025 11:04 AM
270	Long lights	6/4/2025 10:41 PM
271	Under utilized	6/4/2025 9:22 PM

Hurst Boulevard Vision - Community Survey

272	Run-down	6/4/2025 6:41 PM
273	Flows	6/4/2025 4:40 PM
274	Home	6/4/2025 12:40 PM
275	Commute	6/4/2025 10:14 AM
276	Wasted	6/4/2025 9:56 AM
277	Smooth	6/4/2025 7:46 AM
278	A lot of rundown looking buildings	6/4/2025 5:52 AM
279	Home	6/4/2025 5:00 AM
280	Easy to drive	6/3/2025 6:23 PM
281	Forgotten	6/3/2025 4:45 PM
282	Mixed use	6/3/2025 2:18 PM
283	Accessible	6/3/2025 2:13 PM
284	SLOW drivers in left lane. Need signs to remind them it for passing	6/3/2025 12:57 PM
285	Low traffic	6/3/2025 12:03 PM
286	dilapidated	6/3/2025 10:44 AM
287	Roomy	6/3/2025 9:50 AM
288	Dangerous	6/3/2025 9:19 AM
289	Good as is	6/3/2025 9:14 AM
290	Old	6/3/2025 9:13 AM
291	Underutilized	6/3/2025 9:09 AM
292	Smelly	6/3/2025 9:07 AM
293	rundown	6/3/2025 9:02 AM
294	Open	6/3/2025 9:01 AM
295	Underutilized	6/3/2025 8:57 AM
296	Run down	6/3/2025 8:53 AM
297	landscapping	6/3/2025 7:32 AM
298	Old	6/3/2025 7:25 AM
299	Boring	6/3/2025 7:12 AM
300	Outdated	6/3/2025 6:28 AM
301	Speeders	6/3/2025 5:34 AM
302	A thoroughfare to other destinations	6/3/2025 2:20 AM
303	Blah	6/3/2025 1:03 AM
304	Dated	6/3/2025 12:59 AM
305	Run down	6/3/2025 12:30 AM
306	Nice flow of traffic	6/2/2025 11:25 PM
307	Reliable	6/2/2025 11:13 PM
308	Unkept(trash)	6/2/2025 11:04 PM
309	Commuting	6/2/2025 10:55 PM

Hurst Boulevard Vision - Community Survey

310	Trashy	6/2/2025 10:53 PM
311	Vacant	6/2/2025 10:45 PM
312	Old	6/2/2025 10:41 PM
313	lacking	6/2/2025 10:33 PM
314	Good flow	6/2/2025 10:33 PM
315	Sidewalkless	6/2/2025 9:57 PM
316	Upgrade	6/2/2025 9:57 PM
317	Appropriate	6/2/2025 9:56 PM
318	Better than busy 183	6/2/2025 9:49 PM
319	Flow	6/2/2025 9:38 PM
320	Needs updating	6/2/2025 9:24 PM
321	Nearby	6/2/2025 9:22 PM
322	Doesn't need any more industrial business	6/2/2025 9:11 PM
323	Industrial	6/2/2025 9:10 PM
324	Invaded by foreigners	6/2/2025 9:07 PM
325	Retro	6/2/2025 9:00 PM
326	Needs life	6/2/2025 8:55 PM
327	short cut from destinations	6/2/2025 8:50 PM
328	Old	6/2/2025 8:48 PM
329	Nice	6/2/2025 8:38 PM
330	Convenient	6/2/2025 8:33 PM
331	Easy traffic	6/2/2025 8:12 PM
332	Forgotten	6/2/2025 8:11 PM
333	Poor luminosity	6/2/2025 8:09 PM
334	Good	6/2/2025 8:07 PM
335	Empty	6/2/2025 8:06 PM
336	stress free commute	6/2/2025 8:04 PM
337	Not great access the businesses	6/2/2025 7:49 PM
338	Outdated	6/2/2025 7:37 PM
339	Ugly	6/2/2025 7:34 PM
340	Need facelift	6/2/2025 7:32 PM
341	Mediocre	6/2/2025 7:31 PM
342	Out of date	6/2/2025 7:27 PM
343	Dark	6/2/2025 7:24 PM
344	Low businesses	6/2/2025 7:22 PM
345	Quick	6/2/2025 7:21 PM
346	Cold	6/2/2025 7:19 PM
347	Need more restaurants	6/2/2025 7:18 PM

100

Hurst Boulevard Vision - Community Survey

348	Mix	6/2/2025 7:08 PM
349	Need updates	6/2/2025 7:05 PM
350	Forgotten	6/2/2025 7:05 PM
351	Commercial	6/2/2025 7:01 PM
352	Industrial	6/2/2025 6:57 PM
353	Sketchy	6/2/2025 6:56 PM
354	Overlooked	6/2/2025 6:53 PM
355	Lack of everyday businesses (food, coffee, shops)	6/2/2025 6:46 PM
356	No sidewalks	6/2/2025 6:44 PM
357	Home	6/2/2025 6:33 PM
358	Convenient	6/2/2025 6:18 PM
359	Lower income businesses. No restaurants or coffee houses because of low income apartments.	6/2/2025 6:08 PM
360	Dead	6/2/2025 6:05 PM
361	industrial	6/2/2025 5:57 PM
362	Out of date	6/2/2025 5:49 PM
363	Perfect	6/2/2025 5:39 PM
364	Pretty	6/2/2025 5:37 PM
365	Main road	6/2/2025 5:32 PM
366	Less traffic	6/2/2025 5:25 PM
367	Eastbound start @ 820 yield sign unnecessary as it starts its own lane. East bound @ Melbourne only needs a yellow left turn arrow not a green one.	6/2/2025 5:20 PM
368	Dirty	6/2/2025 5:12 PM
369	Spacious	6/2/2025 5:12 PM
370	Redevelopment	6/2/2025 5:10 PM
371	Needs sidewalks	6/2/2025 5:08 PM
372	adequate lanes	6/2/2025 5:06 PM
373	Underdeveloped	6/2/2025 5:04 PM
374	smooth roads	6/2/2025 5:00 PM
375	junky	6/2/2025 5:00 PM
376	Stoplights	6/2/2025 4:56 PM
377	Undesirable	6/2/2025 4:56 PM
378	run down	6/2/2025 4:55 PM
379	Racetrack	6/2/2025 4:53 PM
380	Dead	6/2/2025 4:52 PM
381	Over grown	6/2/2025 4:49 PM
382	Industrial	6/2/2025 4:45 PM
383	Buisnesses	6/2/2025 4:41 PM
384	Unattractive	6/2/2025 4:39 PM

Hurst Boulevard Vision - Community Survey

385	horses	6/2/2025 4:36 PM
386	Drab	6/2/2025 4:35 PM
387	No food restaurants	6/2/2025 4:32 PM
388	Traffic	6/2/2025 4:31 PM
389	Not important	6/2/2025 4:31 PM
390	Conduit	6/2/2025 4:31 PM
391	Boring	6/2/2025 4:28 PM
392	Uninviting	6/2/2025 4:27 PM
393	Efficient	6/2/2025 4:25 PM
394	Dark	6/2/2025 4:24 PM
395	Not enough police in area	6/2/2025 4:18 PM
396	Separate	6/2/2025 4:16 PM
397	Commercial	6/2/2025 4:15 PM
398	Manufacturing only	6/2/2025 4:12 PM
399	Lots of vacant building	6/2/2025 3:55 PM
400	busy	6/2/2025 12:01 PM
401	fast	6/2/2025 9:22 AM
402	Potential for improvement	6/2/2025 6:42 AM
403	Potential	6/1/2025 10:09 PM
404	Trashy	5/31/2025 1:58 PM
405	Convenient	5/30/2025 1:45 PM
406	Not pedestrian friendly	5/29/2025 9:27 PM
407	Unsafe	5/29/2025 5:34 PM
408	Keep it up	5/29/2025 5:21 PM
409	Old	5/29/2025 10:44 AM
410	Necessary	5/29/2025 9:41 AM
411	Unique	5/29/2025 8:30 AM
412	Quiet	5/28/2025 9:15 PM
413	Traffic	5/28/2025 6:26 PM
414	Smooth	5/28/2025 6:11 PM
415	Lower class	5/28/2025 5:01 PM
416	Run down	5/28/2025 4:18 PM
417	Under used	5/28/2025 3:26 PM
418	Busy	5/28/2025 2:58 PM
419	Congested	5/28/2025 2:54 PM
420	1960's	5/28/2025 2:01 PM
421	Comfortable	5/28/2025 1:26 PM
422	I like the speed limit	5/28/2025 12:09 PM

Hurst Boulevard Vision - Community Survey

423	pleasure to drive	5/28/2025 11:58 AM
424	Home	5/25/2025 6:47 PM
425	A good amount of stop lights.	5/25/2025 4:36 PM
426	Needs better lighting	5/25/2025 1:09 PM
427	Outdated	5/25/2025 7:16 AM
428	Unsafe	5/24/2025 10:58 PM
429	Usually not too busy	5/24/2025 9:27 PM
430	neglected	5/24/2025 8:37 PM
431	Not too many lights	5/24/2025 6:26 PM
432	Outdated	5/24/2025 1:31 PM
433	Easy access	5/24/2025 12:25 PM
434	Easy access to get to different places	5/24/2025 10:25 AM
435	Not very attractive	5/24/2025 10:21 AM
436	a way to avoid slowdowns on 121	5/24/2025 9:32 AM
437	unkempt	5/24/2025 8:52 AM
438	Whose nephew or son needs a contract now???	5/24/2025 7:42 AM
439	Could use more dedicated left turn or right turn lanes.	5/24/2025 5:25 AM
440	Pleasant	5/24/2025 4:25 AM
441	Clean, attractive medians	5/24/2025 12:00 AM
442	concrete	5/23/2025 9:17 PM
443	Substandard businesses	5/23/2025 8:07 PM
444	Undesirable Bars near Bell Helicopter	5/23/2025 6:54 PM
445	Outdated	5/23/2025 6:38 PM
446	Unwelcoming	5/23/2025 6:14 PM
447	Ratty	5/23/2025 5:38 PM
448	Needs improvement	5/23/2025 5:34 PM
449	Useful for getting from point a to point b	5/23/2025 5:31 PM
450	Potential	5/23/2025 5:29 PM
451	Costly	5/23/2025 5:09 PM
452	B2B businesses	5/23/2025 4:55 PM
453	Crowded at times	5/23/2025 12:54 PM
454	Very few restaurants - we always go to NRH or Colleyville	5/23/2025 12:43 PM
455	Semi-clean	5/23/2025 12:38 PM
456	Adequate	5/23/2025 12:32 PM
457	Neglected	5/23/2025 11:30 AM
458	Needing bike trails	5/23/2025 10:52 AM
459	Family eatery/Grocery needed	5/23/2025 10:47 AM
460	Poor	5/23/2025 10:41 AM

103

Hurst Boulevard Vision - Community Survey

461	Noise	5/23/2025 10:35 AM
462	Underwhelming	5/15/2025 3:20 PM
463	Boring	5/12/2025 8:53 PM
464	Boring	5/12/2025 7:02 PM
465	Old	5/12/2025 7:00 PM
466	Dark	5/12/2025 5:48 PM
467	Shoddy	5/12/2025 5:40 PM
468	Traffic	5/12/2025 5:38 PM
469	Unappealing	5/12/2025 5:33 PM
470	Below par	5/12/2025 5:33 PM
471	Zw	5/8/2025 7:14 AM

Q8 Imagine the Hurst Boulevard/SH 10 corridor 20 years from now. What are three words that describe your vision of the corridor in the future?

Answered: 471 Skipped: 314

ANSWER CHOICES	RESPONSES
1.	471
2.	443
3.	400

#	1.	DATE
1	Clean	7/3/2025 10:44 PM
2	Beautiful	7/3/2025 9:08 AM
3	Improved	7/3/2025 7:27 AM
4	Less traffic	7/2/2025 2:28 PM
5	More businesses for shopping	7/1/2025 8:06 PM
6	Grocery store	7/1/2025 6:23 PM
7	Welcoming	7/1/2025 5:07 PM
8	More trees and shade	7/1/2025 4:22 PM
9	Brings something to the community	7/1/2025 4:06 PM
10	No	7/1/2025 3:59 PM
11	Convenient	7/1/2025 2:54 PM
12	Pedestrian overpass	7/1/2025 2:09 PM
13	More restaurants/destinations	7/1/2025 12:49 PM
14	Bussin	7/1/2025 7:59 AM
15	Busy	7/1/2025 6:41 AM
16	Upscale businesses, restaurants to meet needs of residents south of hwy 10	7/1/2025 5:51 AM
17	Advanced	7/1/2025 12:28 AM
18	Accommodating	7/1/2025 12:03 AM
19	Access	6/30/2025 11:16 PM
20	Needs work	6/30/2025 11:16 PM
21	Revitalize	6/30/2025 9:52 PM
22	Accessible	6/30/2025 9:47 PM
23	Same	6/30/2025 8:42 PM
24	Leave	6/30/2025 8:29 PM
25	Fresh	6/30/2025 8:08 PM
26	Inviting	6/30/2025 7:06 PM
27	Thriving	6/30/2025 6:53 PM

Hurst Boulevard Vision - Community Survey

28	vibrant	6/30/2025 12:34 PM
29	Uncrowded	6/28/2025 9:56 PM
30	Vibrant	6/28/2025 8:00 PM
31	Vibrant	6/27/2025 12:10 PM
32	vibrant	6/25/2025 10:38 AM
33	safe, speed limit enforcement	6/24/2025 6:08 PM
34	Flow	6/24/2025 10:38 AM
35	safe	6/24/2025 10:38 AM
36	Popular	6/24/2025 10:20 AM
37	Functioning	6/24/2025 9:56 AM
38	More new housing	6/24/2025 9:31 AM
39	Pedestrian Bridges	6/24/2025 7:55 AM
40	Clean	6/24/2025 6:55 AM
41	Quick	6/24/2025 6:26 AM
42	Busy	6/24/2025 5:01 AM
43	Newer	6/23/2025 8:29 PM
44	Clean	6/23/2025 6:48 PM
45	people	6/23/2025 6:10 PM
46	vibrant	6/23/2025 4:18 PM
47	Vibrant	6/23/2025 4:11 PM
48	Increase in Retail	6/23/2025 3:36 PM
49	Modern	6/23/2025 3:16 PM
50	Entertainment	6/23/2025 3:12 PM
51	Vibrant	6/23/2025 3:08 PM
52	Lighting	6/23/2025 2:51 PM
53	Walkable	6/23/2025 2:13 PM
54	Lots of food options	6/23/2025 1:56 PM
55	Restaurants	6/23/2025 1:55 PM
56	Lively	6/23/2025 12:57 PM
57	Same flow of traffic	6/23/2025 12:29 PM
58	EFFICIENT	6/23/2025 11:59 AM
59	Efficient Traffic Flow	6/23/2025 11:41 AM
60	Lively	6/23/2025 11:13 AM
61	well-maintained	6/23/2025 11:09 AM
62	Mitochondrial	6/23/2025 10:58 AM
63	Safe	6/23/2025 10:47 AM
64	Smooth	6/23/2025 10:47 AM
65	More businesses added	6/23/2025 10:33 AM

Hurst Boulevard Vision - Community Survey

66	unchanged	6/23/2025 10:16 AM
67	Efficient	6/23/2025 9:44 AM
68	Food	6/23/2025 8:57 AM
69	greener	6/23/2025 8:45 AM
70	fast	6/23/2025 8:39 AM
71	Gentrified - Teardown/rebuild old apartments/businesses	6/23/2025 8:22 AM
72	retail	6/23/2025 7:33 AM
73	congested	6/23/2025 7:13 AM
74	Should be more beautiful	6/23/2025 7:10 AM
75	vibrant	6/23/2025 6:52 AM
76	fun	6/23/2025 5:28 AM
77	greenscape	6/22/2025 11:53 AM
78	Education	6/21/2025 8:39 PM
79	Restaurants	6/21/2025 7:24 PM
80	Community	6/21/2025 6:38 PM
81	Alive	6/21/2025 1:42 PM
82	safe	6/21/2025 12:23 PM
83	work	6/21/2025 11:51 AM
84	inviting	6/21/2025 11:19 AM
85	medium landscaping	6/21/2025 8:31 AM
86	Peaceful scenery	6/21/2025 6:44 AM
87	Community	6/21/2025 12:35 AM
88	The same as it is now why does it need to change?	6/20/2025 10:29 PM
89	Trendy	6/20/2025 8:58 PM
90	Clean	6/20/2025 8:31 PM
91	Multifunctional	6/20/2025 7:40 PM
92	Restaurants	6/20/2025 6:56 PM
93	Commercial	6/20/2025 6:52 PM
94	Food	6/20/2025 6:15 PM
95	greener	6/20/2025 5:11 PM
96	Improved category of businesses	6/20/2025 5:00 PM
97	Nice	6/20/2025 4:50 PM
98	bustling	6/20/2025 4:47 PM
99	New housing	6/20/2025 4:20 PM
100	Easy to get to	6/20/2025 4:15 PM
101	Restaurants	6/20/2025 2:18 PM
102	New Business	6/20/2025 10:09 AM
103	busy	6/20/2025 8:55 AM

Hurst Boulevard Vision - Community Survey

104	Green	6/20/2025 7:16 AM
105	Safe	6/19/2025 4:57 PM
106	Free-flowing	6/19/2025 4:11 PM
107	Food	6/19/2025 3:01 PM
108	Restraunts	6/19/2025 2:37 PM
109	Still old.	6/19/2025 2:25 PM
110	Smooth multi-modal traffic flow	6/19/2025 2:02 PM
111	Greener	6/19/2025 12:41 PM
112	update	6/19/2025 12:08 PM
113	More food choice	6/19/2025 11:50 AM
114	updated	6/19/2025 11:47 AM
115	Modern	6/19/2025 11:47 AM
116	Foliage	6/19/2025 11:32 AM
117	food	6/19/2025 9:59 AM
118	green with walkwable paths	6/19/2025 9:57 AM
119	Clean	6/19/2025 9:09 AM
120	Flourishing	6/19/2025 8:58 AM
121	Growing	6/19/2025 8:52 AM
122	new businesses	6/19/2025 8:21 AM
123	over-crowded	6/19/2025 8:06 AM
124	bigger and better	6/19/2025 7:39 AM
125	Restaurants	6/19/2025 7:18 AM
126	No additional traffic lights	6/19/2025 6:37 AM
127	Trails	6/18/2025 8:36 PM
128	Pedestrian	6/18/2025 8:29 PM
129	Vibrant	6/18/2025 6:12 PM
130	Restaurants	6/18/2025 6:10 PM
131	I would hope it would have improvements in eating places	6/18/2025 5:11 PM
132	Busy	6/18/2025 4:50 PM
133	Variety	6/18/2025 4:06 PM
134	Busting	6/18/2025 4:00 PM
135	Green	6/18/2025 3:48 PM
136	Walkable	6/18/2025 3:47 PM
137	Improved	6/18/2025 3:30 PM
138	Less stoplights	6/18/2025 3:24 PM
139	Functional	6/18/2025 3:19 PM
140	well lit	6/18/2025 3:04 PM
141	more restaraunts	6/18/2025 3:03 PM

Hurst Boulevard Vision - Community Survey

142	Restaurant destination	6/18/2025 2:59 PM
143	Quick	6/18/2025 2:57 PM
144	bus stops	6/18/2025 2:42 PM
145	restaurants	6/18/2025 2:21 PM
146	thriving	6/18/2025 2:21 PM
147	Vibrant	6/18/2025 1:43 PM
148	Cycling	6/18/2025 1:06 PM
149	Decongested	6/18/2025 12:43 PM
150	restaurants	6/18/2025 12:18 PM
151	restaurants	6/18/2025 11:31 AM
152	safe	6/18/2025 11:20 AM
153	Restaurants	6/18/2025 11:14 AM
154	Community	6/18/2025 10:56 AM
155	Busy	6/18/2025 10:47 AM
156	Some areas look aged and could use some refreshing	6/18/2025 10:30 AM
157	bustling	6/18/2025 10:28 AM
158	Brighter	6/18/2025 10:26 AM
159	Safe	6/18/2025 10:20 AM
160	I won't be here.	6/18/2025 9:30 AM
161	Modern	6/18/2025 9:21 AM
162	flowing	6/18/2025 9:06 AM
163	Nonindustrial	6/18/2025 9:05 AM
164	flow	6/18/2025 9:04 AM
165	Open the ability for Semi Trucks to park at the businesses not on the roadway for long durations	6/18/2025 8:58 AM
166	reflective of the world headquarters of Bell Textron Inc.	6/18/2025 8:48 AM
167	Vibrant	6/18/2025 8:38 AM
168	Better traffic flow	6/18/2025 8:37 AM
169	vibrant	6/18/2025 8:28 AM
170	non-flooding	6/18/2025 8:24 AM
171	Well kept	6/18/2025 8:23 AM
172	Biking	6/18/2025 8:23 AM
173	better traffic flow	6/18/2025 8:07 AM
174	Safe	6/18/2025 7:26 AM
175	Interesting	6/18/2025 7:23 AM
176	Bustling	6/18/2025 7:11 AM
177	Retail	6/18/2025 6:55 AM
178	New businesses	6/18/2025 6:46 AM
179	easy commute	6/18/2025 6:45 AM

Hurst Boulevard Vision - Community Survey

180	Bright	6/18/2025 6:39 AM
181	Slick	6/18/2025 6:23 AM
182	Vibrant	6/18/2025 6:21 AM
183	transitioned	6/18/2025 6:17 AM
184	Bustling	6/17/2025 6:50 PM
185	Improved	6/17/2025 6:16 PM
186	Efficient	6/17/2025 5:34 PM
187	appealing	6/17/2025 5:31 PM
188	well-kept	6/17/2025 5:27 PM
189	Bicycle	6/17/2025 5:25 PM
190	Efficient	6/17/2025 5:22 PM
191	Efficiency.	6/17/2025 4:54 PM
192	linger	6/17/2025 4:51 PM
193	unchanged	6/17/2025 4:50 PM
194	Walkable	6/17/2025 4:44 PM
195	more restaurants	6/17/2025 4:41 PM
196	Efficient	6/17/2025 4:38 PM
197	restaurants	6/17/2025 4:27 PM
198	Pleasant	6/17/2025 4:25 PM
199	More restaurants	6/17/2025 4:24 PM
200	Pedestrian	6/17/2025 4:24 PM
201	food	6/17/2025 4:03 PM
202	Busy	6/17/2025 3:49 PM
203	Clean	6/17/2025 3:48 PM
204	Restaurants	6/17/2025 3:42 PM
205	Additional lane on each side to keep up with growth	6/17/2025 3:40 PM
206	Better Sidewalks east of Bell Flight	6/17/2025 3:30 PM
207	More places to eat.	6/17/2025 3:16 PM
208	Food	6/17/2025 3:06 PM
209	Slow	6/17/2025 3:01 PM
210	Revitalized	6/17/2025 3:00 PM
211	Sidewalks	6/17/2025 2:56 PM
212	Food	6/17/2025 2:54 PM
213	Greenery	6/17/2025 2:49 PM
214	Eateries	6/17/2025 2:47 PM
215	Major throughfare	6/17/2025 2:36 PM
216	Bustling / Active	6/17/2025 2:08 PM
217	Restaurants	6/17/2025 2:05 PM

Hurst Boulevard Vision - Community Survey

218	Subway/Metro station as part of the greater DFW subway/metro network (TRE is a joke compared to other big cities)	6/17/2025 2:01 PM
219	Vibrant	6/17/2025 1:57 PM
220	vibrant	6/17/2025 1:55 PM
221	Mixed-use high density buildings	6/17/2025 1:55 PM
222	Green	6/17/2025 1:31 PM
223	pleasant	6/17/2025 1:28 PM
224	clean	6/17/2025 1:27 PM
225	Restaraunts	6/17/2025 1:26 PM
226	Fast	6/17/2025 1:25 PM
227	Even Heavier Traffic!!	6/17/2025 12:53 PM
228	New restaurants	6/17/2025 12:32 PM
229	Accessible	6/17/2025 12:28 PM
230	Efficient	6/17/2025 12:21 PM
231	Safe	6/17/2025 11:51 AM
232	A lot more restaurants	6/17/2025 9:57 AM
233	developed	6/16/2025 4:20 PM
234	same	6/16/2025 3:26 PM
235	Dump	6/11/2025 5:23 PM
→ 236	gone	6/10/2025 7:20 PM
→ 237	Better landscaping	6/9/2025 7:48 PM
238	easy	6/9/2025 12:25 PM
239	Walk and Bike Friendly	6/9/2025 10:21 AM
240	Walkable	6/8/2025 10:02 PM
241	improved businesses, restaurants to support the sports activity/neighborhoods in the area	6/8/2025 8:45 PM
242	Vibrant	6/8/2025 8:10 PM
243	Retail	6/8/2025 2:10 PM
244	Safe	6/8/2025 11:54 AM
245	Updated	6/8/2025 9:25 AM
246	Connected	6/8/2025 7:24 AM
247	More restaurants	6/7/2025 6:15 PM
248	Vibrant	6/7/2025 10:12 AM
249	Modern	6/7/2025 9:17 AM
250	Clean	6/7/2025 6:14 AM
251	Please leave as many trees / foliage on sides of the road as possible, if you have to develop, please make the natural landscape a feature	6/6/2025 11:23 PM
252	Clean	6/6/2025 9:56 PM
253	More lanes	6/6/2025 8:18 PM
254	Bike/Walking path	6/6/2025 6:39 PM

Hurst Boulevard Vision - Community Survey

255	Good	6/6/2025 4:40 PM
256	New	6/6/2025 11:27 AM
257	Vibrant	6/6/2025 7:44 AM
258	New bldgs or stores	6/5/2025 6:05 PM
259	Industrial	6/5/2025 1:42 PM
260	Vibrant	6/5/2025 12:14 PM
261	lively	6/5/2025 11:30 AM
262	Inviting	6/5/2025 11:09 AM
263	More lights	6/4/2025 10:45 PM
264	Nature	6/4/2025 9:36 PM
265	Thriving	6/4/2025 6:45 PM
266	Maintained	6/4/2025 4:43 PM
267	Efficient	6/4/2025 1:16 PM
268	Sidewalks	6/4/2025 12:48 PM
269	Recreation/destination	6/4/2025 10:17 AM
270	Attractive	6/4/2025 10:02 AM
271	Slow	6/4/2025 7:48 AM
272	Unsafe	6/4/2025 5:07 AM
273	Better landscaping	6/3/2025 11:30 PM
274	still	6/3/2025 8:00 PM
275	Community shops	6/3/2025 6:27 PM
276	No more apartments	6/3/2025 5:12 PM
277	Renewed part of Hurst	6/3/2025 4:51 PM
278	Central	6/3/2025 2:21 PM
279	Upgraded	6/3/2025 2:15 PM
280	Wider	6/3/2025 12:59 PM
281	Clean	6/3/2025 12:48 PM
282	Convenient	6/3/2025 12:16 PM
283	fresh	6/3/2025 10:49 AM
284	More businesses	6/3/2025 9:52 AM
285	Leave	6/3/2025 9:20 AM
286	New	6/3/2025 9:16 AM
287	Better grocery options for local residents	6/3/2025 9:13 AM
288	Clean	6/3/2025 9:10 AM
289	Open	6/3/2025 9:04 AM
290	Useful	6/3/2025 9:01 AM
291	Thriving businesses	6/3/2025 8:55 AM
292	more shopping	6/3/2025 7:35 AM

Hurst Boulevard Vision - Community Survey

293	Lots of greenery	6/3/2025 7:17 AM
294	Family friendly	6/3/2025 6:32 AM
295	More business	6/3/2025 5:37 AM
296	Thriving	6/3/2025 2:29 AM
297	Old	6/3/2025 1:11 AM
298	Safe	6/3/2025 1:10 AM
299	Thriving	6/3/2025 12:35 AM
300	More businesses (food, Starbucks, shops)	6/2/2025 11:32 PM
301	Populated	6/2/2025 11:19 PM
302	Clean	6/2/2025 11:11 PM
303	Updated buildings	6/2/2025 10:57 PM
304	Beautiful	6/2/2025 10:47 PM
305	Vibrant	6/2/2025 10:43 PM
306	No construction	6/2/2025 10:38 PM
307	choices	6/2/2025 10:37 PM
308	Updated	6/2/2025 10:07 PM
309	Accessible	6/2/2025 10:01 PM
310	Walkable	6/2/2025 9:59 PM
311	More crowded than 183	6/2/2025 9:54 PM
312	Same	6/2/2025 9:48 PM
313	Modern	6/2/2025 9:26 PM
314	Restaurants	6/2/2025 9:25 PM
315	Landscaping/trees!	6/2/2025 9:20 PM
316	Visibility in median, so you can cross in a car	6/2/2025 9:19 PM
317	Inviting	6/2/2025 9:13 PM
318	Pedestrian friendly	6/2/2025 9:03 PM
319	Grocery store.	6/2/2025 8:58 PM
320	bigger	6/2/2025 8:52 PM
321	More amenities	6/2/2025 8:51 PM
322	Thriving	6/2/2025 8:51 PM
323	More trees	6/2/2025 8:41 PM
324	New businesses	6/2/2025 8:34 PM
325	Green	6/2/2025 8:27 PM
326	Modernized	6/2/2025 8:22 PM
327	Clean	6/2/2025 8:18 PM
328	convenience	6/2/2025 8:18 PM
329	Shopping	6/2/2025 8:17 PM
330	Less traffic lights	6/2/2025 8:13 PM

Hurst Boulevard Vision - Community Survey

331	Fast	6/2/2025 8:09 PM
332	Beautiful landscape	6/2/2025 7:52 PM
333	Landscaped	6/2/2025 7:40 PM
334	Drivable	6/2/2025 7:38 PM
335	Updated	6/2/2025 7:37 PM
336	Walkable restaurants	6/2/2025 7:37 PM
337	Lighting	6/2/2025 7:35 PM
338	better housing	6/2/2025 7:34 PM
339	Clean	6/2/2025 7:34 PM
340	Developed	6/2/2025 7:33 PM
341	Landscape	6/2/2025 7:25 PM
342	Modern	6/2/2025 7:22 PM
343	Shopping	6/2/2025 7:22 PM
344	Busy	6/2/2025 7:13 PM
345	Food	6/2/2025 7:11 PM
346	Clean	6/2/2025 7:09 PM
347	Business	6/2/2025 7:08 PM
348	Designated right turn only lanes in support of commercial vehicles.	6/2/2025 7:08 PM
349	Useable (grocery store)	6/2/2025 7:04 PM
350	Flow	6/2/2025 7:02 PM
351	Respected	6/2/2025 6:56 PM
352	Cleaned up or Beautifully maintained/landscaped	6/2/2025 6:51 PM
353	Vibrant	6/2/2025 6:50 PM
354	Upscale	6/2/2025 6:48 PM
355	Historic	6/2/2025 6:39 PM
356	Continue keeping businesses updated, clean	6/2/2025 6:32 PM
357	Smooth	6/2/2025 6:23 PM
358	No low income apartments.	6/2/2025 6:18 PM
359	Retail	6/2/2025 6:07 PM
360	retail	6/2/2025 6:03 PM
361	Restaurants	6/2/2025 6:00 PM
362	Modern	6/2/2025 5:52 PM
363	Sidewalk's for walking/biking	6/2/2025 5:47 PM
364	Crowded	6/2/2025 5:42 PM
365	Traffic flow	6/2/2025 5:40 PM
366	More convenient.	6/2/2025 5:38 PM
367	green space	6/2/2025 5:32 PM
368	Better landscaping	6/2/2025 5:30 PM

Hurst Boulevard Vision - Community Survey

369	Overcrowded	6/2/2025 5:25 PM
370	Activity	6/2/2025 5:22 PM
371	Maintain low traffic congestion	6/2/2025 5:17 PM
372	busy	6/2/2025 5:17 PM
373	Commercial	6/2/2025 5:13 PM
374	Upscale	6/2/2025 5:12 PM
375	Safe	6/2/2025 5:09 PM
376	updated	6/2/2025 5:06 PM
377	Growth	6/2/2025 4:59 PM
378	beautiful	6/2/2025 4:57 PM
379	Sidewalks	6/2/2025 4:57 PM
380	Residential	6/2/2025 4:55 PM
381	Businesses	6/2/2025 4:54 PM
382	Thriving	6/2/2025 4:47 PM
383	Newer	6/2/2025 4:46 PM
384	parks	6/2/2025 4:42 PM
385	Bustling	6/2/2025 4:42 PM
386	Congestion free	6/2/2025 4:41 PM
387	Pretty	6/2/2025 4:41 PM
388	Probably needing expansion by then	6/2/2025 4:40 PM
389	Upkeep	6/2/2025 4:40 PM
390	Safe	6/2/2025 4:37 PM
391	Anchor	6/2/2025 4:37 PM
392	Grocery store	6/2/2025 4:36 PM
393	Prettier	6/2/2025 4:35 PM
394	Parks	6/2/2025 4:34 PM
395	Easier flow of traffic	6/2/2025 4:33 PM
396	More well kept greenery. Better landscaping that doesn't block views while turning out onto hwy 10	6/2/2025 4:33 PM
397	Added sidewalks	6/2/2025 4:30 PM
398	Well-lite	6/2/2025 4:25 PM
399	Vibrant	6/2/2025 4:20 PM
400	Grocery stores	6/2/2025 4:17 PM
401	Businesses	6/2/2025 4:17 PM
402	Trails	6/2/2025 4:14 PM
403	New	6/2/2025 4:12 PM
404	easy	6/2/2025 12:03 PM
405	wide	6/2/2025 9:26 AM
406	Concerning	6/2/2025 6:47 AM

Hurst Boulevard Vision - Community Survey

407	Beauty	6/1/2025 10:14 PM
408	Greenbelts	5/31/2025 2:03 PM
409	Thriving	5/30/2025 1:49 PM
410	Open	5/30/2025 10:07 AM
411	More restaurants	5/29/2025 9:28 PM
412	Clean	5/29/2025 5:40 PM
413	Not sure	5/29/2025 5:22 PM
414	Business	5/29/2025 3:49 PM
415	More attractive retail	5/29/2025 11:26 AM
416	Lively	5/29/2025 11:05 AM
417	Visually appealing	5/29/2025 9:46 AM
418	Hectic	5/29/2025 8:34 AM
419	Crowded	5/28/2025 10:13 PM
420	More variety of restaurants.	5/28/2025 7:02 PM
421	Autonomous	5/28/2025 6:18 PM
422	New businesses	5/28/2025 5:05 PM
423	Revived	5/28/2025 4:21 PM
424	Useful	5/28/2025 3:29 PM
425	Driver friendly	5/28/2025 3:01 PM
426	Refreshing	5/28/2025 1:34 PM
427	New Apartments	5/28/2025 12:16 PM
428	congested	5/28/2025 12:01 PM
429	Public transport	5/26/2025 9:03 AM
430	Clogged	5/25/2025 6:56 PM
431	More businesses	5/25/2025 4:40 PM
432	Well lit	5/25/2025 1:16 PM
433	Clean	5/25/2025 7:21 AM
434	Safer	5/24/2025 11:20 PM
435	greenspace	5/24/2025 8:43 PM
436	Vibrant	5/24/2025 1:36 PM
437	Updated	5/24/2025 9:39 AM
438	landscaped	5/24/2025 9:35 AM
439	added dedicated left or right turn lanes to keep flowing better	5/24/2025 5:33 AM
440	inviting - easy access & travel	5/23/2025 9:22 PM
441	Spacious	5/23/2025 8:30 PM
442	Modern	5/23/2025 8:11 PM
443	Less industrial, more retail development	5/23/2025 6:59 PM
444	Busy	5/23/2025 6:40 PM

Hurst Boulevard Vision - Community Survey

445	Gathering space	5/23/2025 6:16 PM
446	Full	5/23/2025 5:39 PM
447	Attractive	5/23/2025 5:35 PM
448	Attractive	5/23/2025 5:35 PM
449	Usable	5/23/2025 5:12 PM
450	Attractive	5/23/2025 12:55 PM
451	Not much change	5/23/2025 12:44 PM
452	Nature	5/23/2025 12:39 PM
453	Safe	5/23/2025 12:34 PM
454	Path friendly	5/23/2025 11:34 AM
455	sidewalks/bike paths	5/23/2025 10:54 AM
456	Upscaled	5/23/2025 10:48 AM
457	Clean	5/23/2025 10:43 AM
458	Landscape	5/23/2025 10:37 AM
459	Public Transportation	5/23/2025 10:31 AM
460	Efficient	5/15/2025 3:25 PM
461	destination location	5/12/2025 9:00 PM
462	Shopping centers	5/12/2025 7:04 PM
463	CLEAN	5/12/2025 7:03 PM
464	Safe	5/12/2025 7:02 PM
465	Inviting	5/12/2025 5:52 PM
466	Dynamic	5/12/2025 5:45 PM
467	Green	5/12/2025 5:44 PM
468	Refreshed	5/12/2025 5:39 PM
469	Lighting	5/12/2025 5:37 PM
470	Inviting	5/12/2025 5:25 PM
471	Ee	5/8/2025 7:14 AM
#	2.	DATE
1	Attractive	7/3/2025 10:44 PM
2	options	7/3/2025 9:08 AM
3	Highway Speeds	7/3/2025 7:27 AM
4	Greenery in center	7/1/2025 8:06 PM
5	More eating options	7/1/2025 6:23 PM
6	Clean	7/1/2025 5:07 PM
7	Safe for biking	7/1/2025 4:22 PM
8	Grocery store	7/1/2025 4:06 PM
9	More	7/1/2025 3:59 PM
10	Businesses	7/1/2025 2:54 PM

Hurst Boulevard Vision - Community Survey

11	More breaks in median/turnarounds	7/1/2025 2:09 PM
12	Improved pedestrian and bicycle route	7/1/2025 12:49 PM
13	Viridian Like	7/1/2025 7:59 AM
14	Vibrant	7/1/2025 6:41 AM
15	Consistent, low signage requirements. Sidewalks installed.	7/1/2025 5:51 AM
16	Modern	7/1/2025 12:28 AM
17	Good flow	7/1/2025 12:03 AM
18	Busy	6/30/2025 11:16 PM
19	People	6/30/2025 9:52 PM
20	Hub	6/30/2025 9:47 PM
21	Same	6/30/2025 8:42 PM
22	It	6/30/2025 8:29 PM
23	Revitalized	6/30/2025 8:08 PM
24	Desirable	6/30/2025 7:06 PM
25	Economic	6/30/2025 6:53 PM
26	updated/modern	6/30/2025 12:34 PM
27	Neighborhood friendly	6/28/2025 9:56 PM
28	Planned parking lots for 18 wheelers	6/28/2025 8:00 PM
29	Bustling	6/27/2025 12:10 PM
30	prosperous	6/25/2025 10:38 AM
31	right hand turn lanes for semis to access businesses	6/24/2025 6:08 PM
32	Large	6/24/2025 10:38 AM
33	easily traversable	6/24/2025 10:38 AM
34	Fast	6/24/2025 10:20 AM
35	Landscaped	6/24/2025 9:56 AM
36	More new businesses	6/24/2025 9:31 AM
37	Lighting	6/24/2025 7:55 AM
38	Modern	6/24/2025 6:55 AM
39	Direct	6/24/2025 6:26 AM
40	Renovated	6/23/2025 8:29 PM
41	Safe	6/23/2025 6:48 PM
42	enjoying	6/23/2025 6:10 PM
43	Beauty	6/23/2025 4:11 PM
44	Increase in affordable housing	6/23/2025 3:36 PM
45	Efficient	6/23/2025 3:16 PM
46	Foodie	6/23/2025 3:12 PM
47	Urban	6/23/2025 3:08 PM
48	Slow	6/23/2025 2:51 PM

Hurst Boulevard Vision - Community Survey

49	inviting	6/23/2025 2:13 PM
50	A gym near Bell	6/23/2025 1:56 PM
51	Hotels	6/23/2025 1:55 PM
52	Efficient	6/23/2025 12:57 PM
53	SAFETY	6/23/2025 11:59 AM
54	Modern	6/23/2025 11:41 AM
55	Dry	6/23/2025 11:13 AM
56	lively	6/23/2025 11:09 AM
57	Architectural beauty	6/23/2025 10:58 AM
58	Less Traffic	6/23/2025 10:47 AM
59	Accessible	6/23/2025 10:47 AM
60	Better landscaping	6/23/2025 10:33 AM
61	desolate	6/23/2025 10:16 AM
62	Safe	6/23/2025 9:44 AM
63	Activities	6/23/2025 8:57 AM
64	less lights	6/23/2025 8:45 AM
65	flowing traffic	6/23/2025 8:39 AM
66	Foody - New restaurants!	6/23/2025 8:22 AM
67	overcrowded	6/23/2025 7:33 AM
68	slow	6/23/2025 7:13 AM
69	A park should be added	6/23/2025 7:10 AM
70	safe	6/23/2025 6:52 AM
71	hotspot	6/23/2025 5:28 AM
72	inviting	6/22/2025 11:53 AM
73	Park	6/21/2025 8:39 PM
74	Modern	6/21/2025 7:24 PM
75	Shops	6/21/2025 6:38 PM
76	Busy restaurants and shopping	6/21/2025 1:42 PM
77	beautiful landscaping	6/21/2025 12:23 PM
78	food	6/21/2025 11:51 AM
79	fun	6/21/2025 11:19 AM
80	entertainment	6/21/2025 8:31 AM
81	Updated businesses	6/21/2025 6:44 AM
82	Safety	6/21/2025 12:35 AM
83	Safe	6/20/2025 8:58 PM
84	New	6/20/2025 8:31 PM
85	Livable	6/20/2025 7:40 PM
86	High quality	6/20/2025 6:52 PM

Hurst Boulevard Vision - Community Survey

87	Gyms	6/20/2025 6:15 PM
88	more lighting	6/20/2025 5:11 PM
89	Timing of traffic lights improved	6/20/2025 5:00 PM
90	Busy	6/20/2025 4:50 PM
91	beautiful	6/20/2025 4:47 PM
92	New retail	6/20/2025 4:20 PM
93	Good Quality road	6/20/2025 4:15 PM
94	Business	6/20/2025 2:18 PM
95	Retail and Housing	6/20/2025 10:09 AM
96	clean	6/20/2025 8:55 AM
97	Residential	6/20/2025 7:16 AM
98	Accident Free	6/19/2025 4:57 PM
99	Bike-friendly	6/19/2025 4:11 PM
100	Shopping	6/19/2025 3:01 PM
101	Fitness Centers	6/19/2025 2:37 PM
102	Still outdated	6/19/2025 2:25 PM
103	Lively business atmosphere	6/19/2025 2:02 PM
104	Shaded	6/19/2025 12:41 PM
105	Fresh	6/19/2025 12:08 PM
106	well lit	6/19/2025 11:47 AM
107	Food-centric	6/19/2025 11:47 AM
108	Lively	6/19/2025 11:32 AM
109	new	6/19/2025 9:59 AM
110	access to businesses and possibly parks	6/19/2025 9:57 AM
111	Walkable	6/19/2025 9:09 AM
112	Exciting	6/19/2025 8:58 AM
113	Commercial	6/19/2025 8:52 AM
114	More suburban	6/19/2025 8:21 AM
115	congested roadway	6/19/2025 8:06 AM
116	Mix-Use	6/19/2025 7:18 AM
117	Food	6/18/2025 8:36 PM
118	Restaurants	6/18/2025 8:29 PM
119	Exciting	6/18/2025 6:12 PM
120	Entertainment	6/18/2025 6:10 PM
121	Foodie	6/18/2025 4:06 PM
122	Alive	6/18/2025 4:00 PM
123	Multi-use	6/18/2025 3:48 PM
124	Clean	6/18/2025 3:47 PM

Hurst Boulevard Vision - Community Survey

125	Safer	6/18/2025 3:30 PM
126	Less traffic	6/18/2025 3:24 PM
127	Beautiful	6/18/2025 3:19 PM
128	clean	6/18/2025 3:04 PM
129	code inforcement for housing along corridor	6/18/2025 3:03 PM
130	Grocery Store	6/18/2025 2:59 PM
131	Open	6/18/2025 2:57 PM
132	more trees	6/18/2025 2:42 PM
133	greenery	6/18/2025 2:21 PM
134	Walkable	6/18/2025 1:43 PM
135	Food	6/18/2025 1:06 PM
136	Efficient	6/18/2025 12:43 PM
137	landscaping	6/18/2025 12:18 PM
138	greenery	6/18/2025 11:31 AM
139	fast	6/18/2025 11:20 AM
140	Apartments	6/18/2025 11:14 AM
141	Resident Owners	6/18/2025 10:56 AM
142	Populated	6/18/2025 10:47 AM
143	clean	6/18/2025 10:28 AM
144	Opportunity	6/18/2025 10:26 AM
145	Structured	6/18/2025 10:20 AM
146	NA	6/18/2025 9:30 AM
147	Easily traveled	6/18/2025 9:21 AM
148	efficient	6/18/2025 9:06 AM
149	Safe	6/18/2025 9:05 AM
150	safe	6/18/2025 9:04 AM
151	Smooth transitions from one light to the next with sensors for lights for people who come in early	6/18/2025 8:58 AM
152	commercially active	6/18/2025 8:48 AM
153	Busy	6/18/2025 8:38 AM
154	Restaurant friendly	6/18/2025 8:37 AM
155	busy	6/18/2025 8:28 AM
156	restaurants	6/18/2025 8:24 AM
157	Amenities	6/18/2025 8:23 AM
158	Sidewalks	6/18/2025 8:23 AM
159	look nicer	6/18/2025 8:07 AM
160	Convenient	6/18/2025 7:26 AM
161	Convenient	6/18/2025 7:23 AM
162	Busy	6/18/2025 7:11 AM

Hurst Boulevard Vision - Community Survey

163	Beautification	6/18/2025 6:55 AM
164	Multi use areas	6/18/2025 6:46 AM
165	dinning	6/18/2025 6:45 AM
166	New	6/18/2025 6:39 AM
167	Updated	6/18/2025 6:23 AM
168	Walkable	6/18/2025 6:21 AM
169	congested	6/18/2025 6:17 AM
170	Attractive	6/17/2025 6:50 PM
171	Economics	6/17/2025 6:16 PM
172	Interesting	6/17/2025 5:34 PM
173	convenient	6/17/2025 5:31 PM
174	thriving	6/17/2025 5:27 PM
175	Bicycle	6/17/2025 5:25 PM
176	Lively	6/17/2025 5:22 PM
177	Smart flow of traffic	6/17/2025 4:54 PM
178	engage	6/17/2025 4:51 PM
179	industrial	6/17/2025 4:50 PM
180	Quiet	6/17/2025 4:44 PM
181	more attractions	6/17/2025 4:41 PM
182	Options	6/17/2025 4:38 PM
183	parks	6/17/2025 4:27 PM
184	Useful	6/17/2025 4:25 PM
185	More attractions	6/17/2025 4:24 PM
186	Neighborhood	6/17/2025 4:24 PM
187	light	6/17/2025 4:03 PM
188	maintained	6/17/2025 3:49 PM
189	Un-congested	6/17/2025 3:48 PM
190	Lush	6/17/2025 3:42 PM
191	Easy to pull in/out of businesses	6/17/2025 3:40 PM
192	Decent Restaurant options	6/17/2025 3:30 PM
193	More shops.	6/17/2025 3:16 PM
194	Better	6/17/2025 3:06 PM
195	Over patrolled	6/17/2025 3:01 PM
196	Bustling	6/17/2025 3:00 PM
197	Development	6/17/2025 2:56 PM
198	Bustling	6/17/2025 2:54 PM
199	Flowing	6/17/2025 2:49 PM
200	modern	6/17/2025 2:47 PM

Hurst Boulevard Vision - Community Survey

201	Updated and inviting	6/17/2025 2:36 PM
202	Lush / Green	6/17/2025 2:08 PM
203	Overhaul	6/17/2025 2:05 PM
204	U-turn signal	6/17/2025 2:01 PM
205	Active	6/17/2025 1:57 PM
206	destination	6/17/2025 1:55 PM
207	Vibrant streets that are walkable and livable	6/17/2025 1:55 PM
208	Vibrant	6/17/2025 1:31 PM
209	active	6/17/2025 1:28 PM
210	beautiful	6/17/2025 1:27 PM
211	Pedestrian	6/17/2025 1:26 PM
212	smooth	6/17/2025 1:25 PM
213	Bell will have to move or open new plants to attract good help	6/17/2025 12:53 PM
214	Functional	6/17/2025 12:28 PM
215	Accessible	6/17/2025 11:51 AM
216	Keep the nature	6/17/2025 9:57 AM
217	aesthetic	6/16/2025 4:20 PM
218	Old	6/11/2025 5:23 PM
219	more industrial	6/10/2025 7:20 PM
220	Better light signals, specifically turn signals	6/9/2025 7:48 PM
221	accessible	6/9/2025 12:25 PM
222	More Dense transit oriented development	6/9/2025 10:21 AM
223	Bikeable	6/8/2025 10:02 PM
224	improved access for bicyclists/pedestrians	6/8/2025 8:45 PM
225	Engaging	6/8/2025 8:10 PM
226	Convenient	6/8/2025 2:10 PM
227	Shopping	6/8/2025 11:54 AM
228	Clean	6/8/2025 9:25 AM
229	Vital	6/8/2025 7:24 AM
230	More retail	6/7/2025 6:15 PM
231	New buildings	6/7/2025 10:12 AM
232	Fully developed	6/7/2025 9:17 AM
233	Clean	6/7/2025 6:14 AM
234	An actual park, nature type, not all softball or soccer fields. Trees and a pond or something.	6/6/2025 11:23 PM
235	Safe	6/6/2025 9:56 PM
236	More lighting	6/6/2025 8:18 PM
237	Destination	6/6/2025 6:39 PM
238	Scenic	6/6/2025 4:40 PM

Hurst Boulevard Vision - Community Survey

239	Modern	6/6/2025 11:27 AM
240	Hub	6/6/2025 7:44 AM
241	New grocery stores	6/5/2025 6:05 PM
242	Apartments	6/5/2025 1:42 PM
243	Thriving businesses	6/5/2025 12:14 PM
244	busy	6/5/2025 11:30 AM
245	Clean	6/5/2025 11:09 AM
246	Higher speed limits	6/4/2025 10:45 PM
247	Community	6/4/2025 9:36 PM
248	Smooth	6/4/2025 6:45 PM
249	Flows	6/4/2025 4:43 PM
250	Upscale	6/4/2025 1:16 PM
251	Park	6/4/2025 12:48 PM
252	Restaurants overlooking TRE and lakes	6/4/2025 10:17 AM
253	Vibrant	6/4/2025 10:02 AM
254	Congested	6/4/2025 7:48 AM
255	Crowded	6/4/2025 5:07 AM
256	a	6/3/2025 8:00 PM
257	Destination venues with views over TRE tracks and lakes	6/3/2025 6:27 PM
258	Less commercial	6/3/2025 4:51 PM
259	Pedestrian	6/3/2025 2:15 PM
260	Beautiful to look at	6/3/2025 12:59 PM
261	Convenient	6/3/2025 12:48 PM
262	Easy access	6/3/2025 12:16 PM
263	appealing	6/3/2025 10:49 AM
264	Needs grocery store	6/3/2025 9:52 AM
265	It	6/3/2025 9:20 AM
266	Fresh	6/3/2025 9:16 AM
267	Better imminities	6/3/2025 9:13 AM
268	Updated	6/3/2025 9:10 AM
269	Natural	6/3/2025 9:04 AM
270	Vibrant	6/3/2025 9:01 AM
271	Clean landscaping	6/3/2025 8:55 AM
272	more homes	6/3/2025 7:35 AM
273	Fast to drive through	6/3/2025 7:17 AM
274	Traditional styles with new amenities	6/3/2025 6:32 AM
275	Safer	6/3/2025 5:37 AM
276	Modern	6/3/2025 2:29 AM

Hurst Boulevard Vision - Community Survey

277	Run down	6/3/2025 1:11 AM
278	Beautiful	6/3/2025 1:10 AM
279	Good Alternative to 183	6/2/2025 11:32 PM
280	Improved	6/2/2025 11:19 PM
281	Faster	6/2/2025 11:11 PM
282	More lanes	6/2/2025 10:57 PM
283	Updated	6/2/2025 10:47 PM
284	Clean	6/2/2025 10:43 PM
285	Less stoplights	6/2/2025 10:38 PM
286	safety	6/2/2025 10:37 PM
287	Modern	6/2/2025 10:07 PM
288	Functional	6/2/2025 10:01 PM
289	Cyclable	6/2/2025 9:59 PM
290	Run down due to our current government	6/2/2025 9:54 PM
291	Same	6/2/2025 9:48 PM
292	Useful	6/2/2025 9:26 PM
293	Businesses	6/2/2025 9:25 PM
294	More desirable businesses	6/2/2025 9:20 PM
295	Restaurants, cafes,	6/2/2025 9:19 PM
296	Successful	6/2/2025 9:13 PM
297	Bike friendly	6/2/2025 9:03 PM
298	Restaurants	6/2/2025 8:58 PM
299	safer	6/2/2025 8:52 PM
300	More healthy restaurants	6/2/2025 8:51 PM
301	Healthy	6/2/2025 8:51 PM
302	More businesses	6/2/2025 8:41 PM
303	Paced	6/2/2025 8:27 PM
304	Mixed-use	6/2/2025 8:22 PM
305	Safe	6/2/2025 8:18 PM
306	great alternative to backed up traffic on the freeways	6/2/2025 8:18 PM
307	Destination	6/2/2025 8:17 PM
308	More accessible for business	6/2/2025 8:13 PM
309	Not overgrown	6/2/2025 8:09 PM
310	Smooth traffic	6/2/2025 7:52 PM
311	Green space	6/2/2025 7:40 PM
312	Lit	6/2/2025 7:38 PM
313	New businesses/restaurants	6/2/2025 7:37 PM
314	Grocery store	6/2/2025 7:37 PM

Hurst Boulevard Vision - Community Survey

315	Restaurants	6/2/2025 7:35 PM
316	more businesses	6/2/2025 7:34 PM
317	Efficient	6/2/2025 7:34 PM
318	Entrepreneurship	6/2/2025 7:33 PM
319	Restaurants	6/2/2025 7:25 PM
320	Accessible	6/2/2025 7:22 PM
321	Restaurants	6/2/2025 7:22 PM
322	Retail	6/2/2025 7:13 PM
323	Clean medians	6/2/2025 7:11 PM
324	Well lit	6/2/2025 7:09 PM
325	Pride	6/2/2025 7:08 PM
326	Increased adoption of/integration to TRE railway.	6/2/2025 7:08 PM
327	Welcoming	6/2/2025 7:04 PM
328	Accessible	6/2/2025 7:02 PM
329	Included	6/2/2025 6:56 PM
330	More business choices for food & coffee	6/2/2025 6:51 PM
331	Connector	6/2/2025 6:50 PM
332	Sidewalks	6/2/2025 6:48 PM
333	Home	6/2/2025 6:39 PM
334	Connections	6/2/2025 6:23 PM
335	Good restaurants and coffee shop	6/2/2025 6:18 PM
336	Restaurant	6/2/2025 6:07 PM
337	grocery	6/2/2025 6:03 PM
338	Business	6/2/2025 6:00 PM
339	Well-timed	6/2/2025 5:52 PM
340	Major grocery store	6/2/2025 5:47 PM
341	Houses	6/2/2025 5:42 PM
342	Lighting	6/2/2025 5:40 PM
343	More community type businesses.	6/2/2025 5:38 PM
344	sidewalks	6/2/2025 5:32 PM
345	More retail	6/2/2025 5:30 PM
346	Sad	6/2/2025 5:25 PM
347	Restaurants	6/2/2025 5:22 PM
348	crowded	6/2/2025 5:17 PM
349	Clean	6/2/2025 5:13 PM
350	Bustling	6/2/2025 5:12 PM
351	Developed	6/2/2025 5:09 PM
352	relevant	6/2/2025 5:06 PM

Hurst Boulevard Vision - Community Survey

353	Clean	6/2/2025 4:59 PM
354	business orientedd	6/2/2025 4:57 PM
355	Trees	6/2/2025 4:57 PM
356	Quiet	6/2/2025 4:55 PM
357	Thriving	6/2/2025 4:54 PM
358	Food	6/2/2025 4:47 PM
359	Sidewalks	6/2/2025 4:46 PM
360	natural	6/2/2025 4:42 PM
361	Variety	6/2/2025 4:42 PM
362	Beautifully landscaped	6/2/2025 4:41 PM
363	Fast	6/2/2025 4:41 PM
364	Residential businesses	6/2/2025 4:40 PM
365	Nostalgic	6/2/2025 4:37 PM
366	Health	6/2/2025 4:37 PM
367	Restaurants	6/2/2025 4:36 PM
368	More businesses	6/2/2025 4:35 PM
369	Good flow traffic	6/2/2025 4:34 PM
370	Shorter lights	6/2/2025 4:33 PM
371	Safe for cyclists and pedestrians	6/2/2025 4:33 PM
372	Fresher landscaping	6/2/2025 4:30 PM
373	Smooth	6/2/2025 4:25 PM
374	Accessible	6/2/2025 4:20 PM
375	Shops	6/2/2025 4:17 PM
376	Thriving	6/2/2025 4:17 PM
377	Sidewalks or bike lanes	6/2/2025 4:14 PM
378	Bright	6/2/2025 4:12 PM
379	beautiful	6/2/2025 12:03 PM
380	industrial	6/2/2025 9:26 AM
381	Distressed	6/2/2025 6:47 AM
382	Sustainability	6/1/2025 10:14 PM
383	Public Parks	5/31/2025 2:03 PM
384	Busy	5/30/2025 1:49 PM
385	Space	5/30/2025 10:07 AM
386	More crosswalks	5/29/2025 9:28 PM
387	Safe	5/29/2025 5:40 PM
388	Inviting	5/29/2025 3:49 PM
389	High quality hospitality use next to hwy 121	5/29/2025 11:26 AM
390	Used	5/29/2025 11:05 AM

Hurst Boulevard Vision - Community Survey

391	Multiple shops	5/29/2025 9:46 AM
392	Busy	5/29/2025 8:34 AM
393	Congested	5/28/2025 10:13 PM
394	A good grocery store (HEB)	5/28/2025 7:02 PM
395	Clean	5/28/2025 6:18 PM
396	Areas to visit	5/28/2025 5:05 PM
397	Accessible	5/28/2025 4:21 PM
398	Desired	5/28/2025 3:29 PM
399	Consistent speed limits	5/28/2025 3:01 PM
400	Relaxed	5/28/2025 1:34 PM
401	New Restaurants	5/28/2025 12:16 PM
402	dated	5/28/2025 12:01 PM
403	Better sidewalks	5/26/2025 9:03 AM
404	Polluted	5/25/2025 6:56 PM
405	More sidewalks	5/25/2025 4:40 PM
406	Better sidewalks	5/25/2025 1:16 PM
407	Safe	5/25/2025 7:21 AM
408	Bigger	5/24/2025 11:20 PM
409	landscaped	5/24/2025 8:43 PM
410	Family friendly	5/24/2025 1:36 PM
411	Nice	5/24/2025 9:39 AM
412	interesting businesses	5/24/2025 9:35 AM
413	Add more business along it	5/24/2025 5:33 AM
414	beautiful	5/23/2025 9:22 PM
415	Greenery	5/23/2025 8:30 PM
416	Great restaurants	5/23/2025 8:11 PM
417	Curbs, sidewalks, landscaping maintained by city	5/23/2025 6:59 PM
418	New residential	5/23/2025 6:40 PM
419	Green	5/23/2025 6:16 PM
420	Prosperous	5/23/2025 5:39 PM
421	Community	5/23/2025 5:35 PM
422	Good businesses, restaurants, services	5/23/2025 5:35 PM
423	Clean	5/23/2025 5:12 PM
424	Not crowded	5/23/2025 12:55 PM
425	Clean	5/23/2025 12:39 PM
426	Landscaped	5/23/2025 12:34 PM
427	Landscaped	5/23/2025 11:34 AM
428	benches/open and natural areas	5/23/2025 10:54 AM

Hurst Boulevard Vision - Community Survey

429	Great community	5/23/2025 10:48 AM
430	Attractive	5/23/2025 10:43 AM
431	Quiet	5/23/2025 10:37 AM
432	Accessible	5/15/2025 3:25 PM
433	Fresh	5/12/2025 9:00 PM
434	Sidewalks	5/12/2025 7:04 PM
435	SIDEWALKS	5/12/2025 7:03 PM
436	Bright	5/12/2025 7:02 PM
437	Accessible	5/12/2025 5:52 PM
438	Active	5/12/2025 5:45 PM
439	Thriving	5/12/2025 5:44 PM
440	Community	5/12/2025 5:39 PM
441	Safer	5/12/2025 5:37 PM
442	Proper traffic flow	5/12/2025 5:25 PM
443	Dd	5/8/2025 7:14 AM
#	3.	DATE
1	Vibrant	7/3/2025 10:44 PM
2	safety	7/3/2025 9:08 AM
3	Aged	7/3/2025 7:27 AM
4	More sidewalks	7/1/2025 8:06 PM
5	Trees	7/1/2025 6:23 PM
6	Planned	7/1/2025 5:07 PM
7	Landscaping	7/1/2025 4:22 PM
8	Not wear house area	7/1/2025 4:06 PM
9	Apartments	7/1/2025 3:59 PM
10	Streamline	7/1/2025 2:54 PM
11	Accessible businesses	7/1/2025 2:09 PM
12	Improved look of businesses	7/1/2025 12:49 PM
13	Accessible from Trails and TRE	7/1/2025 7:59 AM
14	Occupied	7/1/2025 6:41 AM
15	Consistent maintenance of sidewalks, grasses. Removal of rundown businesses.	7/1/2025 5:51 AM
16	Useable	7/1/2025 12:28 AM
17	Pedestrian friendly	7/1/2025 12:03 AM
18	Cramped	6/30/2025 11:16 PM
19	Movement	6/30/2025 9:52 PM
20	Same	6/30/2025 8:42 PM
21	Alone	6/30/2025 8:29 PM
22	Greenscaped	6/30/2025 8:08 PM

Hurst Boulevard Vision - Community Survey

23	Friendly	6/30/2025 7:06 PM
24	Growth	6/30/2025 6:53 PM
25	ample food establishments	6/30/2025 12:34 PM
26	Safe	6/28/2025 9:56 PM
27	Signage improvements	6/28/2025 8:00 PM
28	Exciting	6/27/2025 12:10 PM
29	modern	6/25/2025 10:38 AM
30	safe, signage and signal light enforcement	6/24/2025 6:08 PM
31	Fast	6/24/2025 10:38 AM
32	well lit	6/24/2025 10:38 AM
33	Clean	6/24/2025 10:20 AM
34	Monitored	6/24/2025 9:56 AM
35	More restaurants and shops	6/24/2025 9:31 AM
36	Developed	6/24/2025 7:55 AM
37	Casual	6/24/2025 6:55 AM
38	Accompanying	6/24/2025 6:26 AM
39	Redeveloped	6/23/2025 8:29 PM
40	Pedestrian friendly	6/23/2025 6:48 PM
41	life	6/23/2025 6:10 PM
42	OneStop	6/23/2025 4:11 PM
43	Increase in walkability/bicycle facilities	6/23/2025 3:36 PM
44	Fast	6/23/2025 3:16 PM
45	Transportation	6/23/2025 3:12 PM
46	Well light and walkable	6/23/2025 3:08 PM
47	Businesses	6/23/2025 2:51 PM
48	convenient	6/23/2025 2:13 PM
49	Elevated cross walks	6/23/2025 1:56 PM
50	Safe	6/23/2025 1:55 PM
51	Food	6/23/2025 12:57 PM
52	SHOPPING/RESTAURANTS	6/23/2025 11:59 AM
53	bigger/ more lanes	6/23/2025 11:41 AM
54	Mixed-use	6/23/2025 11:13 AM
55	business-driven	6/23/2025 11:09 AM
56	Runner's Paradise	6/23/2025 10:58 AM
57	Convenient	6/23/2025 10:47 AM
58	easy access for pedestrians	6/23/2025 10:33 AM
59	same	6/23/2025 10:16 AM
60	Smallbusinessy	6/23/2025 9:44 AM

Hurst Boulevard Vision - Community Survey

61	Walkable	6/23/2025 8:57 AM
62	easier access to highway entrances	6/23/2025 8:45 AM
63	good lights	6/23/2025 8:39 AM
64	Entertainment	6/23/2025 8:22 AM
65	outdated	6/23/2025 7:33 AM
66	bumpy	6/23/2025 7:13 AM
67	congested	6/23/2025 5:28 AM
68	safety	6/22/2025 11:53 AM
69	Family	6/21/2025 8:39 PM
70	Businesses	6/21/2025 7:24 PM
71	Happy	6/21/2025 6:38 PM
72	Improved roads	6/21/2025 1:42 PM
73	vibrant	6/21/2025 11:51 AM
74	attractive	6/21/2025 11:19 AM
75	alter travel vs Hwy 920	6/21/2025 8:31 AM
76	Green.	6/21/2025 6:44 AM
77	Booming	6/21/2025 12:35 AM
78	Exciting	6/20/2025 8:58 PM
79	Appealing	6/20/2025 8:31 PM
80	Diverse	6/20/2025 7:40 PM
81	Booming	6/20/2025 6:15 PM
82	safe and walkable	6/20/2025 5:11 PM
83	Good	6/20/2025 4:50 PM
84	built up	6/20/2025 4:47 PM
85	Appeal	6/20/2025 4:20 PM
86	Easy traffic	6/20/2025 4:15 PM
87	Modern	6/20/2025 2:18 PM
88	Shopping	6/20/2025 10:09 AM
89	designed	6/20/2025 8:55 AM
90	Safe	6/20/2025 7:16 AM
91	Destination	6/19/2025 4:57 PM
92	Dining	6/19/2025 4:11 PM
93	Lively	6/19/2025 3:01 PM
94	Bike accessible and safe	6/19/2025 2:37 PM
95	Still industrial	6/19/2025 2:25 PM
96	Critical for commutes	6/19/2025 2:02 PM
97	Safe	6/19/2025 12:41 PM
98	Vibrant	6/19/2025 12:08 PM

Hurst Boulevard Vision - Community Survey

99	nice restaurants, upscale shops, fun venues for family	6/19/2025 11:47 AM
100	Populated	6/19/2025 11:32 AM
101	flowing	6/19/2025 9:59 AM
102	safety for non car/truck users	6/19/2025 9:57 AM
103	Spacious	6/19/2025 9:09 AM
104	Eyecatching	6/19/2025 8:58 AM
105	Critical	6/19/2025 8:52 AM
106	Accessibility	6/19/2025 7:18 AM
107	Entertainment	6/18/2025 8:36 PM
108	Brewery	6/18/2025 8:29 PM
109	Fun	6/18/2025 6:12 PM
110	Safe	6/18/2025 6:10 PM
111	Quality	6/18/2025 4:06 PM
112	Accessible	6/18/2025 4:00 PM
113	Safe	6/18/2025 3:48 PM
114	Family-friendly	6/18/2025 3:47 PM
115	Less seedy motels	6/18/2025 3:30 PM
116	Less Frustrating	6/18/2025 3:24 PM
117	Fun	6/18/2025 3:19 PM
118	fast	6/18/2025 3:04 PM
119	additional street lights	6/18/2025 3:03 PM
120	Shopping	6/18/2025 2:59 PM
121	Convenient	6/18/2025 2:57 PM
122	cleaner streets	6/18/2025 2:42 PM
123	bustling	6/18/2025 2:21 PM
124	Entertainment	6/18/2025 1:43 PM
125	Populated	6/18/2025 1:06 PM
126	Faster	6/18/2025 12:43 PM
127	safety	6/18/2025 12:18 PM
128	fast	6/18/2025 11:31 AM
129	easy	6/18/2025 11:20 AM
130	Businesses	6/18/2025 11:14 AM
131	Unique	6/18/2025 10:56 AM
132	Shopping	6/18/2025 10:47 AM
133	busy	6/18/2025 10:28 AM
134	Food	6/18/2025 10:26 AM
135	Easy	6/18/2025 10:20 AM
136	NA	6/18/2025 9:30 AM

Hurst Boulevard Vision - Community Survey

137	safe	6/18/2025 9:06 AM
138	Vibrant	6/18/2025 9:05 AM
139	operable	6/18/2025 9:04 AM
140	Open lanes and no construction	6/18/2025 8:58 AM
141	residentially appealing	6/18/2025 8:48 AM
142	Exciting	6/18/2025 8:38 AM
143	Renovated	6/18/2025 8:37 AM
144	varied businesses	6/18/2025 8:28 AM
145	clean	6/18/2025 8:24 AM
146	Safe to walk/bike	6/18/2025 8:23 AM
147	Buisnesses	6/18/2025 8:23 AM
148	more useable stores	6/18/2025 8:07 AM
149	Fast	6/18/2025 7:26 AM
150	Fast	6/18/2025 7:23 AM
151	Lively	6/18/2025 7:11 AM
152	Inviting	6/18/2025 6:55 AM
153	Modern restaurants	6/18/2025 6:46 AM
154	more lanes	6/18/2025 6:45 AM
155	Landscaped	6/18/2025 6:39 AM
156	Exciting/Fun	6/18/2025 6:23 AM
157	Shopping	6/18/2025 6:21 AM
158	mixed	6/18/2025 6:17 AM
159	Organized	6/17/2025 6:50 PM
160	Masterplan	6/17/2025 6:16 PM
161	Convenient	6/17/2025 5:34 PM
162	safe	6/17/2025 5:31 PM
163	modern	6/17/2025 5:27 PM
164	Bicycle	6/17/2025 5:25 PM
165	Clean	6/17/2025 5:22 PM
166	No/ few potholes	6/17/2025 4:54 PM
167	safety	6/17/2025 4:51 PM
168	dirty	6/17/2025 4:50 PM
169	Trees	6/17/2025 4:44 PM
170	more attractive	6/17/2025 4:41 PM
171	Safe	6/17/2025 4:38 PM
172	plants	6/17/2025 4:27 PM
173	Well Maintained	6/17/2025 4:25 PM
174	820 freeway construction finished	6/17/2025 4:24 PM

Hurst Boulevard Vision - Community Survey

175	Coffee	6/17/2025 4:24 PM
176	updated	6/17/2025 4:03 PM
177	prosperous	6/17/2025 3:49 PM
178	Convenient	6/17/2025 3:48 PM
179	Clean	6/17/2025 3:42 PM
180	Traffic lights reliable	6/17/2025 3:40 PM
181	Continued good flow of traffic	6/17/2025 3:30 PM
182	interesting	6/17/2025 3:06 PM
183	Busy	6/17/2025 3:01 PM
184	Welcoming	6/17/2025 3:00 PM
185	Walking	6/17/2025 2:54 PM
186	flowing	6/17/2025 2:47 PM
187	Accessible / Walkways	6/17/2025 2:08 PM
188	Walkable	6/17/2025 2:05 PM
189	Pedestrian and bicycle dedicated lane or sidewalk	6/17/2025 2:01 PM
190	Appealing	6/17/2025 1:57 PM
191	refreshed	6/17/2025 1:55 PM
192	3rd spaces where people can spend time together	6/17/2025 1:55 PM
193	Active	6/17/2025 1:31 PM
194	safe	6/17/2025 1:28 PM
195	highway	6/17/2025 1:27 PM
196	Exciting	6/17/2025 1:26 PM
197	safe	6/17/2025 1:25 PM
198	Parking garage across 10 from Bell if it stays in Hurst	6/17/2025 12:53 PM
199	Accommodating	6/17/2025 12:28 PM
200	Teeming	6/17/2025 11:51 AM
201	safe	6/16/2025 4:20 PM
202	Abandoned	6/11/2025 5:23 PM
203	More sidewalks	6/9/2025 7:48 PM
204	fast	6/9/2025 12:25 PM
205	More Shops and Restaurants	6/9/2025 10:21 AM
206	Safe	6/8/2025 10:02 PM
207	improved neighborhood character; lighting, better drainage	6/8/2025 8:45 PM
208	Peaceful	6/8/2025 8:10 PM
209	Well-connected	6/8/2025 2:10 PM
210	Fun	6/8/2025 11:54 AM
211	Interesting	6/8/2025 9:25 AM
212	No housing	6/7/2025 6:15 PM

Hurst Boulevard Vision - Community Survey

213	Pleasant	6/7/2025 10:12 AM
214	Elimination of blighted buildings	6/7/2025 9:17 AM
215	Clean	6/7/2025 6:14 AM
216	Grocery shopping that isn't a Walmart or target	6/6/2025 11:23 PM
217	Maintained	6/6/2025 9:56 PM
218	An expressway	6/6/2025 8:18 PM
219	Restaurants and shops	6/6/2025 6:39 PM
220	Organized	6/6/2025 4:40 PM
221	Kept clean and updated	6/6/2025 11:27 AM
222	Connector	6/6/2025 7:44 AM
223	Big name shopping	6/5/2025 6:05 PM
224	Transient	6/5/2025 1:42 PM
225	Safe	6/5/2025 12:14 PM
226	refreshed	6/5/2025 11:30 AM
227	Developed	6/5/2025 11:09 AM
228	More restaurants	6/4/2025 10:45 PM
229	Safe for pedestrians, neighbors, non industrial	6/4/2025 9:36 PM
230	Fun	6/4/2025 6:45 PM
231	Safe	6/4/2025 1:16 PM
232	Home	6/4/2025 12:48 PM
233	Walkable community	6/4/2025 10:17 AM
234	Thriving	6/4/2025 10:02 AM
235	Annoying	6/4/2025 7:48 AM
236	No longer home	6/4/2025 5:07 AM
237	dump	6/3/2025 8:00 PM
238	Easy access for commuting	6/3/2025 6:27 PM
239	Combined use	6/3/2025 4:51 PM
240	Clean	6/3/2025 2:15 PM
241	Good businesses to shop/ eat.	6/3/2025 12:59 PM
242	Traffic controlled	6/3/2025 12:16 PM
243	attractive	6/3/2025 10:49 AM
244	Sidewalk	6/3/2025 9:52 AM
245	Alone	6/3/2025 9:20 AM
246	Fun	6/3/2025 9:16 AM
247	Clean	6/3/2025 9:13 AM
248	Bicycles	6/3/2025 9:10 AM
249	Quiet	6/3/2025 9:04 AM
250	Green	6/3/2025 9:01 AM

Hurst Boulevard Vision - Community Survey

251	Maintained sidewalks	6/3/2025 8:55 AM
252	more lights	6/3/2025 7:35 AM
253	Less lights	6/3/2025 7:17 AM
254	Efficient	6/3/2025 6:32 AM
255	Desired	6/3/2025 2:29 AM
256	Dated	6/3/2025 1:11 AM
257	Interesting	6/3/2025 1:10 AM
258	Pretty	6/2/2025 11:32 PM
259	Safe	6/2/2025 11:19 PM
260	Logical	6/2/2025 11:11 PM
261	Lively	6/2/2025 10:47 PM
262	Modern	6/2/2025 10:43 PM
263	Cleaner businesses	6/2/2025 10:38 PM
264	more	6/2/2025 10:37 PM
265	Efficient	6/2/2025 10:07 PM
266	Appropriate	6/2/2025 10:01 PM
267	Sidewalks	6/2/2025 9:59 PM
268	Sad	6/2/2025 9:54 PM
269	Same	6/2/2025 9:48 PM
270	Thoroughfares	6/2/2025 9:25 PM
271	Replace run down apartments/motel that bring in crime	6/2/2025 9:20 PM
272	Sidewalk all the way	6/2/2025 9:19 PM
273	Community	6/2/2025 9:13 PM
274	Better landscaping	6/2/2025 9:03 PM
275	Life	6/2/2025 8:58 PM
276	more businesses	6/2/2025 8:52 PM
277	Healthy grocery stores	6/2/2025 8:51 PM
278	Maintained	6/2/2025 8:51 PM
279	Landscape maintenance	6/2/2025 8:41 PM
280	Eclectic	6/2/2025 8:27 PM
281	Maintained	6/2/2025 8:22 PM
282	Attractive	6/2/2025 8:18 PM
283	stress free commute	6/2/2025 8:18 PM
284	Thoroughfare	6/2/2025 8:17 PM
285	More illuminating	6/2/2025 8:13 PM
286	Quiet	6/2/2025 8:09 PM
287	Easy access to businesses	6/2/2025 7:52 PM
288	Efficient	6/2/2025 7:40 PM

Hurst Boulevard Vision - Community Survey

289	Better drainage	6/2/2025 7:38 PM
290	Nice landscaping	6/2/2025 7:37 PM
291	Modern	6/2/2025 7:37 PM
292	Landscaping	6/2/2025 7:35 PM
293	Family friendly	6/2/2025 7:33 PM
294	Lighting	6/2/2025 7:25 PM
295	Neat	6/2/2025 7:22 PM
296	High end gas stations	6/2/2025 7:22 PM
297	Restaurants	6/2/2025 7:13 PM
298	Less empty buildings	6/2/2025 7:11 PM
299	Accessible	6/2/2025 7:09 PM
300	Greenery	6/2/2025 7:08 PM
301	Increased pedestrian sidewalks.	6/2/2025 7:08 PM
302	Vibrant	6/2/2025 7:04 PM
303	Safe	6/2/2025 7:02 PM
304	Involved	6/2/2025 6:56 PM
305	Clean up of businesses that are empty or poorly maintained	6/2/2025 6:51 PM
306	Good landscaping	6/2/2025 6:48 PM
307	Accessible	6/2/2025 6:39 PM
308	Direct	6/2/2025 6:23 PM
309	Higher class housing.Bell Cottage housing is an eye sort.	6/2/2025 6:18 PM
310	New	6/2/2025 6:07 PM
311	recreation	6/2/2025 6:03 PM
312	Easy access	6/2/2025 5:52 PM
313	Apartments sadly	6/2/2025 5:42 PM
314	Businesses	6/2/2025 5:40 PM
315	Maybe some high-tech stuff.	6/2/2025 5:38 PM
316	green space	6/2/2025 5:32 PM
317	Nicer buildings	6/2/2025 5:30 PM
318	Probably move	6/2/2025 5:25 PM
319	Hangouts	6/2/2025 5:22 PM
320	misused	6/2/2025 5:17 PM
321	Thriving	6/2/2025 5:13 PM
322	Destination	6/2/2025 5:12 PM
323	important	6/2/2025 5:06 PM
324	Safe	6/2/2025 4:59 PM
325	marketable	6/2/2025 4:57 PM
326	Homes	6/2/2025 4:57 PM

Hurst Boulevard Vision - Community Survey

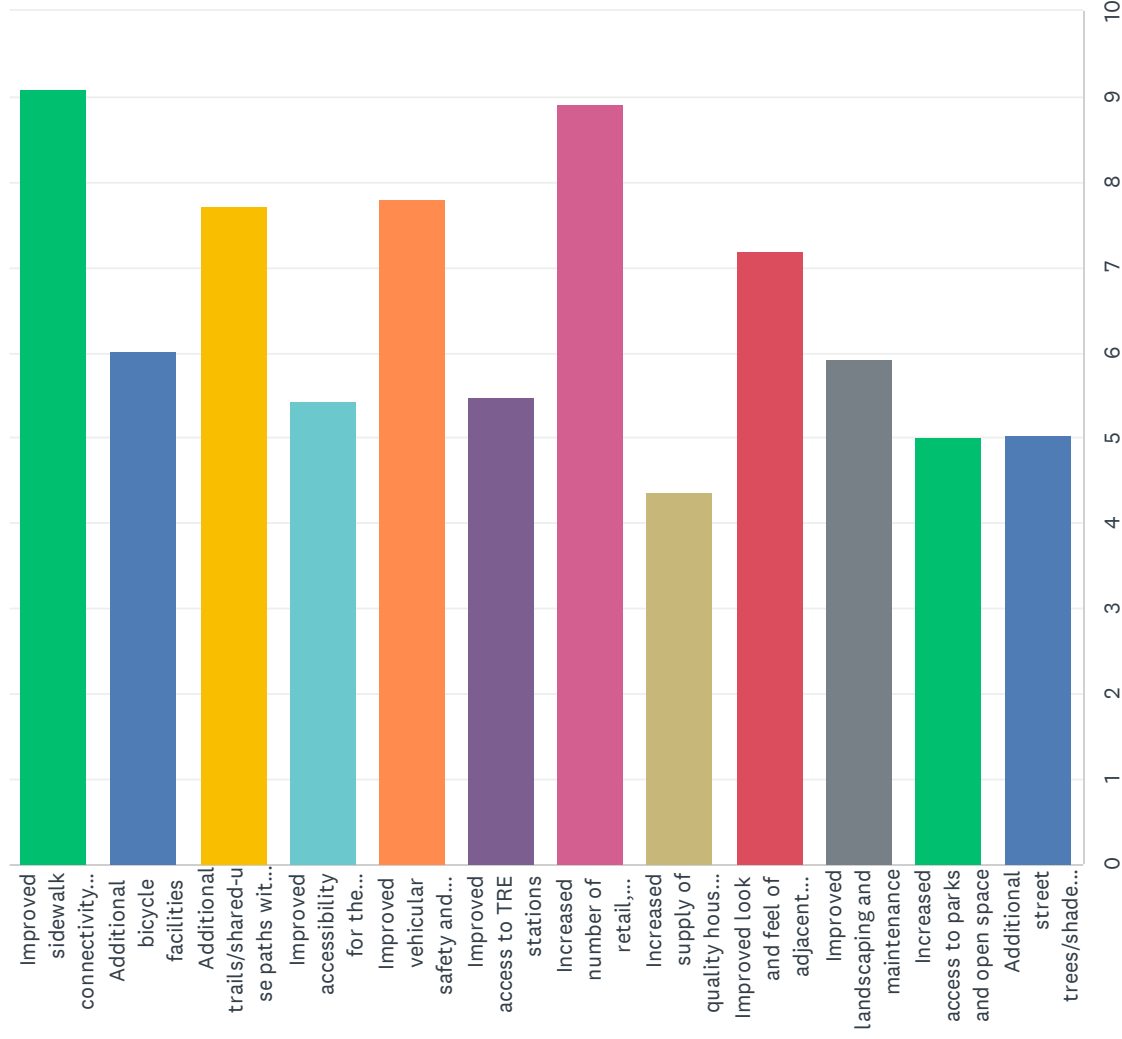
327	Neighborhoodly	6/2/2025 4:55 PM
328	Cute	6/2/2025 4:54 PM
329	Safe	6/2/2025 4:47 PM
330	Landscaping	6/2/2025 4:46 PM
331	travel	6/2/2025 4:42 PM
332	Go to spot	6/2/2025 4:42 PM
333	Safe	6/2/2025 4:41 PM
334	Grocery store	6/2/2025 4:40 PM
335	Unique	6/2/2025 4:37 PM
336	Convenient	6/2/2025 4:37 PM
337	Brighter	6/2/2025 4:33 PM
338	Better lighting	6/2/2025 4:33 PM
339	More small businesses	6/2/2025 4:30 PM
340	Clean	6/2/2025 4:25 PM
341	Destination	6/2/2025 4:20 PM
342	Restaurant	6/2/2025 4:17 PM
343	Aesthetic	6/2/2025 4:17 PM
344	Updated	6/2/2025 4:12 PM
345	historic	6/2/2025 12:03 PM
346	scary	6/2/2025 9:26 AM
347	Outdated	6/2/2025 6:47 AM
348	Growth	6/1/2025 10:14 PM
349	Farmer's Markets	5/31/2025 2:03 PM
350	Convenience	5/30/2025 1:49 PM
351	Friendly	5/30/2025 10:07 AM
352	Restaurants	5/29/2025 5:40 PM
353	Safe	5/29/2025 3:49 PM
354	All new modern fronts to all businesses	5/29/2025 11:26 AM
355	Beneficial	5/29/2025 11:05 AM
356	Places to eat	5/29/2025 9:46 AM
357	Traffic	5/29/2025 8:34 AM
358	Smart	5/28/2025 6:18 PM
359	Safe	5/28/2025 5:05 PM
360	Renovated	5/28/2025 4:21 PM
361	Beay	5/28/2025 3:29 PM
362	Better lighting	5/28/2025 3:01 PM
363	Comfortable	5/28/2025 1:34 PM
364	New activities for kids-Bowling Alley, etc.	5/28/2025 12:16 PM

Hurst Boulevard Vision - Community Survey

365	needing renovations	5/28/2025 12:01 PM
366	Bike Lanes	5/26/2025 9:03 AM
367	Noisy	5/25/2025 6:56 PM
368	More traffic	5/25/2025 4:40 PM
369	Better landscaping	5/25/2025 1:16 PM
370	Thriving	5/25/2025 7:21 AM
371	Visuals	5/24/2025 11:20 PM
372	parks	5/24/2025 8:43 PM
373	Safe	5/24/2025 1:36 PM
374	economic driver	5/23/2025 9:22 PM
375	Senior living housing	5/23/2025 8:11 PM
376	More restaurants, shopping, grocery store for residences	5/23/2025 6:59 PM
377	Grocery store	5/23/2025 6:40 PM
378	Safe	5/23/2025 6:16 PM
379	Clean	5/23/2025 5:39 PM
380	Accessible	5/23/2025 5:35 PM
381	Clean	5/23/2025 5:35 PM
382	Safe	5/23/2025 5:12 PM
383	Safe	5/23/2025 12:55 PM
384	Neighborhood	5/23/2025 12:39 PM
385	Pedestrian friendly	5/23/2025 12:34 PM
386	Improved	5/23/2025 11:34 AM
387	better control of traffic	5/23/2025 10:54 AM
388	Better lighting	5/23/2025 10:48 AM
389	Welcoming	5/23/2025 10:43 AM
390	Attractive	5/15/2025 3:25 PM
391	vibrant	5/12/2025 9:00 PM
392	Lighting	5/12/2025 7:04 PM
393	Beautification	5/12/2025 7:02 PM
394	Sustainable	5/12/2025 5:52 PM
395	Night-life	5/12/2025 5:45 PM
396	Inviting	5/12/2025 5:44 PM
397	Lively	5/12/2025 5:39 PM
398	Shopping	5/12/2025 5:37 PM
399	Green spaces	5/12/2025 5:25 PM
400	Ww	5/8/2025 7:14 AM

Q9 Please rank the following enhancements along the Hurst Boulevard/SH 10 corridor in order of importance to you, with 1 being most important and 12 being least important.

Answered: 549 Skipped: 236



Hurst Boulevard Vision - Community Survey

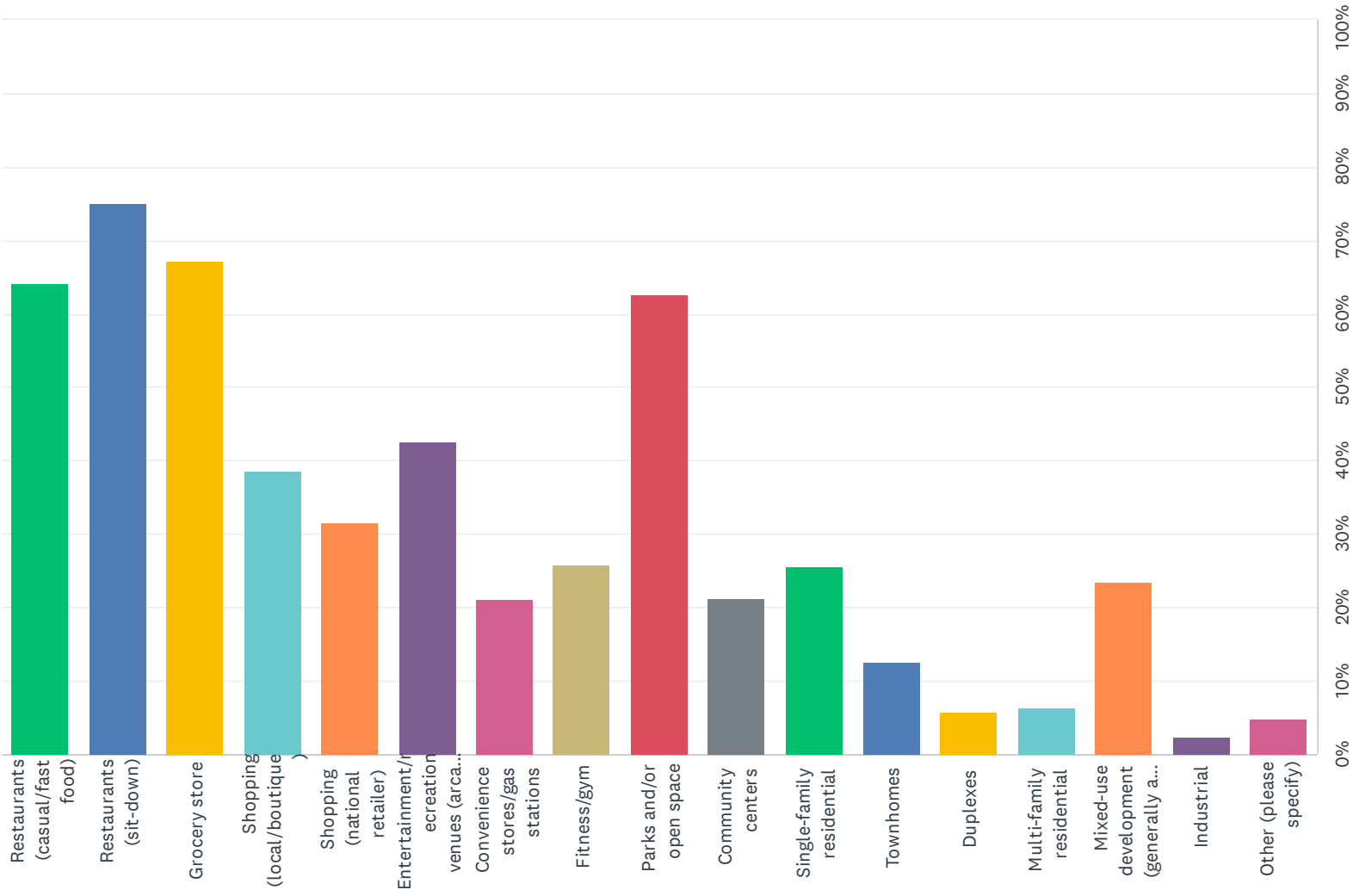
	1	2	3	4	5	6	7	8	9	10	11
Improved sidewalk connectivity and pedestrian safety	20.95% 115	16.03% 88	14.03% 77	11.11% 61	12.93% 71	9.65% 53	5.46% 30	4.01% 22	2.37% 13	1.82% 10	1.09% 6
Additional bicycle facilities	3.46% 19	10.75% 59	8.56% 47	5.46% 30	7.10% 39	9.47% 52	10.02% 55	6.38% 35	8.01% 44	10.75% 59	8.38% 46
Additional trails/shared-use paths with city and regional connections	6.38% 35	10.02% 55	15.66% 86	12.57% 69	10.20% 56	10.75% 59	11.11% 61	10.56% 58	6.38% 35	2.19% 12	3.10% 17
Improved accessibility for the mobility-impaired (e.g. wheelchair users)	1.09% 6	2.91% 16	4.19% 23	10.75% 59	10.20% 56	8.01% 44	9.47% 52	11.11% 61	12.93% 71	10.20% 56	8.93% 49
Improved vehicular safety and access	14.39% 79	10.38% 57	8.93% 49	11.29% 62	12.02% 66	9.11% 50	8.38% 46	8.20% 45	6.19% 34	5.83% 32	3.10% 17
→ Improved access to TRE stations	2.55% 14	3.46% 19	4.92% 27	6.38% 35	8.38% 46	13.48% 74	7.83% 43	10.38% 57	10.75% 59	12.93% 71	12.57% 69
Increased number of retail, restaurant, and entertainment options	35.52% 195	11.84% 65	8.93% 49	7.10% 39	6.19% 34	3.28% 18	9.84% 54	4.19% 23	1.82% 10	2.91% 16	4.55% 25
Increased supply of quality housing options	2.19% 12	2.91% 16	3.64% 20	4.37% 24	2.91% 16	5.65% 31	7.29% 40	15.66% 86	9.47% 52	10.75% 59	12.39% 68
Improved look and feel of adjacent buildings	4.92% 27	16.76% 92	11.48% 63	8.93% 49	7.83% 43	6.56% 36	6.38% 35	7.65% 42	15.30% 84	7.10% 39	4.92% 27
Improved landscaping and maintenance	4.01% 22	5.83% 32	7.65% 42	8.56% 47	8.01% 44	7.83% 43	8.93% 49	6.92% 38	9.47% 52	20.22% 111	8.38% 46
Increased access to parks and open space	2.37% 13	4.37% 24	4.37% 24	6.56% 36	6.74% 37	8.38% 46	7.47% 41	8.93% 49	9.11% 50	9.47% 52	23.13% 127
Additional street	2.19% 12	4.74% 26	7.65% 42	6.92% 38	7.47% 41	7.83% 43	7.83% 43	6.01% 33	8.20% 45	5.83% 32	9.47% 52

trees/shade
along the
corridor

Q10 What types of development would you like to see added to the Hurst Boulevard/SH 10 study area? Check all that apply.

Answered: 564 Skipped: 221

Hurst Boulevard Vision - Community Survey



Hurst Boulevard Vision - Community Survey

ANSWER CHOICES	RESPONSES
Restaurants (casual/fast food)	64.18% 362
Restaurants (sit-down)	75.00% 423
Grocery store	67.20% 379
Shopping (local/boutique)	38.65% 218
Shopping (national retailer)	31.56% 178
Entertainment/recreation venues (arcade, bowling, minigolf, sports amenities, etc.)	42.55% 240
Convenience stores/gas stations	21.10% 119
Fitness/gym	25.89% 146
Parks and/or open space	62.59% 353
Community centers	21.28% 120
Single-family residential	25.53% 144
Townhomes	12.59% 71
Duplexes	5.67% 32
Multi-family residential	6.38% 36
Mixed-use development (generally a blend of residential and commercial uses in a single building or development)	23.40% 132
Industrial	2.30% 13
Other (please specify)	4.96% 28
Total Respondents: 564	

145

#	OTHER (PLEASE SPECIFY)	DATE
1	No industrial. The industrial businesses and warehouses need to be minimized or moved. South Hurst is an eyesore. The quality of life is very different from North Hurst.	7/1/2025 5:51 AM
2	Highrise Residential	6/23/2025 3:08 PM
3	Childcare	6/23/2025 2:13 PM
4	Hotels	6/23/2025 1:55 PM
5	Coffee shops and places for after work happy hours	6/21/2025 6:38 PM
6	This need businesses, the landscape that is there now is a safety hazard. It blocks the view of most drivers. Makes it dangers to turn ..	6/20/2025 7:52 AM
7	Lawn and garden center	6/19/2025 8:06 AM
8	Whatever makes traffic better	6/18/2025 2:57 PM
9	High End Hotel	6/18/2025 8:38 AM
10	Prioritize traffic	6/17/2025 3:01 PM
11	Modern hotel	6/17/2025 2:47 PM
12	Bicycle access to green belt area	6/17/2025 12:53 PM
13	mountain bike trails	6/17/2025 12:13 PM
14	Nature preserve	6/4/2025 9:36 PM

Hurst Boulevard Vision - Community Survey

15	Update existing homes and businesses	6/3/2025 8:00 PM
16	Green spaces/ promoting art and nature together. Please do not congest this area more than it already is	6/2/2025 8:27 PM
17	Coffee	6/2/2025 7:11 PM
18	Coffee Shop	6/2/2025 6:51 PM
19	Let it be	6/2/2025 6:39 PM
20	No more apartments or low income apartments!!!!!!	6/2/2025 6:18 PM
21	Food truck park and other outdoor venues	6/2/2025 5:22 PM
22	Farmer's Markets	5/31/2025 2:03 PM
23	No more gas stations or apartments	5/28/2025 5:05 PM
24	Movie theater	5/24/2025 1:36 PM
25	Keep it simple and natural, no more development	5/23/2025 12:34 PM
26	Dog park	5/23/2025 11:34 AM
27	Avoid development causing additional traffic	5/23/2025 10:54 AM
28	Consistent, higher speed limits throughout SH10	5/23/2025 10:43 AM

Q11 Please share any other thoughts you have regarding the Hurst Boulevard/SH 10 corridor.

Answered: 185 Skipped: 600

#	RESPONSES	DATE
1	Traffic gets very backed up in the morning, school dismissal times, and evenings through certain sections. Adding additional retail and restaurant businesses would only add to this congestion. There are already businesses of these types that have tried and failed to succeed in this area. One key factor is the appearance of the surrounding area and businesses and accessibility that is also safe and timely. Please focus on improving safety and appearance, because that alone may draw more businesses and visitors to the area. I will also share that there are a lot of pedestrians crossing back and forth from Holder Dr to Sunny Acres across Hwy10 as well as quite a few accidents that happen in that area due to u-turns on Hwy 10 and cars turning both east and west from both Holder and Sunny Acres all at the same time. It is a really busy area and is so unsafe.	7/3/2025 10:44 PM
2	Would like to see an improvement on pedestrian safety, increase restaurants, and better landscape.	7/3/2025 9:08 AM
3	With the new TRE station at 820 and the progress on the Trinity Trails and the existing green spaces, huge opportunity for people to get off 820 and think "Wow", so this is Hurst - what a nice place to live. With NE Mall, Pipeline Rd, and surrounding retail right up the street, we don't need more heavy retail but an attractive thoroughfare with some restaurants and access to nice neighborhoods, parks, and green spaces with some reasonable, quiet industrial that already exists blended in	7/1/2025 5:07 PM
14 17	Hurst does not need any more multi family housing, townhomes, or duplexes. Consider revitalizing this area to make it better. I don't like going to this part of our city.	7/1/2025 3:59 PM
5	We do not need any industrial or low-end businesses. South Hurst along hwy 10 from Precinct Line east is an embarrassment. Housing north of 10 also needs cleaned up.	7/1/2025 5:51 AM
6	Traffic moves fairly well with a few slow downs at prescient line and bell flight rd. Not a great area for pedestrian travel.	7/1/2025 12:03 AM
7	Better signal functionality at dangerous intersections and safer ways to cross	6/30/2025 9:47 PM
8	No more houses	6/30/2025 7:54 PM
9	I've driven on Hurst Boulevard/SH-10 on my way back and forth for over 20 years and it hasn't changed much. Realize it may be challenging to attract restaurants and shopping but that would make for a more attractive area and would be good for business	6/30/2025 12:34 PM
10	Don't go over developing and ruining traffic movement . Traffic on precinct , pipeline , hurstview and browtrail has been getting busier and busier . Safety and sidewalks for people to actually get out and walk around town would be an improvement . Keep hurst a family friendly town!! Don't squeeze in anymore housing developments like by Walgreens , a restaurant or fast food should have gone in that space not more expensive overpriced too close together places that hinder sight and traffic congestion !!	6/28/2025 9:56 PM
11	PLEASE wait until Trinity Blvd is COMPLETELY finished, and access from the 820/121/183 corridor is completed PRIOR to starting ANOTHER construction project in this area. My drive went from 30 minutes to greater than 1 hour because all the construction in this area starting at 20/820/287	6/24/2025 6:08 PM
12	The main issues on this stretch of road have to do with traffic signals & 18-wheelers. It seems that with every storm, there are intersections where the traffic lights cease to work. Sometimes it takes weeks for the lights to be operational again. 18-wheelers stopping in the driving lanes is another issue. If they're right over a hill, drivers are in danger of colliding with them. It would be nice if there was a separate turn lane or a shoulder for them to be out of the main lanes of traffic.	6/24/2025 9:56 AM

Hurst Boulevard Vision - Community Survey

13	I like the area and I think we need improvement by adding more restaurants and shopping center.	6/24/2025 9:31 AM
14	This area is already established as a industrial/commercial avenue and would plan to establish objectives and goals to make life better for working people during daytime hours. This will bring tax revenue to the city, for outside the cities residence.	6/24/2025 7:55 AM
15	Better access in and out of Bell. The turn lane at Bellaire Dr gets backed up at 3:30pm daily. We end up running the light to ease traffic congestion	6/24/2025 6:55 AM
16	N/A	6/24/2025 6:26 AM
17	Please provide reasonable notice to citizens. Please set up a public website that combines all the plans, goals, costs & details each shareholder is considering - the city, the citizens, N TX Council of Govts, businesses, etc.	6/23/2025 8:29 PM
18	With it being 6 lanes it should have more places to eat than what it has now. It's more of a business area than a residential because of how wide the road is. You don't want to raise your kids next to a 6 lane major road way.	6/23/2025 6:10 PM
19	A connection between the Bell train and DFW airport. Lunch spots that are quick and popular. Better looking gas stations that feel safer.	6/23/2025 3:12 PM
20	There are no food options close enough to Bell - a large metroplex employer. If any food options, or a gym, were to be put in close to Bell, I'd imagine it would get a lot of traffic from Bell employees alone.	6/23/2025 1:56 PM
21	Lack of hotels. Our business guests have no hotels to stay nearby.	6/23/2025 1:55 PM
22	INCREASED SAFETY MEASURES- TURN LANES SO YOU DON'T FEEL LIKE SOMEONE WILL SLAM INTO YOUR REAR WHILE YOU'RE TURNING.	6/23/2025 11:59 AM
23	Right now traffic is very inefficient and needs a lot of work. Take away some access off the main road and make a faster corridor to increase speed and efficiency of travel. Get rid of the lights. There are to many lights!	6/23/2025 11:41 AM
24	please move the water sanitation plant. it smells like boiling sewage at least three days out of every week and it's disgusting. I would never buy a house near here even though I work in the corridor.	6/23/2025 10:16 AM
25	Better redlight timing, it shouldn't take me almost 30 minutes to get on 121 from Bell HQ because of redlights. It is all because of the left lane heading west to get to Fort Worth. And to get to Bell, over half of my drive (time-wise) is spent sitting at redlights just on this one corridor, and I am coming from the other side of Fort Worth. A lot of the businesses along this part look like they are not in the best of shape, so some TLC for the existing ones would be nice. Some additional places to visit, like a nice(er) restaurant or two, and a small grocery store to pick up food items for the week on the way home from work would also be nice. It would also be nice to have some kind of hangout type of spot so that after a long day of work, I can stop by for some refreshments with some coworkers before heading home.	6/23/2025 9:44 AM
26	Please update the lights so you can make a U turn in front of Bell without having to wait for the green arrow.	6/23/2025 8:39 AM
27	Highway 10 is run down. The street and landscaping are great but the businesses (A&A, Cobra club, mom spice), apartments (Lonestar, Dakota, ect), offices are trashy and abandoned. There is a house off of Blakey Ct that is abandoned during construction. Old office buildings that no respectable business would occupy. Trailer parks and run-down apartment complexes that make Hwy 10 undesirable for businesses and housing. Hurst is starting to be abandoned and trashy while newer cities are flourishing with new businesses and restaurants. This holds property values down and discourages new businesses. There is a lot of empty lots and land that could be used.	6/23/2025 8:22 AM
28	Please no more apartments, townhomes, or rental type housing	6/22/2025 11:53 AM
29	Educational Building	6/21/2025 8:39 PM
30	Glad to see improvements are being considered	6/21/2025 1:42 PM
31	I love living in Hurst! It would be great to see this spot in Hurst be a hub for affordable single-family homes, safe communities for children to grow up in, and overall an accessible space for	6/21/2025 12:35 AM

Hurst Boulevard Vision - Community Survey

	all.		
32	Hwy 10 is so busy I cannot fathom how anyone would want to walk, ride a bike or wheelchair alongside the road. I also shy away from apartments or townhomes (a fancy word for apts) but as long as these were minimal and not the main focus of City of Hurst's vision, it would be acceptable. The reason I say this is that the city of Arlington has a horrible traffic congestion problem as it has been for 40 years. It is unsafe to drive on most roads in Arlington. I remember Arlington from many years ago and this added traffic is due to a multitude of apt complexes north of I-30. Too many people living there and not enough roads to accommodate the added traffic. I refuse to go to Arlington or Dallas for the same reasons. My deceased husband and I used to call Arlington 'Apartment City'. It truly is terrible.	6/20/2025 8:31 PM	
33	I work at Bell. All I want are affordable restaurants to visit during my lunch break. I also want a quality gym that I can go straight to after work or maybe during my lunch break. I hate having to drive to Pipeline or farther to get anything.	6/20/2025 6:15 PM	
34	Please put a traffic light at 901 W Hurst Blvd Apartments. It is too dangerous trying to turn left (west). I have noticed police doing radar lately, but they are not there at the rush hours when it is a demolition derby. I think it is the traffic to and from Bell Helicopter probably.	6/20/2025 5:48 PM	
35	More restaurants are severely needed.	6/20/2025 2:18 PM	
36	Before this happens can we at less get Trinity finished. There is too much construction now. Business suffer cause it's not easy to get in to use there services. and with 20, 820, 287 under construction and people that wont put down there phones to drive i am already feeling like I am play a Mario cart race every day I come to work. So many road closers and they are not even putting them on the news. My drive to work used to take me 20 min. Now there are days it takes me 45 to hour .I leave home at 4:30 I get to work at 5:20 to 5:50 so please for the sake of all drivers get trinity done first.	6/20/2025 7:52 AM	
37	Right now, SH10 is very industrial. Large trucks often block lanes to pull into businesses creating safety concerns. Many businesses also have dirt lots, which then drags debris into SH10. There are also times where air quality is a concern due to industrial businesses (burning trash, truck exhaust, dust).	6/20/2025 7:16 AM	
38	n/a	6/19/2025 12:41 PM	
39	AI traffic lights	6/19/2025 12:08 PM	
40	I would love to walk around and access the businesses around but with no shade and hostile development to non-car/truck drivers makes it hard to want to spend time and money around the area. The concrete jungle feels very dead. Increased green and shade would help tremendously	6/19/2025 9:57 AM	
41	Need better traffic control at the 820 intersections	6/19/2025 7:18 AM	
42	Making the SH 10 corridor less industrial business and apartment heavy would make it feel more like a part of the community.	6/18/2025 8:29 PM	
43	There is nothing to do here.	6/18/2025 6:12 PM	
44	Issue with large 18 wheelers turning into businesses without or limited signaling. I've seen this done with little to no warning across several lanes of traffic including U-turns. I'm surprised more accidents have not occurred.	6/18/2025 4:50 PM	
45	Area needs quality, varied food choices. Things to attract people, currently has a run-down, commute through feel.	6/18/2025 4:06 PM	
46	Coffee shops!	6/18/2025 4:00 PM	
47	The traffic at the stoplights is insane, terribly timed	6/18/2025 3:24 PM	
48	The overall feel is a bit dated, as most of the businesses/buildings do look older or in need of renovation. The left turn signal from the 10 to Bell flight BLVD is also incredibly short, adding a bit of time to that would be nice. Would be nice to have hangout areas or eateries in walking distance of some of the businesses along the 10.	6/18/2025 3:12 PM	
49	the low water landscape medians look great !	6/18/2025 3:03 PM	
50	clean up the creeks	6/18/2025 2:42 PM	

Hurst Boulevard Vision - Community Survey

51	Excellent road, not overly crowded. Would like some access to the trinity trail to the Bell Facility/TRE station without having to ride the bike on the actual highway. Either through Trinity Blvd, or Hwy 10.	6/18/2025 1:06 PM
52	The changes made to westbound SH 10 at 1820 have resulted in substantial congestion and back-ups during rush hour. The left turn required to access 1820 and SH121 SB results in major back-ups that can also impair the ability to go straight (westward) or right (northbound) at 1820. The landscaping is nice but the local businesses are either industrial, aging, or niche.	6/18/2025 12:43 PM
53	Intersection Cardinal Rd and W Hurst Blvd light does not last as the light on the Intersection of service road Loop 820 and W Hurst Blvd to let more cars go through during the afternoon rush from 3:25pm to 6pm	6/18/2025 11:14 AM
54	This is an area of industrial work. Don't change that, but make it more comfortable and convenient place to come work and visit	6/18/2025 10:34 AM
55	Improve older areas - don't know how and don't mean to kick folks out...just need some refreshment of older establishments & housing.	6/18/2025 10:30 AM
56	traction is terrible when its wet	6/18/2025 10:28 AM
57	Starbucks!! Also, traffic is sooooo congested during rush hour. It takes 30 minutes just to get across the bridge on the 820 South highway coming from Bell. All the lights arent long enough.	6/18/2025 10:20 AM
58	na	6/18/2025 9:30 AM
59	The fact that there was a traffic light out for almost 2 months on a roadway that has that high a flow of traffic is criminal. 18 wheeler trucks stopped on the roadway in the morning impeding traffic is also not conducive to safe driving. Better marking on the turn only lane for the entrance to 820 as a turn lane only so that I don't have to wait for 4-5 morons a light cycle to be allowed to move out of the turn lane.	6/18/2025 9:06 AM
60	My biggest concern and gripe about SH10 is the lights go out and take weeks to fix and more importantly, just past precinct line the "Bad Azz" place has their semi trucks lined up and parked in the darn "highway" because they can't get into their facility. The disruption and safety issues caused by this during peak times of day is very concerning. Hwy 10 is pretty busy at 7 to 9 am and losing an entire lane at a busy section creates people cutting over at the last moment to insert themselves dangerously into the flow of traffic to avoid having to stop behind a parked semi. This has been a problem for a long time.	6/18/2025 9:04 AM
61	Traffic lights and keeping semi trucks from parking in the street to enter businesses would improve this entire strip of travel.	6/18/2025 8:58 AM
62	Hurst should be proud to be home of Bell Textron Inc. We are producing the V-280 FLRAA aka MV-75 which will replace the Blackhawk and Apache military helicopters. This is the largest aviation program in the history of the US Army, not to mention how important the V-22 and commercial programs are to the global rotor wing industry. I've been at Bell for 20 years. I've lived in HEB for almost 30 years. Most residents of HEB think of Bell as just the high school. That's a shame.	6/18/2025 8:48 AM
63	Lots of empty land that could be developed.	6/18/2025 8:38 AM
64	Two main issues with SH 10. First is the rise and fall of the road causes flooding easily when it rains. Then since most of the landscaping seems to be just dirt, that dirt gets spread across the road making conditions unsafe even after the water has gone. Second is the run down nature of buildings/businesses along the road. Most seem abandoned and falling apart. A passerby would be hard pressed to determine if these businesses are even in operation. At night, lighting is also oddly dim for the quantity of lights that appear to be in place. I would like to see the road graded to prevent flooding, old buildings torn down and replaced with newer, better ones. These newer facilities would, ideally, attract higher quality local businesses, especially from the food services sector. Major businesses such as Bell are located at this corridor and having more food choices and other local business options for other needs would be a welcome improvement.	6/18/2025 8:24 AM
65	be nice if something happen with the traffic around 3pm. all these work areas get off around same time and traffic is bad. been like this for 40 years	6/18/2025 8:07 AM
66	maintenance is pretty good compared to other local areas	6/18/2025 6:17 AM

Hurst Boulevard Vision - Community Survey

67	It's tired. It looks like Richland Hills.	6/17/2025 6:50 PM
68	The light before the 820 overpass (going west) is note timed well during rush hour. Street in front of the quiktrip gets very backed up and sometimes have to wait multiple light cycles. Light needs to be green longer during peak times to alleviate traffic flow. Lights on SH10 in general are not timed well with each other which creates stop and go more then a continuous flow would.	6/17/2025 5:34 PM
69	I see quite a bit of wheel chairs up and down 10 and the path doesnt seem easy. This needs to be an improvement. Then Grocery store and a gym would be a wonderful future vision	6/17/2025 5:31 PM
70	It is a very active corridor for the mid-cities but lacks basic options for dining, shopping, and entertainment	6/17/2025 5:27 PM
71	Stop Adding apartments/houses. Reduction in anything that will drive commuter traffic during commuting time.	6/17/2025 4:54 PM
72	Incredible potential for community engagement. Traffic flows pretty good at most times, but backs up at a couple of intersections during rush hour. So the main roads themselves are pretty good, but some intersections might need work to improve emptying traffic more efficiently. With all the traffic that flows through the area on a daily basis, there is a lot of potential for more business being utilized by those travelers, especially those thousands of people who come to Bell. I often have some errand to run after work and would like to take care of those things nearby, but usually end up driving most of the way home to buy those items because this corridor is currently like a black hole when it comes to restaurants, grocery stores, or other shopping.	6/17/2025 4:51 PM
73	Create narrower roads to encourage cars to go the speed limit (40mph). Examples include: sidewalks, median with grass, plants, flowers, trees, protected bike lanes. Wide roads encourage speeding. This is dangerous and disruptive to the surrounding neighborhoods.	6/17/2025 4:44 PM
74	The traffic situation coming from Bell heading to 121 South is awful. Traffic is always backed through multiple traffic lights. There are constantly people darting over to get onto the 121 on ramp form 10. People drive way too fast on this road too.	6/17/2025 4:38 PM
151	Relatively good and safe travel corridor	6/17/2025 4:25 PM
76	There should be a pedestrian bridges to keep traffic flowing	6/17/2025 3:48 PM
77	The traffic lights definitely need adjusting, especially entering the freeway.	6/17/2025 3:23 PM
78	Think this is a great idea and opportunity to the area.	6/17/2025 3:16 PM
79	We are in a Food desert and need some better options.	6/17/2025 3:06 PM
80	Hurst has plenty of retail and housing but few traffic arteries. Highway 10 should be focused on moving the high traffic it has in peak periods and has failed at this in recent years.	6/17/2025 3:01 PM
81	Working at Bell, it would be nice to have more food choices close by. Bell looks pretty modern compared to some of the surrounding businesses.	6/17/2025 2:47 PM
82	Denser cities with less sprawl means we preserve the countryside and nature around us while making city life more convenient.	6/17/2025 1:55 PM
83	A single walkable mixed use development with some restaurants that can provide lunch to the many businesses in the area would go a long way to starting to build up the area. More/larger restaurants, shopping, entertainment options, and housing would likely have to follow. It is hard to attract those when there is almost nothing attractive in the corridor today.	6/17/2025 1:26 PM
84	I don't feel safe if I need to stop for gas. There is only two options for gas and both are sketchy with homeless people sitting outside. Additionally, there are no dining options to go out for lunch at work.	6/17/2025 1:02 PM
85	Its gotten better with the 820 and 121 improvements but quick access to healthy food is Not Good especially with Bells short lunch hours. I commute from the West side of Fort Worth and honestly I just want to get back over to the West Side vibe with all the food and bike trails etc. A lot of the young folks don't care for the area or commute. Thanks!!	6/17/2025 12:53 PM
86	Dont worry about improving landscape if it cannot be properly maintained.	6/17/2025 12:28 PM
87	Why id the city of Hurst put 3 extra stop signs on Redbud?	6/17/2025 12:13 PM

Hurst Boulevard Vision - Community Survey

88	The parking lot across the street from Bell has been vacant for ages, and is prime to support businesses that rely on catering to employees. It would be an excellent feature to have raised walkways for better pedestrian access going across the highway.	6/17/2025 11:51 AM
89	No more new buildings or houses. We have too many empty ones all over the city. We need more green space.	6/11/2025 5:23 PM
90	no additional stop lights	6/10/2025 7:20 PM
91	A grocery store would be a much needed addition to the area. The closest grocery store to River Trails is Target	6/9/2025 7:48 PM
92	Please insure that no residents will lose their homes.	6/9/2025 12:25 PM
93	Better access to TRE stations and Hurst have on-demand service city wide from Trinity Metro to access other key shopping and restaurants too	6/9/2025 10:21 AM
94	It not only the corridor but close to it but I would to include Trinity Lakes Station for access to station on the North side of the station so people and cyclists dont have to go around Handly Enderville then Trinity Blvd for the entrance of the station.	6/8/2025 10:02 PM
95	there are plenty of businesses already along SH 10, but most people use that road as their means to go "somewhere else"	6/8/2025 4:33 PM
96	The street signs along this stretch are hard to read day and night. Also, I have seen multiple wrecks caused by the sun low in the sky at dawn/dusk, making the lights impossible to see.	6/8/2025 9:25 AM
97	Thank you for making Hurst better.	6/7/2025 10:12 AM
98	There are many old/blighted buildings between Bell and 820 plus abandoned, open spaces that look terrible. Hwy 10 is used heavily for people to cut across and avoid 183/820 to reconnect to 183E which causes too much side traffic in this area.	6/7/2025 9:17 AM
99	We will never have a chance of improving Hwy.10 As long as AZZ is allowed to send clouds of smoke into the air. And loud banging seven days a week 24 hours a day. Do you really think any type of business would want to be around that. Not to mention housing areas north and south.	6/7/2025 6:14 AM
100	Please leave natural landscape. So many animals live near the trinity river in this corridor they need a place to go. A preserve type park, natural landscape. Please make it natural beneficial instead of sterile and boring.	6/6/2025 11:23 PM
101	The corridor looks horrible. Vegetation along the corridor is overgrown and poorly maintained which promotes crimes and homelessness. Old buildings that are unoccupied and run down need to be reclaimed or torn down. Parking lots that are no longer used need to be torn out and grass of plants need to go into the area. This would be a MAJOR improvement for the corridor.	6/6/2025 9:56 PM
102	Needs improvement	6/6/2025 11:27 AM
103	No section 8 housing or apartments. We have plenty!	6/6/2025 7:44 AM
104	This is an exercise in futility and an actual waste of RTC funding. It is what it is, and no wishing, wand waving, and dreaming will change that. Put some lipstick on it, and it's still Hwy 10 in Hurst with extremely limited options. This effort should be spent on the Mall area, Pipeline, Bedford Road and even Harwood and Grapevine Highway. Just think, placing pedestrians and the mobility challenged along that corridor to nowhere for them, is signing their death sentence, as if anyone would want to walk, bicycle or scoot along that highway anyway.	6/5/2025 1:42 PM
105	I live on Hurstview and 10. The last house. The corner lot is a vacant property and although I love the privacy, I would live to see that corner thrive. All along the corridor needs to be thriving and would live to see some changes	6/5/2025 12:14 PM
106	Please conserve nature and wild spaces- shopping centers are a dime a dozen and most sit empty. Theres a chance to really connect w north Arlington trail and park systems and tre. I'd like to stay here in HEB to eat local fresh restaurants, shop healthy grocery stores and enjoy outside activities without having to travel elsewhere.	6/4/2025 9:36 PM
107	Our neighborhoods are quiet and safe. If we bring in more people/homes in, that could be jeopardized. It's like we are a small pocket of the metroplex that only needs some minor visual improvements with some possible small local businesses to enhance our surroundings.	6/4/2025 12:48 PM

Hurst Boulevard Vision - Community Survey

108	Fix Redbud s curve at Arthur Dr	6/4/2025 5:07 AM
109	I would be happy to discuss landscaping options, I maintain a native landscape at my property and will be willing to consult or donate seeds to help with costs Please reach me with any questions, Andrew M. 817-307-6216	6/3/2025 2:21 PM
110	Highway 10 is so peaceful. I can only envision things going down hill like everywhere else. 120 Hulén, Bryant Irving, 130, on and on and on. I know \$\$\$ is the reasons these type of intersections become unbearable!	6/3/2025 12:16 PM
111	Please don't take 20 years to repave	6/3/2025 9:52 AM
112	Pipeline, Brown Trail, Hurstview, etc have been tore up and is still not completed. Fix those before you tear up a perfectly good road that will impact so many people. I'm against it being altered with. Clean up the landscaping, add some trees, clean up the trash and a few of the businesses and it'll be good. Worry about the parts I'd the city you haven't even begun to finish yet.	6/3/2025 9:20 AM
113	Please please invest in south hurst. The residents here feel neglected and can see the money being used in north hurst.	6/3/2025 9:10 AM
114	Stop building more buildings that are going to stay empty and fix what's already in hurst. You're destroying all the natural environments and making the city ugly.	6/3/2025 9:04 AM
115	Could more sidewalks. Notice a lot of people having to walk in the street because of the lack of sidewalk.	6/3/2025 7:35 AM
116	While we wait for all this improvement to happen, get rid of the gravel use as landscaping near the highway 10 820 area. It constantly washes into the street and makes driving unsafe because of the gravel in the road.	6/3/2025 6:32 AM
117	As a transplant HEB person 16 years ago, I came to HEB as a teacher wanting to teach at quality schools. That is now deteriorating due to transient populations. This area isn't desirable to families. It looks old and run down. It is no where near the hey day of bell helicopter and the driving and desirable area that it use to be. Please build a sense of community. Look at the hurst local Walmart. That area was desolate before the transformation. All of south hurst needs a revitalization.	6/3/2025 2:29 AM
118	It's too busy of a road to make anything other than a congestion nightmare. Incentivize businesses to clean up their properties and add parks. A safe winding trail for bikers and pedestrians with plenty of shade would encourage for traffic - but only in cool weather months. Who's biking several miles in the heat in the sun to go anywhere? Unless you're going to rezone large portions from industrial to light commercial there's no chance of improving it's aesthetics. Know what this road is, access to get through town, improve the light timing and provide better landscaping. This desert theme just looks haphazardly put together. Plus, the minute the weather turns warm it's full of weeds and adds to the look of being run down and forgotten.	6/3/2025 1:11 AM
119	Whatever development happens, PLEASE FOR THE LOVE OF ALL THAT IS HOLY do traffic studies and make road improvements along with them. Also drainage studies.	6/3/2025 1:10 AM
120	Too many apartments in Hurst. I "d like to see more retail and parks.	6/3/2025 12:35 AM
121	The crushed granite "upgrades" are currently damaging vehicle exteriors and should have just left them as grass instead. It actually chips the windshield glass. TXDOT informed me that it's up to the cities to sweep them and I see plenty of piles of untouched granite on the curbs.	6/2/2025 11:11 PM
122	More dining options, grocery store, walking / bike trails would be amazing. There is so much commuter traffic and industrial business here. As someone who lives right off of hwy10 and uses it often, it would be cool if it had even more to offer my family and the residents of south hurst neighborhoods!	6/2/2025 11:05 PM
123	Glad to see sh10 is getting some attention. After hw183, sh10 was left for dead. Lot of potential there. For heavens sake no more chicken joints or coffee places. We have enough. We need more sit down restaurants.	6/2/2025 10:07 PM
124	Please take into account hills and other landforms when landscaping. When attempting left turn from Anderson, it is almost impossible to see cars coming from the west unless you are	6/2/2025 10:01 PM

Hurst Boulevard Vision - Community Survey

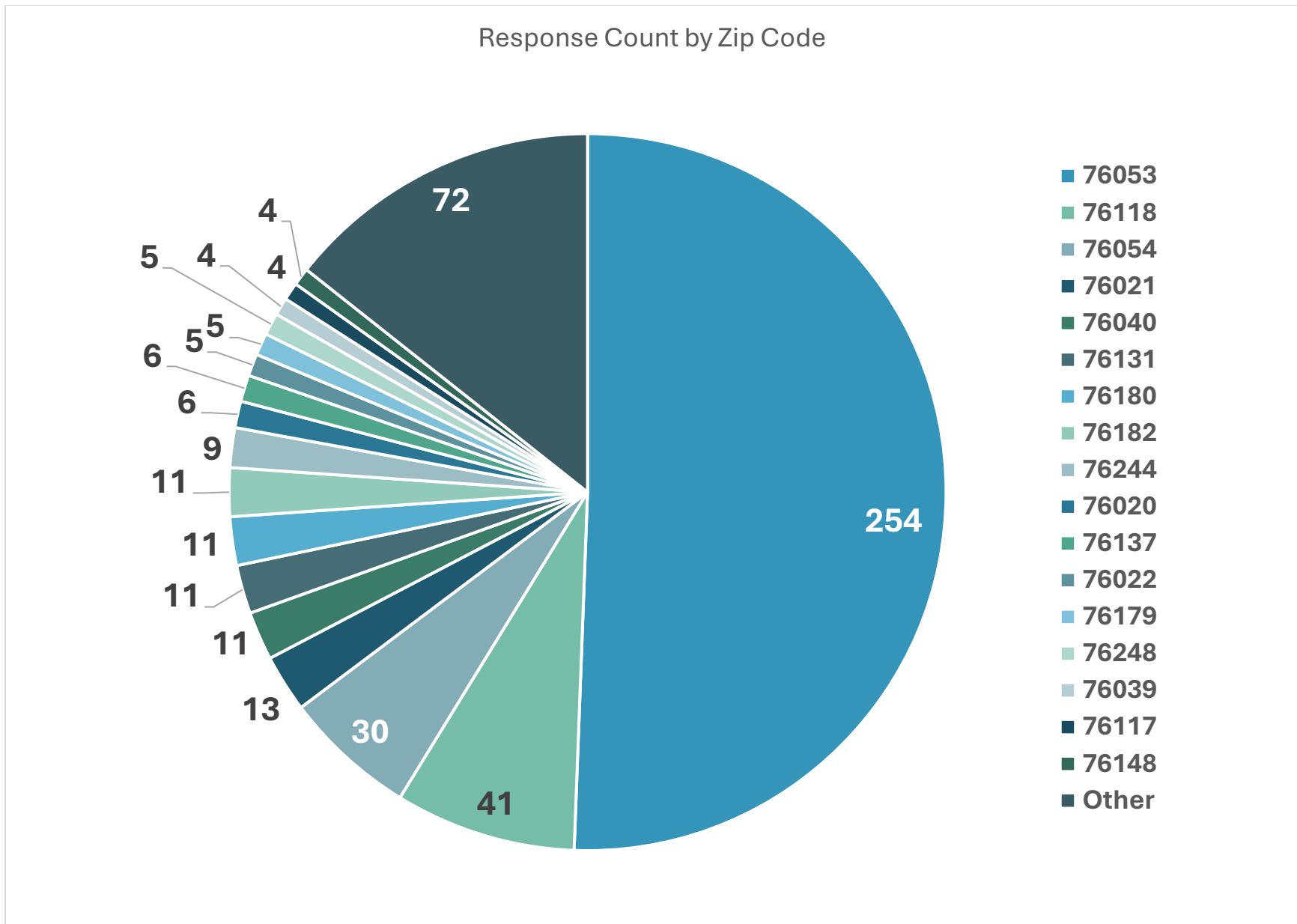
125	already in the median. The bushes/landscaping blocks the view for cars turning. Yes, it looks nice, but it is not functional.	6/2/2025 9:54 PM
126	Whatever you do to it, please consider the residents that use this daily and complete the work as quickly as possible. Don't drag it out like every other construction job in this metroplex. I've own my home for 20 years. My great Aunt and Uncle built this home in 1952. Take a lot of pride in being the second (family) owner of our cute bungalow. Our neighbors are amazing. Would hate to see our area taken over by a big freeway. On the corner of Norwood & Donald just past Brown Trail.	6/2/2025 9:48 PM
127	Any improvements would be appreciated because it's been made clear it is the affordable side of the metroplex	6/2/2025 9:20 PM
128	Please don't block the view in the median with bushes and trees. It can be hard to see when you are crossing and turning left onto the road	6/2/2025 9:19 PM
129	more businesses	6/2/2025 8:52 PM
130	Traffic is heavy enough. I do not wish to see more buildings and stores. There are plenty near the mall. It's a nice part to live in for a reason. Everywhere is clogged up with plenty of shops. We aren't suffering due to lack of places to shop in S. Hurst. High density apartments will bring crime to an area that is relatively peaceful. We lived here to feel a peaceful area while being in the middle of everything. That is what makes Hurst special to us.	6/2/2025 8:27 PM
131	Make it nice - not the ghetto side of Hurst. Make Business proud to be here. Invest like you did with the elementary. Get rid of rub down buildings & apartments.	6/2/2025 8:18 PM
132	I don't want tatoo parlors, liquor stores, CBD products, bars etc as it brings a different vibe to the neighborhood, and more crime to the area	6/2/2025 8:18 PM
133	Don't build apartments	6/2/2025 8:09 PM
134	Pleas don't put any more housing OF ANY KIND ALONG HWY 10! Clean up the crappy businesses along the corridor & let's continue to enjoy a small town feel & beauty we can be proud of.	6/2/2025 7:36 PM
135	Update all the old buildings to a more modern look.	6/2/2025 7:35 PM
136	This area almost doesn't feel like Hurst because of how different it is from the rest of Hurst. There is a lot of potential here especially with the surrounding business and new highway upgrades.	6/2/2025 7:33 PM
137	No more apartments or industrial buildings PLEASE. Build family homes or build entertainment & food.	6/2/2025 7:11 PM
138	theres a lot of vacant business space around Hurst - let's revitalize that as well	6/2/2025 7:03 PM
139	Please do not start any changes until 820 and Trinity Blvd are completed. The increase in traffic is already at a high level and this is the main access to our everyday life.	6/2/2025 7:02 PM
140	The medians are horrible. They looked good when first landscaped but have looked bad since shortly after. Many of the businesses look poorly maintained or abandoned. There are poor food options. No shopping, no coffee. The trees and grass are all poorly maintained on the side as well.	6/2/2025 6:51 PM
141	Right now it is the only part of my daily commuter that is not under construction. I rely on the quickness it gives me on my daily commute from my house to 820.	6/2/2025 6:23 PM
142	If you don't get rid of the low income apartments and homeless, nothing will work. No one will go there, but them, loitering. Not safe.	6/2/2025 6:18 PM
143	Thank you for considering this.	6/2/2025 6:03 PM
144	No apartments!!!!!!!	6/2/2025 5:42 PM
145	We need our government business back. DPS!	6/2/2025 5:38 PM
146	no more business development. leave us the green space we have left. there are so many vacant buildings in hurst already - USE THOSE!	6/2/2025 5:32 PM
147	Please just keep it green. No more building. It's nice still seeing green.	6/2/2025 5:25 PM

Hurst Boulevard Vision - Community Survey

148	The roadway already has a desirable width with median cuts at the major intersections. Sidewalks and biking paths will help with pedestrian flow. Given the proximity to TRE, the planned Trinity Lakes commercial development, downtown Ft Worth, and all Mid Cities areas, Hwy 10 Corridor is prime for redevelopment.	6/2/2025 5:22 PM
149	it was developed years ago, as an industrial area...not sure you can alter that. many conveniences that were on Pipeline/Brown Trail, have since moved out.	6/2/2025 5:17 PM
150	Please create some green space with trails and PLease Put up new legible street signs (ie Hurstview)	6/2/2025 5:09 PM
151	It's a huge opportunity for more amazing growth in south Hurst	6/2/2025 4:59 PM
152	There is nothing along the route. We need more grocery options, food options and safe places to create a community. This area is lacking and it could greatly improve	6/2/2025 4:54 PM
153	We have lived in Hurst off HWY 10 for 37 years. There was a little improvement on the median a few years ago, which was nice. I think we still need some more landscaping. We definitely do not need anymore gas stations or strip business areas that stay vacant. The old buildings need to be removed or renewed.	6/2/2025 4:46 PM
154	please no more apartments or townhomes or strip centers. no more road construction! hwy 10 is great for travel as it is now, but the existing buildings/businesses/old apartments could use redevelopment	6/2/2025 4:42 PM
155	Would love for this to improve land and property value	6/2/2025 4:41 PM
156	I think it would be amazing if the whole HEB area embraced the mid-century style of the buildings that are present and encouraged owners to keep the architecture and the uniqueness of the buildings, and keep chains and national retailers away. It's a unique opportunity to embrace the current tenants, help them feel confident about their aging buildings and not change just for the sake of change. No painted brick. Keep it unique and funky. Embrace the flavor that it is, and keep the tree canopy at utmost importance as it is in nearby areas. Don't build a bunch of buildings. Keeping spacious and undeveloped and relaxed and calm. Extend the nature capacity of the area with the nearby greenbelt. Encourage walking and family. Discourage driving and destinations. It's already a throughway, it's going to have traffic once 820 is all done, just don't overdevelop it. Y'all had a missed opportunity with the medians- Don't add to the concrete world that the rest of guest is. Don't let that happen. Keep it green. Encourage a different lifestyle and make it a destination of an ideal place to live near. A country in the city. City access but with a country/ family focused rural type atmosphere and connection.	6/2/2025 4:37 PM
157	This is exciting!	6/2/2025 4:37 PM
158	More new businesses will bring more people to Hurst. All we really have is the mall. We need things to attract people to live and or work in Hurst	6/2/2025 4:33 PM
159	This is a highway, there are tons of cars speeding through here, it is going to take some consideration of traffic to get cars to slow down and stop at any new place	6/2/2025 4:20 PM
160	Our city needs more green spaces and parks with real bathrooms, not portable toilets please.	5/31/2025 2:03 PM
161	All the new landscaped medians have made a terrific difference! Should be a unified effort to get the businesses to enhance their curb appeal	5/29/2025 11:26 AM
162	Make it profitable like it used to be years ago	5/29/2025 11:05 AM
163	We need a coffee shop on high way ten.	5/29/2025 8:34 AM
164	The traffic is currently very good considering it is an alternative to 183. Adding too much will only increase the traffic causing more congestion and accidents. With the current neverending state of construction along 183, the Hwy 10 corridor needs to be a safe, efficient alternative for those who live in the area.	5/28/2025 6:18 PM
165	Improvements are a necessity.	5/28/2025 5:05 PM
166	I have lived in the area and used Hwy 10 since the 1960s, not much has changed. A few apartments but not much else. The one thing I don't want to happen is road construction or anything that would clog up the roadway.	5/28/2025 1:34 PM

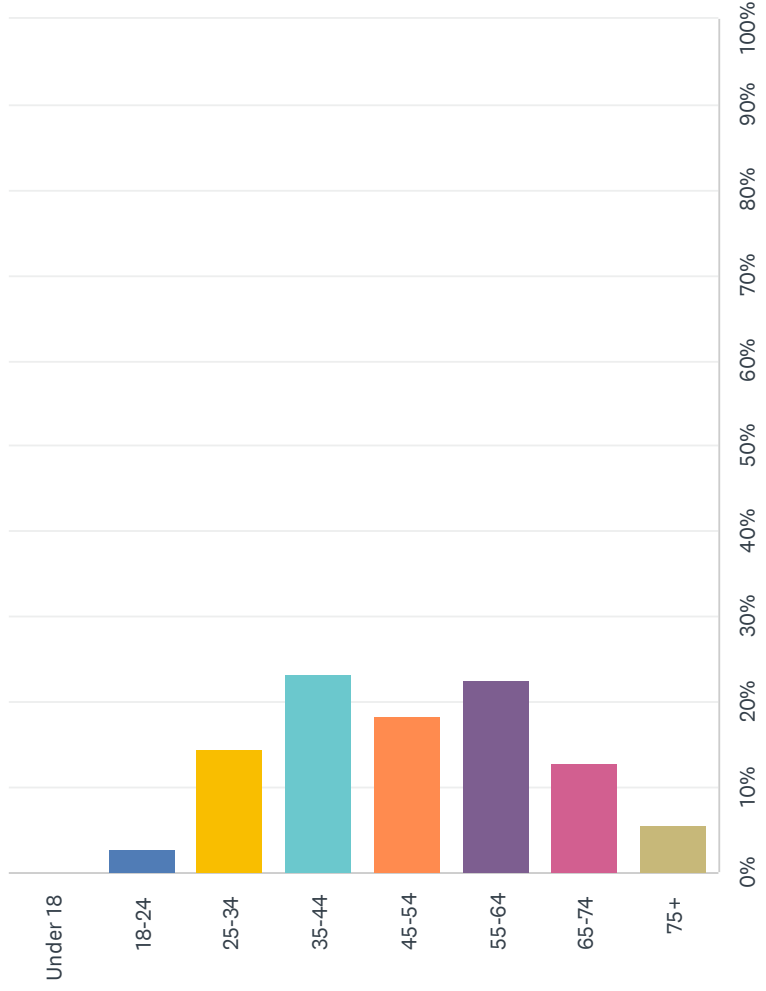
Hurst Boulevard Vision - Community Survey

167	No apartments are hotels	5/28/2025 1:25 PM
168	No more apartments or quick stop beer/cigarette stores	5/25/2025 7:21 AM
169	All businesses need to be presentable. Regarding question No. 8, I don't see a way to rate from 1-10??	5/24/2025 11:20 PM
170	lights need to be time better for traffic flow. Greenspace/parks need to be added. landscaping needs to continue. Sidewalks put in	5/24/2025 8:43 PM
171	Traffic is heavy in mornings and afternoons. Speed limits are often not observed. Hurst has plenty of choices for shopping already.	5/24/2025 8:39 AM
172	Great to see planning activities like this...great job	5/23/2025 6:59 PM
173	Hurst Boulevard is only a way to get to and from somewhere. It gives no reason to stop unless you need gas or a Big Q. :(5/23/2025 6:16 PM
174	Make south Hurst a positive place for all to live	5/23/2025 12:55 PM
175	Bikelane or sidewalk	5/23/2025 12:39 PM
176	Please no more multi-family dwellings; Nothing that causes more traffic	5/23/2025 10:54 AM
177	Bike trail connection to River Legacy	5/23/2025 10:48 AM
178	Clean-up existing residential/commercial buildings. No more residential or mixed-use.	5/23/2025 10:43 AM
179	please make note of the river trails subdivision, just south Of Highway 10 A new build of about 2000 homes will be coming in the next 2 to 3 years Almost all residents from River trails travel northward across the corridor That go further north or east towards you list to spend their hard earned money If the corridor could be made a destination location, then they would not travel as far and spend money in HURST We desperately need a quality grocery store No apartments or duplexes or condos Only single family homes if necessary.	5/12/2025 9:00 PM
180	ACCESS TO THE TRE STATION NEAR 820. SIDEWALKS ON 10 WOULD BE HELPFUL - AS LONG AS THEY ARE A DISTANCE FROM THE ROAD	5/12/2025 7:03 PM
181	I really think if we could get a dedicated bus that has stops along SH10 going between the two TRE stations, that would be a huge benefit	5/12/2025 5:52 PM
182	I'm glad this area is under consideration for improvement.	5/12/2025 5:45 PM
183	Please no more apartments. Please eliminate homeless population. Please keep and add trees.	5/12/2025 5:44 PM
184	Needs to be brought back to life.	5/12/2025 5:39 PM
185	Rr	5/8/2025 7:14 AM



Q13 What is your age?

Answered: 544 Skipped: 241

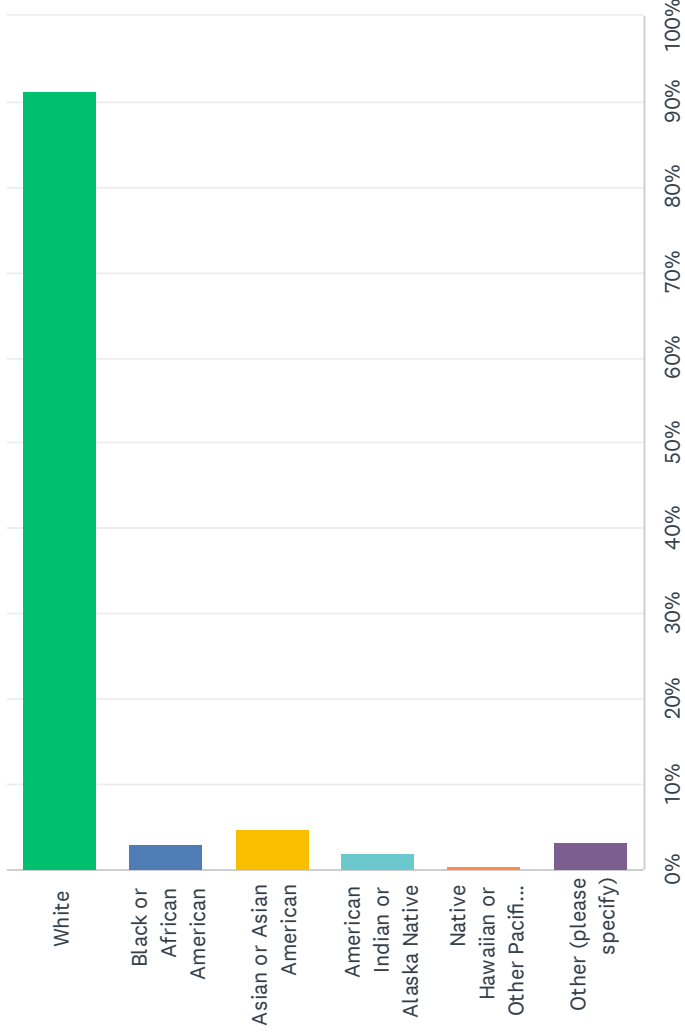


158

ANSWER CHOICES	RESPONSES
Under 18	0
18-24	15
25-34	79
35-44	127
45-54	100
55-64	123
65-74	70
75+	30
TOTAL	544

Q14 Which of the following best describes your race? Check all that apply.

Answered: 520 Skipped: 265



159

ANSWER CHOICES	RESPONSES
White	91.35% 475
Black or African American	2.88% 15
Asian or Asian American	4.62% 24
American Indian or Alaska Native	1.92% 10
Native Hawaiian or Other Pacific Islander	0.38% 2
Other (please specify)	3.27% 17
Total Respondents: 520	

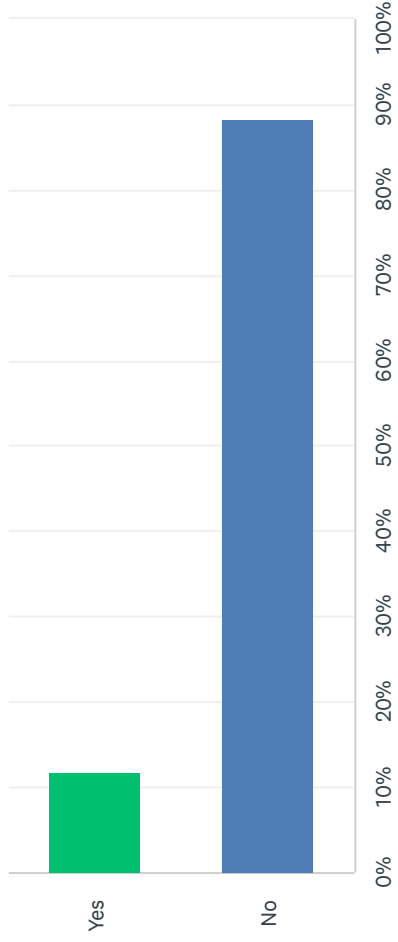
#	OTHER (PLEASE SPECIFY)	DATE
1	Heinz 57	6/24/2025 6:09 PM
2	see below	6/23/2025 10:33 AM
3	something	6/21/2025 11:52 AM
4	Hispanic	6/18/2025 1:06 PM
5	South East Asian Indian	6/18/2025 8:39 AM
6	Hispanic, i see why we get pulled over in this city.	6/17/2025 3:12 PM
7	Child of God	6/17/2025 1:56 PM
8	grumpy old white guy :)	6/17/2025 12:53 PM

Hurst Boulevard Vision - Community Survey

9	Hispanic	6/5/2025 12:15 PM
10	Mexican	6/4/2025 10:45 PM
11	Hispanic	6/3/2025 9:05 AM
12	Mexican Hearitage	6/3/2025 7:35 AM
13	Not applicable	6/2/2025 9:55 PM
14	Hispanic and Asian	6/2/2025 8:19 PM
15	American	6/2/2025 6:49 PM
16	European American	6/2/2025 5:42 PM
17	Citizen of United States	5/28/2025 1:25 PM

Q15 Are you of Hispanic, Latino, or Spanish origin?

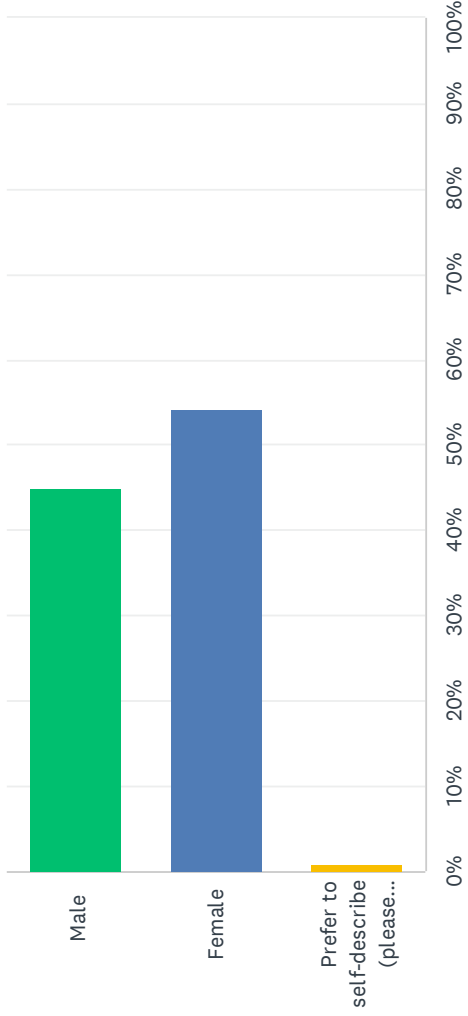
Answered: 520 Skipped: 265



ANSWER CHOICES	RESPONSES
Yes	11.73% 61
No	88.27% 459
TOTAL	520

Q16 How do you describe your gender?

Answered: 530 Skipped: 255



ANSWER CHOICES	RESPONSES
Male	45.09% 239
Female	54.15% 287
10 Prefer to self-describe (please specify)	0.75% 4
TOTAL	530

#	PREFER TO SELF-DESCRIBE (PLEASE SPECIFY)	DATE
1	Yee/Haw	6/23/2025 8:40 AM
2	Follower of Jesus	6/17/2025 1:56 PM
3	Not applicable	6/2/2025 9:55 PM
4	What does it matter?	6/2/2025 7:37 PM

Stakeholder Focus Groups Series #2

Halff – Kendall Howard, Staron Faucher, Brianna Luna, Maddie Skidmore

K Strategies: LaDonna Singleton, Deavon Collins

Mundo & Associates: Pam Mundo

City of Hurst – Chris Connolly,

NCTCOG Staff – Travis Sickler, Benjamin Whisnant

Stakeholder Participants Group 1 - Mark Cyrier, Mike Soab, Carolyn Hurd Faith Waligora, Betty Whiteside

Stakeholder Participants Group 2 – Mary Frazier, Kristen Goodman, Cindy Weegar, Andrew Taylor, Jason Reyes, Gus Nixon

Stakeholder Participants Group 3 – Carolyn Hurd, Betty Whiteside, Al Weir, Kalene Hills, Clayton Fulton, Dana Sickler

STAKEHOLDER FOCUS GROUP #1 BOARD MEMBERS (1 - 2 P.M.)

Western

- Concerns about parking at businesses in Hurst and leaving via the Trinity Railway Express (TRE)
- Like the realignment of Central Park Drive to the signalized intersection
- Prefers scenario 1
- Like hotel development– would be supported by hotel feasibility study that City conducted (Feasibility study confirms high demand due to traffic volume and proximity to Arlington entertainment district.)
- Support for realigning access roads and adding roundabouts to improve traffic flow.
- Belle Helicopter anticipates growth from 3,800 to 12,000 employees, increasing demand for housing and amenities.
- Concerns about accidents - causes include access management issues and unsafe lane changes.
- Like having another connection to the signal by Sonic and the gas station that gives a little more open access. If it gets backed up, would have better access to get out of there.

Central

- Southeast Precinct Line and Hurst Blvd should be included in both scenarios
- Prefers scenario 1
- Need to provide more examples of community amenities
- Support for food truck park and community amenities such as amphitheaters or programmed green space.
- Mid-density housing includes duplexes, townhomes, and fourplexes.
- Interest in connecting to regional trails like the Electric Trail and Trinity Trail.
- Support for food truck park and community amenities such as amphitheaters or programmed green space.
- Retail options near mobile home park suggested for convenience services.
- Discussion on upgrading mobile home park infrastructure and aesthetics.
- Financing options include Public Improvement District (PID) and Tax Increment Financing (TIF).



- Precinct Line Road and SH10 intersection - mentioned as underutilized and prime for redevelopment. (A scenario should include the intersection of Precinct Line Road and I-10.) The cement plant to the south in Fort Worth was mentioned as well.
- Near Precinct 10, could it be both shops and housing?
- If a hotel gets built on one corner, put something on other side that people can live in.
- Suggestions for housing or town center-style retail at the intersection

Eastern

- Would like to see more arts and culture and wayfinding
- Like the idea the museums and restaurants to keep Bell happy
- Prefers scenario 2
- Bell has 3800 employees at the site today, in next 5-10 years could be up to 12K – need for more parking, larger office footprint for Bell to accommodate? Structured parking?
- Is tunneling underneath SH 10 an option? (very expensive)
- Support for pedestrian bridge with public access; feasibility depends on elevation and property agreements.
- Interest expressed for restaurants, gyms, daycare, and grocery store to meet employee needs.
- Bell could maintain 40–50% hotel occupancy based on internal demand.
- Mixed-use development preferred with residential above retail and office space.
- Parking structures were discussed as part of Bell's office expansion plans.
- Bell owns property and is motivated to develop quickly.
- City leadership and property owner collaboration are essential for phased development.



STAKEHOLDER FOCUS GROUP #2 - RESIDENTS (2:30 - 3:30 P.M.)

Question 1: Are there any projects, plans, or initiatives for this area that we haven't captured that we should be aware of?

Western

- Ubers take people to Hurst side daily, then people illegally cross the tracks.
- Questioning whether connection to TRE is realistic
- Desire for safer crossings over Hwy 10 (bridge or other design solutions)

Central

- The area shown as passive space is the detention area for the apartment complex.
- Could retail be incorporated in this site?
- Want to add the Precinct Line Rd. corner to both scenarios
- Redevelopment of interest in underutilized properties (e.g., golf cart facility at Precinct Line & Hwy 10).

Eastern

- Bell is potentially seeking a trade school for welding.
- Dakota Apartments are for sale.
- Need to have the old hotel gone.

Question 2: Are there components of either scenario that you resonate with? Potential to integrate components of both scenarios?

Western

- Prefers scenario 1
- Like the hotel

Central

- Would like to see the scenarios combined - slightly prefer scenario 2
- Would the food truck park be more appropriate in the western site?
- Want to add the Precinct Line corner to both scenarios

Eastern



- Prefers scenario 2 (like the flight museum is shown separately from Bell offices)

Question 3: Is there anything significant that you feel is missing?

- Would like to see the floodplain leveraged as a water feature - perhaps take inspiration from the Woodlands

Miscellaneous Discussion

Strong emphasis on slowing traffic, improving walkability, and creating a vibrant town center feel.

West

- Additional consideration: the Newell development in Fort Worth potentially has major plans for retail (urban waterfront development; see <https://fortworthreport.org/2024/07/22/north-texas-leaders-seek-funds-to-plan-development-near-trinity-railway-express-stations/>)
- Flex space is doing better than office space currently
- Kendall thought: could this site be called 'Hurst Village?'

Eastern

- Concerns about where to expand following this plan

STAKEHOLDER FOCUS GROUP #3 (4 – 5 P.M.)

Question 1: Are there any projects, plans, or initiatives for this area that we haven't captured that we should be aware of?

Western

- Prefers scenario 2
- Google sends Uber drivers to Cliff's lot as a drop off point for the train station

Central

- What is the possibility for floodplain reclamation?
- Prefer scenario #2

Eastern

- Prefers scenario 2



Question 2: Are there components of either scenario that you resonate with? Potential to integrate components of both scenarios?

Western

- Concerns about the relationship with TRE and membership status; city to follow up on specifics of voting procedure

Central

- Little to no preference in scenarios

Question 3: Is there anything significant that you feel is missing?

Eastern

- Floodplain could be engineered to make more of that eastern portion of the site developable

STAKEHOLDER FOCUS GROUPS COMMON THEMES

1. Hotel Development

- Strong support for hotel development, especially in the Western region, backed by a feasibility study indicating high demand due to traffic and proximity to Arlington’s entertainment district.
- Bell Helicopter’s internal demand could sustain 40–50% hotel occupancy, reinforcing the viability of hospitality investment.

2. Bell Helicopter Expansion

- Bell’s projected growth from 3,800 to 12,000 employees is a major driver for infrastructure needs including structured parking, expanded office space, and employee-serving amenities.
- Bell is motivated to develop quickly and owns property in the area, emphasizing the need for collaboration with city leadership and phased development planning.

3. Precinct Line Road Redevelopment

- Multiple stakeholders identified the Precinct Line Road and SH-10 intersection as underutilized and ideal for redevelopment.
- Suggestions included mixed-use development with housing and retail, and consistent inclusion of this corner in all planning scenarios.

4. Food Truck Park and Community Amenities



- Widespread support for a food truck park, amphitheaters, and programmed green space, particularly in the Central region.
- Some residents suggested the Western site may be more appropriate for the food truck park, indicating flexibility in location based on community needs.

5. Trail Connectivity

- Interest in connecting to regional trails such as the Electric Trail and Trinity Trail to enhance mobility, recreation, and integration with broader regional infrastructure.

6. Retail and Mixed-Use Development

- Desire for convenience retail near residential areas and mobile home parks.
- Support for mixed-use concepts with residential above retail and office space to create a vibrant, integrated community.

7. Arts, Culture, and Museums

- Stakeholders emphasized the importance of arts and culture, including museums and wayfinding, to support Bell and enhance community identity.
- Separation of cultural amenities from corporate facilities was seen as beneficial for accessibility and branding.

8. Parking and Access

- Concerns about parking availability and access management, especially near TRE and Bell facilities.
- Suggestions included realigning roads, adding roundabouts, and structured parking solutions to improve traffic flow and safety.

9. Floodplain Reclamation

- Interest in leveraging the floodplain as a water feature or reclaiming it for development, particularly in the Central and Eastern regions.
- Inspiration drawn from successful examples like The Woodlands, suggesting potential for aesthetic and functional enhancement.

10. Walkability and Town Center Feel

- Strong emphasis on slowing traffic, improving pedestrian access, and creating a vibrant, walkable town center environment.
- Stakeholders expressed a desire for a cohesive identity, with one suggestion to name the site “Hurst Village.”



Public Open House #2

November 17, 2025, 5:00 pm – 7:00 pm
 City of Hurst Conference Center
 28 Attendees

Mobility and Connectivity – Strategy Prioritization Results	
Strategy	Number of Votes
MC1 - Design and pursue funding for a continuous 10' shared-use path/trail along the north side of SH 10 throughout the length of the study area.	6
MC2 - Fill in the gaps in the existing sidewalk network within the study area through coordination with new development and phased public projects.	9
MC3 - Conduct an in-depth feasibility study for a trail connection along the Lorraine Branch to serve as a key connection to the Trinity Trails in Fort Worth to the south and Redbud Park and the Hurst Recreation Center to the north.	2
MC4 - Create a pedestrian connection to the Trinity Lakes TRE station platform after further study coordination with Trinity Metro.	4
MC5 - Assess the feasibility of a bicycle/pedestrian connection between the Trinity Lakes TRE Station and North East Mall via SH 10 and Melbourne Road, which was identified in previous studies.	3
MC6 - Work with partners to design and implement a trail corridor within the power line easement in the catalytic site at SH 10/I 820.	3
MC7 - Work with developers to incorporate trails in future residential development within the catalytic site near the Lorraine Branch.	0
MC8 - Include a shared-use path/trail adjacent to future roadways in the catalytic site at SH 10/Bell Flight Boulevard as development occurs.	0
MC9 - Coordinate with TxDOT on updating traffic signal timing and technology on SH10 to improve vehicle safety, operations, and pedestrian access	5
MC10 - Coordinate with existing businesses and TxDOT as future development occurs to consolidate driveways and encourage cross-access easements and shared parking lots	3



Mobility and Connectivity – Strategy Prioritization Results

for adjacent properties to reduce the number of driveways and other access connection points, and to encourage walking between adjacent businesses.

MC11 - Coordinate with TxDOT and existing businesses as future development occurs to close median openings that are redundant or do not provide access to a connecting street or development that has an additional median opening within 300 feet. 1

MC12 - Evaluate street grid enhancements as new development occurs in the catalytic site located at SH10/1820 4

MC13 - Evaluate street grid enhancements as new development occurs in the catalytic site located around the Lorraine Branch. 0

MC14 - Evaluate street grid enhancements as new development occurs in the catalytic site located near Bell Flight Boulevard 1

MC15 - Partner with the City of Forth Worth, Trinity Metro, and TxDOT to support submittals to federal, state, and/or regional grant opportunities for trail and bikeway implementation. 4

MC16 - Explore partnership with City of Fort Worth to widen the sidewalk along Bell Flight Boulevard, add pedestrian lighting, and add signage to enhance walkability between the Bell TRE Station and the proposed catalytic site on the eastern edge of the study area. 5

MC17 - Explore partnerships with CoFW to enhance the segment of Norwood Drive between SH10 and Trinity Blvd. with sidewalks, lighting, landscaping, and potential capacity improvements making SH10 more desirable to residents directly south. 6

MC18 - Explore feasibility of a publicly accessible pedestrian bridge over SH 10 to connect both sides of the Bell Helicopter property and provide safe pedestrian access across the corridor. 3

MC19 - Partner with Bell Helicopter and other corridor businesses to help implement landscaping and other pedestrian amenities along SH10 and its connecting corridors to improve safety and enhance the areas overall development framework. 2

MC20 - Consider the use of Tax Increment Finance (TIF) district or zones, Public Improvement District (PIDs) and other innovative finance solutions to fund transportation improvements in partnership with local businesses. 3



MOBILITY AND CONNECTIVITY COMMENTS

- MC11 – These are helpful for traffic flow – cars that need to make U-turns can utilize these instead of crowding at the lighted corners.



Safety and Accessibility – Strategy Prioritization Results	
Strategy	Number of Votes
SA1 - Identify locations with a clear line of sight along the corridor for dynamic speed feedback signs to alert drivers of their speeds relative to the posted speed limit.	3
SA2 - Explore lowering the speed limit between the I 820 Service Road and Bell Flight Boulevard as future development occurs.	0
SA3 - Add landscaping, street trees, and other amenities to act as a traffic calming measure for through vehicles.	2
SA4 - Install and maintain crosswalks at intersections along SH 10 based on the opportunities observed during the intersection audit including repainting crosswalks, clearing obstructions from sidewalks, repairing out-of-order signals, as well as adding cautionary signage. Improvements are needed at the following intersections: Bellaire Drive, Brown Trail, Precinct Line Road, Hurstview Drive, Bell Flight Boulevard, IH 820, and the currently unnamed signalized north-to-south road in the Western Catalytic Site.	4
SA5 - Align and/or widen existing ADA ramps to align with future sidewalks along the corridor.	1
SA6 - Integrate Leading Pedestrian Intervals at traffic signals to allow people of all ages and abilities to cross with a 3-7 second head start.	1
SA7 - Consider implementing protected-only left-turn movements at intersections such as Precinct Line Road, Hurstview Drive, Brown Trail, and Bell Flight Drive.	5
SA8 - Consider pedestrian hybrid beacons (PHBs) or HAWK beacons at mid-block crossings as future development occurs at the catalytic sites.	0
SA9 - Consider 6' pedestrian ADA compliant refuges within raised median left-turn lanes to break up the trips across six or more lanes of traffic, which provide a safer pathway for bikes and pedestrians crossing SH 10. Potential intersection locations include Precinct Line Road, Melbourne Road, Hurstview Drive, Michael Boulevard, Bellaire Boulevard, and the currently unnamed signalized north-to-south road in the Western Catalytic Site.	1
SA10 - Add enhanced pedestrian lighting at corridor intersections, particularly as they relate to catalytic sites.	5
SA11 - Install signs indicating the presence of bike routes to help guide cyclists to connecting trails along the corridor and make drivers aware of the presence of cyclists.	3



Safety and Accessibility – Strategy Prioritization Results

SA12 - Install traffic signals with larger lenses, increase the length of time all lights are red (all red clearance interval), and add signage within 300 feet of traffic signals to alert vehicles of the upcoming signal at intersections with a high percentage of crashes caused by drivers running red lights (e.g. Norwood Drive, Precinct Line Road, Bell Flight Boulevard, Melbourne Road, and the currently unnamed signalized north-to-south road in the Western Catalytic Site). 8

SA13 - Maintain painted turn-lane striping/channelization at all intersections along the corridor – particularly intersections, such as Norwood Drive and Hurstview Drive, that have a high percentage of crashes caused by left turning vehicle traveling outside of their travel lanes. 4

SA14 - Consider raised left-turn channelization at intersections with a high percentage of crashes caused by left-turning vehicles traveling outside of their travel lanes, such as Norwood Drive and Hurstview Drive. 2

SA15 - Coordinate with utility providers to install additional vehicular-scale lighting along the corridor at regular intervals to improve night-time visibility. 4

SAFETY AND ACCESSIBILITY COMMENTS

- Too many changes in speed limits along Hwy 10 – from 820 all the way through Hurst & Eules is confusing. More like speed traps. 45-50 is a great speed



Economic Prosperity – Strategy Prioritization Results	
Strategy	Number of Votes
EP1 - Establish a timeframe for catalytic site implementation with a comprehensive communication plan to keep all stakeholders informed and engaged throughout each phase of the initiative.	1
EP2 - Organize a catalyst landowner’s organization to partner with the City of Hurst on project implementation for each of the three catalytic areas.	2
EP3 - Focus public resources and efforts on the identified catalytic sites to leverage the opportunity for revitalization.	3
EP4 - Provide support for brownfield remediation efforts at the catalytic site at SH 10/I 820.	0
EP5 - Utilize the TRE station locations as an opportunity to create neighborhood developments where transit increases access to additional work, living, and play destinations beyond the immediate area.	4
EP6 - Seek out entertainment land use options that assist in placemaking at redevelopment sites both in the catalytic areas as well as underutilized sites along SH 10.	1
EP7 - Incorporate technology innovation centers and maker spaces as opportunities for new investments.	0
EP8 - Encourage uses within the TX-10 Multi-Use Zoning District that permit concentrated growth to maximize workforce potential, increase property values, and enhance the city’s urban image.	0
EP9 - Modify the zoning in the three catalytic sites to encourage mixed-use and activate underutilized land.	3
EP10 - Incorporate the vision for the development character of the catalytic sites into the Unified Development Code update through site design considerations.	1
EP11 - Explore the opportunities for leveraging vacant/underutilized parcels beyond the catalytic sites for economic growth and revitalization.	5
EP12 - Create a marketing campaign to show the strategic location of the Hurst Boulevard corridor linking DFW Airport and points east to Northeast Tarrant County, the Alliance region and the City of Fort Worth.	1
EP13 - Coordinate with the HEB Chamber of Commerce on business retention and recruitment effort and support businesses along the corridor to join the chamber.	3



Economic Prosperity – Strategy Prioritization Results

EP14 - Explore initiatives such as incentives, grant programs, and small business support to neighborhood retail and services that strengthen the existing business mix and attract spending from adjacent residential areas.	6
EP15 - Incorporate diverse housing option types within the catalytic site areas which will support demand for desired retail development.	0

ECONOMIC PROSPERITY COMMENTS

- No comments



Sense of Place – Strategy Prioritization Results	
Strategy	Number of Votes
SP1 - Identify and promote opportunities to use landscaping and vegetation screening along SH 10 to improve the look of industrial buildings and enhance pedestrian experience.	4
SP2 - Initiate a façade grant program along the corridor to assist businesses with improving the exterior of their buildings.	5
SP3 - Utilize distinct materials and treatments such as stamped concrete on walkways and plazas to promote a cohesive look and feel of the corridor	0
SP4 - Partner with property owners to program pop-up or temporary uses for vacant or undeveloped spaces to show how the area could be activated. (Ex: Food trucks, Markets or Craft Fairs, Holiday Events, Live Music)	1
SP5 - Incorporate public spaces, plazas and trailhead connections near local destinations and other transitional spaces.	1
SP6 - Collaborate with Bell Helicopter on the development of a Bell Flight Museum near the new office space planned along SH 10 in the Eastern Catalytic Site.	3
SP7 - Encourage businesses to provide bicycle racks in convenient and visible areas in close proximity to key destinations.	1
SP8 - Develop branding for the corridor that is reflective of the area’s history and future vision, incorporating local and public involvement. Use the branding consistently in wayfinding, signage, and advertising materials.	1
SP9 - Provide maps and signage showing connections, destinations, and locations of public facilities at key areas such as large developments and trail access points.	6
SP10 - Pursue installation of gateways and signs at key entrances into Hurst, including at IH-820, Precinct Line Road, and Bell Flight Boulevard.	1
SP11 - Expand public art initiatives like the traffic signal control box art competition to showcase the history and local character of the community.	2
SP12 - Partner with interested businesses and work with local artists on public art opportunities such as storm drain art, murals on industrial buildings, pedestrian crossings, and sculptures.	1



Sense of Place – Strategy Prioritization Results

SP13 - Develop the Highway 10 Linear Park as a destination for residents and visitors with active and passive recreation opportunities, considering a theme tied to aviation and Bell Helicopter. 7

SP14 - Develop green spaces and parks throughout the corridor leveraging floodplain and connections to trails, bikeways, nature, and inclusion of public art 7

SENSE OF PLACE COMMENTS

- No comments

CATALYTIC SITE COMMENTS

Western Catalytic Site

- Food truck yards
- Grocery store! HEB? Central Market?
- Outdoor Entertainment Area. Please See – 1. Warrens Backyard in Granbury 2. Grumps Burgers in Granbury

Central Catalytic Site

- Grocery store!
- Medical office. Pharmacy.

Eastern Catalytic Site

- Grocery Store!
- Aldi would be perfect

Other

- Park with paths please on Billy Creel



COMMENT CARDS

HURST BOULEVARD VISION
SH 10 Corridor Redevelopment Plan – Comment Card

Please provide your comments and vision for the Hurst Boulevard/SH 10 Corridor.

Great area for redevelopment, convenient to FW CBD, airport.
Utilize the older design buildings instead of new.
Outdoor entertainment projects like Warrens Backyard
in Granbury, Groups Burgers, etc.

HURST BOULEVARD VISION
SH 10 Corridor Redevelopment Plan – Comment Card

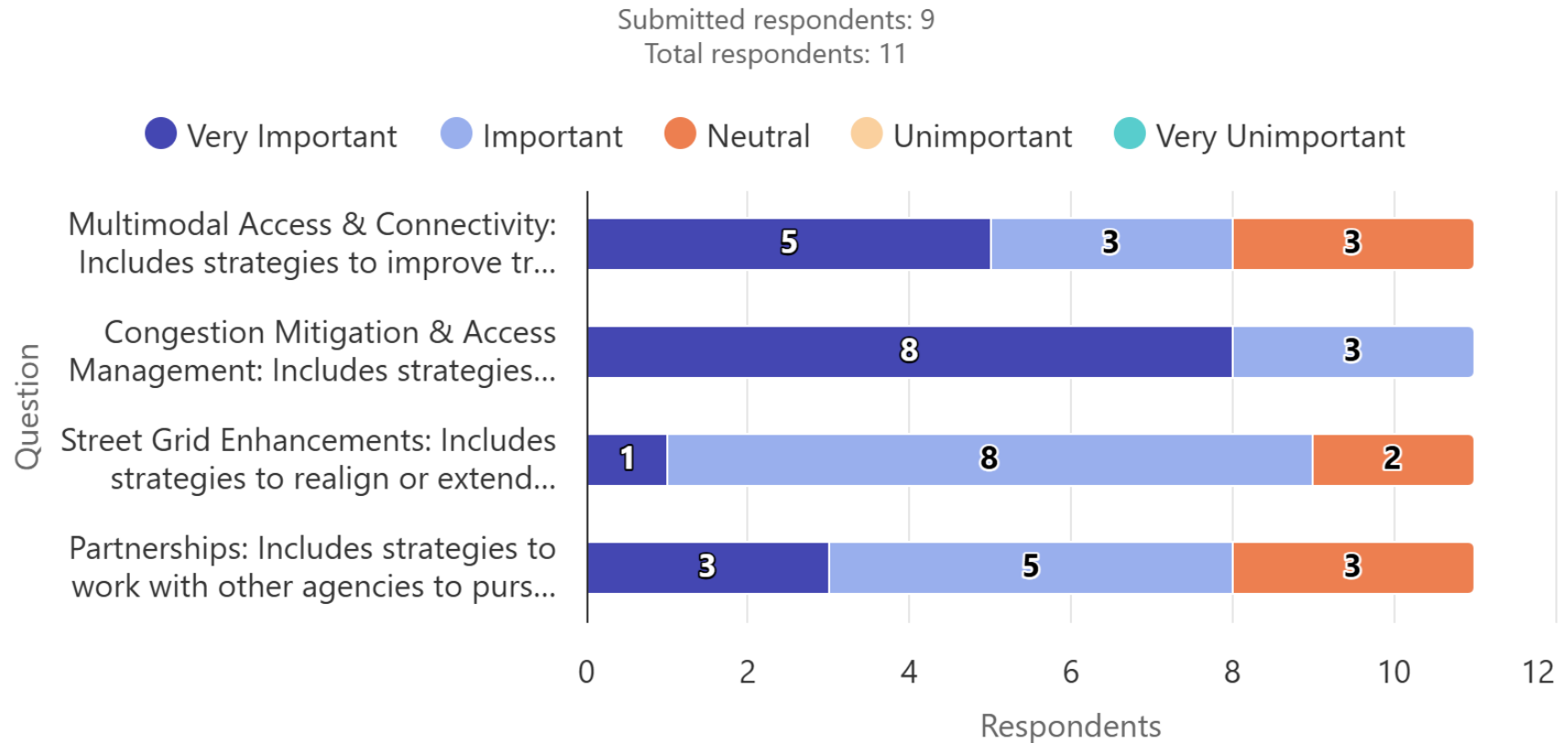
Please provide your comments and vision for the Hurst Boulevard/SH 10 Corridor.

HURST NEEDS A SENIOR LIVING CENTER LIKE
HEARTTEST ON HWY 121 IN BEDFORD.



Online Survey #2

1. PLEASE REVIEW THE FOLLOWING TOPICS RELATED TO MOBILITY & CONNECTIVITY AND PLEASE INDICATE YOUR LEVEL OF IMPORTANCE FOR EACH.



Please review the following strategies drafted for the Mobility & Connectivity guiding principle and select the top 5 that are most important to you.

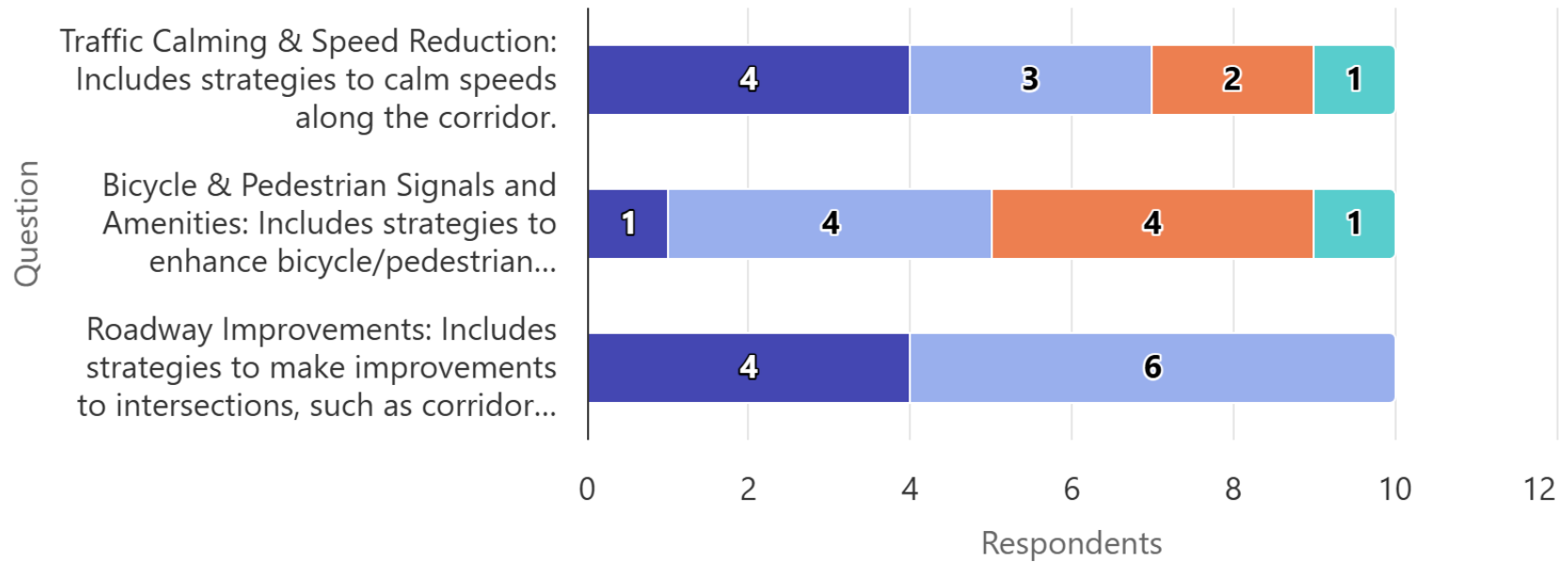
1. MC1 – Design and pursue funding for a continuous 10' shared-use path/trail along the north side of SH 10 throughout the length of the study area.
2. MC3 – Conduct an in-depth feasibility study for a trail connection along the Lorraine Branch to serve as a key connection to the Trinity Trails in Fort Worth to the south and Redbud Park and the Hurst Recreation Center to the north.
3. MC9 – Coordinate with TxDOT on updating traffic signal timing and technology on SH 10 to improve vehicle safety, operations, and pedestrian access.
4. MC4 – Create a pedestrian connection to the Trinity Lakes TRE station platform after further study coordination with Trinity Metro.
5. MC7 – Work with developers to incorporate trails in future residential development within the catalytic site near the Lorraine Branch.



2. PLEASE REVIEW THE FOLLOWING TOPICS RELATED TO SAFETY & ACCESSIBILITY AND PLEASE INDICATE YOUR LEVEL OF IMPORTANCE FOR EACH.

Submitted respondents: 9
Total respondents: 10

● Very Important ● Important ● Neutral ● Unimportant ● Very Unimportant

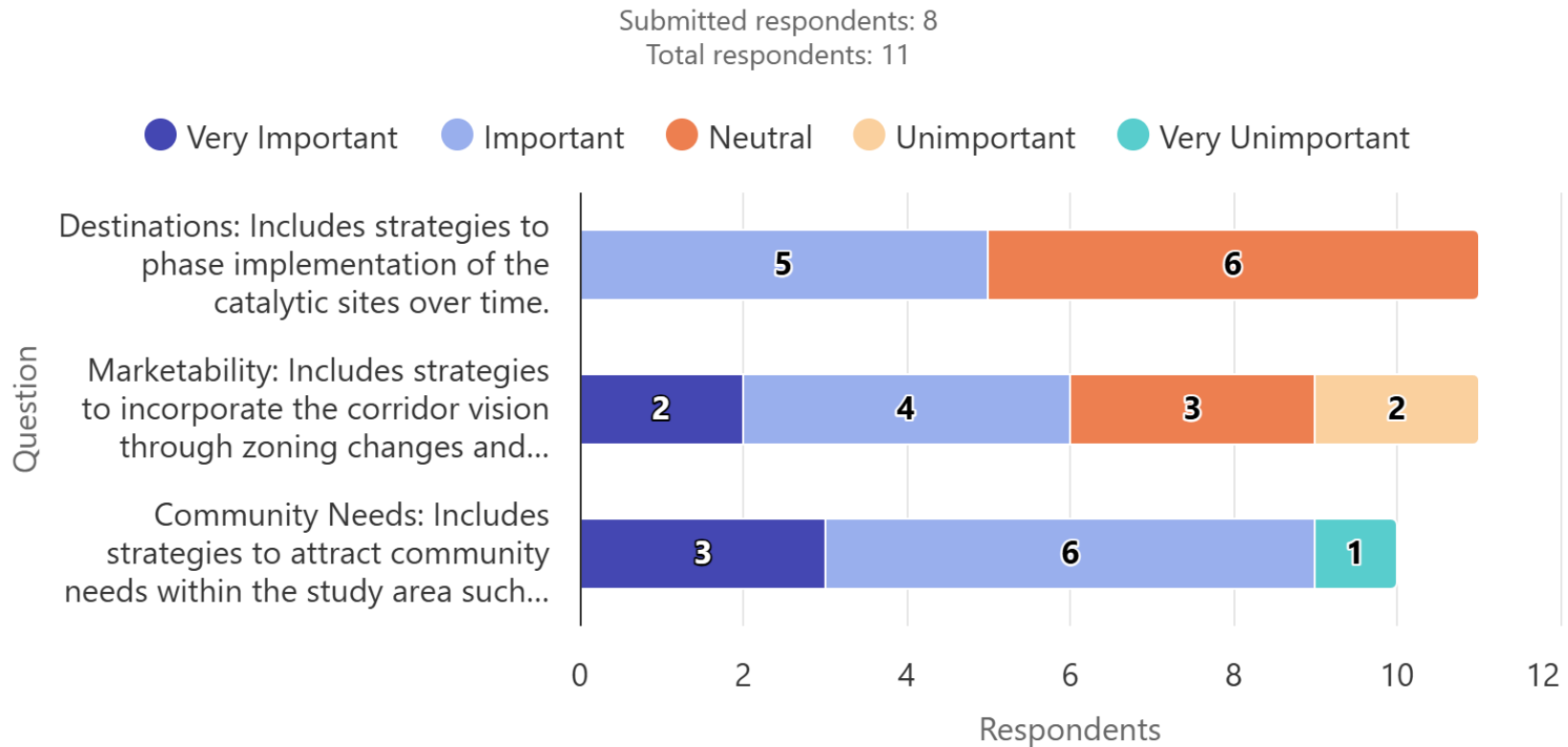


Please review the following strategies drafted for the Safety & Accessibility guiding principle and select the top 5 that are most important to you.

1. SA 15 – Coordinate with utility providers to install additional vehicular-scale lighting along the corridor at regular intervals to improve night-time visibility.
2. SA 1 – Identify locations with a clear line of sight along the corridor for dynamic speed feedback signs to alert drivers of their speeds relative to the posted speed limit.
3. SA 6 – Integrate Leading Pedestrian Intervals at traffic signals to allow people of all ages and abilities to cross with a 3-7 second head start.
4. SA 8 – Consider pedestrian hybrid beacons (PHBs) or HAWK beacons at mid-block crossings as future development occurs at the catalytic sites.
5. SA 13 – Maintain painted turn-lane striping/channelization at all intersections along the corridor – particularly intersections, such as Norwood Drive and Hurstview Drive, that have a high percentage of crashes caused by left turning vehicle traveling outside of their travel lanes.



3. PLEASE REVIEW THE FOLLOWING TOPICS RELATED TO ECONOMIC PROSPERITY AND PLEASE INDICATE YOUR LEVEL OF IMPORTANCE FOR EACH.

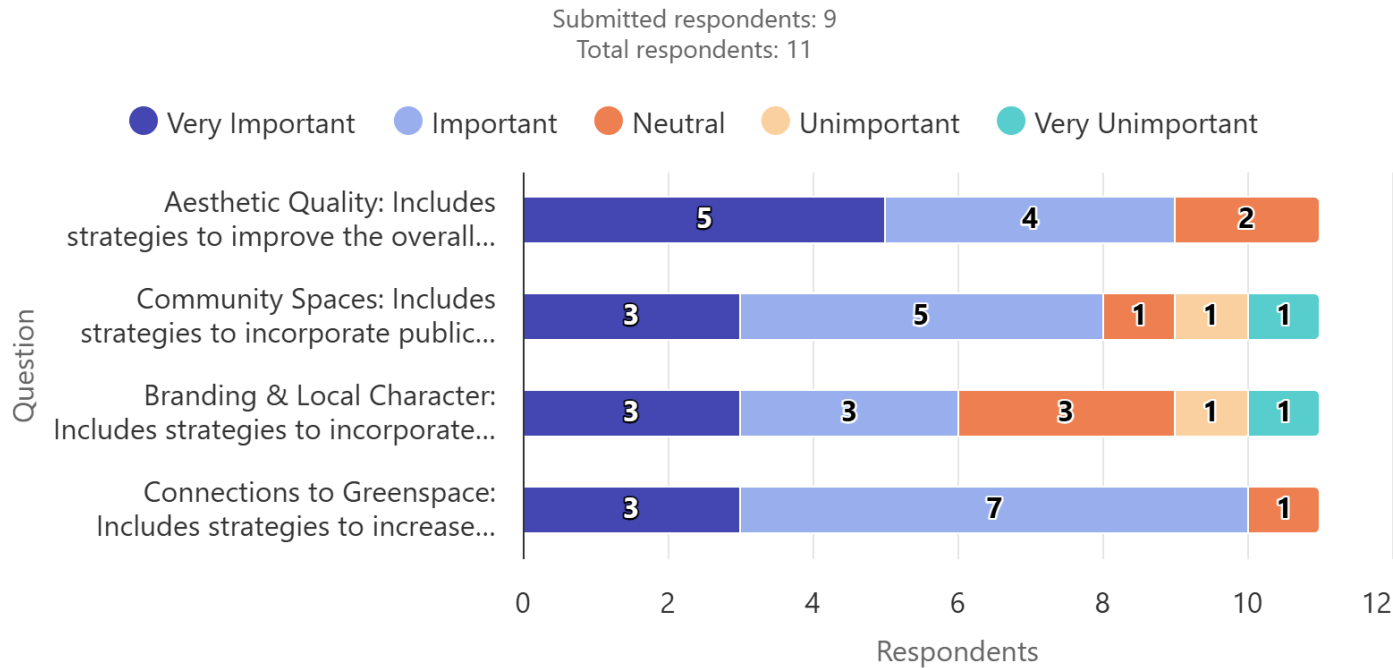


Please review the following topics related to Economic Prosperity guiding principle and select the top 5 that are most important to you.

1. EP 5 – Utilize the TRE station locations as an opportunity to create neighborhood developments where transit increases access to additional work, living, and play destinations beyond the immediate area.
2. EP 8 – Encourage uses within the TX-10 Multi-Use Zoning District that permit concentrated growth to maximize workforce potential, increase property values, and enhance the city’s urban image.
3. EP 1 – Establish a timeframe for catalytic site implementation with a comprehensive communication plan to keep all stakeholders informed and engaged throughout each phase of the initiative.
4. EP 2 – Organize a catalyst landowner’s organization to partner with the City of Hurst on project implementation for each of the three catalytic areas.
5. EP 15 – Incorporate diverse housing option types within the catalytic site areas which will support demand for desired retail development.



4. PLEASE REVIEW THE FOLLOWING TOPICS RELATED TO SENSE OF PLACE AND PLEASE INDICATE YOUR LEVEL OF IMPORTANCE FOR EACH.

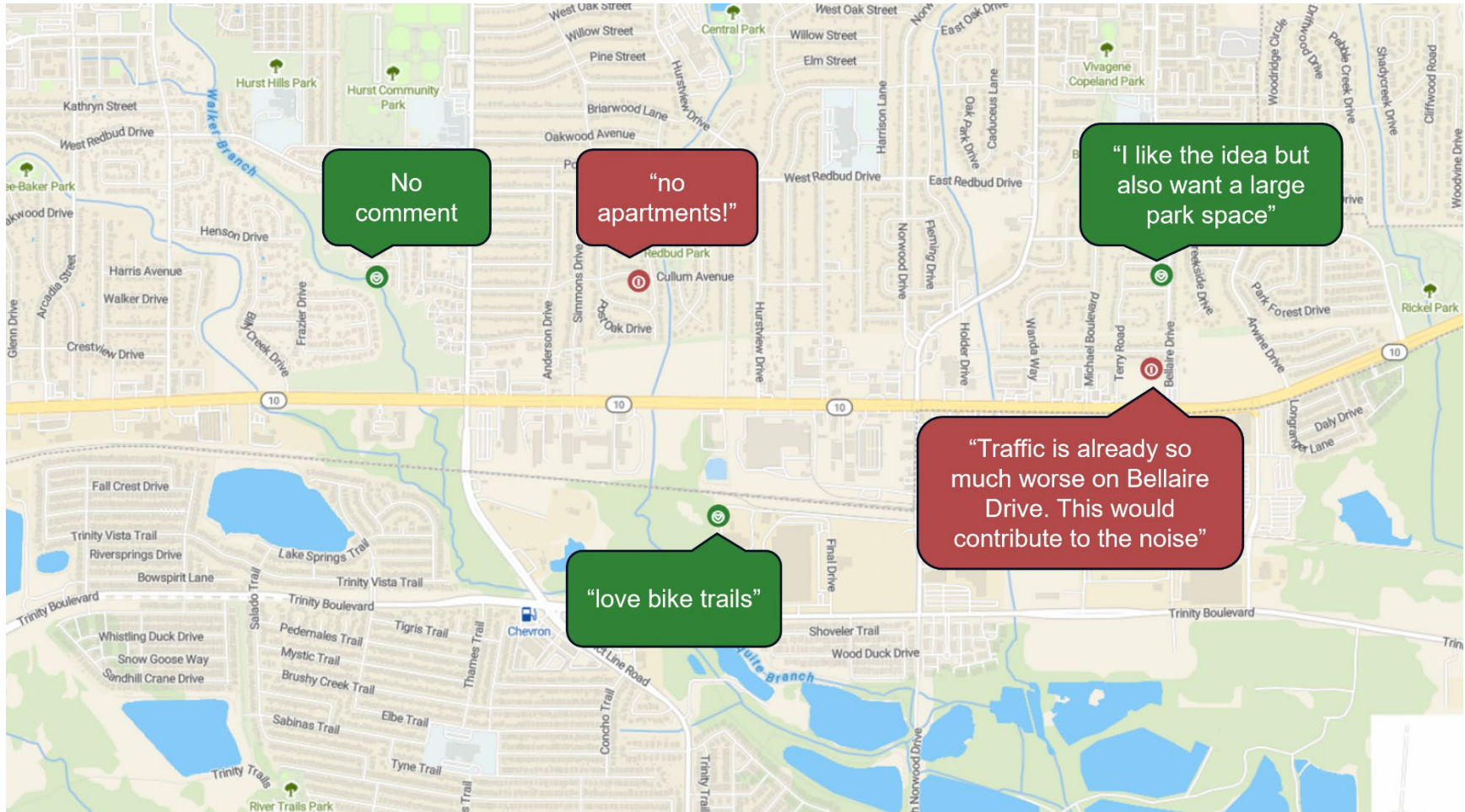


Please review the following topics related to Sense of Place guiding principle and select the top 5 that are most important to you.

1. SP 1 – Identify and promote opportunities to use landscaping and vegetation screening along SH 10 to improve the look of industrial buildings and enhance pedestrian experience.
2. SP 5 – Incorporate public spaces, plazas and trailhead connections near local destinations and other transitional spaces.
3. SP 6 – Collaborate with Bell Helicopter on the development of a Bell Flight Museum near the new office space planned along SH 10 in the Eastern Catalytic Site.
4. SP 2 – Initiate a façade grant program along the corridor to assist businesses with improving the exterior of their buildings.
5. SP 8 – Develop branding for the corridor that is reflective of the area’s history and future vision, incorporating local and public involvement. Use the branding consistently in wayfinding, signage, and advertising materials.



Online Interactive Map Results



Project Website Comments

www.publicinput.com/hurstboulevard

GENERAL WEBSITE COMMENTS

- Hurst should leverage this area as an entertainment and food hub that connects to txt rail and future hub for a high speed rail.
- No apartments , warehouses or fast food restaurants. How about walking paths or a dog park?
- Leave it for green space. Parks are great. Walking tracks. Leave it wild.
- Please beautify this strip of land. Gut all the abandoned buildings, and maybe build a rec center and some parks! Please don't put in anything sketchy or noisy, like gas stations, liquor stores, manufacturing/industrial facilities, or public transportation.
- I live on Hwy 10 at the Villas on Calloway Creek Senior Living Apartments. At present it is so dangerous and almost impossible to safely turn left out of the apartments with the heavy, fast traffic. Please help!
- We don't care about Public Transportation or access to it and so no more red lights or turning lanes please, everyone has an automobile. We don't want more apartments either. We need to leave undeveloped wooded areas untouched, make them into parks if anything has to be done with them at all. Most of the trees in the wooded areas between Prec. Line and Arthur Dr. are 100+ yrs old.
- Whatever is green space leave as green space. Convert the abandoned buildings and lots to green space. Update the facade of the buildings that will stay and the trailer park entrance just east of Precinct. Build two new, small apartment complexes to replace the dilapidated, blue eyesore near Bellaire. Starbucks is welcome to build at the corner of Billy Creek and 10 or somewhere else in the corridor. The one at the mall does not have a drive thru. The abandoned building on the corner of 10 and 820 across from QT needs new owners and updated. A small grocery store would be welcome. Not WalMart, not Kroger, not Albertsons. Trader Joe's or Aldi would be great. The Aldi on Precinct is one of the busiest in the area. We could probably support another.
- Restaurants and developed green space. South Hurst is basically forgotten by developers.
- Currently the corridor is leaning towards light industrial. I would not recommend any additional industrial construction. Commercial use would be acceptable, i.e., office buildings. It would be nice to see a mixed used with additional eating/dining establishments along Hwy. 10. No more motels unless higher end.
- Great area for redevelopment. The roadway already has the desirable width with median cuts at the major intersection. The addition of sidewalks and biking trails will provide a more user friendly throughfare. Redeveloping some of the dated, commercial business' with casual dining/bars, an outdoor food truck park, a small music venue with easy access to one of the TRE stations, etc. The proximity of this area to TRE, planned Trinity Lakes commercial development, and all other Mid Cities and Fort Worth CDB makes this a perfect area for redevelopment.
- get rid of the lights and install large round-abouts, and in each round about place an artistic representation of Hurst Fame in bronze in the neoclassical style.
- I live 3 blocks from Hwy 10 and this area has needed improvement for a long time. City of Hurst spent decades focusing on the area north of Airport Freeway and it's good they are turning their focus to the southside. The area needs to be cleaned up. There are some substandard apartments along Hwy 10 that needed to be razed 20 or 30 years ago. If multiple apartment buildings are in the plan, I have concerns about the traffic that would be added to this area. Our streets have medium/heavy traffic congestion throughout the day because of Bell Helicopter and many who choose to take a safer route than Airport Freeway (myself included), and adding more residents will only



add to this problem. If the city really wants to make an impact on improvements, including public transportation in the way of bus service would be a great benefit. Also, I would like to know exactly which businesses would be affected by this plan.

- I hope the vision includes sidewalks, especially East of Bell Flight down to Bluebonnet. There should be right turn only lanes going West Bound into subdivisions. Businesses like Reed's Transmission, the low income apartments, and trailer parks make the area right by Bell Helicopter look scary! They need to be forced to clean up!
- Highway 10 Corridor is simply a light industrial transit area. This is a waste of taxpayer money; spend the time, effort and funding on the Northeast Mall area which will have a much greater impact on Hurst residents and the surrounding community.
- We love the laid back feeling of this area. PLEASE do not consider more apartments or rental type housing. We also enjoy all the trees and green space, the wildlife has not been a problem with us, and we have lived in our home 33 years. Also, keep in mind flooding concerns are a big issue. (we are in the area between Precinct & 820) Thank you
- I would love to see that area re-developed. I would love to see some class a retail, dining and maybe a hotel or class A multifamily at the corner of 820 and Hurst Blvd. That could kick start other investment into the city, increase the tax base and maybe start a wave of gentrification and improvements to the city.
- I do not agree with adding any more large buildings or appartments on the North Side of Hwy 10 and the intersection Bellaire Dr. The traffic noise has great increased since 2006 and this will only may it worse and put more cars speeding up Bellaire Drive that is largely residential.
- I have an interest in seeing successful development of the Hwy 10 corridor. Representing a family trust owning a 2.5 acre parcel northwest corner of 10 & Fanning Dr. I have been contacted by extended care, smaller hotel franchises along with independent developers. Intimately familiar grew up in Richland Hills & my mother ran Boyles Galvanizing on 10 for 45. My entire career was real estate, however I have been retired for last decade .Please feel free to contact me 817.XXX.XXXX
- I envision this area to become a destination location, much like the Glade District in Euless.
- With a high-quality grocery store, such as Tom Thumb or H-E-B.
- Sit down, restaurants, such as the lazy dog, or look at relocating businesses on Bedford Road near North Rush Hills.
- Ease restrictions on a possible brewery or distillery. See what Turning Point beer is doing in Bedford. It's becoming a large community gathering area..
- Enhanced green space.
- This project would include no apartments whatsoever!
- Possible discussions of eminent domain on a few derelict properties and businesses.
- Offer businesses discounts to spruce up their curbside appeal. Perhaps give businesses in North hurst that may be struggling with higher rent, to move south with tax breaks and or supplements on their rent.
- As a reminder, this destination is just not for hurst residence this will become the destination for all the river trails subdivisions just south of Highway 10 where they're about to build an additional 1500/2000 within the next three years.; As a resident of the River Trails area in Fort Worth, I frequently travel through this corridor and, like many in our community, spend a significant portion of our dollars in Hurst. A revitalized Highway 10 would help alleviate congestion on Precinct Line Road, which we often use to access local businesses such as Target, Walmart, Kroger, and Tom Thumb along Highway 26. Currently, our area faces a shortage of food, such as quality sit down restaurants and grocers and amenities, making this project even more critical.



- Apartments, car washes, storage units, chicken restaurants and convenience stores are not the answer and not what we are looking for. Hurst has the opportunity to make this corridor much like the Glad Parks area in Euless. Additionally, with an estimated 1,800 to 2,000 new family homes scheduled for construction over the next two to three years, the need for improved infrastructure and accessibility will only grow.
- with the TRE station at west front of aera, all property abutting the rail road should be allowed for apartments, small grocery stores, townhouses. Residents will provide monetary support. Also provide safe walking trails, sidewalks
- Please include sidewalks. I dont know why people are walking along SH10, but I would prefer them to be safe. It may also allow easier access via bicycle to the train.

PUBLIC MEETING COMMENTS

I think this is a great opportunity to consider adding protected bike path or multi-use path along this length of Hurst Blvd as well as southward connections on Precinct line and or Norwood that reach towards bridging the gap towards the NCTCOG regional veloweb to provide transportation opportunities. This connection would also enable opportunities for major regional employers along Hurst Blvd.

HURST BOULEVARD VISION – SH 10 CORRIDOR REDEVELOPMENT PLAN FREQUENTLY ASKED QUESTIONS

What is the purpose of the plan?

The Hurst Boulevard Vision – SH 10 Corridor Redevelopment Plan is intended to be a community-based vision to guide future growth, redevelopment, and multi-modal transportation improvements along Hurst Boulevard (State Highway 10). As a regional thoroughfare on the southern boundary of Hurst city limits, the roadway is an aging industrial corridor that faces challenges related to lack of investment, inconsistent look and feel of surrounding development, limited sidewalk and mobility options, and environmental constraints.

What will the plan address?

The plan will address corridor-wide safety and mobility needs, provide land use and zoning recommendations, identify environmental context challenges, and facilitate future development opportunities throughout the corridor. Additionally, three catalytic site developments located at the eastern, central, and western parts of the corridor will be reviewed for potential redevelopment opportunities.

What are the limits of the study area?

The project limits include the 3.2-mile segment of Hurst Boulevard between I-820 and Bell Flight Boulevard. The study area includes the parcels within the Hurst city limits just to the north and south of the Hurst Boulevard corridor. See the map on the “Project Overview” tab of the website for the study area location.



Who is leading the plan?

The plan is funded and managed by the North Central Texas Council of Governments (NCTCOG) to support regional goals of advancing multi-modal transportation, safety, and economic development along the state highway corridor. Representatives from [NCTCOG](#), [City of Hurst](#), Texas Department of Transportation ([TXDOT](#)), and the consultant team serve on a Project Review Committee to help guide the planning process. Furthermore, the Hurst Boulevard corridor is owned and managed by TxDOT. Half serves as the project consultant, in association with K Strategies, Mundo and Associates, and G&RK Consulting Associates.

How can I stay involved with the plan?

Stakeholders can stay involved and find out more about the planning process by visiting the project website (www.publicinput.com/hurstboulevard) and clicking subscribe. Completed engagement efforts include a public open house and community survey. In Fall 2025, an additional public open house and project survey are anticipated to occur. Additionally, you can always leave a comment on the “Comments” tab of the website.

What type of recommendations will be made?

The plan will include land use, mobility, housing, economic development, environmental, and safety recommendations. These recommendations may apply to the whole corridor or to specific catalytic sites. Recommendations may be implemented in partnership with the City of Hurst, NCTCOG, TxDOT, and/or other public or private sector partners. Prioritization and programming of project and policy recommendations will be subject to the direction of City of Hurst, TxDOT, NCTCOG, and/or other partner agencies.

How will recommendations consider funding?

Plan recommendations may include potential funding sources, planning level cost estimates, and potential implementation partners where appropriate.

Will this plan change zoning of properties?

This plan may include recommendations for zoning changes based on the resulting community vision, but any future changes to zoning of individual properties will require consideration and approval by the Hurst City Council.

What is the timeframe for the planning process?

The plan is expected to be completed over 18 months with an anticipated adoption in Spring 2026.



August 2025

Appendix B:

Existing Conditions Diagnostic Report

Hurst Boulevard Vision – State Highway 10 Corridor Redevelopment Plan

Prepared for:

The North Central Texas Council of Governments

Prepared by:



Table of Contents

Corridor Background	1	Intersections	34
Project Purpose	1	Operational Conditions	40
Study Area	1	Multimodal Network	45
Corridor Demographics	4	Corridor Safety	49
Study Area Population Snapshot	4	Key Takeaways and Opportunities.....	55
Forecasted Population and Employment	5	Environmental Considerations	57
Key Takeaways and Opportunities.....	6	Existing Environmental Considerations.....	57
Existing Land Use and Zoning	7	Potential Environmental Impacts	59
Land Use Inventory	7	Key Takeaways and Opportunities.....	62
Zoning Characteristics.....	10	Existing Conditions Summary	63
Key Takeaways and Opportunities.....	11	Key Findings.....	63
Existing Corridor Character.....	12	Conclusion.....	64
Corridor Assets and Key Destinations.....	12		
Parks, Open Space, and Natural Areas	13		
Corridor Aesthetics	15		
Key Takeaways and Opportunities.....	16		
Market Assessment.....	17		
Competitive Market Position.....	17		
Economic Market Highlights	20		
Catalytic Sites	24		
Key Takeaways and Opportunities.....	28		
Existing Mobility Network	29		
Functional Roadway Classifications.....	29		
Hurst Boulevard Corridor Cross-Section	31		
Hurst Boulevard Corridor Block Structure	32		



List of Figures

Figure 1. Study Area Location within Hurst.....	1	Figure 23. Current Level of Service (2023).....	43
Figure 2. Project Area Map	2	Figure 24. Anticipated Level of Service (2045).....	43
Figure 3. Study Area and Comparison Area Populations (2023).....	5	Figure 25. Posted, Average Annual, and Max Speeds (2024)	44
Figure 4. Study Area Land Use Composition (2020).....	8	Figure 26. Study Area Sidewalks.....	45
Figure 5. Study and Buffer Area (1-mile) Land Use Composition (2020)	8	Figure 27. Active Transportation Network.....	46
Figure 6. Corridor Existing Land Use Map.....	9	Figure 28. Vulnerable Population Scoring Criteria.....	47
Figure 7. Study Area Zoning Map	10	Figure 29. Potential Transit Needs	48
Figure 8. Community Assets Map	14	Figure 30. Study Area Crashes by Severity (2019-2024).....	49
Figure 9. Consumer ZIP Code Map	18	Figure 31. Study Area Crashes by Year (2019-2024)	49
Figure 10. Consumer Market Segmentation	19	Figure 32. Study Area Crashes by Time of Day (2019-2024).....	50
Figure 11. Corridor Major Employers.....	20	Figure 33. Persons Involved in Crashes by Age (2019-2024).....	50
Figure 12. Zip Code 76503 Workforce by Industry	21	Figure 34. Comparative Crash Rates (2019-2023).....	51
Figure 13. Catalytic Site Area Locations	24	Figure 35. Categories of Crash Contributing Factors (2019-2024) .	52
Figure 14. Vacant Properties along the Corridor	27	Figure 36. Detailed Crash Contributing Factors (2019-2024).....	52
Figure 15. Roadway Classification & Multi-Modal Characteristics...	29	Figure 37. Corridor Crash Locations and Crash Density	54
Figure 16. Study Area and City of Hurst Roadway Functional Classification	30	Figure 38. Study Area Flood Hazard Zones	57
Figure 17. Hurst Boulevard Typical Cross-Section	31	Figure 39. Existing Environmental Considerations	58
Figure 18. Access Connection Spacing for TxDOT	33	Figure 40. Potential Environmental Impacts Summary Table.....	59
Figure 19. Existing Driveways Between Brown Trail and Bellaire Drive	33	Figure 41. Potential Environmental Impact Properties	61
Figure 20. Signalized Intersections.....	34	Figure 42. Catalytic Site Area Environmental Considerations	62
Figure 21. Historic Traffic Volumes (2016-2024)	40		
Figure 22. TxDOT and NCTCOG Volumes by Segment (2023 and 2045)	41		



Corridor Background

PROJECT PURPOSE

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor travelling through the City of Hurst in order to enhance the experience of all users, including residents, business owners, pedestrians, cyclists and commuters. **Figure 1** depicts the location of the corridor in relation to the rest of the City. The plan process involved an analysis of the corridor, multiple community engagement opportunities, and catalytic site concepts. The plan will result in an actionable strategy for redevelopment in the area.

This existing conditions diagnostic report outlines community conditions, development context, local real estate market, and other components crucial to understanding the study area and surrounding community. This diagnostic report presents key data and research that informs subsequent corridor recommendations. Input and anecdotal evidence from ongoing community engagement efforts are considered in some areas of the report. A full engagement summary is included as Appendix A.

Anticipated Plan Outcomes

- Summarize opportunities to improve transportation options, safety, connectivity, and functionality of the corridor
- Identify future land uses that enhance user experience and attract people to Hurst Boulevard
- Provide strategies to catalyze development through improved public spaces
- Collaborate with existing stakeholders to attract business and economic development opportunities

STUDY AREA

The boundaries of the study area, shown in **Figure 2** on page 2, include approximately 500 acres along a 3.2-mile stretch of Hurst Boulevard between Interstate Highway 820 (IH 820) to the west and Bell Flight Boulevard to the east. The corridor is comprised of numerous industrial and commercial properties and provides direct access to Hurst Boulevard. The study area is Hurst's primary industrial area and is a major economic driver supporting the city's employment market. Hurst Boulevard also functions as a regional corridor, serving as a reliever route for Airport Freeway (SH 183) and a major east-west corridor for the southern portion of Hurst.

While uses currently within the corridor mainly attract those who are employed or live in the area, major destinations throughout the region, including Tarrant County Junior College, North East Mall, and DFW Airport, are nearby and draw users to the corridor as they travel through Hurst and along Hurst Boulevard. This creates opportunity within the study area to create new destinations that will attract repeat visitors over an extended period of time.

Figure 1. Study Area Location within Hurst

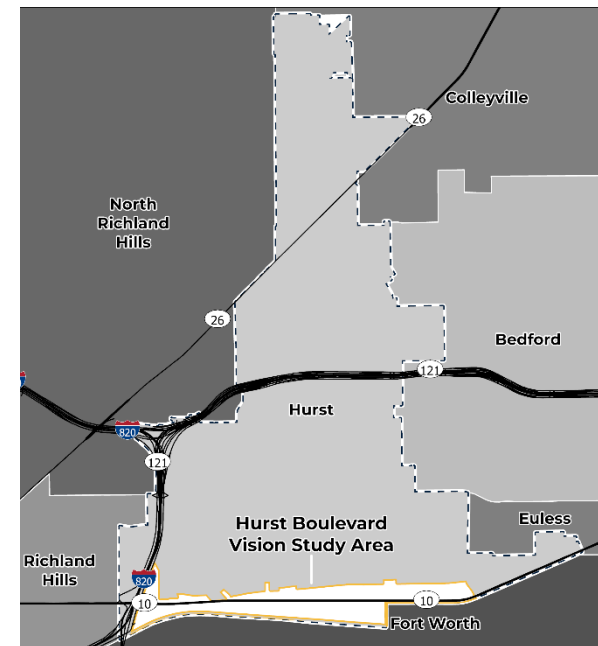
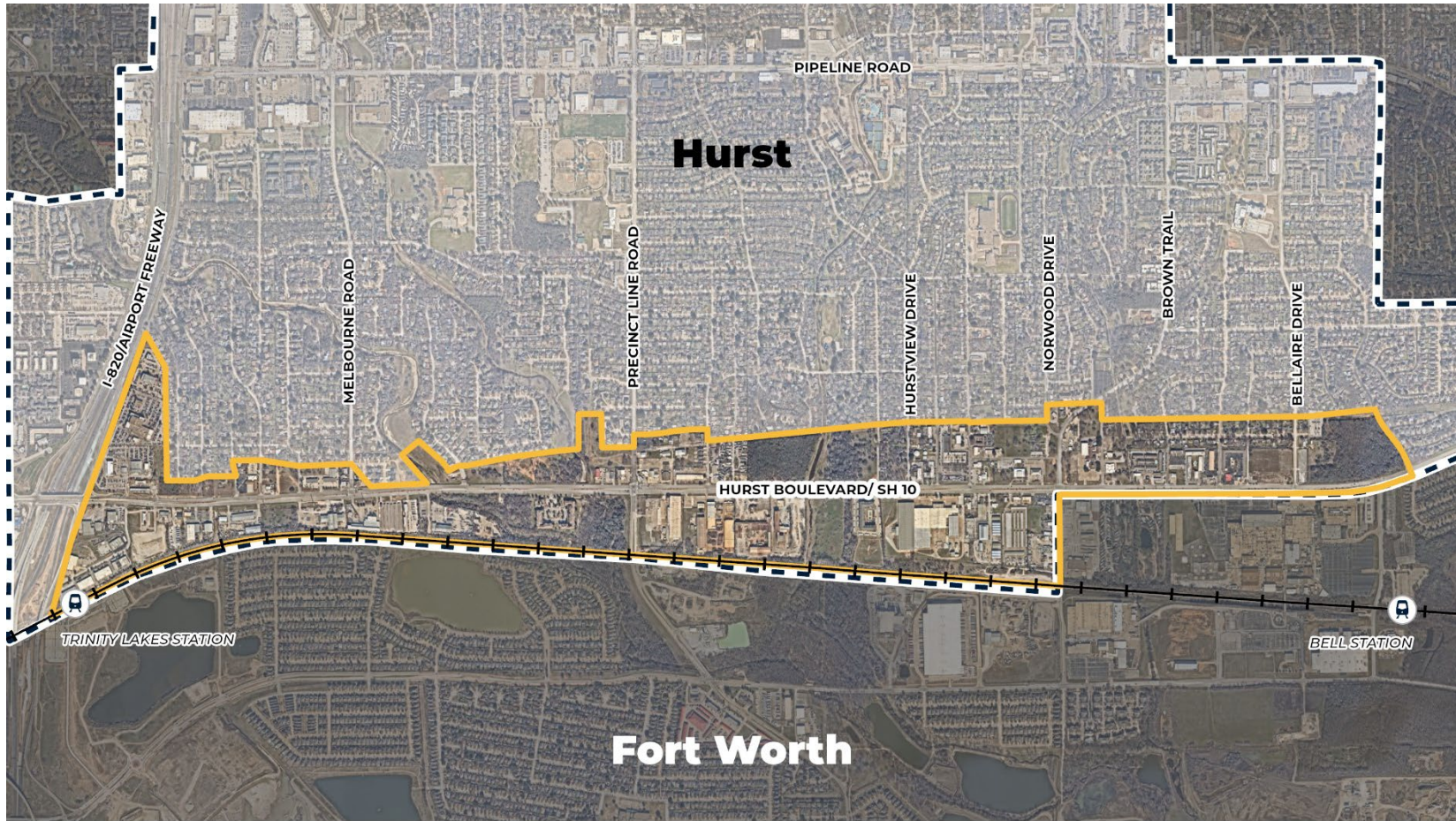



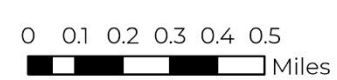


Figure 2. Project Area Map



LEGEND

-  Hurst Boulevard Vision Study Area
-  Trinity Metro TRE Station
-  Trinity Metro Railway
-  Hurst City Limits



Corridor History and Significance

The Hurst Boulevard corridor has been an integral asset to the City of Hurst from the very beginning. In 1903, William Letchworth Hurst or “Uncle Billy,” the founder of Hurst, made a deal with Rock Island Railroad to build a train depot on his land and create a railway connection between Dallas and Fort Worth. Today, the Hurst Train Depot is located on property within the study area owned by the GPS Paints manufacturer and is visible via the Trinity Railway. The Bell TRE station is the location of the historical marker for the Hurst Train Depot, about a half mile from the property.

In the early days, the Hurst Boulevard corridor was considered the “main street” of Hurst and was even the location of the first City Hall building. It was also the main route between Dallas and Fort Worth before Airport Freeway was constructed, often called the ‘Devil’s Backbone.’ There was minimal growth in Hurst until 1951, when Bell opened its headquarters off Hurst Boulevard in Fort Worth city limits. This contributed major growth that eventually led to the incorporation of the city in 1952. Over the next twenty years, development of the area included mainly light industrial uses with supporting commercial and residential for people who worked in the area. This development occurred sporadically, resulting in disorganized development patterns with varied characteristics including building design, landscaping, pedestrian facilities, and signage.

Today, Bell is still a major asset that draws traffic to the corridor, in addition to other major industrial employers that support the area. The significance of Bell to the study area provides a unique opportunity to showcase the history of Hurst and acknowledge how Bell has shaped the community. In addition to Bell and the Hurst Train Depot, there are several other historic attributes and sites that could be showcased to reflect local culture and history.

For example, the Hurst Seventh-day Adventist Church, located west of Norwood Drive, has a historical marker noting the building’s original function as the Hurst School, built in 1940 by the Works Progress Administration (WPA). Right across the street is another historical marker for Emma’s Café and Souders Grocery Store, opened in 1936, and which later became the location of the first Hurst post office 13 years later. Additionally, a now empty parcel near the Precinct Line Road intersection was the location of the original Church of Christ in Hurst, constructed in 1949. Despite the historical markers noting many of the historic sites within the study area, these locations are not adequately highlighted and go largely unnoticed.



The Hurst School located in the study area is identified as a Hurst Historical Landmark. (Source: City of Hurst)

MOSIER VALLEY

The parcels south of Hurst Boulevard and east of the study area are located in Mosier Valley, which was the first freedmen’s town in Tarrant County, established by freed slaves after the end of the Civil War. Over the following 50 years, the community grew to approximately 300 people but continued to operate with minimal community services.

In 1940, the Mosier Valley School was closed due to poor conditions, which meant students had to travel to Fort Worth to attend school. With the help of the NAACP, parents of the Mosier Valley students obtained an opinion from a United States District Judge that students had a right to be educated in their own district, working to provide accessible education to communities.

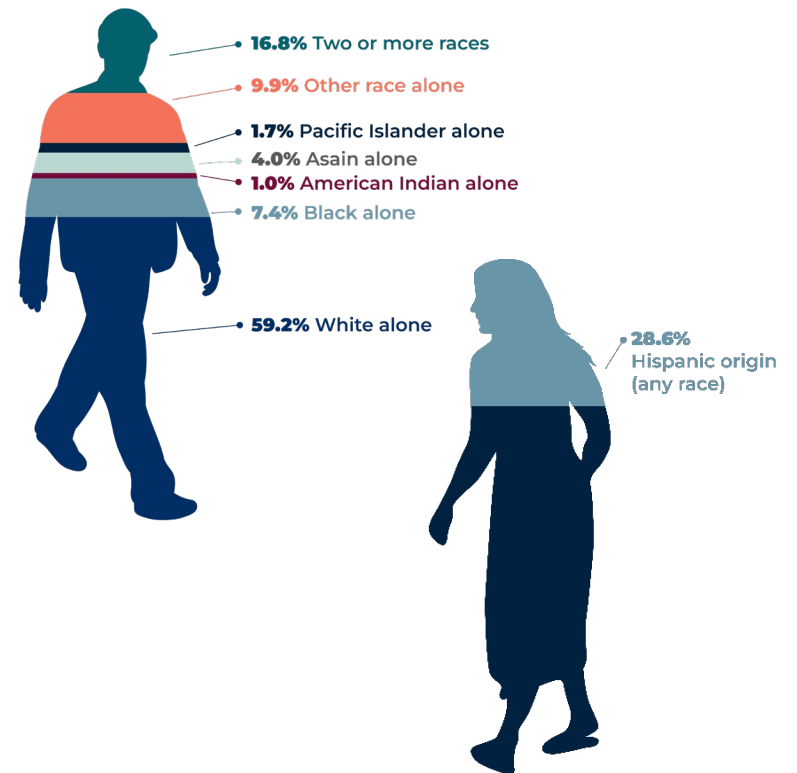
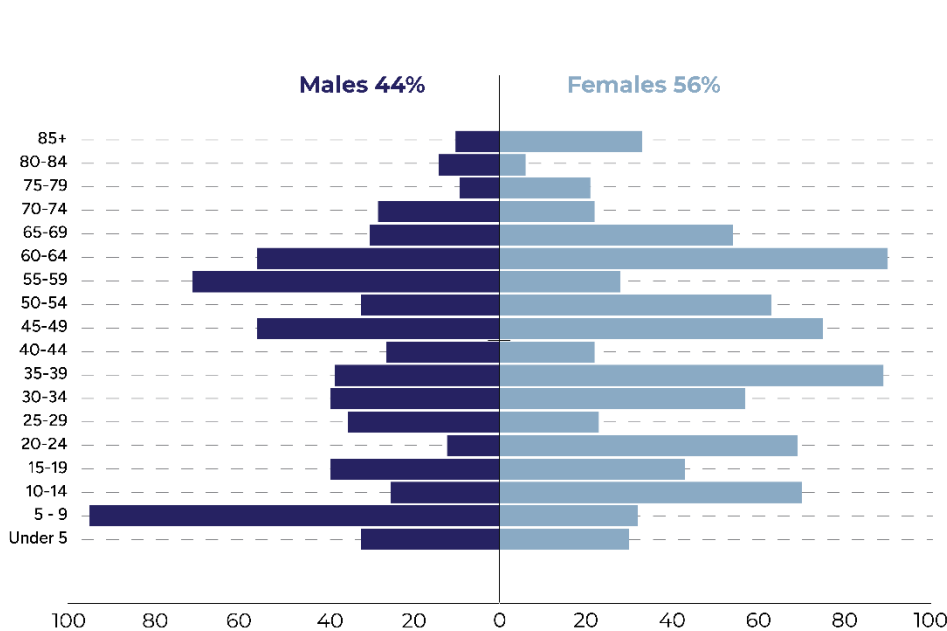
Since 1960, the area has transitioned away from residential uses as commercial business and industry has moved in, but it wasn’t until 1995 that the City installed water and sewer lines in Mosier Valley. Currently there are only two historical markers highlighting the history of Mosier Valley in addition to Mosier Valley Park, all of which are located outside of the study area.



Corridor Demographics

STUDY AREA POPULATION SNAPSHOT

The figures below represent demographic estimates of the study area boundary. These estimates can be used to benchmark change over time and help identify specific needs, populations susceptible to change, or key demographics for the market analysis (see **Market Assessment** on page 17).



Sources: 2023 American Community Survey, ESRI Business Analyst



Comparison to the City of Hurst

The study area population in 2023 was estimated to be 1,472, or approximately 3.7 percent of the city's total population. The poverty rate in this area is 13.1 percent, which is slightly higher than the city's overall rate of 10.4 percent. However, the median household income for the city is \$71,743 which is less than ten percent greater than that of the study area.

People identifying as white alone account for 59.2 percent of the study area's population and 63.5 percent of the city's population. Within the study area, 24 percent of the population is another race alone and 16.8 percent are two or more races. This indicates that the corridor is proportionally more racially diverse than the city.

As of 2024, there are an estimated 738 housing units within the study area and approximately five percent are vacant. Housing units within the study area comprise less than five percent of total housing units in Hurst. Further, approximately 64.4 percent of the units throughout the study area are owner-occupied which is greater than the 59.5 percent city-wide.

Regional Comparison

The City of Hurst is a part of the greater Hurst-Eules-Bedford area, and Hurst Boulevard is a major thoroughfare connecting Hurst and Eules. These peer communities share an Independent School District and Chamber of Commerce. **Figure 3** represents a comparison of the study area population with the peer cities and greater DFW region.

Figure 3. Study Area and Comparison Area Populations (2023)

	Study Area	Hurst	Eules	Bedford	D-FW-A MSA
2023 Population	1,472	39,912	60,373	49,191	7,807,555

Source: DP05 2023: ACS 5-year estimates; ESRI Business Analyst

FORECASTED POPULATION AND EMPLOYMENT

Using models provided by the North Central Texas Council of Governments (NCTCOG), an assessment of population and employment estimates for 2026 and 2050 was conducted. When compared to Tarrant County, the study area indicates some employment growth is anticipated between now and 2050. The most notable changes are potential employment growth on the eastern and western sides of the study area. As for population change, the median percent change for the study area is 4.32 percent. This estimate aligns with the limited availability of undeveloped land in the study area and infill opportunities.

It is important to note that the NCTCOG long-range forecast is most applicable for planning large regional projects. For small area planning projects, such as the Hurst Boulevard Vision, the forecasts may not accurately predict small area future development.



KEY TAKEAWAYS AND OPPORTUNITIES

Today's demographics and low population density within the study area may not reach the critical mass necessary to attract developers or newer businesses.

Opportunities

- Housing and population density are critical to spurring new development.
- Redevelopment and infill development could improve placemaking along the corridor.
- New populations coupled with transit access significantly increase the capacity and reach of the study area to draw patrons for business, entertainment, and employment activities.



Existing Land Use and Zoning

LAND USE INVENTORY

Study Area

Within the study area, there are 14 land use categories of which single-family and industrial land uses are the most prevalent. These two uses account for nearly 45 percent of the study area. **Figures 4-6** on the following pages depict the study area land use composition.

Within the study area, single-family residential exists only to the north of Hurst Boulevard. Most single-family residential lots are approximately 0.25 acres and account for 166 acres within the study area. In conjunction with the limited multi-family land uses, this indicates low population density for the study area.

Existing industrial uses along the corridor include production facilities, metal fabrication, and warehousing. Industrial uses are primarily located south of Hurst Boulevard with just three out of the 289 parcels located to the north currently occupied by industrial uses. These uses have been a fixture in the city's economy for decades.

While there are approximately 500 acres of land in the study area, the largest parcel is only 26.5 acres. This indicates that any large-scale, future development may require land assembly. Of the 366 parcels along the corridor, 276 are less than one acre in area.

Beyond the Study Area

To understand the context and potential reach of the study area, a one-mile buffer was established to further analyze existing conditions. The differences between the study area and buffer can highlight where people live, what uses are easily accessible, and what uses may be lacking in the area. Additionally, the buffer identifies complementary uses and how future development in the study area may impact its surroundings.

Assessing a one-mile buffer around the study area, 40 percent of the land is vacant or undeveloped which is the most prominent condition by acreage. Most vacant lands lie within the West Fork Trinity River and its floodplain located in the southern part of the buffer. The most prominent developed land uses in the one-mile buffer are single-family residential, industrial, and multi-family residential.

Land uses and development patterns in the northern half of the buffer are indicative of auto-oriented development from the mid-twentieth century. Older single-family residential uses are primarily located between Hurst Boulevard and Pipeline Road. The centralization of single-family residential uses were developed initially to support the Bell facility. Industrial uses are concentrated along Hurst Boulevard while existing supporting neighborhood services, such as grocery stores, dry-cleaning, and hair salons, are limited to Pipeline Road.

Additional single-family residential development can be found to the south in the City of Fort Worth. These homes are newer and are zoned to allow between eight and 14.5 dwelling units per acre (du/ac) which is denser than the single-family residential to the north.

Multi-family uses account for 441.5 acres (5.1 percent) of the buffer area and are, generally, closer in proximity to retail and neighborhood services. Many of these uses are older garden-style or low-rise apartment buildings with varying conditions and density.

Industry accounts for 7.6 percent of land use in the buffer area. Of the 656.2 acres of industrial land use, Bell owns and occupies at least 150.5 acres – all outside of the Hurst Boulevard Vision study area. Other common industrial uses in the area include warehousing, shallow bay industrial, and construction services.



Figure 4. Study Area Land Use Composition (2020)

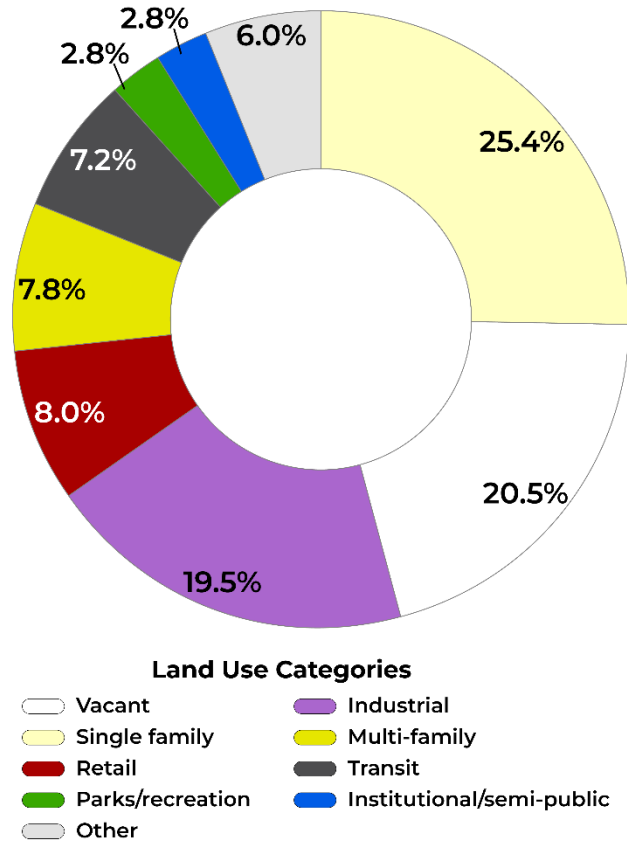
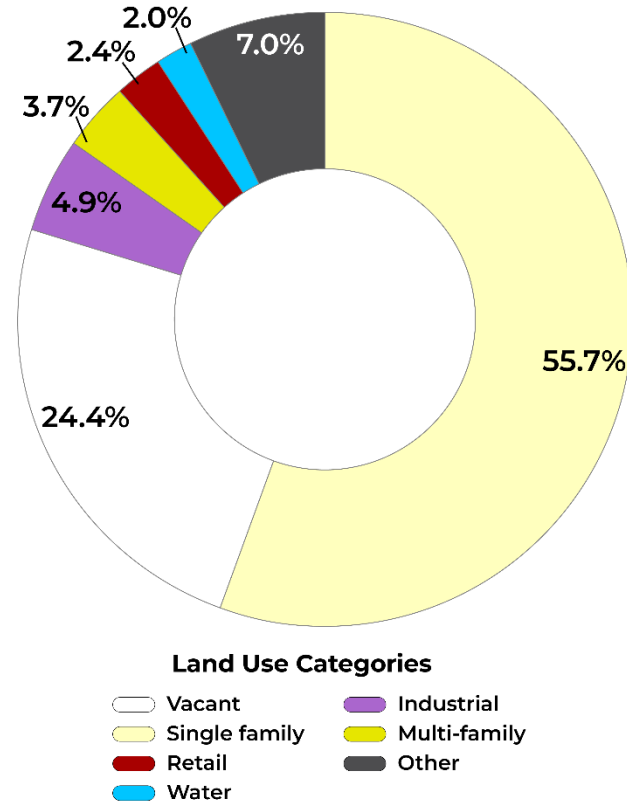


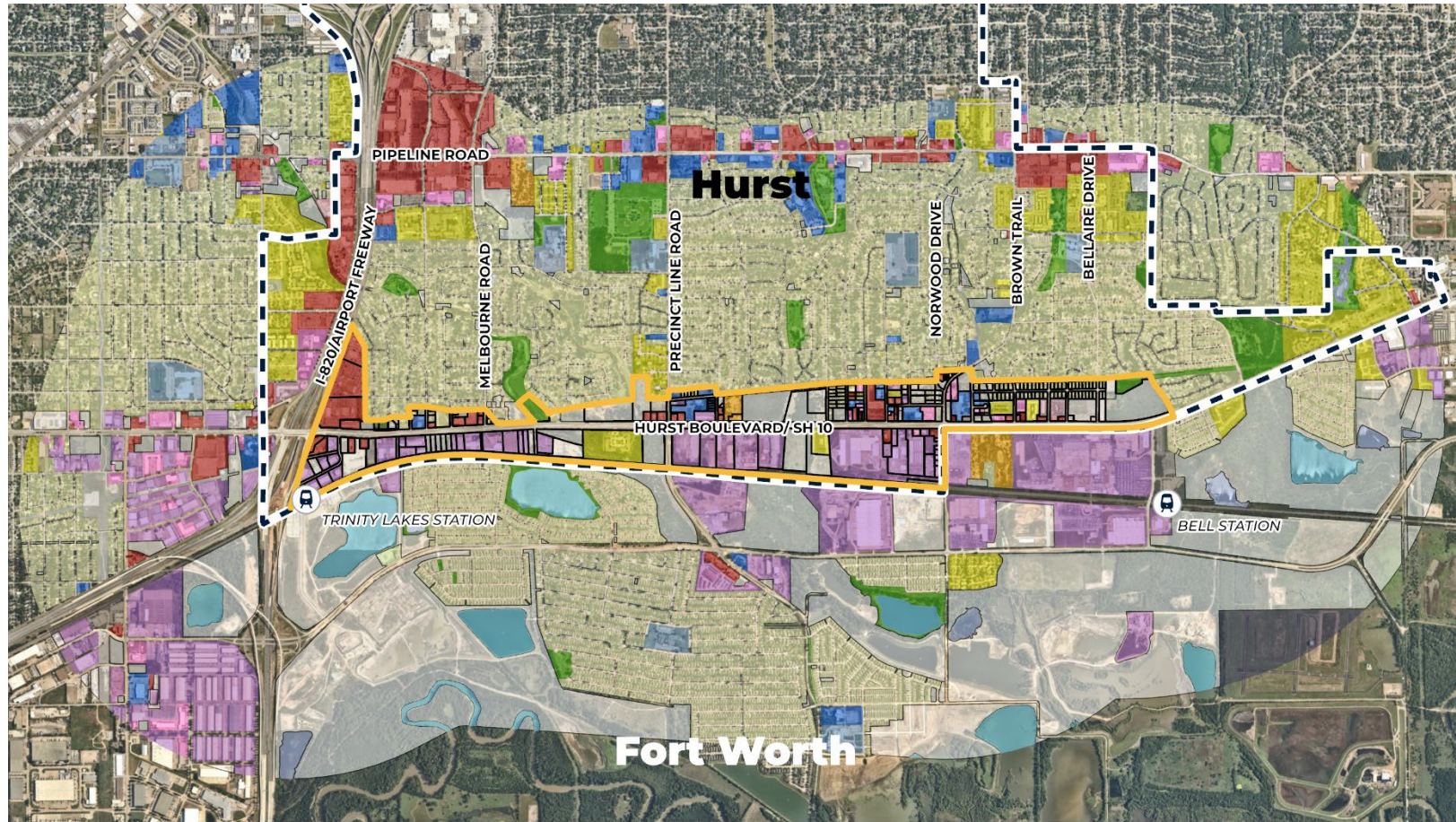
Figure 5. Study and Buffer Area (1-mile) Land Use Composition (2020)



Source: NCTCOG



Figure 6. Corridor Existing Land Use Map



LEGEND

	Trinity Metro TRE Station		Hurst Boulevard Vision Study Area		Hurst City Limits		Study Area Parcels
NCTCOG Land Use (2020) 1 Mile Buffer			Cemeteries		Communication		Education
	Group quarters		Hotel/motel		Improved acreage		Industrial
	Mobile home		Institutional/semi-public		Parks/recreation		Retail
	Multi-family		Parking		Runway		Utilities
	Office		Single family		Vacant		Water
	Small water bodies		Transit				



Source: NCTCOG

ZONING CHARACTERISTICS

There are 11 primary zoning classifications and two historic subcategories of zoning within the study area, as shown in **Figure 7**. The two most prevalent zoning types are multi-use and commercial/retail classifications.

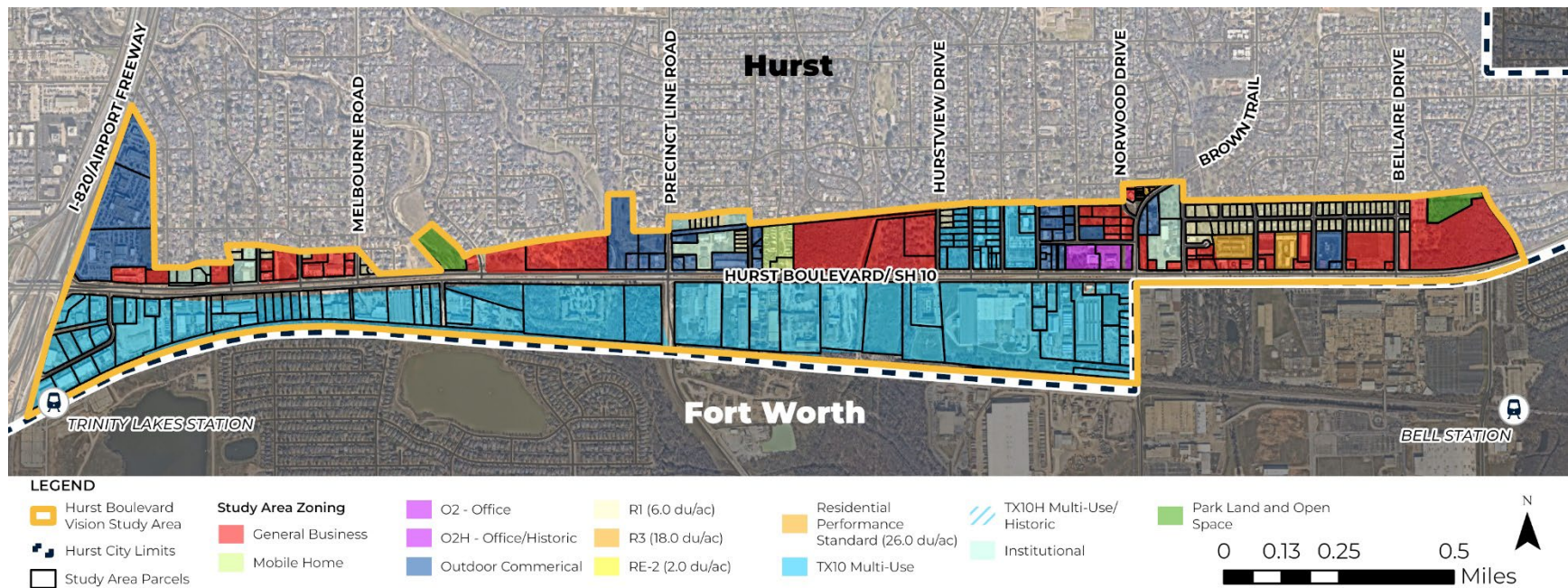
Texas Highway 10 Multi-Use District is the most prevalent zoning classification at 51.5 percent of all study area property and is intended to support the development of business, industry and relevant support activities. While the existing industry and supporting services located in the study area have a steady presence, these uses occupy only about 40 percent of all study area property.

The General Business and Outdoor Commercial zoning districts account for 33.2 percent of zoning in the study area while only occupying 11.6 percent of the existing land area. Out of the 140 acres zoned for commercial/retail land uses, approximately 65.75 acres (46.9 percent) are vacant. This does not include unoccupied or abandoned buildings that were once commercial/retail spaces.

ABOUT THE “TX 10” TEXAS HIGHWAY 10 MULTI-USE DISTRICT

With more than 30 permitted uses, such as commercial amusement (indoors), restaurants, personal services, and research and development laboratories, the purpose of the district is to concentrate growth to maximize job growth and enhance the city’s urban image along State Highway 10. This zoning district specifically encourages those uses that will stimulate work force expansion, optimize employee to customer ratios, maximize the economic use of available land and encourage the redevelopment of land.

Figure 7. Study Area Zoning Map



Source: City of Hurst

KEY TAKEAWAYS AND OPPORTUNITIES

The Hurst Boulevard Vision Plan study area is a hub for industry in the City of Hurst, and the community has a strong desire to retain key industrial sites. However, the city's general oversupply of retail land uses to the north impacts the ability for supporting uses to operate along Hurst Boulevard leading to an excess of retail and commercial zoning. Development potential within the study area and its surroundings are limited by the floodplain.

Opportunities

- Consider adaptive reuse or infill of vacant or abandoned parcels.
- Leverage floodplains as green and open space amenities for resilience, beautification, and stormwater management.
- Support existing industrial uses with more complementary zoning.
- Corridor aesthetic improvements may attract developers to the study area.
- Pending future coordination with Trinity Metro, TRE rail stations present opportunities for transit-oriented development (TOD) to increase density at transit nodes.



Existing Corridor Character

CORRIDOR ASSETS AND KEY DESTINATIONS

A majority of the Hurst Boulevard study area is comprised of industrial and commercial uses resulting in major employers as the study area's key destinations. Major employers along the corridor are primarily automotive and industrial facilities, including three major car dealerships along IH 820, as well as MMW Industries and Texas Galvanizing. Bell Textron headquarters is located southeast of the study area in Fort Worth with access to the Bell TRE Station along Bell Flight Boulevard. Bell has a long history within the corridor and continues to be a major job supplier for the area, with over 4,000 employees in 2024.

Additional destinations on Hurst Boulevard include several churches, as well as other neighborhood amenities including daycares and restaurants. Gas stations, particularly on the west side of the corridor, are high traffic destinations due to the prevalence of work vehicles in the area and proximity to IH 820. Vacant lots and open space areas are also prevalent throughout the study area.

There are no schools within the study area, however five Hurst-Eules-Bedford Independent School District (HEBISD) schools are located within a one-mile radius of the study area, including one junior high school and four elementary schools. Within the study area there are three municipally owned facilities including Parker Cemetery, Hurst Fire Station 3 and Pump Station No. 1, in addition to multiple vacant municipally-owned parcels throughout the corridor. Some of these parcels are located near neighborhoods and creeks with visible worn paths caused by foot traffic present, indicating a demand for pedestrian connections along the corridor. As previously mentioned, there are multiple historical sites within and near the corridor that are marked but not emphasized, including the Hurst Train Depot and the Hurst School. Hurst Fire Station 3 is the previous site of Hurst's first City Hall.

Regional Access

Hurst is not a member city of Trinity Metro and therefore no direct access to public transit exists within the study area. However, the Trinity Railway Express (TRE) travels east to west along the study area's southern edge. In respect to the study area, there are two TRE stations that have potential to be economic drivers for transit-oriented development (TOD), or walkable communities developed around transit access. First, the Bell Station is located to the southeast of the study area, and second, the Trinity Lakes station is adjacent to the study area and divided by the municipal boundaries for Hurst and Fort Worth.

On a broader scale, some of the major destinations proximate to the study area include North East Mall, Arlington Entertainment District, and DFW Airport. The study area is well positioned within the DFW metroplex to attract users travelling to a number of the major destinations in the region. It will be important to consider the corridor as a potential stepping-stone for users as they travel to other key destinations outside of the study area.



Bell Textron Headquarters is a major employer and community asset located just outside of the study area in Fort Worth.



Wayfinding signage directs motorists on Hurst Boulevard to community destinations to the north.



PARKS, OPEN SPACE, AND NATURAL AREAS

The major open space and natural areas within the corridor primarily consist of vacant parcels that are heavily wooded, as well as drainage corridors and open space with minimal public access. While access is limited, residents within the study area and nearby areas have noted that the green and open space areas along the corridor are of high value, especially areas that back up to creeks.

Two streams are present within the study area, the Walker Branch and the Calloway Branch, which both intersect Hurst Boulevard at the study area's western end. The City of Hurst owns a parcel of land where Calloway Branch and Hurst Boulevard intersect. A majority of this parcel is in the floodplain but has the potential to provide additional recreational amenities and connections to nature for residents and visitors.

Parks and Trails

While there are no developed public parks within the study area, there are more than five parks located within half a mile of the study area. Parks and open space are shown in **Figure 8** on page 14. Similarly, there are no designated trails within the study area, however, numerous trail segments exist within a mile of the corridor that can act as potential connections to parks and to the regional trail network (see **Figure 26** on page 46). These include existing and planned portions of the DFW Discovery Trail, located south of Hurst Boulevard, which provides a network of trails from Fort Worth to Dallas. The Cotton Belt Trail is another regional trail that could be accessed through additional trail connections that extend from the study area.

The only other source of greenspace along Hurst Boulevard is through required landscaping on private property and within the right-of-way. Recent improvements in medians at major intersections include the addition of low maintenance xeriscaping and native Texas plants that contribute natural beauty and visual interest as users travel along the corridor. Additional landscaping along Hurst Boulevard is primarily open lawn in various conditions with little biodiversity.

Undeveloped Parks

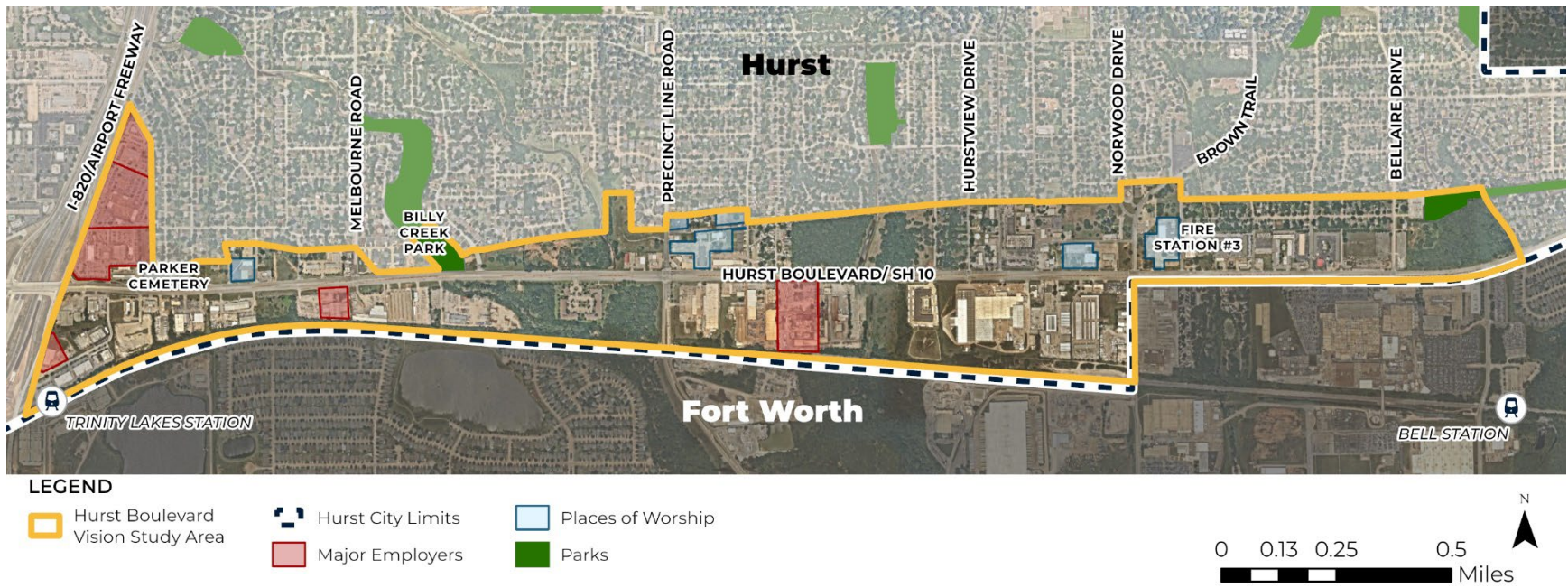
Two municipal park properties are wholly or partially located in the Hurst Boulevard Vision study area.

- **Billy Creek Linear Park** is undeveloped parkland located along the Calloway Branch. The 2018 Parks, Recreation and Open Space Master Plan recommended keeping the site natural since access is limited.
- **Highway 10 Linear Park** is undeveloped parkland north of Hurst Boulevard along a utility easement. The City's 2018 parks master plan recommended a trail connection to Rickel Park to the east and keeping the site natural.



Heavily wooded areas exist along the corridor typically in association with the creeks or drainage channels.

Figure 8. Community Assets Map



Source: NCTCOG; City of Hurst

CORRIDOR AESTHETICS

Today, the study area is primarily auto-centric with many buildings set back from the street by parking lots. The presence of industrial buildings and vacant lots in the study area contributes to an impersonal environment and lack of remarkable features. Well-timed traffic signals and multiple lanes allow vehicles to seamlessly travel along Hurst Boulevard making the corridor feel unsafe and busy. Hurst Boulevard is most frequented by people travelling through the study area and not as a destination for users.

Due to the high traffic and industrial uses, gravel, litter, and other debris collect at intersections and driveways which can present challenges for bicycle and pedestrian users. Segmented sidewalks, lack of landscape buffers, and inconsistent signage at intersections contribute to the sense of disorganization within the study area. Further, there is no gateway or wayfinding signage to identify Hurst Boulevard. Perception of physical and visual connectivity is key to expanding access to and through the study area.

Hurst Boulevard underwent recent corridor aesthetic improvements through a TxDOT Green Ribbon Project, so medians were enhanced with native landscaping and select intersections received upgrades to curb ramps and pedestrian crossing facilities. During ongoing engagement efforts, residents indicated that these transformations had minimal impact on their perception of study area aesthetics.

To provide more art in public places, the City of Hurst City Council and Hurst Community Arts and Historic Landmark Preservation Committee sponsor the Utility Box Art Project. To date, phases one and two have been completed with five of the 28 vinyl wrapped utility boxes located in the study area. Art in public places is one tool to create a welcoming study area with community pride.

Furthermore, architectural styles and building materials in the study area vary significantly. The greatest contrast is near Melbourne Road. A newer residential development is screened by a brick and stone wall while industrial buildings to the south of Hurst Boulevard utilize corrugated metal or concrete blocks with minimal screening. Places with consistent building styles are more likely to be perceived by users as attractive, clean, and safe, which contributes to the overall comfort and image.



Median landscaping improvements along the Hurst Boulevard corridor were funded through the TxDOT Green Ribbon program.



A traffic signal control box with public art at the intersection with Brown Trail adds to community character.

KEY TAKEAWAYS AND OPPORTUNITIES

The Hurst Boulevard corridor was the starting point for the City of Hurst and is still a major employment hub today. The study area is primarily auto-oriented with limited pedestrian access and multi-modal transit options. There is a lack of cohesion in building quality and aesthetics with varied conditions of businesses, homes, parking lots and walkways. The study area has a high vacancy rate and contains an unutilized open space that currently detracts from the experience of visitors to the study area. However, these properties and areas provide room for future enhancements. Overall, the corridor needs general aesthetic upgrades to encourage positive redevelopment but has the foundation to create a walkable and enticing environment that can serve as an asset for residents and commuters in addition to attracting visitors as they travel throughout the region.

Opportunities

- Consider establishing a distinct identity for the corridor through branding and wayfinding, beautification, and showcasing local history.
- Leverage vacant parcels for development that aligns with residential needs or provide local amenities and activities.
- Existing open spaces have potential for recreational amenities or environmental enhancements.



Market Assessment

The market assessment for the Hurst Boulevard Vision is focused on defining the competitive position of study area properties and the three catalytic site areas identified for this effort (see page 24). Data will be provided to add definition as to how ready the study area and its catalytic sites are for accepting new investment opportunities and new development.

COMPETITIVE MARKET POSITION

The City of Hurst is known as one of the older suburbs of Fort Worth and the community's rapid suburban growth period is complete. The Regional Newcomers and Relocation Guide of the Dallas Area Chamber describes Hurst as "The center of education and manufacturing in Tarrant County...North East Mall in Hurst is ranked as the No. 1 shopping mall in Tarrant County." What is not widely known are the potential investment opportunities in Hurst and the Hurst Boulevard study area.

The Hurst Boulevard corridor is challenged by markets from which it must compete for investment dollars. The up-and-coming Fort Worth Alliance area, to the north of Hurst, is the current major market competition for warehousing and manufacturing. The Alliance Foreign Trade Zone, DFW Airport and Intermodal Hub provide the magnets to investment decisions in logistics and manufacturing. Retail commerce in Hurst is centered at the IH 820 and Pipeline Road location of the North East Mall complex. The established neighborhoods of Hurst are north of the Hurst Boulevard corridor and more recently developing cities like Keller, Southlake, and Argyle feature newer neighborhoods.

A precursor of successful economic development is to know where competing development areas, cities or corridors are. Carefully defining the investment assets of Hurst and moving to a proactive marketing position in the market is essential. Fortunately, investment opportunity is ever present in the DFW metroplex of which the Hurst Boulevard study area may actively become a part.



Corridor Trade Area Demographic Trends

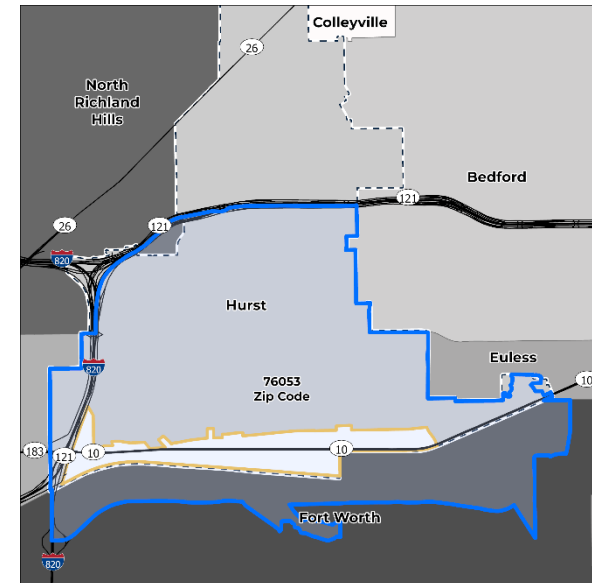
As depicted in the **Corridor Demographics** section of this report, current population levels along the Hurst Boulevard corridor are stable, with significant growth unexpected. During ongoing engagement efforts, residents from the single-family neighborhoods to the north of the corridor have expressed concerns about adjacent multi-family developments. However, residential growth is essential to attract shoppers, support new commercial expansion, and provide workforce for manufacturing and warehousing in the study area.

Market Consumer Segmentation

Utilizing advanced demographic datasets from ESRI, consumer segmentation is a tool used to profile and summarize similar demographic communities by zip code. Neighborhoods with the most similar characteristics are grouped together. Segments are separated into groups that share key demographic, socioeconomic and lifestyle characteristics offering insight into the unique composition of each segment. Consumer segments are utilized here to define who lives in the zip code and how they participate in the local economy. The study area is located within the 76053 zip code, see **Figure 9**, and **Figure 10** on page 19 depicts the consumer segmentation for the zip code. This section provides profiles into the five most common market consumer segmentations and a summary of the consumer segmentations ranking six to ten.

Through analysis of the ESRI data, certain consumer profiles tend to dominate, providing a lens into prevailing values, shopping habits, and lifestyle preferences. These insights not only help paint a vivid portrait of Hurst’s 76053 community but also serve as a roadmap for tailoring services, retail offerings, and civic engagement to better align with the neighborhood’s character and economic drivers. Notably, “Classic Comfort” stands out with more than a quarter of households in the 76053 zip code corresponding to the segmentation profile.

Figure 9. Consumer ZIP Code Map



Source: U.S. Census



“Classic Comfort.” These suburbanites are typically married homeowners with a median household size of 2.56. They value stability and comfortable living, and social activities are centered on family and community events. Neighborhoods are well established and most live in homes built between 1950 and 2000. They tend to shop for budget-friendly items from discount, local and chain stores. Their median age is 40.2.

“Diverse Horizons.” These residents tend to live in or near metropolitan areas. Families consist of about two-thirds of the population segmentation while predominantly living in apartments or multi-unit structures built prior to 1990. Nearly 46 percent of this population is rent burdened and tend to work in services or skilled occupations. Their median age is around 35.

“Young and Restless.” These households are Millennials with a median age of 31.4. They are well-educated with careers in professional and technical occupations as well as sales and office administration support. They are not yet established but are working to get ahead and improve themselves. More than half of the householders are under thirty-five. The households tend to be either singles or married couples. The households are renters and highly mobile.

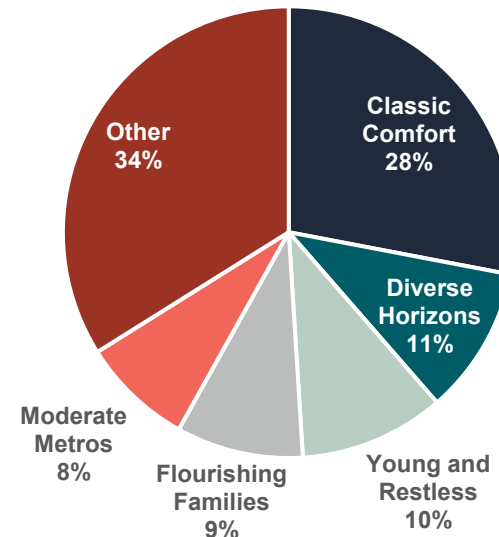
“Flourishing Families.” These suburbanites tend to live in lower density single-family homes built between 1990 and 2000. They are well-educated professionals with middle-class incomes. They tend to shop in-person for hardware and hobby supplies but purchase other household goods and personal items online. Most households have children and the median age is 39.

“Moderate Metros.” These consumers live in the suburbs or edge of metropolitan areas and nearly half of them rent. They shop online and typical purchases include groceries, electronics, and clothing. About 67 percent participate in the labor force and work in healthcare, retail/sales, or administration. Their median age is 38.1.

Segments ranking six to ten in terms of the top ten largest consumer segments in the 76053 zip code include “Rural Versatility,” “Welcome Wavers,” “Room to Roam,” “Boomburbs,” and “Loyal Locals.” Each segment includes households at no more than 4 to 6 percent of the total households in the 76053 zip code. Educational attainment reveals a community that values learning, while household incomes reflect substantial earning power. The demographic landscape blends young families with preschoolers and an active labor force, pointing to a dynamic yet stable environment. Many residents opt to rent, yet there is a notable trend toward home ownership, suggesting aspirations for long-term community investment alongside flexibility in living arrangements.

The remaining households in the 76053 zip code include segments that are below four percent of the individual zip code segments. These include segments entitled “Dreambelt,” “Family Bonds,” “Metro Fusion,” and “City Greens.” The four segments make up less than a total of 10 percent of the Hurst 76053 zip code area.

Figure 10. Consumer Market Segmentation



Source: ESRI



ECONOMIC MARKET HIGHLIGHTS

The Hurst Boulevard corridor's strategic location and diverse economic base underline its immense potential for revitalization. This geographic advantage allows for the seamless integration of industrial spaces, with commerce and residential creating an environment where connectivity becomes the cornerstone of growth. Proximity to major transportation networks further enhances Hurst Boulevard's appeal, offering unmatched access to local and national markets.

Major Industries

Bell Textron, the aviation and aerospace manufacturer, has its global headquarters located at the eastern edge of the corridor within the City of Fort Worth. As a key player in the aviation industry, Bell contributes significantly to the economic vitality of the region. There are more than 4,000 employees at this location. Bell also owns approximately 6.6 acres of vacant land in the Hurst Boulevard corridor at the potential eastern catalytic site. Bell is the sixth largest taxpayer in Tarrant County.

On the south side of Hurst Boulevard, major manufacturing and warehouse facilities provide significant property value, sales, and property tax generation with numerous employment opportunities. These companies include the following:

- **AZZ Inc. (Texas Galvanizing)** provides sustainable metal coating for a wide range of markets. AZZ Inc. is recognized as the largest hot-dip galvanizer in the U.S. AZZ is the second largest taxpayer in Hurst according to the Tarrant Appraisal District.
- **GPS Paints** operates at the former Sherman Williams paint manufacturing site located in the corridor.
- **Modern Forge Texas** is the 4th and 5th largest taxpayer in Hurst. According to the Tarrant Appraisal District this business under two property accounts is greater in value than AZZ when the two properties are combined. Modern Forge Texas and MF-Hurst Properties LLC have a total of \$6.7 million in taxable property.

Additionally, there are five steel fabrication, assembly, and warehousing businesses dealing with steel pipe and bar steel on the south side of the Hurst Boulevard corridor. The study area is also home to companies specializing in outside construction yards, appliance parts warehousing, plumbing and electrical services, and fence warehousing and assembly. Truck and auto services and customization businesses are present as well. DBL Design, Diesel Pro LLC, and All About Autos provide significant truck and auto services to the regional market. These companies offer significant taxable properties and employment opportunities, contributing to the area's status as a manufacturing and warehousing economic center.

Flex/warehousing commercial space is sprinkled along the Hurst Boulevard corridor. The flex warehousing is also located along Central Park Drive with quick access to IH 820. Properties along South Norwood Street are primarily flex space with outside warehousing in back. **Figure 11** represents a list of the major employers in the study area.

Figure 11. Corridor Major Employers

Major Employer	Number of Employees	NAICS Classification
Hurst Autoplex Mitsubishi	35	Retail Trade
Freeman Toyota	105	Retail Trade
Moritz Kia Hurst	30	Retail Trade
Energy Specialties Inc	109	Construction
MMW Industries	32	Manufacturing
Texas Galvanizing	44	Manufacturing
Bell Textron	4,000	Manufacturing

Source: NCTCOG Major Employers



Workforce

According to the U.S. Census LODES data, the largest workforce segment is manufacturing. Manufacturing accounts for 25 percent of the jobs in the 76053 zip code, and is concentrated along Hurst Boulevard especially near the Bell Helicopter Headquarters. Retail is the second largest workforce segment at 23 percent, and is spatially concentrated at North East Mall. Hurst Boulevard features retail lightly dispersed along the corridor. Another 7.3 percent of the workforce segment is Construction employment with notable concentration in the study area. **Figure 12** depicts the workforce by industry for the 76053 zip code.

Outside of the study area, but with significant impact to the overall zip code, there are two additional workforce segmentations. Just northwest of the study area, there is a significant concentration of Administration and Support for the waste management industry. Adjacent to North East Mall, there is an Accommodations and Food Services node of the workforce.

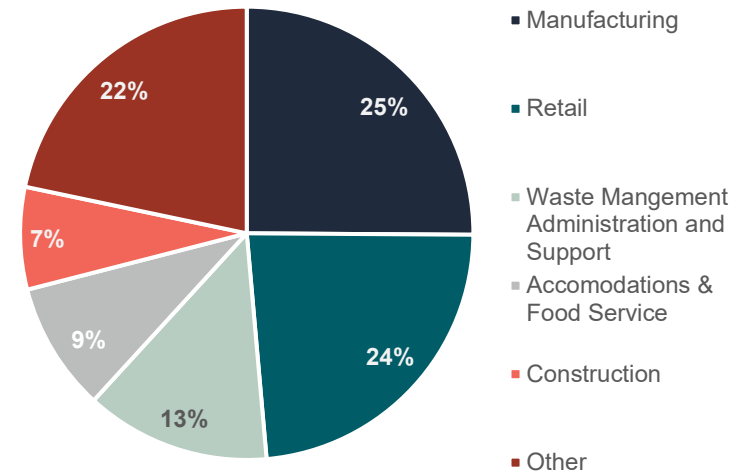
Notably, most people working in the 76053 zip code are commuting, and those living within the zip code are commuting out for employment. Employees working in the 76053 zip code travel mostly from residences in Fort Worth, Arlington, Dallas and North Richland Hills. An estimated 3.4 percent of the employees working in the 76053 zip code reside in Hurst.

Market Interview Findings

The consultant team conducted property owner interviews along the corridor to allow for their input and revitalization recommendations. This section highlights key findings from those interviewed: the property owners, realtors, and developers.

Interviewees consistently emphasized the corridor's unique blend of longevity and adaptability, citing both the historical presence of family-run enterprises and the recent influx of innovative business models. Conversations revealed a landscape where tradition intertwines with evolution: many proprietors take pride in reinvesting in their properties and exploring modern marketing techniques, while still nurturing the relationships that have defined the area for decades. Several developers expressed optimism about the corridor's future, noting increased interest from entrepreneurs drawn by its strategic location and diverse customer base. They indicate that their market is all of DFW. Stakeholders also identified emerging challenges—such as workforce recruitment, traffic and shifting consumer demands—but voiced confidence that the community's tradition of collaboration would help address these issues in creative ways.

Figure 12. Zip Code 76053 Workforce by Industry



Source: U.S. Census Bureau



Economic Sustainability

Interview feedback underscored the importance of economic resilience. Participants described how adapting to fluctuating market conditions is an ongoing process - one that has prompted many businesses to diversify their offerings and explore partnerships with neighboring organizations. Several developers/realtors observed that the area needs more flexible base zoning or overlay zoning and support for mixed-use developments to encourage reinvestment, while a handful of business owners stressed the value of programs that connect local talent with new employment opportunities. Stakeholders widely acknowledged that continued prosperity would depend on their ability to anticipate economic shifts and foster an environment where established businesses and newcomers alike can thrive.

Property owners, realtors, and developers have noted that there is a strong sense of economic sustainability within the Hurst Boulevard corridor. Several businesses have been located on the corridor for over three generations of family owners including Fun N Sun Boating Sales, HJ Smith Auto Sales, AmeraTex, and the A & G Central Park. Each of these businesses continue to adapt to change along the corridor and in their business market. For example, the market for contractor supplies at AmeraTex is moving north as northern suburbs grow. Construction, manufacturing, and wholesale businesses in the corridor adapted to the moving market with internet sales and quality service. Fun N Sun Boat Sales likes the central location of the Hurst Boulevard corridor to serve the entire DFW market. The central location and ease of access onto IH 820 from Hurst Boulevard are key sustainable assets of the study area for businesses to attract workforce and to serve their customers. Businesses in the corridor desire to continue to conduct business from their current location. Only one business interviewed was considering moving and that was due to a need for more space to conduct their wholesale/contractor business.

Community Service Needs

The Hurst Boulevard Corridor is a mix of land use types including single-family residential, multi-family residential, churches, retail shops, restaurants, warehousing, contractor suppliers, and manufacturing. Residential development managers and business owners have all noted a need for additional businesses and services to meet the needs of the residents and employees. They have requested more restaurants, more shops for dry cleaning and tailoring, childcare, and business services to meet the needs of residents and employees. The desire for community gathering spaces, such as libraries, recreation centers, or multi-purpose venues, also surfaced, reflecting a broader wish for amenities that would improve overall quality of life in the corridor. There was widespread agreement that investing in such services would help ensure the corridor's continued appeal as a place to live, work, and grow.



H J Smith Automobiles is a third-generation business located at the corner of Hurst Boulevard and Norwood Drive.



Example of a neighborhood-scale drug store and dry-cleaning services in Austin, Texas.

Public Improvement Needs

Property owners and merchants all have uniformly requested continuous sidewalks and pedestrian lighting along the corridor. Residents and employees desire to be able to walk to a restaurant or visit locations in the study area. Merchants in the study area have asked for sidewalks which connect the local businesses to the residential neighborhoods to the north. Residents in the neighborhoods to the north of Hurst Boulevard would be able to walk to the businesses if sidewalks and pedestrian lighting were available.

Additionally, several stakeholders expressed the importance of fostering a sense of place and identity along the corridor. Ideas emerged around branding initiatives that would celebrate the unique history and diversity of Hurst Boulevard, making it more attractive to both visitors and potential new businesses. There is enthusiasm for streetscape enhancements such as landscaping, wayfinding signage, and seating areas that could encourage foot traffic and community gatherings.

Overall, property owners, developers, and community members share a vision in which the Hurst Boulevard Corridor remains economically strong, more walkable, and responsive to the changing needs of residents, businesses, and visitors alike.

Private Developer Partners

Some stakeholders who own property that is ready for development or redevelopment have expressed interest in partnering with the city on future developments within the study area. These stakeholders desire to begin discussion with the city and adjoining property owners to produce a common vision and path forward to new development. Most have expressed being open to mixed-use and medium density housing approaches, but actual sites and projects vary throughout the study area.

As the vision for the corridor evolves, the role of private developer partners takes on renewed significance. Stakeholders recognize that successful revitalization efforts depend not only on public investment and municipal support, but also on active collaboration with the development community. Private-sector partners are seen as catalysts for bringing new amenities, innovative design, and sustainable growth to the area.

Interviews with developers highlighted a willingness to invest in projects that align with the community's aspirations—mixed-use developments that blend housing, retail, and community services; adaptive reuse of underperforming properties; and the integration of green building practices. Many emphasized the value of clear guidelines and streamlined processes from local authorities, which can help accelerate project timelines and foster confidence in long-term investments.

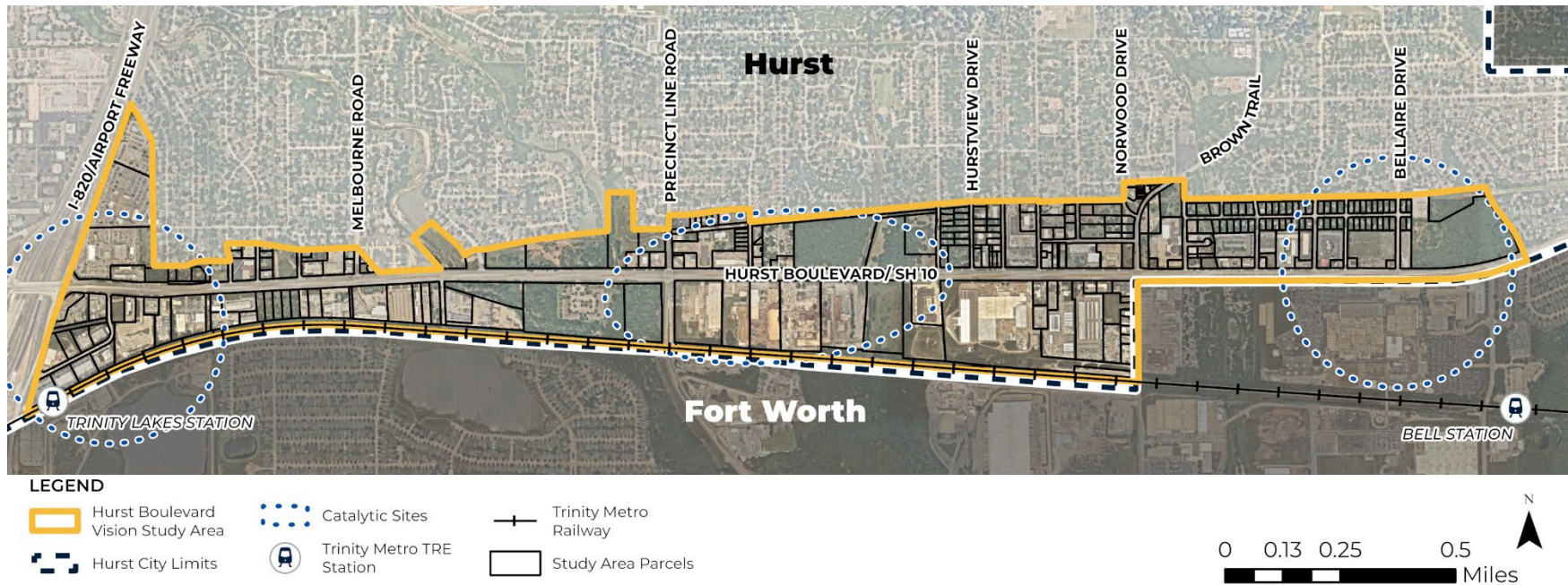
There is a collective hope that public-private partnerships will unlock new opportunities for placemaking and economic diversification. Through shared responsibility and creative collaboration, the Hurst Boulevard Corridor can become not only a destination for commerce and daily living, but also a model of balanced, community-driven development that sets a benchmark for surrounding areas.



CATALYTIC SITES

As part of the Hurst Boulevard Vision Plan, three catalytic site areas have been identified that represent opportunities for future redevelopment. **Figure 13** depicts the general location of the three sites. As the study progresses, specific parcels will be identified for each catalytic site area. This section gives an overview of the existing trade area and initial observations and opportunities to be further explored in later phases of the project.

Figure 13. Catalytic Site Area Locations



Source: NCTCOG; City of Hurst

Western Site Area

The western catalytic site area is located generally at the Hurst Boulevard and IH 820 interchange. The population within one-mile of the area is approximately 9,000, within three miles is 85,000, and within five miles is 267,000. The site area is adjacent to the TRE Trinity Lakes rail station, but there is a fence separating direct access for Hurst residents to the station. Occupied uses include fast food, industrial flex space, and auto-oriented uses.

The site area contains six acres of undeveloped land, and an acre comprised of vacant buildings. Strategic partnerships between developers and public entities could explore opportunities to utilize undeveloped tracts for mixed-use given the proximity to the rail station. One site is currently being monitored for past contamination. Despite this, the area could still be viable for the initial beginnings of a mixed-use transit-oriented development. With environmental remediation, these undeveloped properties could yield mixed-use development which could stimulate investment in the adjoining area to attract motorists travelling along IH 820.

Central Site Area

The central catalytic site area is located between Anderson Drive and Arthur Drive and features a drainage channel running through the site. The population within one-mile of the area is approximately 14,000, within three miles is 87,000 and within five miles is 211,000. There is a mobile home park just to the west of the site area and heavy industrial adjacent on the southern side of the corridor.

The site area features 12 acres of Oncor property, six acres of private sector property on the north side and eight acres on the south side. Portions of the site area are within flood hazard zones. On the south side of the corridor is the AZZ galvanizing plant immediately to the west. The Provisions of Patriot Place residential development is located on the southern side of the corridor. Considerations for future development at this site will be ensuring uses are compatible, given the proximity to single-family residential on the north side and proximity to heavy industrial on the south side of the corridor.



Viewshed looking south from the western site area offers views of water and the Fort Worth cityscape.



Viewshed looking north from the central site area towards the wooded land owned by Oncor.

Eastern Site Area

The eastern catalytic site area is located to the north of the Bell facility on either side of Bellaire Drive. The population within one-mile of the area is approximately 11,000, within three miles is 84,000, and within five miles is 269,000.

The area represents almost twenty-three acres of open land; six acres owned by Bell and seventeen acres owned by Oncor. Additionally, there are about nine more acres of older hotel, apartment and office developments which may be candidates for redevelopment due to their deteriorated conditions. The eastern site as a whole could be an important gateway development with parkland, museums, entertainment venues and hotels. The proximity to Bell presents opportunities for service-oriented retail, hotel, and potentially a museum documenting the history of Hurst and Bell.



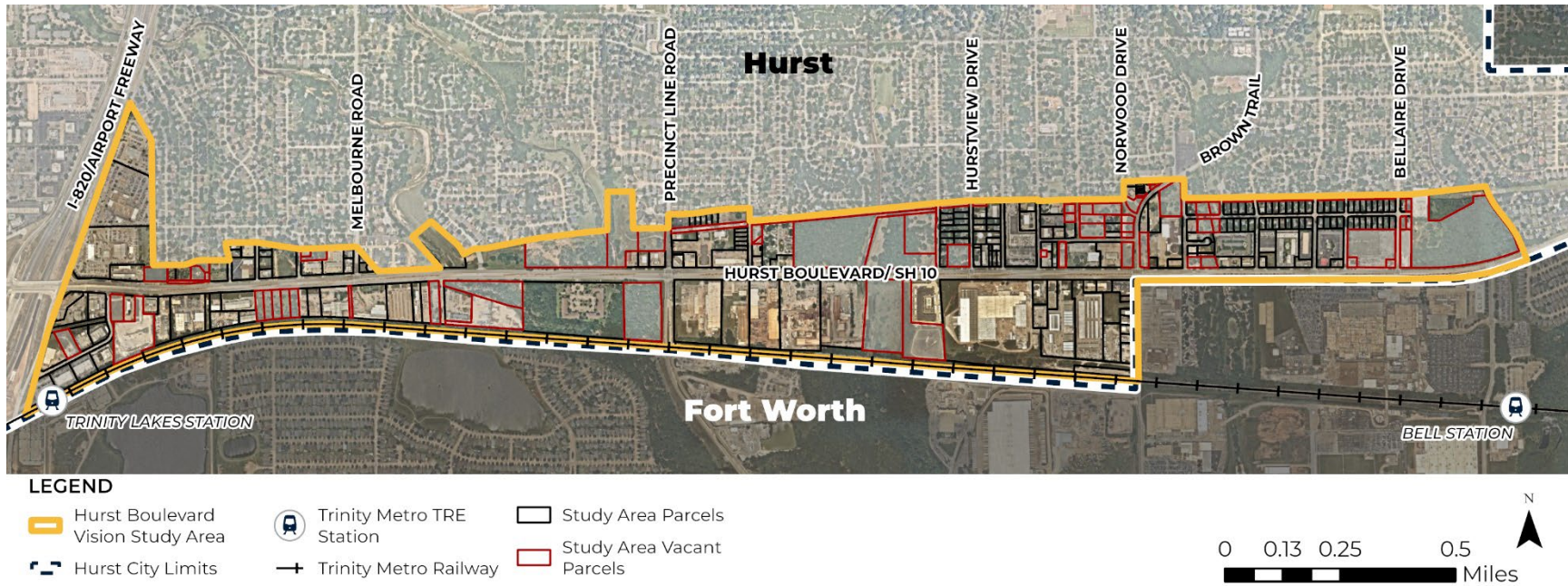
Vacant property to the north of Bell represents opportunity for service-oriented retail.

Other Key Sites

In addition to the three catalytic site areas, there are other properties that are undeveloped that have potential to catalyze development along the corridor. **Figure 14** on page 27 depicts the currently undeveloped properties within the study area. Sites with significant vacant acreage outside of the catalytic site areas include:

- Approximately five acres on the south side of the corridor between Belmont Drive and Fanning Drive.
- Approximately 12 acres on the north side of the corridor between Billy Creek Drive and the Walker Branch. An Oncor easement runs through the northern part of the site.
- Approximately five acres on the south side of the corridor between the Villas of Calloway Creek and Precinct Line Road. The site is owned by TxDOT and is subject to flooding from the Walker Branch.

Figure 14. Vacant Properties along the Corridor



Source: Tarrant Appraisal District

KEY TAKEAWAYS AND OPPORTUNITIES

The City of Hurst and the study area are stable but not increasing in population. Population growth contributes to developing a robust consumer base, which is essential for the community, workforce development and economic vitality. To attract new commercial investments, the revitalization of Hurst Boulevard will require increased population and thus residential growth. The 76053 zip code features manufacturing and retail as the largest workforce segments, which is evident along the Hurst Boulevard corridor. Based on discussions with property owners, developers, and realtors, the corridor is viewed as stable but investment in public improvements such as lighting, sidewalks, and aesthetics would make the area more attractive. The three catalytic site areas identified as part of Hurst Boulevard Vision represent key opportunities for redevelopment to serve as gateways to Hurst and destinations for residents and visitors.

Opportunities

- Leverage the corridor's strategic position to attract new development and redevelopment.
- Strengthen partnerships with property owners and developers within the study area.
- Work with property owners within the catalytic sites to confirm a collective vision.
- Focus both on business retention for long-standing businesses and attraction of new retail, entertainment, and community service needs.



Existing Mobility Network

FUNCTIONAL ROADWAY CLASSIFICATIONS

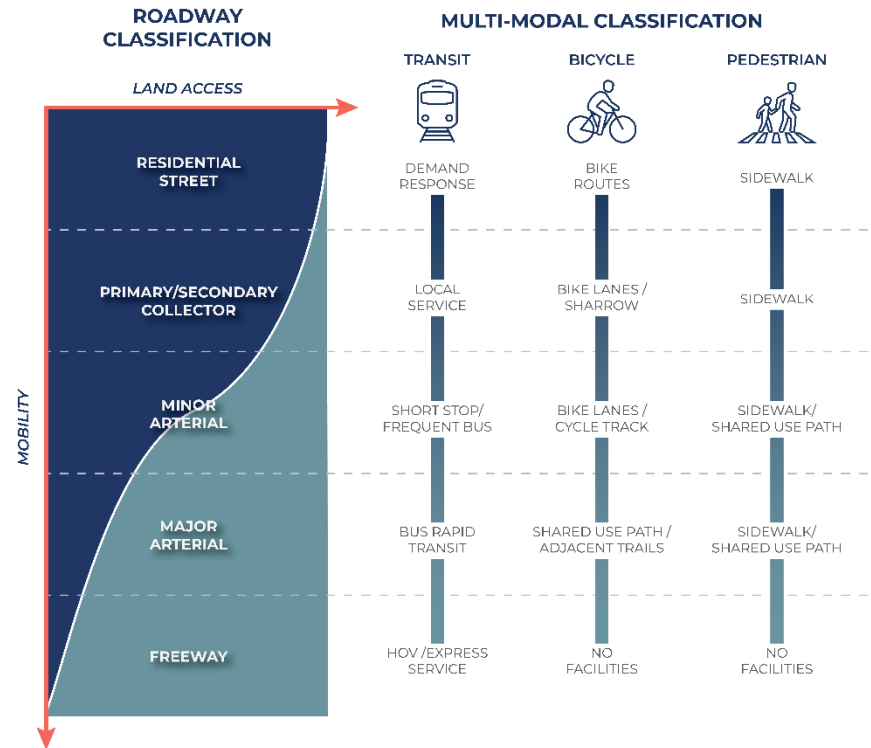
A roadway’s functional classification is traditionally based on the level of mobility and land use access it provides. As illustrated in **Figure 15**, higher classified facilities, such as highways and principal arterials, are designed to move higher volumes of traffic at higher speeds through an area but offer less access to adjacent land uses. Collector and local roads, however, are designed to move lower volumes of traffic at lower speeds and provide a higher level of land use access. The City of Hurst’s functional classification system is illustrated in **Figure 16** on page 30. The functional classifications of adjacent and connecting roads are important because it influences access to and connectivity between developments along the corridor and adjacent neighborhoods.

Existing Hurst Functional Classifications

- **Freeways** include all limited- or controlled-access roadways that are designed to move higher volumes of traffic at higher-speeds over long-distances between cities or regions. They have the lowest level of land use access.
- **Major Arterials** are designed to move high volumes of traffic through or between cities or major activity centers at medium to high speeds. They should only connect to other arterials or freeways and have a low level of land use access.
- **Minor Arterials** are designed to facilitate lower volumes of traffic over shorter distances within a city at relatively low speeds. They connect collectors to major arterials and have a medium level of land use access.
- **Primary Collectors** are designed to carry lower volumes of traffic at slower speeds between neighborhoods, activity centers, and minor arterials. They have a high level of land use access and provide connections between local streets and arterials.
- **Secondary Collectors** are similar to primary collectors but have a higher level of land use access, lower travel speeds, and may have less lane capacity compared to Major Collectors.
- **Residential Streets** are designed to carry the lowest volumes of traffic at the lowest speeds, but have the highest level of land use access. Through traffic is discouraged, but they are intended to provide direct access to homes and smaller local businesses.

Hurst Boulevard is classified as a major arterial by the City of Hurst, but a principal arterial by TxDOT and NCTCOG. The corridor is one of seven east-to-west facilities that continuously spans the entirety of Hurst’s city limits, and one of six major arterials in the city.

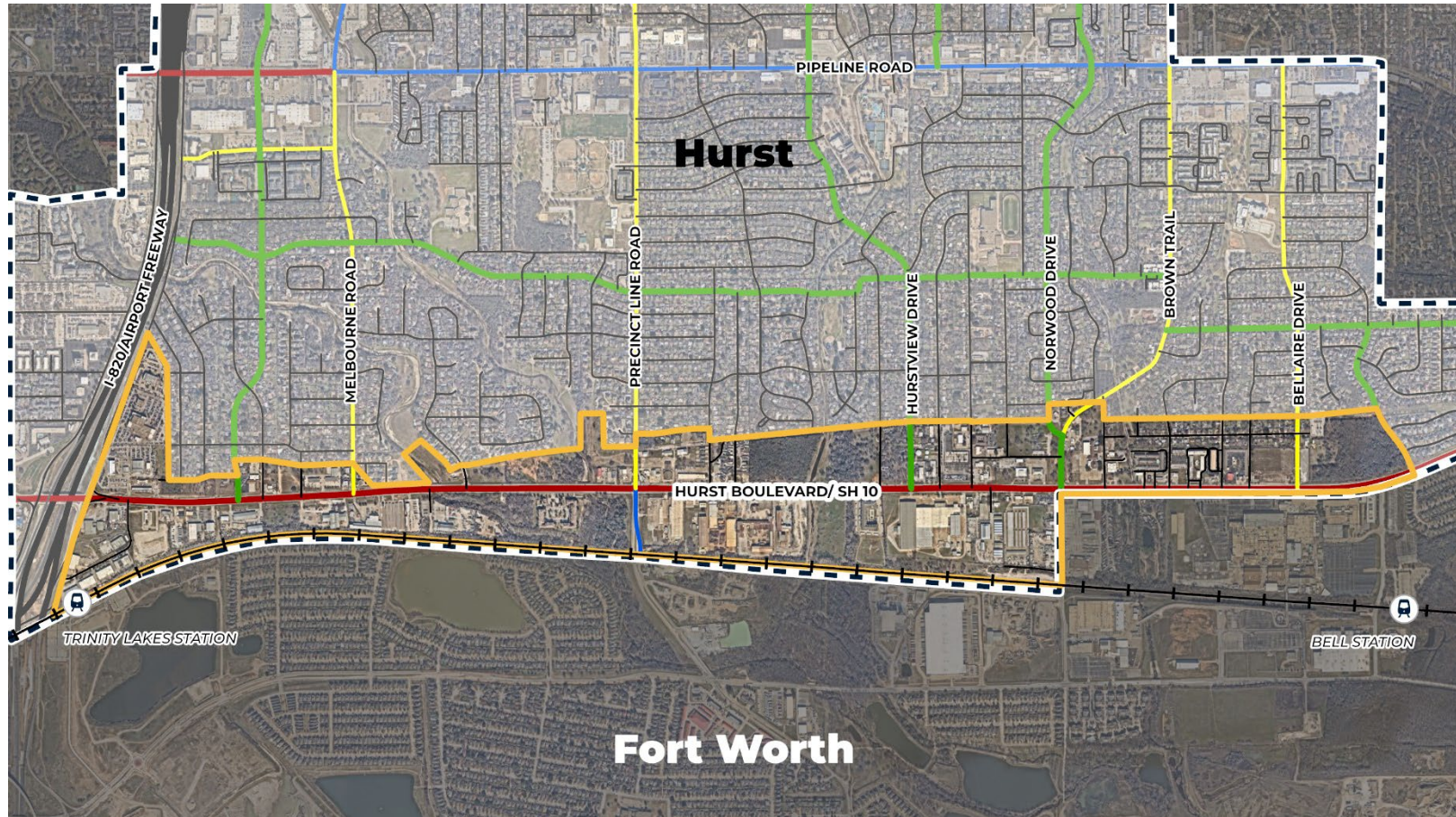
Figure 15. Roadway Classification and Multi-Modal Characteristics



Source: Adapted from TxDOT Access Management Manual (2011)



Figure 16. Study Area and City of Hurst Roadway Functional Classification

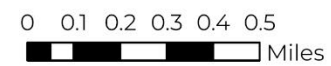


LEGEND

- Hurst Boulevard Vision Study Area
- Trinity Metro TRE Station
- Trinity Metro Railway
- Hurst City Limits

Roadway Classification (Hurst)

- FREEWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- PRIMARY COLLECTOR
- SECONDARY COLLECTOR
- RAMP
- RESIDENTIAL



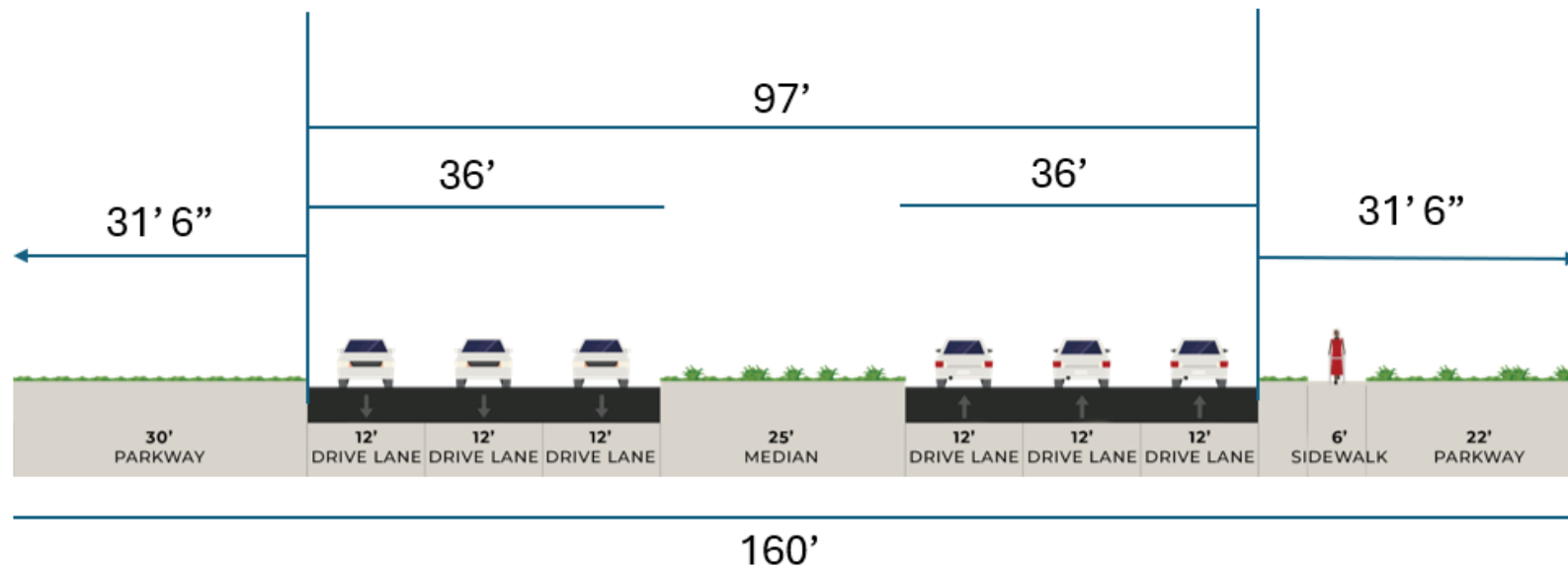
Source: City of Hurst



HURST BOULEVARD CORRIDOR CROSS-SECTION

Although Hurst Boulevard’s footprint varies slightly from segment to segment, its typical cross-section generally consists of six 12-foot travel lanes and a raised center median within roughly 160 feet of right-of-way as seen in **Figure 17**. The median width ranges from 10 to 25 feet, depending on the location and encompasses a left-turn lane at all intersections with a median opening. Sidewalks are intermittent throughout the corridor and measure between 5- and 6-feet in width.

Figure 17. Hurst Boulevard Typical Cross-Section



Existing Corridor Right-of-Way (ROW) Constraints

Based on a planning level assessment of as-built drawings, aerial imagery, and Tarrant Appraisal District parcel lines, the ROW along Hurst Boulevard spans approximately 160 feet. There are, however, some locations along the corridor such as the segment between Central Park Drive and Cardinal Road, where the ROW is about 15 feet wider to accommodate drainage, topography, and/or other needs. Conversely, the ROW along the segment in front of Parker Cemetery is up to 34’ feet tighter to accommodate the cemetery. **Figure 16** depicts the elements of the typical cross-section for Hurst Boulevard. Although some segments are constrained, there may be ample space to add continuous sidewalks throughout the corridor. In most segments, there is enough ROW to add shared-use paths. There may also be an opportunity to reduce the width of the median in constrained sections to accommodate shared-use paths or wider sidewalks.

HURST BOULEVARD CORRIDOR BLOCK STRUCTURE

Block structure impacts the flow of traffic along a corridor and significantly influences the level and manner of access and connectivity between adjacent businesses and neighborhoods. It also helps illustrate the relationship between functional classification and land use access. As a major arterial, Hurst Boulevard is designed to quickly move high volumes of traffic through the area. This is reflected in the roadway's existing block structure, which consists of relatively long blocks, few connecting or crossing streets, wide travel lanes, and few traffic calming measures.

Currently, block lengths along Hurst Boulevard are inconsistent and not ideal for walkability due to lack of pedestrian facilities and destinations. Protected pedestrian crossings are only provided at signalized intersections along the corridor, and the sidewalks that extend from the intersections are not continuous. Pedestrian facility conditions along Hurst Boulevard are described in further detail in the *Active Transportation* section of this report.

Street Grid Connectivity

A well-connected grid network enhances user experience for drivers, pedestrians, and cyclists while ensuring that parallel routes can ease demand from primary corridors. The study area has a low level of overall east-to-west connectivity. Today, Hurst Boulevard has sufficient capacity for east-to-west connectivity, yet there are no continuous parallel reliver routes for users to access if corridor segments were blocked. The closet parallel east-to-west facilities commuters could use in the event of corridor closures are Trinity Boulevard, which is roughly half of a mile south in Fort Worth, and Pipeline Road, which is roughly a mile north of the corridor. However, these facilities are too far away to provide adequate connectivity and access for more localized development along the corridor. When evaluating long-term capacity and demand, the distance of the parallel facilities may indicate the eventual need for a parallel secondary collector or local street.

The study area has a relatively low level of north-to-south connectivity. There are currently only three continuous facilities that provide north-to-south connections through the study area between northern and central Hurst and to Fort Worth to the South: IH 820, Precinct Line Road, and Norwood Drive. Several facilities, such as Anderson Drive, Melbourne Road, and Bellaire Drive, provide north-to-south access to Hurst Boulevard, but do not provide connections across the roadway. The lack of connectivity across Hurst Boulevard is due, in part, to the limited number of grade-separated and at-grade crossings for the TRE rail line.

Further, the existing concentration and layout of large lot industrial developments does not encourage roadways though sites. As development unfolds along the corridor, there may be a need to extend some of the existing north-to-south roadways across Hurst Boulevard to accommodate and provide access to higher-density developments.



The segment of Hurst Boulevard between Precinct Line Road and Hurstview Drive is nearly 0.7 miles long with no places for pedestrians to cross in between the signalized intersections.

Access Management

Access management features help control the location, manner, and frequency of locations along a roadway by which vehicles may enter and exit a thoroughfare from intersecting streets or driveways. Effective access management tools and strategies, such as medians, turn lanes, driveway consolidation, and access connection spacing can significantly impact congestion, safety, and the overall level of comfort on a roadway. Many of these elements, such as turn lanes at signalized intersections and medians, are already applied in the corridor, but there are a few access connection spacing issues that may become a problem as development unfolds along the corridor.

There are currently over 100 access connections along the 3-mile study area segment of Hurst Boulevard, including seven thoroughfares, 13 local streets and 91 private driveways. According to TxDOT’s access management guidelines, having 40 or more access connection points within a 1-mile stretch could reduce free flow travel speeds by at least 10 mph. **Figure 18** summarizes TxDOT’s recommended access connection spacing for state highways based on posted speed limits. Access connections along state highways, such as Hurst Boulevard, with a speed limit of 45 mph should be at least 360 feet apart. Most of the connecting streets along the corridor are adequately spaced, but many of the driveways are spaced as few as 30 feet apart. The potential impact of the high frequency of driveways along the corridor, however, is not fully realized because many of the properties associated with the driveways provide access to vacant lots or seemingly abandoned properties.

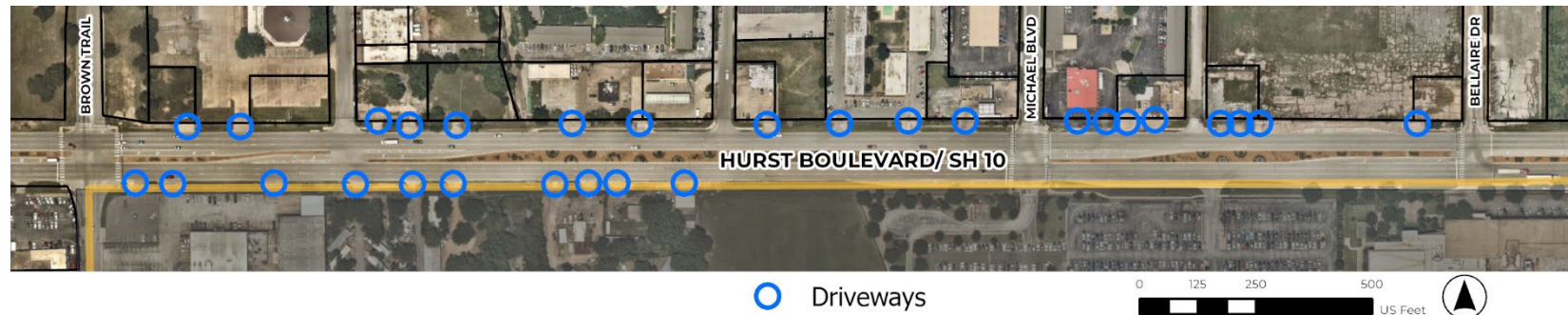
Figure 18. Access Connection Spacing for TxDOT

Posted Speed Limit (MPH)	Distance (FT)
≤ 30	200
35	250
40	305
45	360
≥50	425

Source: TxDOT

Figure 19 illustrates the 20 driveways currently located on the north side of the half-mile stretch of Hurst Boulevard between Brown Trail and Bellaire Drive. Despite the high number of driveways, there are only eight currently operating destinations along the north side of this segment of the corridor. This indicates an opportunity to proactively mitigate congestion increases by identifying unused driveways to potentially consolidate or close before any new development occurs that may make closing the driveways more difficult in the future.

Figure 19. Existing Driveways Between Brown Trail and Bellaire Drive



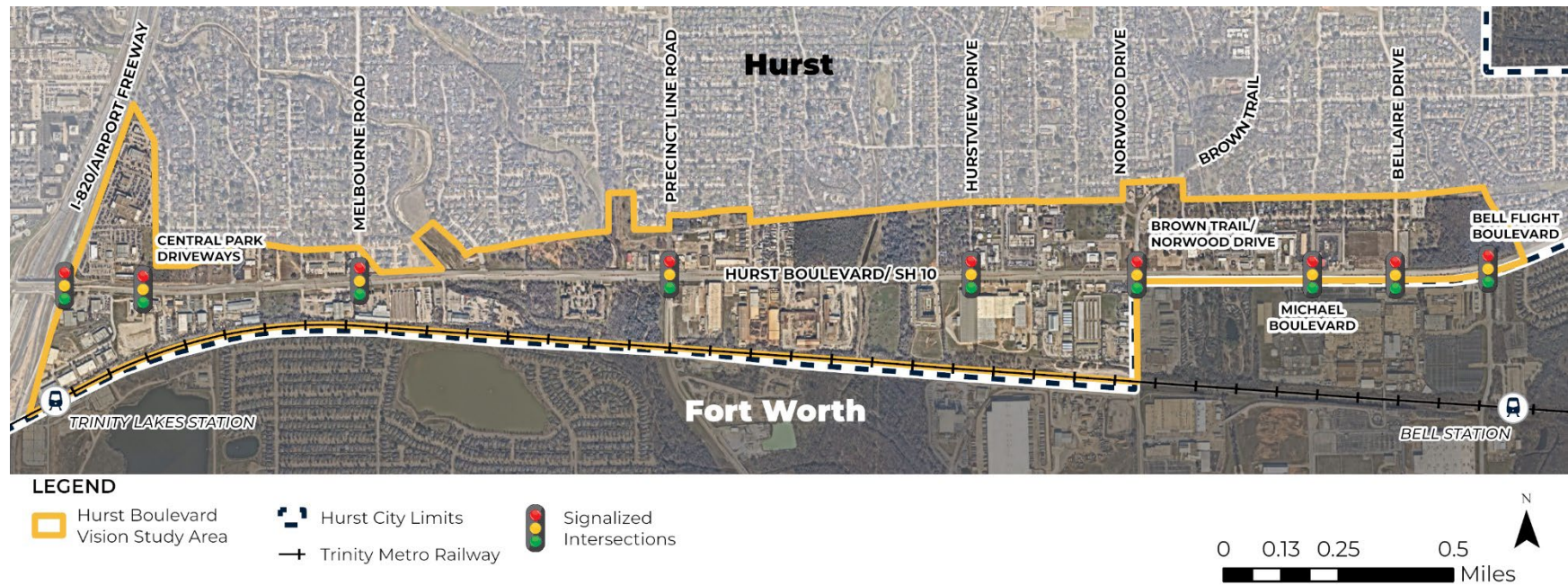
Source: Nearmap



INTERSECTIONS

With the exception of nine signalized intersections, most intersections within the study area are stop-controlled with traffic along the intersecting streets yielding to traffic along the higher-classified Hurst Boulevard. **Figure 20** illustrates the locations of the nine signalized intersections along Hurst Boulevard within the study area.

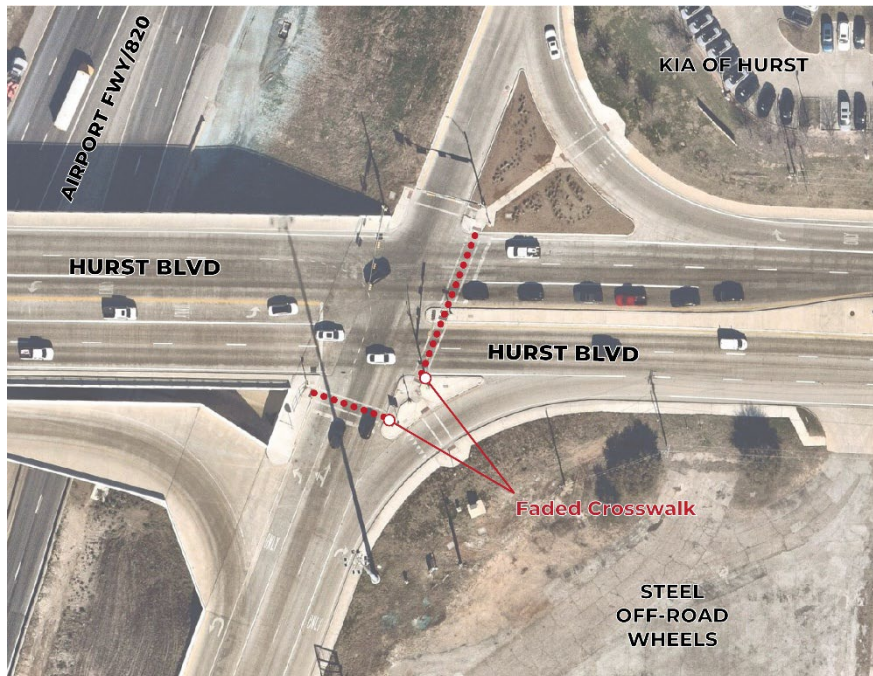
Figure 20. Signalized Intersections



Source: TxDOT

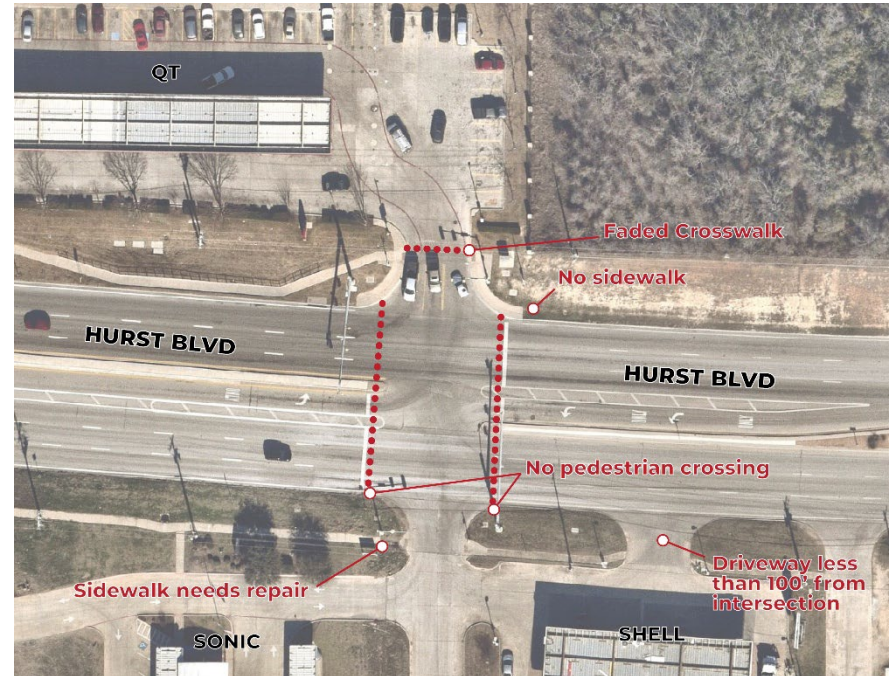
Intersection Audit Observations

As part of the transportation analysis, a high-level audit of all signalized intersections within the corridor was conducted in March 2025, considering elements of motorist and pedestrian/cyclist safety. Elements related to motorist safety that were observed include speed, roadway geometry, turning movements, signage and street light conditions. Pedestrian elements that were audited include pavement condition, crossing features, pedestrian refuge islands, and ADA accessibility. The following is a summary of the major observations and issues for each intersection.



IH 820/Airport Freeway

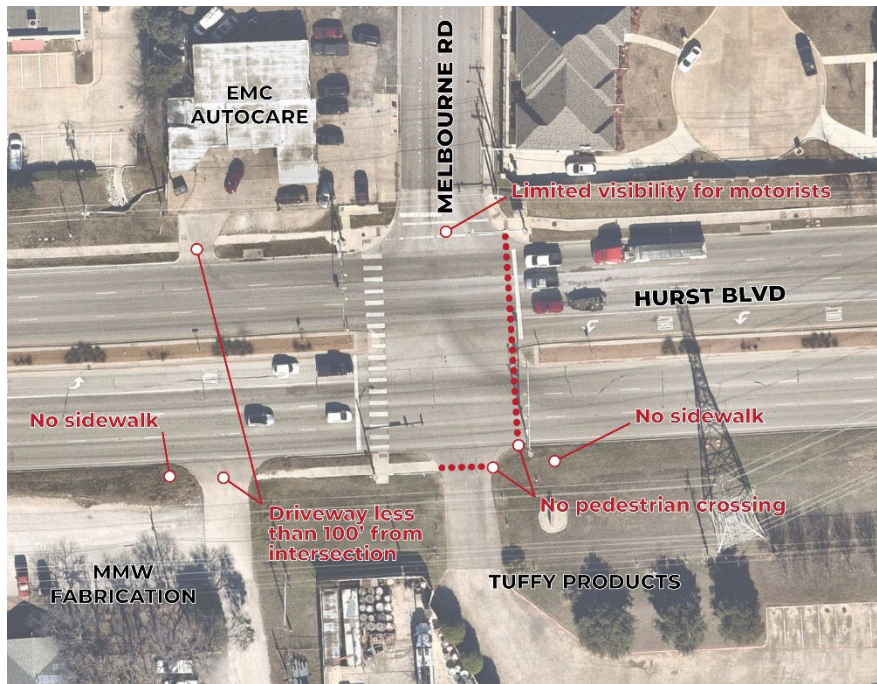
- Recent upgrades to bridge and intersection
- Lack of pedestrian buffer at crossings
- Speeding prevalent along ramp and frontage road



QuikTrip/Sonic

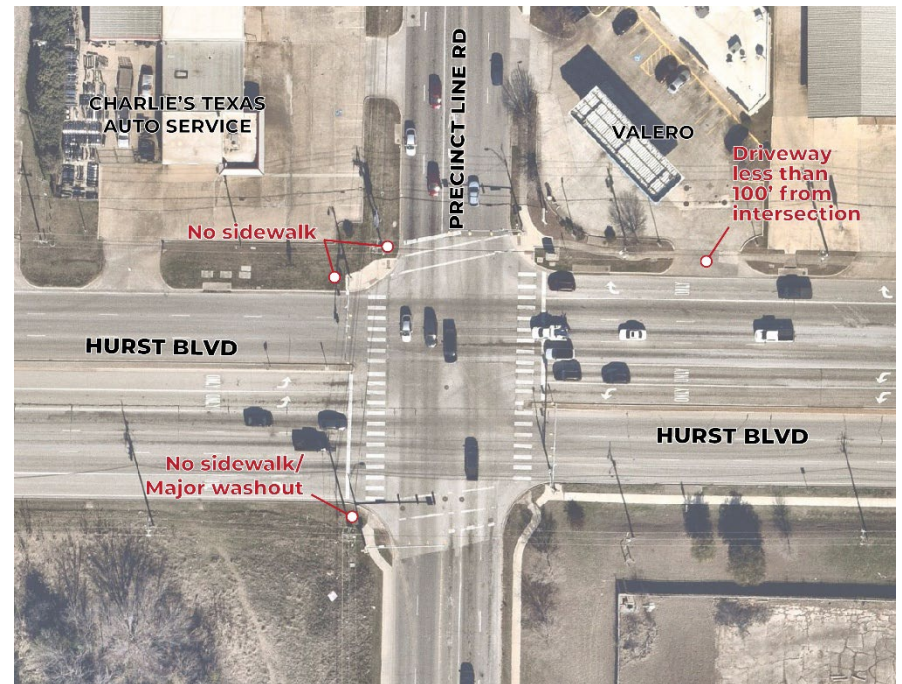
- Vehicle stacking prevalent at peak hours
- Deteriorated roadway surface
- Degraded curb ramp conditions including debris/litter





Melbourne Road

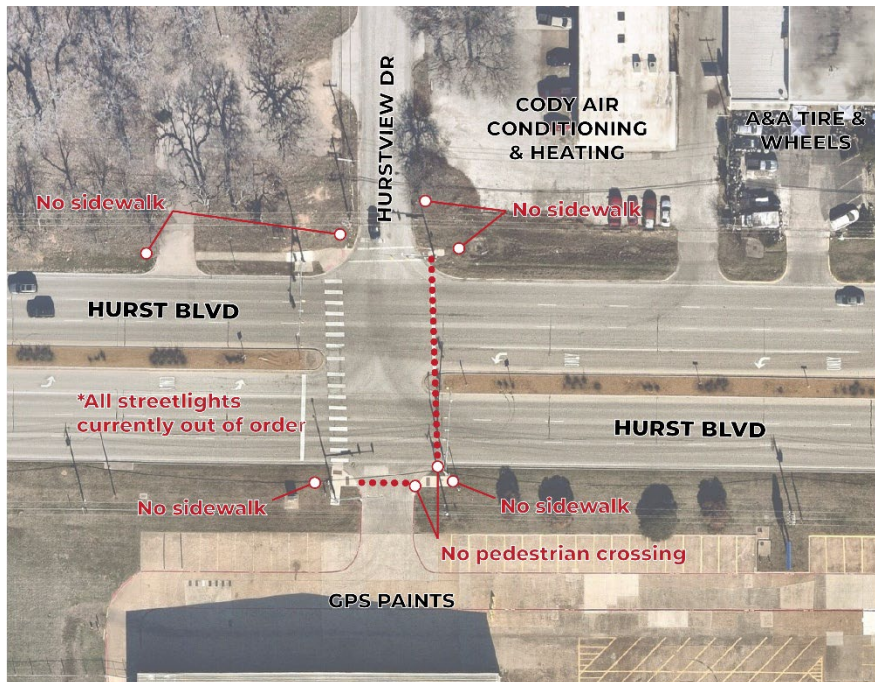
- Limited motorist visibility from Melbourne to Hurst Boulevard
- Lack of designated pedestrian crossings
- Missing sidewalk segments



Precinct Line Road

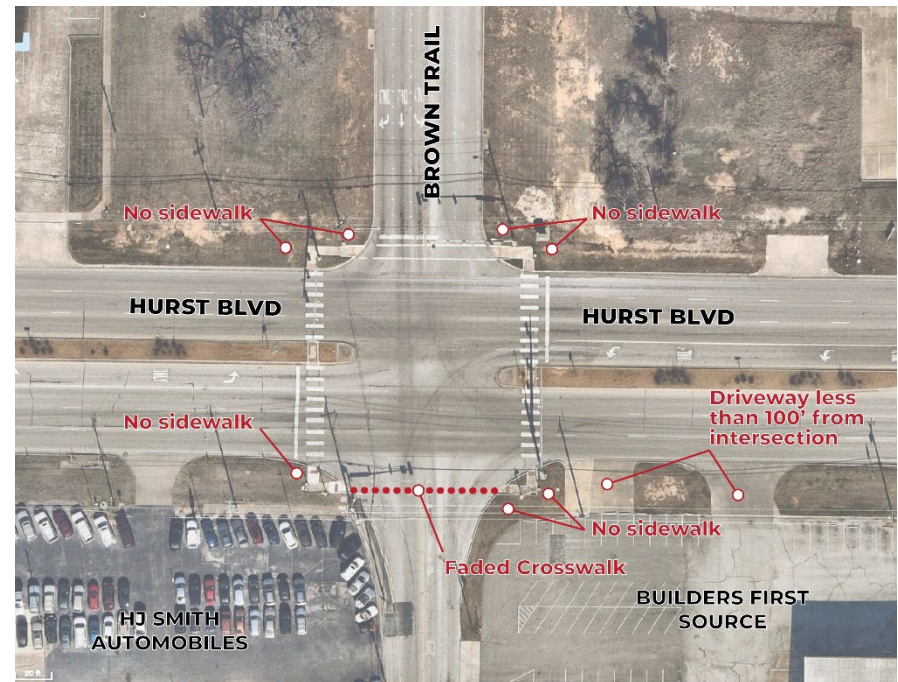
- Deteriorated southwest curb and tire tracks in the parkway indicates intersection may be too narrow to accommodate larger turning vehicles
- Insufficient driveway offsets from signalized intersection





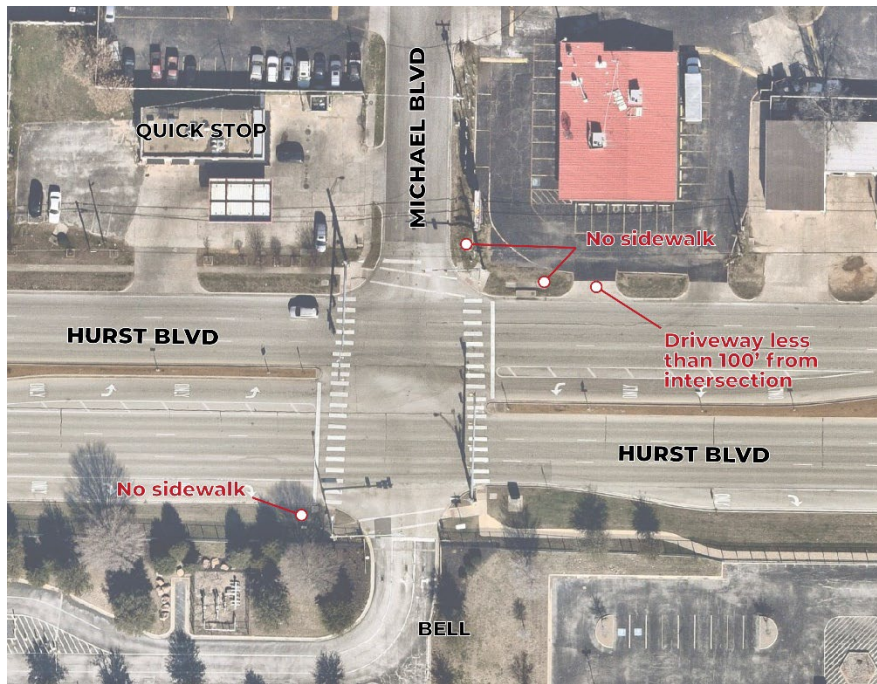
Hurstview Drive

- Temporary four-way stop present
- Minor deterioration of roadway surface
- Degraded curb ramp conditions including debris/litter with missing sidewalk segment



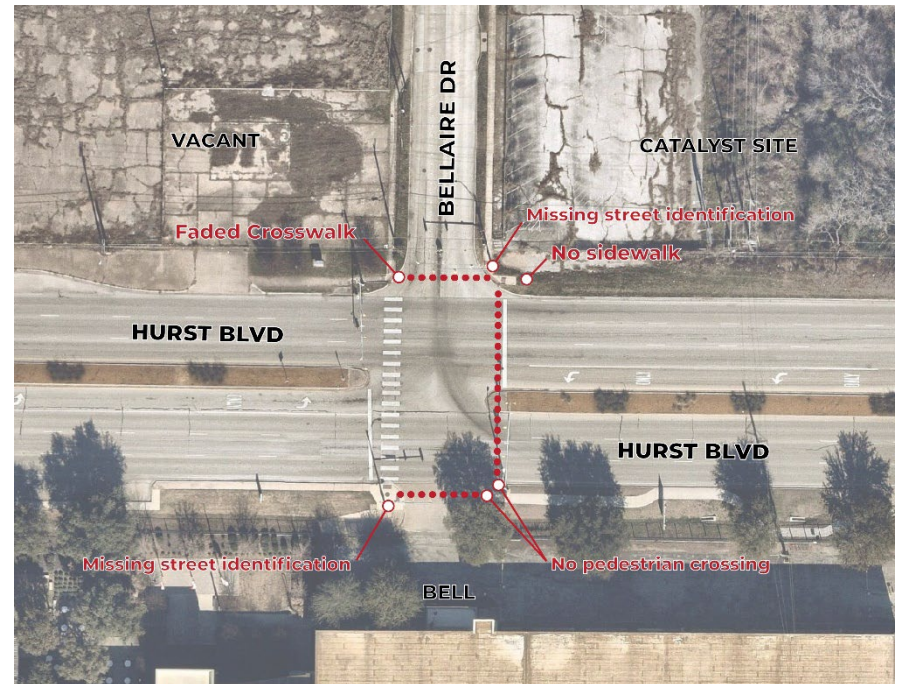
Brown Trail/Norwood Drive

- Deteriorated roadway surface (pavement cracking and gaps)
- Insufficient driveway offsets from signalized intersection
- Sidewalks segments missing beyond curb ramps



Michael Boulevard

- Intersection is in acceptable condition; minor cracking is visible
- Limited sidewalks and pedestrian infrastructure present
- Intersection feeds into a Bell parking lot
- Driveway present less than 100' from the intersection



Bellaire Drive

- Vehicle stacking is present during peak hours
- Litter, debris and overgrowth are present to the north
- Street signs for Hurst Boulevard are missing
- Micromobility (scooters) were observed on sidepaths





Bell Flight Boulevard

- Orientation and alignment of intersection can present visibility issues during sunrise and sunset
- Lack of pedestrian beacon on southwest corner
- Vehicle stacking prevalent at peak hours

Intersection Audit Conclusions

Overall, the intersections within the corridor are in moderately good condition, having been updated recently, with minor issues related to accommodations for industrial vehicles and pedestrian access.

Traffic signals generally manage flow effectively, with occasional delays caused by signal timing during peak hours. Curbs and roadway paving throughout the corridor are in good to moderate condition, showing minimal cracking and scuffing. Tire tracks and divots outside of the curb is evidence that some intersections are not wide enough to accommodate the turning movements of larger vehicles.

Pedestrian crossing features are mostly ADA accessible, with at least two crosswalks present at each intersection. All intersections have curb ramps on each corner, however, many of the curb ramps present have no access to sidewalk connections along or extending from the corridor. Additionally, many intersections collect gravel and debris in curb ramps and along medians. Exact pedestrian crossing times were not assessed but they appeared to vary throughout the corridor.

Two intersections were in need of significant repair at the time of the observations. The traffic signal was out of order at the Hurstview Drive intersection and the pedestrian signal at the Bell Flight Drive intersection was in need of replacement due to a vehicular collision.



OPERATIONAL CONDITIONS

Historic Traffic Volumes

Average annual daily traffic (AADT) indicates the average number or volume of vehicles traveling on a roadway each day over a 365-day period. Although the volumes are considered traffic estimates, they help paint a picture of traffic conditions over time. AADT for the Hurst Boulevard corridor is based on traffic volumes taken from two traffic count locations along SH10 between 2016 and 2024 using TxDOT’s Traffic Count Database System (TCDS). Location A is situated on the western end of the corridor just west of Arcadia Street and Location B is located just east of the study area near Bluebonnet Drive. Overall corridor volumes declined during the nine-year period, but the reduction was steeper around Location A at the western end of the corridor, where the corridor experienced an annual growth rate of -3.7 percent. Volumes at Location B, along the eastern sector of the corridor, showed a slower decline with an annual growth rate of -2.6 percent.

The corridor experienced its greatest drop in volumes during the COVID-19 pandemic in 2020, which resulted in a -20.3 percent change in volumes in Location A and a -29.8 percent change in volumes in Location B from 2019. It is, however, important to note that volumes were already decreasing prior to 2020. Although corridor volumes have increased since 2020, volumes still have not reached pre-pandemic levels. Reasons for the decline in traffic volumes along the corridor are unknown but could be attributed to land use changes in the area or improvements to adjacent roadways that may have resulted in fewer vehicle trips to and through the corridor. The proximity of Location B to Bell could be a reason for a closer return to pre-pandemic level volumes in the eastern sector of the corridor. **Figure 21** summarizes the AADT data and the resulting calculated annual growth.

Figure 21. Historic Traffic Volumes (2016-2024)

Years	Location A Arcadia		Location B Bluebonnet	
	Volume	Annual Growth	Volume	Annual Growth
2024	19,990	15.3%	17,532	2.1%
2023	17,330	26.6%	17,174	24.6%
2022	13,694	-25.8%	13,788	-22.0%
2021	18,447	10.1%	17,678	25.8%
2020	16,749	-20.3%	14,047	-29.8%
2019	21,004	-11.6%	20,000	6.6%
2018	23,764	-7.0%	18,769	-8.5%
2017	25,541	-9.2%	20,503	-7.4%
2016	28,140	-	22,142	-
Average Annual Growth	-	-3.7%	-	-2.6%

Source: TxDOT Traffic Count Database System



Travel Demand Model

NCTCOG’s travel demand model (TDM) was used to estimate congestion levels along Hurst Boulevard. This is important because the TXDOT AADT are based on traffic counts taken from the two ends of the study area, and do not provide a block-by-block illustration of travel conditions along the corridor that may impact recommendations for future land use and transportation improvements. It is, however, important to note that NCTCOG’s volumes are based on a combination of several factors, including counts taken prior to 2019 (before the pandemic) and population and employment numbers in and around Hurst Boulevard. 2023 TDM volumes were much higher than the 2023 traffic counts for the corridor according to **Figure 22**, which summarizes current and forecasted traffic volumes on Hurst Boulevard using NCTCOG’s TDM and TXDOT’s AADT. Although the TDM results and TxDOT counts differ in terms of methodology and overall results, both provide insight into traffic operations on the corridor.

The following analysis of corridor traffic operations is based on NCTCOG’s 2023 and 2045 Travel Demand Model. It is important to note that NCTCOG’s TDM is regional in nature and not specifically calibrated to the exact specifications of the Hurst Boulevard corridor. A more in-depth microsimulation of corridor conditions may be needed to more accurately depict corridor operations, but is outside of the scope of this project.

Figure 22. TxDOT and NCTCOG Volumes by Segment (2023 and 2045)

Segment		TxDOT Volumes		NCTCOG Volumes	
From (A)	To (B)	2023 Volumes	2045 Volumes*	2023 Volumes	2045 Volumes
I-820 NB Frontage	Melbourne	17,330	25,092	37,200	42,497
Melbourne	Precinct Line			37,262	43,695
Precinct Line	Hurstview			31,369	40,215
Hurstview	Brown/Norwood			30,511	39,978
Brown/Norwood	Bellaire	17,174	24,867	27,511	35,338
Bellaire	Bell Flight			37,000	36,595
Bell Flight	Arwine			33,165	41,988
Arwine	Bluebonnet			33,189	42,246

Source: TxDOT, NCTCOG



2023 Travel Demand Model Volumes and Level-of-Service

TDM corridor volumes ranged from 27,500 to 37,500 vehicles per day (VPD) in 2023. Similar to the traffic counts, overall estimated volumes were higher along the western sector of the corridor near the QT and Friendship Baptist Church at around 37,200 VPD. Volumes were generally lower along the eastern sector of the corridor, but spiked to 37,000 VPD along the short segment between Bellaire Drive and Bell Flight Boulevard. The sharp increase in this segment may be due to vehicles traveling to and from Bell Helicopter.

Level-of-Service (LOS) is used to describe the levels of congestion experienced on a roadway. Congestion levels range from A to F with A representing free flow traffic conditions and F representing grid-locked or stand-still traffic conditions. **Figure 23** on page 43 illustrates 2023 Daily Hour LOS for Hurst Boulevard. Daily hour LOS indicates the worst hourly traffic conditions along the corridor during the day.

According to the model, every segment of the corridor operates at LOS F at some point during the day. A closer look at the model, however, reveals that the majority of the congestion flows in a single direction. The segment of Hurst Boulevard between the IH 820 northbound frontage road and Melbourne Road, for instance, carries about 5,675 vehicles in the eastbound lanes at LOS F during the AM peak period (or rush hour), but only 2,188 vehicles in the westbound lanes at LOS ABC during the same timeframe. Conversely, the eastbound lanes carry roughly 3,957 vehicles at LOS ABC and the westbound lanes carry 7,922 vehicles at LOS F during the PM peak period.

The timing and direction of traffic, combined with the presence of Bell Helicopter on the eastern end of the corridor, indicates a high number of work-based trips being made by vehicles entering the corridor from IH 820 in the morning, traveling east to Bell Helicopter, and returning home by the same route using the westbound lanes in the evening.

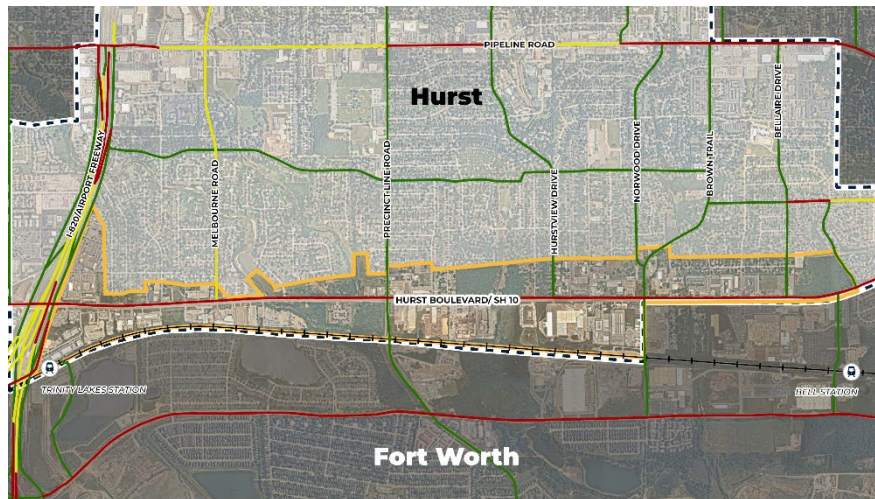
2045 Travel Demand Model Volumes and Level-of-Service

According to NCTCOG, traffic volumes are forecasted to range from roughly 35,000 to 44,000 VPD along the corridor. The highest volumes, 43,695 VPD, are forecasted to occur between Melbourne Road and Precinct Line Road. This is an increase of 17.2 percent from the 2023 estimated volumes. Volumes along the segment between Hurstview Drive and Norwood Drive, however, are forecasted to increase 31 percent by 2045. This is the highest among any corridor segments. Similar to the 2023 model, the segment between Norwood Drive and Bellaire Drive is forecasted to have the lowest volumes of traffic along the corridor with 35,338 VPD. Interestingly, volumes along the segment between Bellaire Drive and Bell Flight Boulevard are forecasted to decrease 1.1 percent to 36,595 VPD by 2045.

2045 LOS for Hurst Boulevard is illustrated in **Figure 24** on page 43. Despite no capacity improvements, and traffic volumes increasing as high as 31 percent, overall levels-of-service remained the same from 2023. All segments of the roadway are forecasted to operate at LOS F at some point during the day, but the congestion is concentrated in a single direction. Forecasted congestion is concentrated in the eastbound lanes during AM peak period and in the westbound lanes during the PM peak period.



Figure 23. Current Level of Service (2023)



LEGEND

- Hurst Boulevard Vision Study Area
- Trinity Metro Railway
- 2023 Daily Hour Level of Service
- Hurst City Limits
- ABC
- DE
- F
- Trinity Metro TRE Station

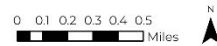
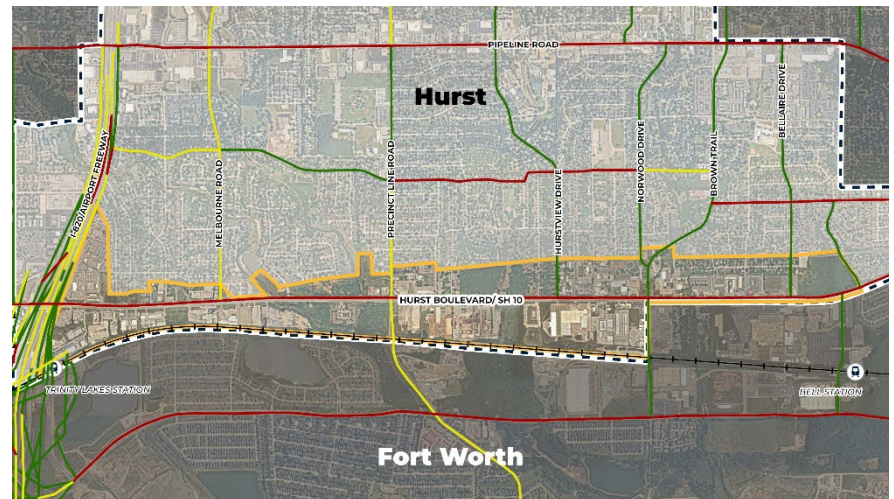
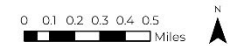


Figure 24. Anticipated Level of Service (2045)



LEGEND

- Hurst Boulevard Vision Study Area
- Trinity Metro Railway
- 2045 Daily Hour Level of Service
- Hurst City Limits
- ABC
- DE
- F
- Trinity Metro TRE Station

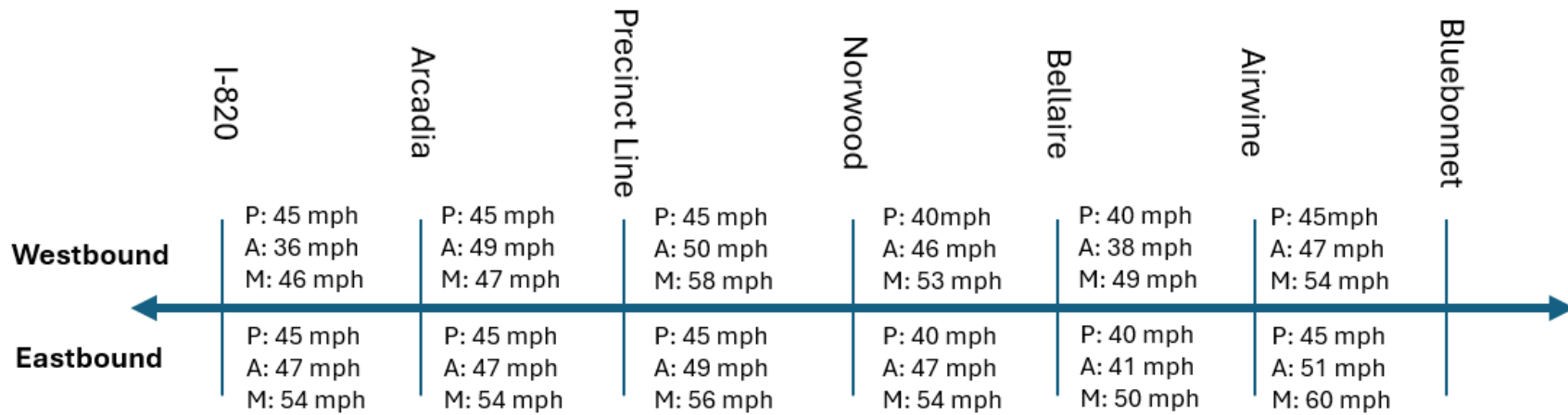


Source: NCTCOG

Travel Speeds

Speeding vehicles were mentioned as a major concern on the corridor during stakeholder interviews. To validate these concerns, corridor travel speeds were evaluated using Replica Bluetooth travel data and summarized in **Figure 25**. The diagram, which illustrates posted, average annual, and max speeds along the corridor, indicates vehicles are traveling as many as 15 miles per hour (mph) over the posted speed limit through various segments of along the corridor. A review of hour-by-hour weekday travel speeds indicates that some vehicles are traveling at or above the max speed nearly every hour of the day. Even segments with lower posted and average travel speeds, such as Norwood Drive to Bellaire Drive, experience vehicles approaching or exceeding 60 mph throughout the day.

Figure 25. Posted, Average Annual, and Max Speeds (2024)



P indicates the **Posted** speed limit
A indicates the **Average annual** travel speed of vehicles passing through a segment
M indicates the **Max** or 85th percentile of annual travel speeds through a segment in 2024

Source: Replica



MULTIMODAL NETWORK

Active Transportation

The section of Hurst Boulevard being studied is approximately 3.2 miles long, so there is potential for 6.4 miles of sidewalk on both sides of the corridor. Currently, there are only 2.2 miles of sidewalk, mostly located in the vicinity of existing developments and major intersections as shown in **Figure 26**. Nearly 45 percent of the existing sidewalks are on the north side of the corridor, such that there are 0.99 miles of sidewalk and 2.18 miles of gaps – space where no sidewalks exist. Likewise, on the south side of the corridor, there are 1.22 miles of sidewalk and 1.95 miles of gaps. In total, there are 4.14 miles gaps that could be filled by sidewalks or wider sidepaths along either side of Hurst Boulevard.

Currently, no bicycle facilities exist along Hurst Boulevard. Several off-street facilities – including the Regional Veloweb – are planned, but not funded, to intersect the corridor, however, none are intended to run along the corridor. Some of these off-street facilities will serve the purpose of traveling long distances east-west in the general vicinity of the corridor. For many cyclists, it may be preferable to avoid interacting with vehicular traffic, as would be the case along Hurst Boulevard. Hurst Boulevard is not currently perceived as a thriving space for pedestrians and cyclists. This is likely due to the disconnected nature of the sidewalks and the lack of bike facilities. However, there is ample opportunity to connect the existing and planned facilities, such that there are safe routes for those who do choose to utilize the corridor for walking and cycling.

Figure 27 on page 46 highlights currently planned facilities along and near the corridor. Overall, sidewalks could be widened to 10 to 12 feet where there is enough right-of-way to allow for cyclists and pedestrians to comfortably traverse the corridor alongside each other, effectively transforming them into what is known as “shared-use paths.” These shared-use paths would also make connections with the planned off-street facilities more seamless.

Figure 26. Study Area Sidewalks

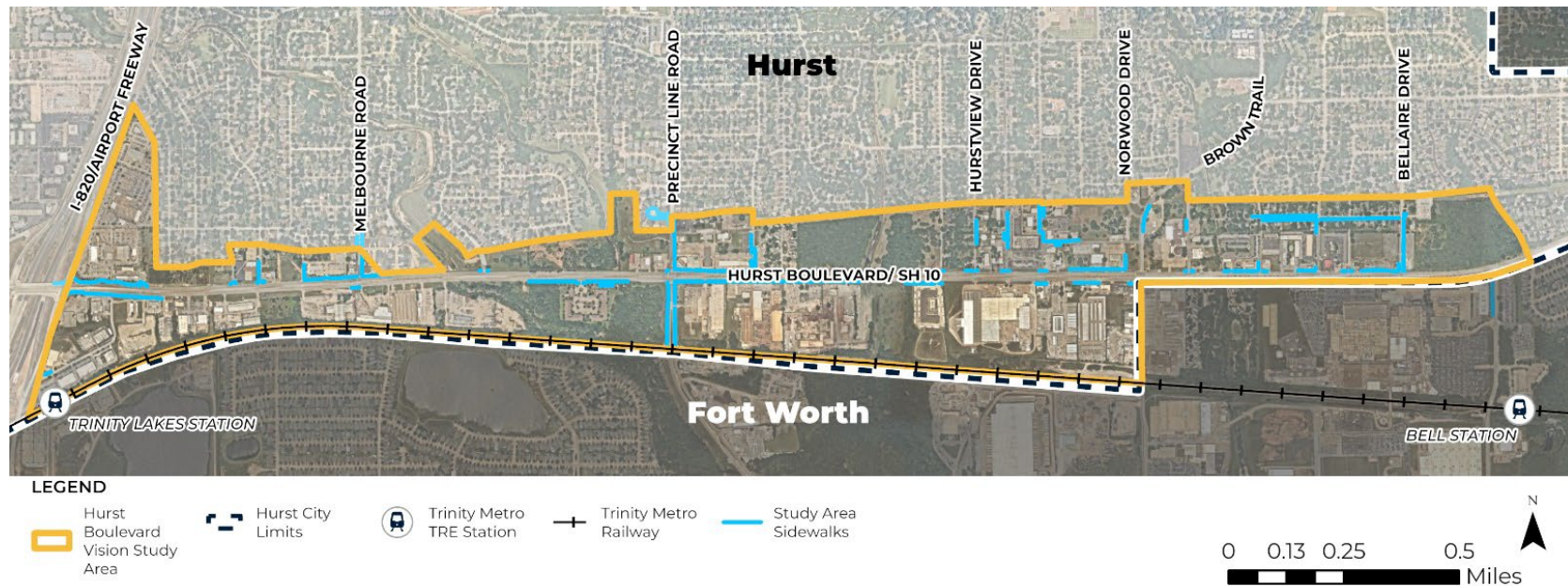
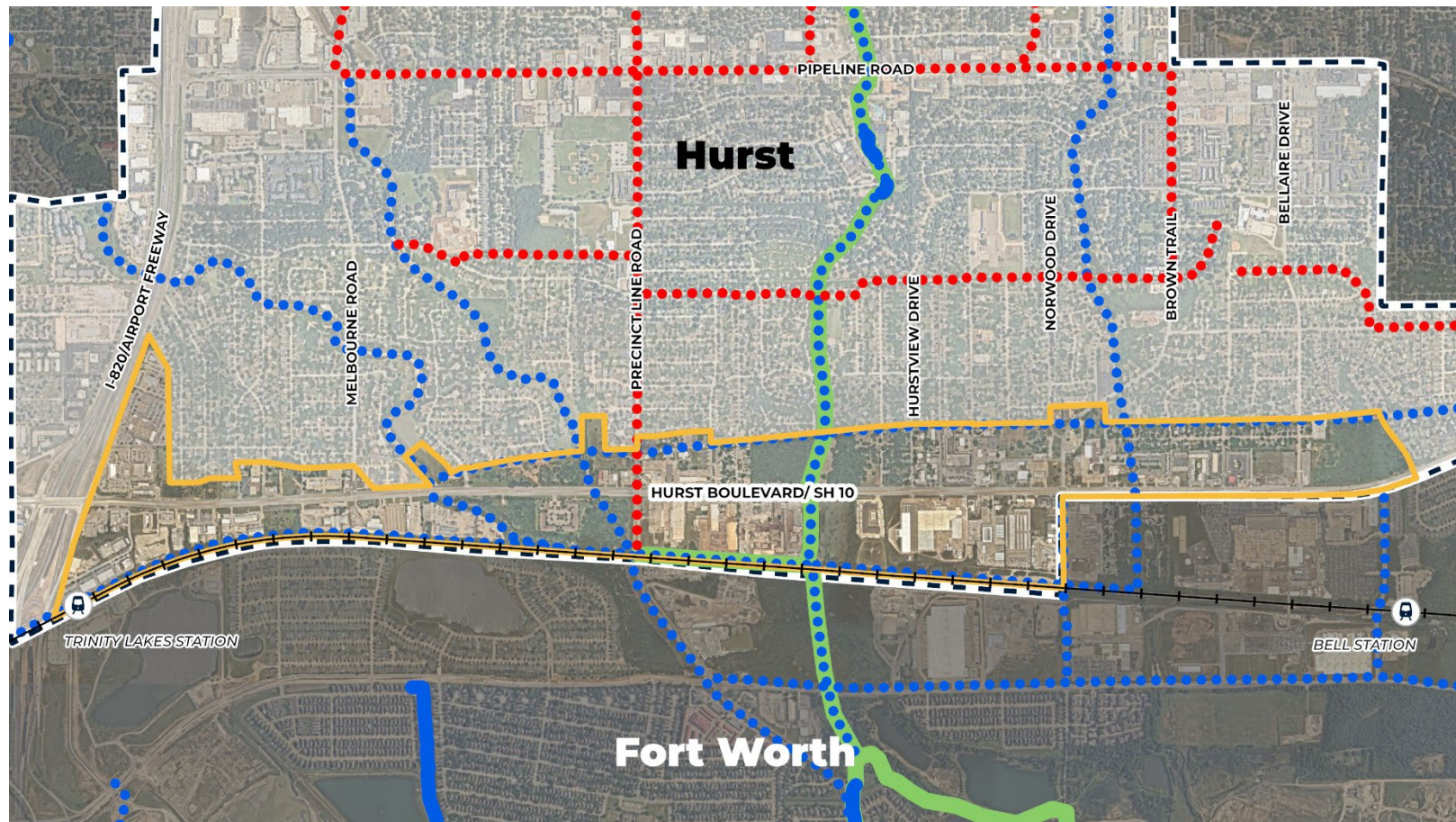
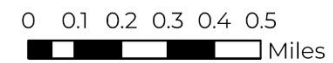


Figure 27. Active Transportation Network



LEGEND

- | | |
|---|---|
|  Hurst Boulevard Vision Study Area | Bicycle Facilities and Trails |
|  Hurst City Limits |  On-Street, Planned |
|  Trinity Metro TRE Station |  Off-Street, Planned |
|  Trinity Metro Railway |  Off-Street, Existing |
| |  Off-Street Shared Use (2045 Regional Veloweb) |



Source: NCTCOG Veloweb, City of Hurst



Public Transit

There is currently no transit service along Hurst Boulevard as Hurst is not a member city of Trinity Metro. The closest public transit facility to the corridor is commuter rail service on Trinity Metro’s Trinity Railway Express (TRE), which runs parallel to Hurst Boulevard along the Hurst city limits. The TRE provides service between downtown Fort Worth and downtown Dallas, with ten stations along its route, including two stations in proximity to the study area: Bell Station and Trinity Lakes Station. Project staff observed bicycle tracks, foot prints, and a user exiting a TRE and crossing the fence to gain access to the City of Hurst.

Regional plans for the TRE include adding a second track between Handley Ederville Road to Precinct Line Road as well as bridge improvements at the Walker Branch and Mesquite Creek bridges.

NCTCOG’s Transit Accessibility Improvement Tool (TAIT) uses Census tracts to help identify areas with high concentrations of vulnerable population groups, such as households living below the poverty line, persons with disabilities, and/or persons aged 65 and over that may have a greater need for transit services. **Figure 28** summarizes the demographic categories used to develop vulnerability levels. Census tracts were assigned points for having a higher percentage of residents in a vulnerability category than the City of Hurst as whole. **Figure 29** on page 48 illustrates the TAIT findings for the study area, indicating where there may be greater propensity for transit use.



The Trinity Lakes TRE Station is located just outside of the study area in Fort Worth and lacks a direct connection to adjacent properties in Hurst.

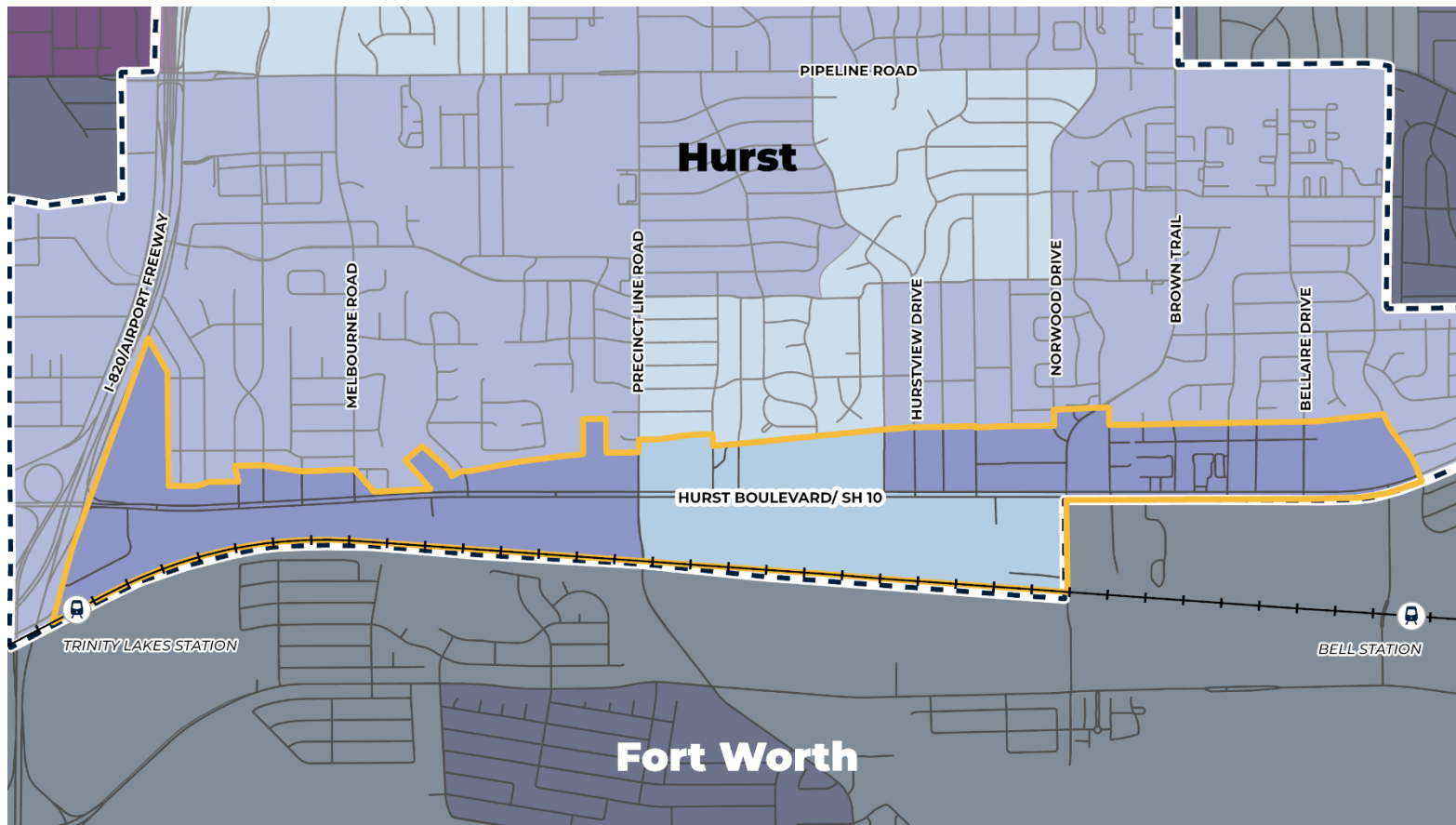
According to the TAIT, four of the study area census tracts have a medium level of vulnerability and three have low levels. The western sector of the study area between IH 820 and Precinct Line Road have higher concentrations of residents who are 65 years and older, disabled, in households living below the poverty line, and/ or without an automobile. The area between Aurthur Drive and Airwine Drive have higher concentrations of residents who were disabled, over 65 years old, minority, and/or with limited English proficiency. The characteristics of the transit dependent residents suggest not only a need for some level of transit service, but also the need for infrastructure to support walking and biking.

Figure 28. Vulnerable Population Scoring Criteria

Population Characteristic	Percent of Hurst Residents
Residents 65 years and Older	16.60%
Disabled Residents	6.90%
Households Below the Poverty Line	10.40%
Zero Car Households	3%
Minority Population	45.70%
Limited English Proficiency (LEP)	8.80%

Source: 2023 5-Year ACS Population Estimates

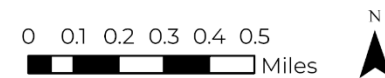
Figure 29. Potential Transit Needs



LEGEND

- Hurst Boulevard Vision Study Area
- Trinity Metro TRE Station
- Trinity Metro Railway
- Hurst City Limits
- Roadways

- Vulnerability Score**
- No Vulnerability
 - Low (1-2)
 - Medium (3-4)
 - High (5-6)



Source: NCTCOG Transit Accessibility Improvement Tool (TAIT)

CORRIDOR SAFETY

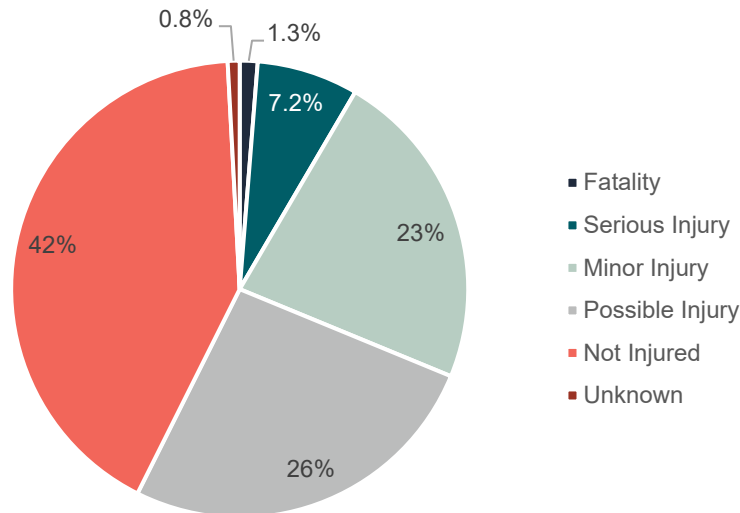
To evaluate existing safety conditions along Hurst Boulevard, data was examined from crashes reported by the TxDOT Crash Records Information System (CRIS) between January 1, 2019 to December 31, 2024. This analysis examines crash severity, date and time, persons and units involved, as well as contributing factors.

High Level Analysis Findings

Severity

There were a total of 237 crashes reported along Hurst Boulevard throughout 2019-2024. Only one crash involved a pedestrian which tragically resulted in fatality. It is likely that lack of pedestrian infrastructure contributes to the low rate of pedestrian related incidents. However, fatal crashes are relatively rare along the corridor; only three crashes (1.3 percent) throughout 2019-2024 resulted in a fatality. **Figure 30** depicts the different types of crashes in the study area over the five-year period.

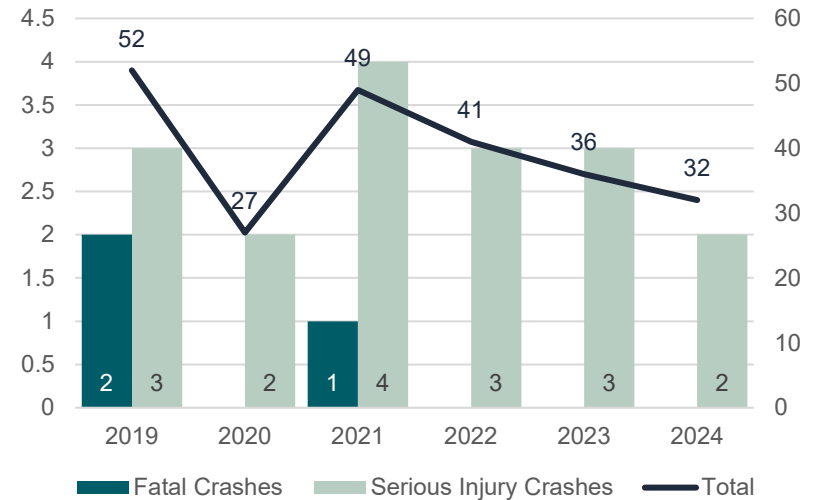
Figure 30. Study Area Crashes by Severity (2019-2024)



Crashes by Year

From 2019-2024, the Hurst Boulevard corridor experienced an annual average of 47.4 crashes. There was a 48 percent reduction in total crashes from 2019 to 2020, likely due to reduced commuting behaviors during the global COVID-19 pandemic. Crashes increased significantly in 2021, exceeding the annual average and almost reaching the pre-COVID amount. However, crashes along the corridor have decreased every year since 2021, as shown in **Figure 31**.

Figure 31. Study Area Crashes by Year (2019-2024)



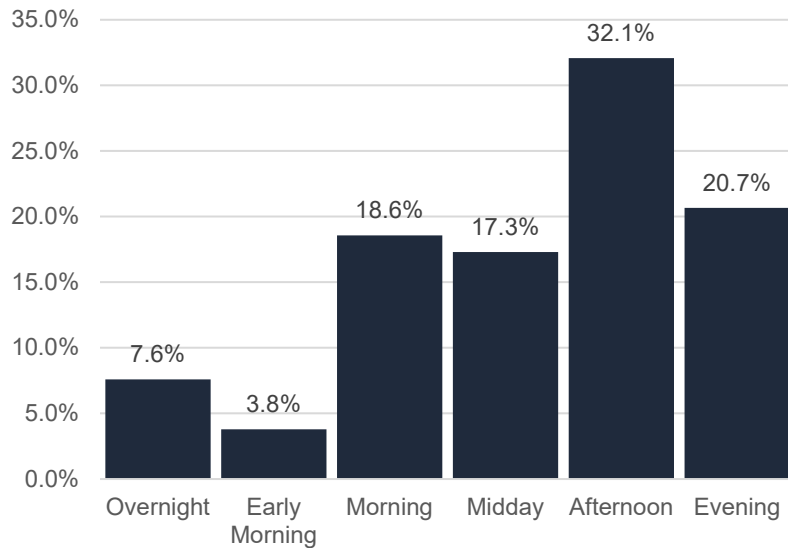
Source: TxDOT Crash Records Information System (CRIS)



Time of Day

CRIS data compiled for this study may also be evaluated by time period. Crashes occurring on Hurst Boulevard are organized in **Figure 32** by time of day including early morning (2:00 am - 6:00 am), morning (6 AM – 10 AM), midday (10 AM – 2 PM), afternoon (2 PM – 6 PM), evening (6 PM – 10 PM), and overnight (10 PM – 2 AM). The majority of crashes, 32.1 percent, occur in the afternoon. Crashes peak in the morning with 18 crashes occurring between 7:30-8:30 AM and in the afternoon with 43 crashes occurring between 3:15-5:00 PM.

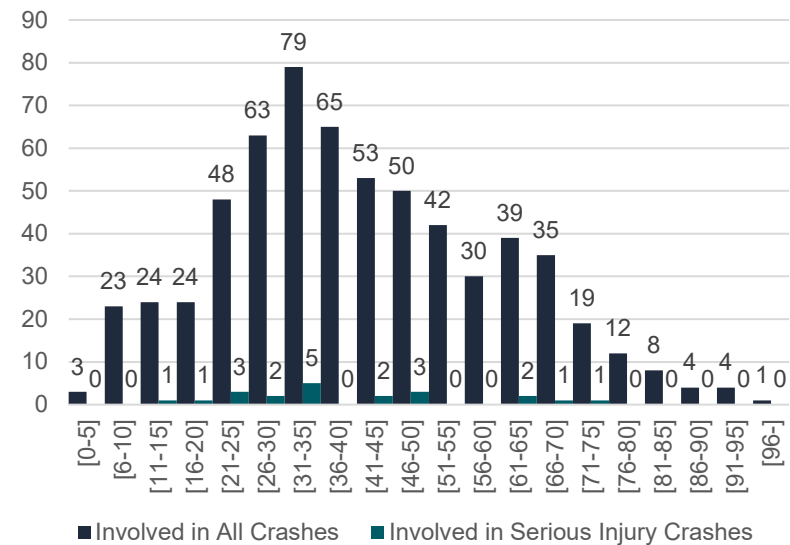
Figure 32. Study Area Crashes by Time of Day (2019-2024)



Age

A total of 643 persons were involved in crashes along Hurst Boulevard from 2019-2024. Age groups shown in **Figure 33** are categorized as follows: child (0-13 years old), teen (14 – 18 years old), young adult (19 – 35 years old), adult (36 – 45 years old), older adult (46 – 70 years old), and senior (older than 70 years old). The majority of persons involved in crashes along Hurst Boulevard are Young Adults – specifically within the ages of 31 and 35 – and they are historically more likely to experience a Serious Injury Crash. Of all Young Adults involved in crashes along the corridor, 79 were between 31 and 35 years of age, and five were involved in a serious injury crash.

Figure 33. Persons Involved in Crashes by Age (2019-2024)



Source: TxDOT Crash Records Information System (CRIS)



Crash Rate

Crash rate is used to determine the density or “rate” of crashes along a corridor based on the number of crashes, typical volumes of traffic, length of a corridor segment, and the functional classification of a roadway. This is helpful in understanding whether higher concentrations of crashes are due to there being more vehicles on the road alone or some other factor. For example, a one-mile road segment with 100 crashes along it may have a much lower crash rate than a 1,000-foot-long road segment with 100 crashes along it. **Figure 34** compares the annual motor vehicle crash rate within the Hurst Boulevard study area to the state of Texas between 2019 and 2024.

Figure 34. Comparative Crash Rates (2019-2023)

Year	Number of Crashes along Hurst Blvd	Hurst Boulevard Crash Rate	TxDOT Statewide Crash Rate (State Highway)	Difference (Statewide - Hurst)
2023	36	180.04	230.49	50.45
2022	41	257.43	230.67	-26.76
2021	49	234.06	228.89	-5.17
2020	27	151.29	194.12	42.83
2019	52	218.83	241.48	22.65

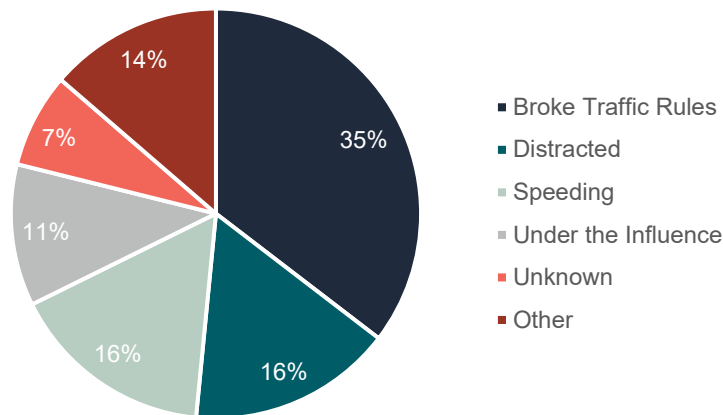
Source: TxDOT Crash Records Information System (CRIS)



Contributing Factors

Understanding the factors that contribute to crashes is crucial for developing effective prevention strategies along Hurst Boulevard. Most crashes along the corridor can be attributed to drivers engaging in dangerous behaviors such as speeding, being distracted, driving under the influence, or not abiding by the law. Prevention strategies for these behaviors may include increased police presence on the corridor, stricter enforcement of traffic rules, and possible implementation of a cell phone ban. **Figures 35 and 36** provide details on these behaviors and the specific contributing factors, as described in the CRIS reports. Many crashes involved multiple contributing factors.

Figure 35. Categories of Crash Contributing Factors (2019-2024)



Source: TxDOT Crash Records Information System (CRIS)

Figure 36. Detailed Crash Contributing Factors (2019-2024)

Category	Contributing Factor	Instances
Broke Traffic Rules	Disregard Stop And Go Signal	13
	Failed To Yield Right Of Way - Turning Left	9
	Failed To Stop At Proper Place	5
	Changed Lane When Unsafe	4
	Failed To Drive In Single Lane	4
	Disregard Stop Sign Or Light	3
	Failed To Yield Right Of Way - Open Intersection	3
	Parked In Traffic Lane	3
	Failed To Heed Warning Sign	2
	Failed To Yield Right Of Way - Turn On Red	2
	Turned Improperly - Wrong Lane	2
	Turned When Unsafe	2
	Failed To Pass To Left Safely	1
	Failed To Yield Right Of Way - Private Drive	1
	Failed To Yield Right Of Way - Stop Sign	1
	Turned Improperly - Wide Right	1
	Wrong Side - Not Passing	1
Distracted	Driver Inattention	13
	Distraction In Vehicle	9
	Cell/Mobile Device Use - Other	3
	Cell/Mobile Device Use - Talking	1
Other	Disabled In Traffic Lane	2
	Handicapped Driver	1
	Drove Without Headlights	2
	Fleeing Or Evading Police	3
	Fatigued Or Asleep	2
	Faulty Evasive Action	4
	Impaired Visibility	2
	Oversized Vehicle Or Load	1
	Road Rage	1
	Followed Too Closely (Tailgating)	2



Hotspot Analysis Findings

The CRIS data has been reviewed spatially to determine the physical distribution of crashes, which is shown in **Figure 37** on page 54.

Crashes along the corridor are historically more likely to occur at intersections because of the presence of conflict points and higher volumes of crossing traffic – both motorized and non-motorized. The intersection of Hurst Boulevard at Norwood Drive / Brown Trail experienced the greatest number of crashes between 2019-2024 with a total of 57 crashes, accounting for 24 percent of all crashes during that five-year period. The intersections with the greatest number of crashes include the following:

Norwood Drive / Brown Trail – 57 crashes

- 3 serious injury crashes
- 19 caused by disregarding the signal
- 9 caused by distraction or inattention
- 3 speeding
- 20 caused by failing to yield the right of way when turning left
- 49 in daylight, 40 on a clear day, 55 on dry pavement

Precinct Line Road – 29 crashes

- Location of the only pedestrian crash (fatality)
- 4 serious injury crashes
- 8 cases of distraction or inattention
- 15 caused by drivers disregarding signal
- 6 caused by speeding
- 2 cases of driving under the influence
- 20 in daylight, 21 on a clear day, 24 on dry pavement

Bell Flight Boulevard – 24 crashes

- 2 serious injury crashes
- 10 caused by drivers disregarding the signal
- 6 cases of distraction or inattention
- 7 caused by speeding
- 2 cases of driving under the influence
- 21 in daylight, 20 on a clear day, 19 on dry pavement

Melbourne Road – 19 crashes

- 2 serious injury crashes
- 8 caused by drivers disregarding the signal
- 6 caused by speeding
- 2 cases of driving under the influence
- 14 in daylight, 10 on a clear day, 11 with dry pavement

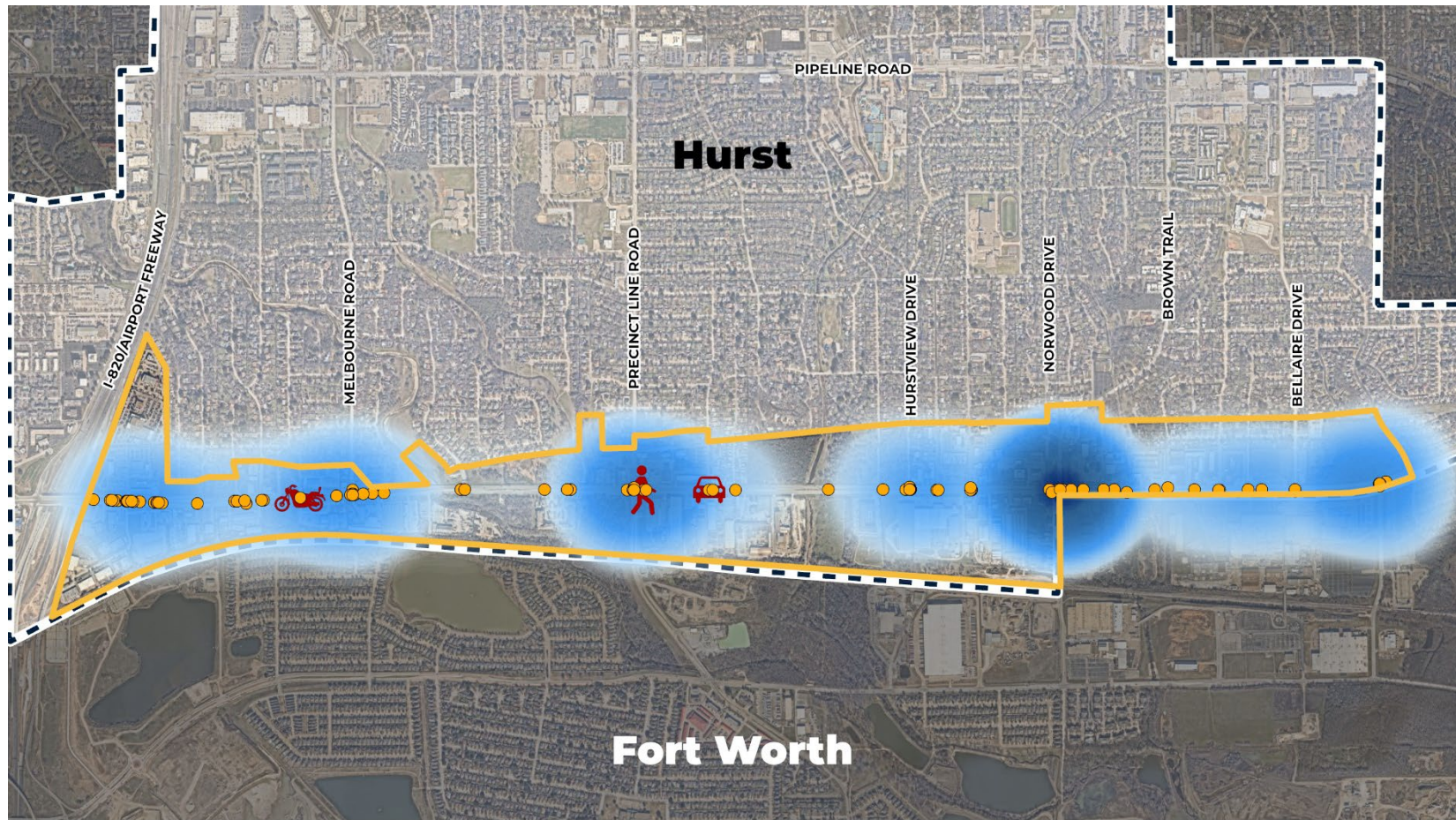
Central Park Driveways – 20 crashes

- Westernmost 1,000 feet of the corridor
- 5 cases of driver inattention or distraction
- 6 cases of speeding
- 7 caused by drivers disregarding the signal
- 2 cases of driving under the influence
- 19 in daylight, 14 on a clear day, 17 on dry pavement

These location-specific findings indicate that lack of visibility does not significantly factor into the likelihood of crashes, due to the clear weather and light conditions during the majority of crashes. Additionally, these findings reinforce the conclusion that reckless driver behavior is the primary influence in crashes along the corridor, as discussed in the *Contributing Factors* section of this memo.

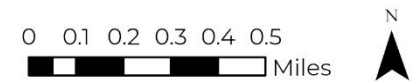


Figure 37. Corridor Crash Locations and Crash Density



LEGEND

-  Hurst City Limits
-  Hurst Boulevard Vision Study Area
-  Car Crashes
-  Fatal Crash
-  Pedestrian Involved Fatal Crash
-  Fatal Motorcycle Crash
- Crash Density**
-  Sparse
-  Dense



Source: TxDOT Crash Records Information System (CRIS)

KEY TAKEAWAYS AND OPPORTUNITIES

Operations

Although 2023 volumes are relatively high when compared to the 2023 traffic counts and the daily hour LOS seems low (LOS F), the directional nature of the traffic may indicate that traffic conditions are not so poor that adjacent bike and pedestrian connections are not infeasible.

Traffic volumes in the eastbound lanes between the IH 820 frontage road and Melbourne Road are forecasted to increase nearly 15 percent during the AM peak period, but westbound lanes are projected to decrease by nearly three percent. Interestingly, PM peak hour volumes in the eastbound lanes are forecasted to increase nearly 10 percent by 2045, but PM peak volumes in the westbound lanes are only forecasted to increase three percent. The decrease in AM volumes and relatively low increase in PM volumes (relative to the overall increases in traffic along the corridor) suggests that commuters may continue using eastbound Hurst Boulevard to get to Bell and other destinations in the morning, but may take alternative routes in the evening to return home.

Opportunities

- Intentional land use planning in the surrounding area could direct traffic away from the corridor.
- Improving alternatives to vehicular transportation along the corridor, such as public transit and active transportation, could reduce the number of travelers choosing to drive, thereby offsetting the background traffic growth.

Safety

Most crashes along the corridor can be attributed to drivers engaging in dangerous behaviors such as speeding, being distracted, driving under the influence, or not abiding by the law. According to the crash data, the highest concentrations of vehicle accidents exist at signalized intersections. Over the past five years, there have been a low number of accidents involving pedestrians or cyclists, likely due to the lack of bicycle/pedestrian facilities along the corridor.

Opportunities

- Prevention strategies for dangerous driver behaviors may include increased police presence on the corridor, stricter enforcement of traffic rules, and possible implementation of a cell phone ban.
- Increased enforcement could also make the corridor less appealing for drivers, influencing them to take alternative routes, and thereby dispersing the traffic throughout the area. While this could have a positive effect on Hurst Boulevard from both a safety and operations perspective, it could have negative effects on the adjacent roads, especially those with less capacity.
- From a design perspective, decreasing the number of conflict points (i.e., driveways, median cut outs) along the corridor will reduce the likelihood of crashes even further.
- Expand and improve bicycle and pedestrian infrastructure to create safer, more accessible routes that encourage active transportation and connect key destinations along the corridor.



Corridor Context Sensitivity

Hurst Boulevard is classified as a major arterial and was originally designed and planned to provide a regional connection for Hurst to Dallas and Fort Worth. This significantly impacted how the study area developed. The construction of SH 183 as the primary regional connection through the area created an opportunity to transform the study area into a destination rather than a regional pass through.

Opportunities

- Balance and prioritize the needs of the corridor as a regional throughway or localized arterial that provides access to activity centers and other important destinations.
- Assess access management strategies, as the current level of land use access provided by the corridor may not be conducive to the types of development desired for the corridor to be a destination.
- Explore opportunities to create alternative/ supplemental access to land uses along the corridor to safely maintain through connectivity.
- Identify needed connections to more closely resemble a minor arterial, which has a higher level of land use access, but lower mobility.

Multi-Modal Options

The Hurst Boulevard corridor lacks multi-modal options; there is no transit access, there are large gaps in sidewalk access, and there are no safe options for cyclists. According to the overview of existing ROW along the corridor, there may be room to extend the sidewalks along the entirety of the corridor. There may also be an opportunity to install shared-use paths along the corridor to accommodate cyclists and pedestrians simultaneously and provide more seamless connections to the planned off-street facilities.

Additionally, NCTCOG’s TAIT model estimates there are concentrations of residents near the corridor who may have a higher propensity for transit service. The relatively high concentrations of residents who are 65 years or older, minority, disabled, living in households below the poverty line, have limited English proficiency, and/ or do not have access to a vehicle indicates the potential need for transit service and accessible infrastructure to support safe walking and biking in the study area.

Opportunities

- Construct active transportation facilities such as shared-use paths where there is available ROW to improve multi-modal access.
- Enhance walkability with additional sidewalks and safe crossings at intersections.
- Assess key east-west and north-south bicycle and pedestrian connections.
- Strengthen connections to nearby TRE stations, supporting mixed-use growth and boosting economic activity.



Sidewalk gaps are prevalent in many portions of the study area, including near intersections where sidewalks abruptly end.

Environmental Considerations

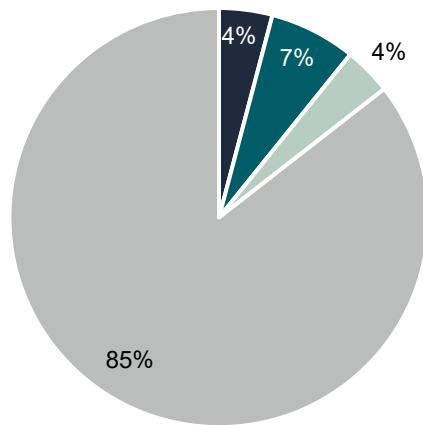
EXISTING ENVIRONMENTAL CONSIDERATIONS

Portions of the Hurst Boulevard corridor are located in environmentally sensitive areas such as flood-prone areas or adjacent to heavy industrial uses that have the potential for soil or groundwater contamination. This section reviews the existing environmental considerations that may have an impact on the feasibility of future development or redevelopment within the study area.

Flood Hazard Zones

Within the study area, there are approximately 75 acres within the regulatory floodway, 1 percent annual chance flood hazard zone (also known as the 100-year floodplain), or 0.2 percent annual chance flood hazard zone (also known as the 500-year floodplain). This equates to approximately 15 percent of the entire study area. **Figure 38** depicts the percentage of study area within and outside of the flood hazard zones.

Figure 38. Study Area Flood Hazard Zones



- Regulatory Floodway
- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Outside of Flood Hazard Zone

Source: City of Hurst

The flood hazard zones in the study area are associated with the two natural creeks and two drainage channels that run north-south through the area: Calloway Branch, Walker Branch, the channel between Anderson Drive and Arthur Drive, and the channel to the east of Brown Trail. The central catalytic site located generally between Anderson Drive and Arthur Drive has a significant portion of property located within both the regulatory floodway and the 100-year floodplain. The eastern catalytic site has portions located within the 100-year floodplain.

Figure 39 on page 58 shows that there are over 30 total properties within the study area that have all or portions of the site located in the regulatory floodway or 100-year floodplain.

Contaminants

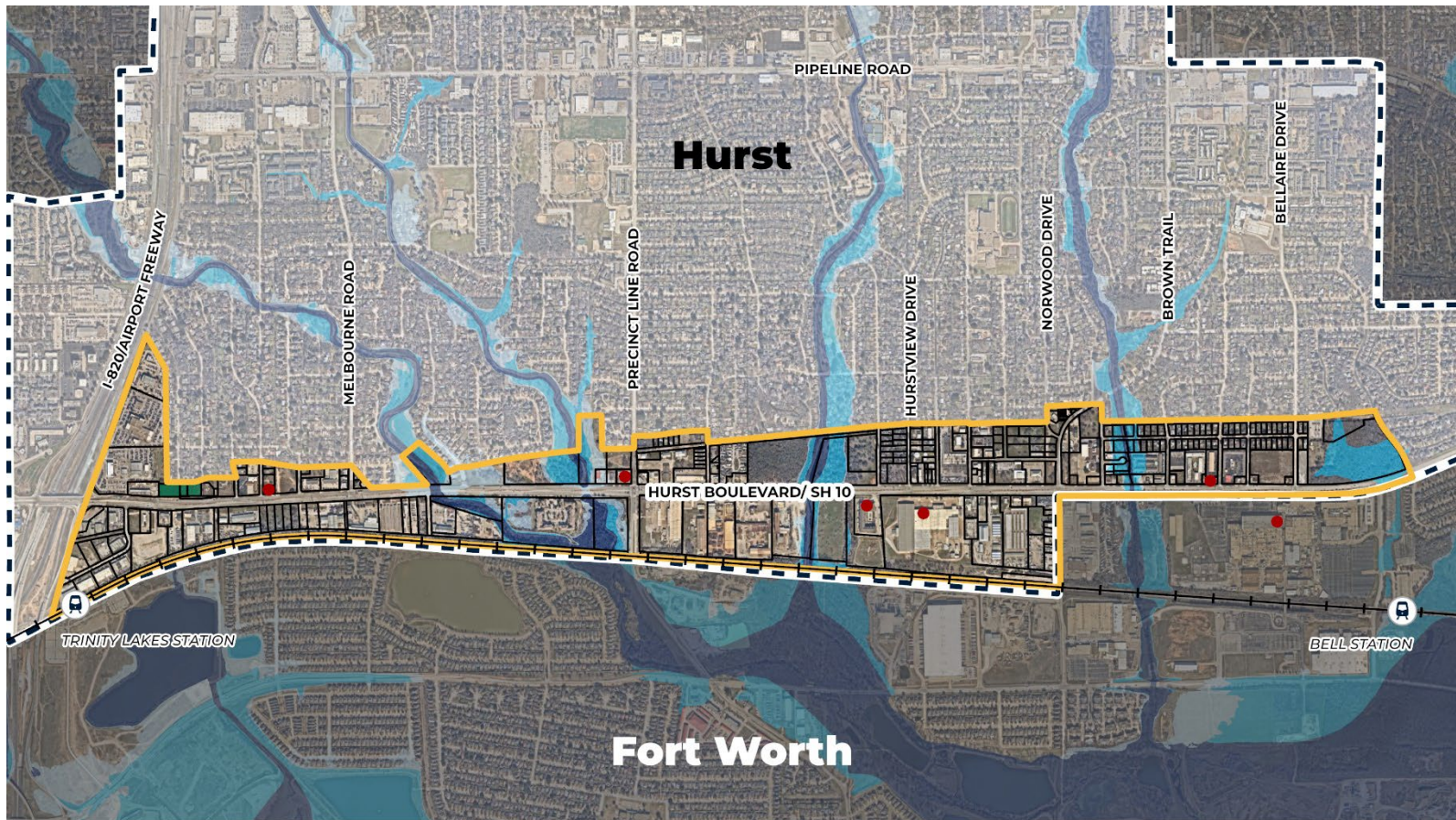
A common concern in the study area is leaking petroleum storage tanks, or LPSTs. These occur when a storage tank containing petroleum or other hazardous substances develops a leak which can lead to contamination of the surrounding soil and groundwater. In Texas, the Texas Commission on Environmental Quality (TCEQ) regulates registering and operating PSTs as well as regulating cleanups if there is a leak. Within the study area, there are five leaking petroleum storage tanks and one just outside the study area based on the latest available data. It is important to note that the location of LPSTs in **Figure 39** on page 58 is just representative of the parcel and not the specific location within the site.

Cemeteries

Parker Cemetery is designated by the Texas Historic Commission as a Historic Texas Cemetery and is located at 1301 Cardinal Lane on the north side of Hurst Boulevard. The cemetery features two historical markers that explain the property's historical significance. The site is gated and access is only granted by contacting the City of Hurst Parks Division. The site features scenic views due to the elevated topography.

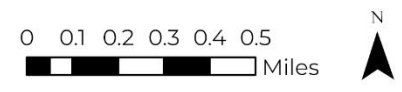


Figure 39. Existing Environmental Considerations



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- Hurst Boulevard Vision Study Area
- Study Area Parcels
- Parker Cemetery
- Trinity Metro TRE Station
- Petroleum Storage Tank Site
- Trinity Metro Railway
- Hurst City Limits
- Floodplain**
- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Regulatory Floodway



Source: City of Hurst, TCEQ



POTENTIAL ENVIRONMENTAL IMPACTS

Given the number of current and past industrial sites within the study area, there is potential for adverse site conditions that have been remediated or may need to be remediated in the future. As part of this corridor plan, the consultant team reviewed regulatory databases to produce a list of sites within the study area that have documented soil or groundwater impacts, either historical or current. In total, 17 addresses within or immediately adjacent to the study area were identified as having a potential impact to soil or groundwater. In evaluating each property, key factors considered included the type, location, depth, and concentration of contamination. These characteristics informed the assessment of potential interactions with contaminated media during redevelopment. Additionally, the likelihood of regulatory requirements - such as mandated cleanup or remediation - affecting redevelopment activities was taken into account. Based on the review, a rating of “**Low Impact**”, “**Medium Impact**”, or “**High Impact**” was then attributed to each of the 17 sites based on the analysis and professional judgement of site conditions.

Figure 41 on page 61 depicts a map of the impact sites and Figure 40 provides a summary table with more information.

Figure 40. Potential Environmental Impacts Summary Table

Map ID	Address	Impact Rating	Key Site Features
01	429 E. Hurst Blvd	Low	- Former Leaking Petroleum Storage Tank (LPST) site; reports found indicate no contamination was left in place.
02	501 W. Hurst Blvd	Low	- Former LPST site; reports found no groundwater impact.
03	625 W. Hurst Blvd	Medium	- Site has been investigated for inclusion in the US EPA NPL but did not qualify. - Site has two TCEQ Groundwater Contamination listings.
04	637 and 645 E. Hurst Blvd	Medium	- Two sizable spills of hydrochloric acid have been recorded at the location, in 2015 and 2018. - A 2018 investigation found that metal concentrations in shallow soils exceeded residential limits but none were above commercial/industrial limits. - This facility reportedly falls within a Plume Management Zone (PMZ) associated with the former Anadite Manufacturing Facility located at 711 W. Hurst Blvd.
05	711 W. Hurst Blvd	High	- Soil contamination (PCBs) at site was addressed through the TCEQ Voluntary Cleanup Program (VCP). - Plume Management Zone (PMZ) established so that the chemicals of concern in groundwater are managed such that human exposure is prevented and other groundwater resources are protected. - Municipal Setting Designation was granted to this property by TCEQ to certify its condition.
06	800 W. Hurst Blvd	Medium	- Former LPST site; corrective actions completed but maximum groundwater concentrations exceed Plan A Category II levels. - The groundwater plume appears to be adequately delineated to potential receptors

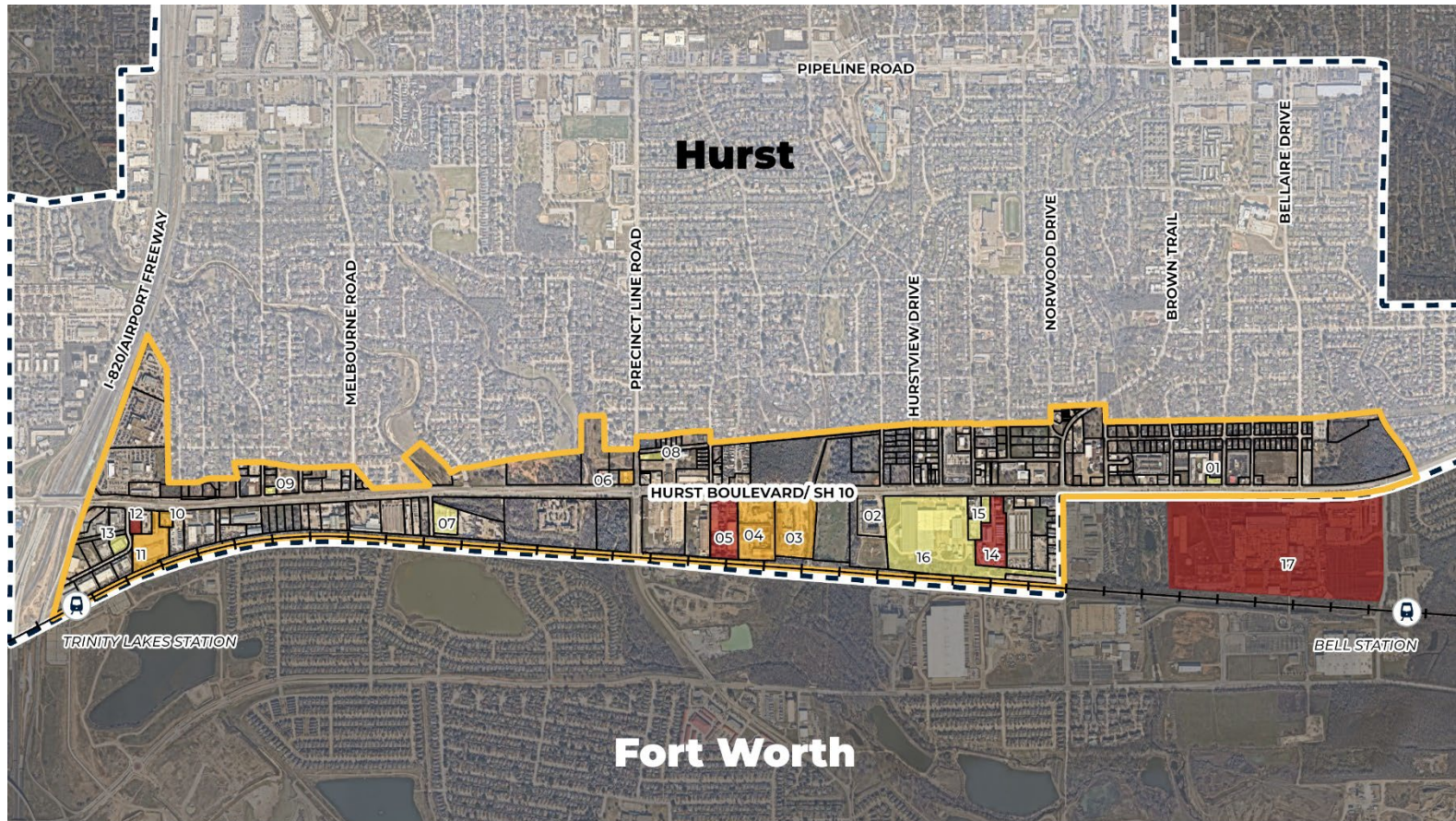


Map ID	Address	Impact Rating	Key Site Features
07	1137 W. Hurst Blvd	Low	- Site has an Industrial Hazardous Waste Corrective Action Report, however available data suggests no significant hazardous waste issues affect the site.
08	120 Precinct Line Rd	Low	- Dry cleaner that is listed as an inactive/non-RCRA, small IHW Generator
09	1240 W. Hurst Blvd	Low	- Former LPST site; records indicate no apparent threats or impacts to receptors.
10	1401 W. Hurst Blvd	Medium	- The property was historically used to store and process used oil and was investigated for inclusion in the US EPA NPL but did not qualify. - There is a page on the EPA Superfund website for 1401 W Hurst Blvd but lacks any significant detail.
11	1425 W. Hurst Blvd	Medium	- Affected by spill that occurred at 1461 W. Hurst Blvd
12	1461 W. Hurst Blvd	High	- Discharge discovered in 2023 of an unknown petroleum product in an unknown quantity. - The discharge is reportedly emanating from below the pavement/concrete, indicating that it is due to historical activity.
13	1500 Central Park Dr	Low	- Historical storage tank
14	205 W. Hurst Blvd	High	- Findings including the Spills Database (SPILLS), an LPST, three instances of Groundwater Contamination Cases (GWCC), and two instances of Historical Groundwater Contamination Cases (GWCC HIST).
15	229 W. Hurst Blvd	Low	- Former underground storage tank (UST)
16	301 W. Hurst Blvd	Low	- Former LPST site; numerous documented reports of titanium dioxide, paint, and resin spills have occurred in the past. - Phase II Subsurface Investigation Report was produced in 2024. Although the investigation identified adverse physical observations, the report identified relatively few contaminants of concern at very low levels, and none that were consistent across the site.
17	600 E. Hurst Blvd	High	- Site has been investigated for inclusion in the US EPA National Priority List (NPL) on two occasions but did not qualify. - Site includes four instances of LPSTs, 10 instances of Emergency Response Notifications for various discharges, and three TCEQ Groundwater Contamination listings. - The property has institutional controls in place to prevent human exposure of receptors to soil and groundwater contamination.


Source: GRK Consulting Associates

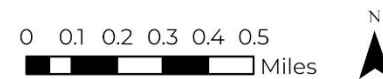


Figure 41. Potential Environmental Impact Properties



LEGEND

- | | | |
|---|--|------------------------|
|  Hurst Boulevard Vision Study Area | Potential Environmental Impact | Map ID
01-17 |
|  Trinity Metro TRE Station |  High Potential | |
|  Trinity Metro Railway |  Medium Potential | |
|  Hurst City Limits |  Low Potential | |
|  Study Area Parcels | | |



Source: GRK Consulting Associates



KEY TAKEAWAYS AND OPPORTUNITIES

The biggest environmental barriers to new development or redevelopment within the study area are location within flood hazard zones and the potential need for site remediation. Many of the remaining vacant parcels within the study area are located partially or entirely within flood hazard zones. This limits what the site can be developed as and makes it less attractive for new development. Additionally, the sites that were identified as having potential environmental impacts are primarily on the southern side of the corridor corresponding to the historic and present industrial uses. While developing a site that needs remediation is not impossible, it does require additional time and coordination amongst partners to ensure a positive outcome.

The potential environmental impacts to the three catalytic site areas are summarized in **Figure 42**. For the western site, there is no area within the regulatory floodway or 100- or 500-year floodplain, but there are parcels that have either a high, medium, or low potential for environmental impacts. For the central site, there are areas within the regulatory floodway and significant areas within the 100 and 500-year floodplain, but no parcels identified as having a potential environmental impact. However, the parcels on the southern side of the corridor in this area are adjacent to sites with medium and low potential for environmental impacts. Finally, for the eastern site, the far eastern portion is within the 100-year floodplain and there is one small parcel identified as having low potential for environmental impact.

Figure 42. Catalytic Site Area Environmental Considerations

Catalytic Site Area	Regulatory Floodway	100- or 500-Year Floodplain	High Potential Environmental Impact*	Medium Potential Environmental Impact*	Low Potential Environmental Impact*
West			X	X	X
Central	X	X			
East		X			X

Note: See discussion on catalytic site areas on page 24 for description of area.

**Source: GRK Consulting Associates*



Existing Conditions Summary

The existing conditions in the Hurst Boulevard study area were evaluated to provide a baseline understanding of how the corridor functions and feels, and how people interact with the study area today. Overall, the Hurst Boulevard corridor offers compelling opportunities for strategic redevelopment amidst existing limitations.

KEY FINDINGS

Demographics & Land Use

The Hurst Boulevard study area makes up about four percent of Hurst's total population, with slightly higher poverty levels and a median household income below the city average. It's moderately more racially diverse than the rest of Hurst, with 59 percent of the population identifying as white alone, compared to 63 percent citywide. Demographic trends indicate a commuter-heavy population with minimal growth prospects in the near term.

Despite its relatively low population density, the corridor maintains significance as a major employment hub. However, current conditions limit its ability to organically attract new development or diversified economic activity. Industrial and vacant land dominate the study area, accounting for over half of its 500 acres. Most industrial uses are concentrated south of Hurst Boulevard and remain integral to Hurst's economy. Retail, primarily automotive-related, represents the second most common land use but is limited, with only two restaurants along the corridor. With high vacancies and an oversaturation of retail zoning that does not align with local demand, many users of the corridor are travelling straight through the corridor to get to other destinations.

Corridor Character

The Hurst Boulevard study area is heavily auto-oriented, with wide roads and buildings set back behind parking lots, creating a busy and impersonal environment. Industrial uses and vacant lots contribute to disconnection and visual clutter, while poor sidewalk conditions, lack of landscape buffers, and inconsistent signage make the area challenging for pedestrians and cyclists. Public art installations on traffic signal control boxes offer glimpses of community identity, but varied architectural styles and minimal screening near industrial zones contribute to a sense of disorder. Strengthening visual cohesion and placemaking could transform the corridor into a more welcoming and functional destination which could increase investment in new developments.

Market

Currently, the market reflects a shortage of rooftops and limited population growth, impeding growth of the robust consumer base needed to attract new commercial investment. Without critical residential growth, economic revitalization along the corridor may stagnate. Although the corridor continues to serve as a major employment center, its current trajectory is hindered by high vacancy rates, lack of residential density, and minimal population growth. Catalytic development sites along the corridor offer the opportunity to reposition Hurst Boulevard through gateway placemaking, aesthetic upgrades, and community-oriented design.



Mobility

The Hurst Boulevard corridor is a four-lane roadway characterized by high-speed traffic, including the presence of many large, industrial vehicles, and commuters accessing IH 820. Mobility challenges along Hurst Boulevard include poor levels of service at certain times of day and 237 reported crashes over the last five years, signaling a need for improvements. The corridor's auto-focused layout and lack of sidewalk connections make it difficult for pedestrians to safely and comfortably navigate the study area. By improving safety measures and expanding walking and biking options, Hurst Boulevard can become a welcoming, connected destination for multimodal users. Hurst Boulevard's location between residential and industrial areas amplifies its potential for multi-functional development, balancing livability and economic activity. For this transformation, roadway design must evolve to support the transformation from a busy regional route to a community-centric destination, incorporating minor arterial elements that enhance land use access without sacrificing mobility.

Environmental Constraints

There are multiple environmental constraints within the study area, including the presence of floodplains and potential contamination throughout the corridor. Approximately 15 percent of the study area (55 acres) lies within flood hazard zones, with many vacant parcels partially or entirely affected. Additionally, 17 properties, primarily located on the southern side of Hurst Boulevard, may require environmental remediation due to historic and ongoing industrial activities. These conditions complicate redevelopment timelines and feasibility but also emphasize the need for strategic coordination among stakeholders to realize successful land reuse.

CONCLUSION

Strategically located between residential communities and industrial zones, Hurst Boulevard is uniquely positioned to evolve into a more cohesive corridor that is a destination rather than pass-through. The study area's foundational assets, such as proximity to transit and the presence of underutilized parcels, present opportunities for adaptive reuse, infill development, and corridor-wide enhancement. In addition to the study area assets, the corridor has challenges related to land use and transportation that will require new approaches to enhance economic development. A coordinated approach emphasizing zoning refinement, transit-oriented development, aesthetic improvements, and intentional placemaking could transform Hurst Boulevard into a vibrant node for residential, employment, and recreational activity. The integration of pedestrian-friendly infrastructure, bicycle connectivity, and access to regional transit nodes creates the framework for increased mobility and livability. Enhancing housing options, balanced with buffering and green spaces, would stimulate vibrancy while maintaining neighborhood character. Establishing a distinct identity through branding, amenities, and activation programs may further catalyze revitalization, making the corridor not only functional but also inviting and economically resilient.



March 2026

Appendix C: Multimodal Improvements Summary

Hurst Boulevard Vision – State Highway 10 Corridor Redevelopment Plan

Prepared for:

The North Central Texas Council of Governments

Prepared by:



Introduction

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor travelling through the City of Hurst in order to enhance the experience of all users, including residents, business owners, pedestrians, cyclists and commuters. The plan process involved an analysis of the corridor, multiple community engagement opportunities, and catalytic site concepts. The plan will result in an actionable strategy for redevelopment in the area.

This multimodal improvement summary reviews the proposed improvements for sidewalks, sidepath, and on-street bicycle facilities within the study area, and safety countermeasures at intersections along the corridor. Additional details on the underlying mobility and safety assessments can be found in **Appendix B: Existing Conditions Diagnostic Report**.



Sidewalk Improvement Needs

OVERVIEW

Currently, there are 4.55 miles of existing sidewalk in the study area, mostly located in the vicinity of existing developments and major intersections. Many of the sidewalks along the corridor are narrow and disjointed, limiting access for pedestrian modes. In total there are 3.83 miles of gaps in the sidewalk network along both sides of the Hurst Boulevard corridor. Sidewalk connectivity improvements are needed so that pedestrian routes are continuous and comfortable.

The proposed sidewalk improvements for the study area are categorized into three categories:

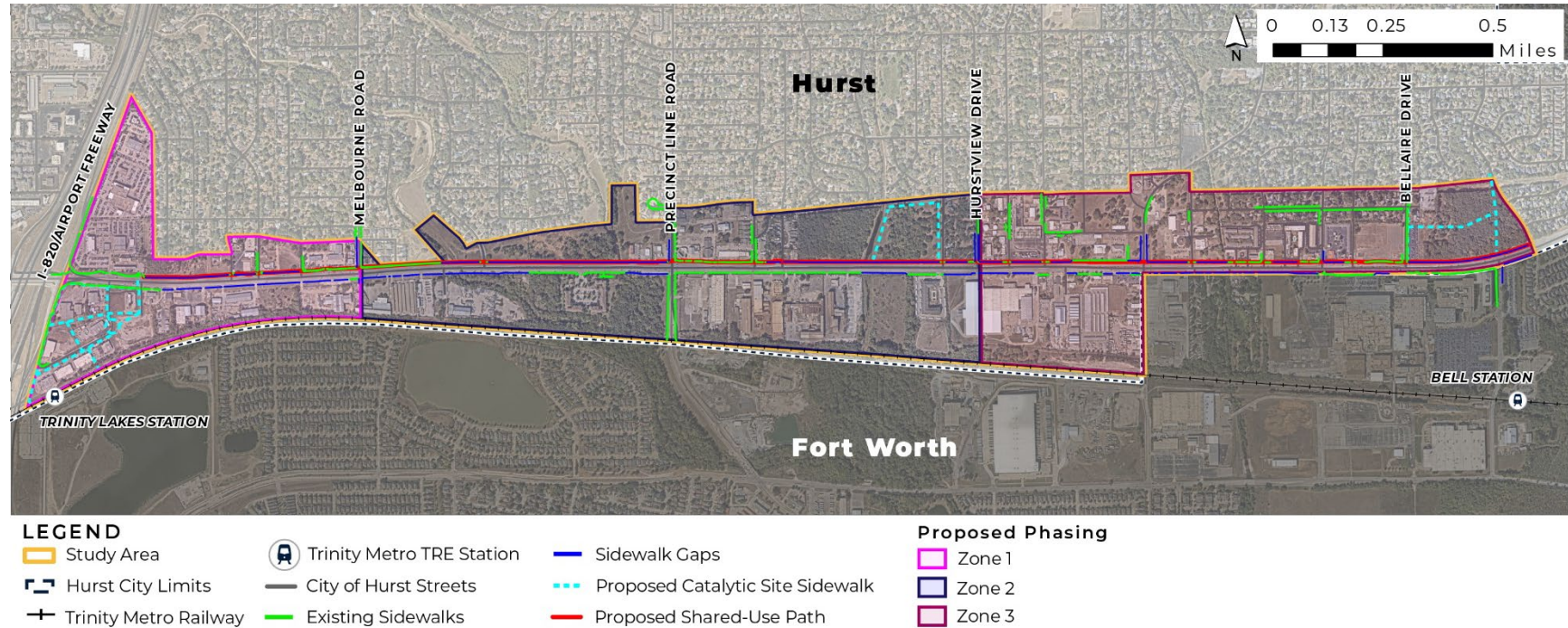
- **Constructing Existing Sidewalk Gaps:** Current city ordinances require sidewalks to be constructed with new development and redevelopment. Many of the existing developments along the Hurst Boulevard corridor were constructed prior to these requirements being enacted, so there are several instances of gaps in the existing sidewalk network. Filling in these sidewalk gaps can either occur over time as development or redevelopment occurs, or as city-initiated projects that could be partially funded by grants.
- **Proposed Pedestrian Connections within Catalytic Sites:** As redevelopment and new development occurs within the three catalytic sites, there are proposed connections to improve bicycle and pedestrian access. Across the three catalytic sites, the proposed pedestrian connections account for an additional 2.14 miles of proposed sidewalk, as shown in **Figure 1** on the following page.
- **Hurst Boulevard Sidepath:** To provide cyclists and pedestrians with safer and more comfortable access in the corridor, a 10' sidepath totaling 2.98 miles in length is recommended on the north side of Hurst Boulevard. A conceptual layout of this corridor is shown on pages 22-31 of this memo highlighting areas where engineering review is needed within constrained areas.

PROPOSED SIDEWALK IMPROVEMENTS

Figure 1 on the following page depicts the proposed sidewalk improvements within the study area and three zones for proposed phasing of improvements. Zone 1 (IH-820 to Melbourne Road) represents the first priority for proposed improvements. Zone 2 (Melbourne Road to Hurstview Drive) represents the second priority for proposed improvements. Zone 3 (Hurstview Drive to Arwine Drive) represents the third priority for proposed improvements primarily due to the potential for public-private partnerships with Bell Helicopter.



Figure 1. Proposed Sidewalk Improvements



Zone 1: I-820 to Melbourne Road

- Sidewalk gaps: 0.74 Miles
- Proposed catalytic site pedestrian connections: 1.23 Miles
- Proposed sidepath: 0.46 Miles
- **Total: 2.43 Miles**

Zone 2: Melbourne Road to Hurstview Drive

- Sidewalk gaps: 1.58 Miles
- Proposed catalytic site pedestrian connections: 0.38 Miles
- Proposed sidepath: 1.34 Miles
- **Total: 3.30 Miles**

Zone 3: Hurstview Drive to Arwine Drive

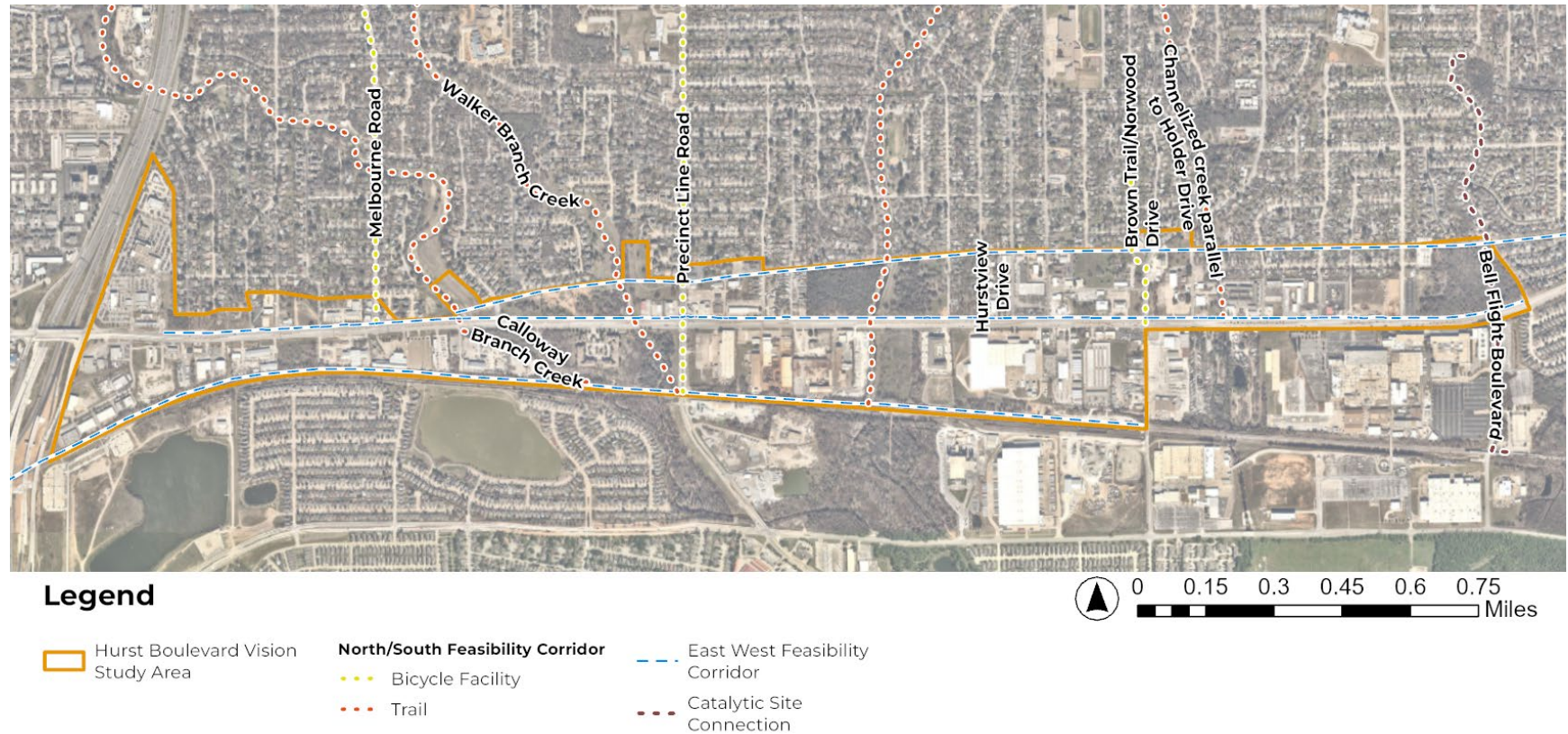
- Sidewalk gaps: 1.51 Miles
- Proposed catalytic site pedestrian connections: 0.53 Miles
- Proposed sidepath: 1.19 Miles
- **Total: 3.23 Miles**



Trail and Bikeway Facilities

As part of the corridor redevelopment study, a series of corridors were assessed for potential feasibility as a future pedestrian and/or bicycle facility. A bikeway is a distinct space on a road, path, or facility that prioritizes bicycle travel. A trail can either be a sidepath that is adjacent to a road or an off-street shared-use path that is typically within an independent right-of-way such as along a creek or within a utility easement. In total, three east/west alignments and nine north/south alignments were assessed for feasibility as a future pedestrian and/or bicycle connection; these routes are shown in **Figure 2**.

Figure 2. Location of Trail/Bikeway Feasibility Corridors



FEASIBILITY CONSIDERATIONS

Existing Conditions: This portion of the assessment analyzes property ownership, floodplain, utilities, and topography that impact the likelihood of a trail or bikeway being developed in the corridor. Since the city or TxDOT does not own all the properties within the study area, property ownership is important to determine potential easements, access agreements, or right-of-way constraints. While trails can be built in the floodplain, it is important to avoid areas that flood consistently to extend the condition and useful life of the trail. The study area also has a significant number of overhead and subsurface utilities which can be costly to relocate in conjunction with construction costs. Finally, topography can impact accessibility compliance for steep slopes, whether retaining walls are necessary, or other trail and bikeway features that may be needed.

Implementation Considerations: In addition to the existing conditions, on-site factors are important for assessing the feasibility of potential trail and bikeway routes. This includes bridge or culvert crossings, environmental considerations, or conflict points. Bridge and culvert crossings add additional costs and limitations to construction depending on the size of the waterway or conduit. Environmental conditions to be cognizant of in the study area include dense vegetation, potentially contaminated sites, and floodplains. Conflict points are places along the potential routes where the right-of-way may be obstructed by existing structures, have limited under crossing clearing, or potential midblock crossings. Within the right-of-way of Hurst Boulevard, there are significant overhead and underground utilities that either need to be avoided or relocated to fit in a sidepath of 10 feet in width.

Pages 6-10 discuss the key findings from the feasibility assessment for each of the north/south and east/west corridors and pages 11-18 include the overall opportunity and constraint maps and summary tables (**Figures 3-11**).



EAST/WEST ROUTE FEASIBILITY

Electric Transmission Line Easement

Following the Oncor electric transmission line parallel to Hurst Boulevard, this route includes major constraints such as existing structures located within the easement, the need for multiple bridge structures, and a high number of mid-block crossings compared to the other potential east/west routes. The existing structures within the transmission line easement include business, residences, and parking lots. However, these powerlines are within the acceptable voltage for trail development. **Based on these identified constraints, this corridor should not be a priority for future consideration for trail development.**



Today, businesses sit within the power line easement along West Ellen Avenue.

Hurst Boulevard ROW

The northern side of Hurst Boulevard was considered for a more continuous pedestrian facility due to the potential connections to businesses, neighborhoods, and catalytic sites. Constraints include limited right-of-way in some spots, presence of overhead and subsurface utilities, two bridge structures, and numerous driveways. This alignment has existing infrastructure in place to support pedestrian activities specifically at intersections. However, as indicated in **Figure 1** on page 3, there are significant gaps in the existing sidewalks. **This route was determined to be the most feasible for near-term improvements.**



Power lines in the Hurst Boulevard right-of-way.

A conceptual layout of the sidepath and associated Opinion of Probable Construction Costs can be found on pages 22-36.



TRE Corridor ROW

This route falls within the north side of the Trinity Railway Express (TRE) right-of-way and includes major constraints such as steep slopes and inconsistent grades, narrow or constrained right-of-way, and environmental challenges. The TRE Corridor is adjacent to many active industrial uses and intersects with the regulatory floodway more than the other east/west routes. Additionally, any proposed trail within the rail right-of-way would need to be granted approval from Trinity Metro as well as the freight rail operators that utilize the corridor. Coordination would also be needed with the City of Fort Worth. **Based on these identified constraints this corridor should not be a priority for future consideration for trail development.**



Example of the steep elevation change along the TRE Corridor ROW near the Trinity Lakes Station.

NORTH/SOUTH ROUTE FEASIBILITY

Melbourne Road

Other city planning efforts identified Melbourne Road as an on-street bikeway to connect North East Mall to the Trinity Lakes TRE station. The specific facility type along Melbourne is to be determined, but considerations should be given to the presence of parked cars along the corridor. **Hurst Boulevard is a barrier along this proposed route, and crossing improvements are recommended for the signaled intersection at Melbourne and Hurst Boulevard (see page 43).**



Open space adjacent to Calloway Branch Creek (north of Hurst Boulevard).

Calloway Branch Creek

The Calloway Branch Creek north of Hurst Boulevard is within city-owned property and could provide a recreational trail connection from Hurst Boulevard to Melbourne Road. While trails can be built in floodplains, this route may necessitate additional design and construction costs associated with floodplain development. **There does not appear to be enough vertical clearance to safely construct a trail where the creek crosses underneath Hurst Boulevard, so a proposed trail is just considered for north of Hurst Boulevard.**



Limited undercrossing clearance at Hurst Boulevard and Calloway Branch Creek.

Walker Branch Creek

This off-street alignment follows Walker Branch Creek and is in the Regulatory Floodway. Additional major constraints include limited right-of-way in parts of the corridor, dense vegetation, grade challenges, and limited vertical clearance where the creek crosses underneath Hurst Boulevard. **Based on these identified constraints this corridor should not be a priority for future consideration for trail development.**



Dense vegetation along the Walker Branch Creek.

Precinct Line Road

Precinct Line Road is centrally located within the study area and serves as key vehicular connection from Fort Worth into Hurst. Current citywide plans for both Hurst and Fort Worth show on-street bikeways along Precinct Line Road. To the south of Hurst Boulevard in Fort Worth, there is potential for widening the existing sidewalks on Precinct Line Road to a sidepath (minimum 10'). **Hurst Boulevard is a barrier along this proposed route, and crossing improvements are recommended for the signalized intersection at Precinct Line Road and Hurst Boulevard (see page 43).**



Existing sidewalk and available right-of-way facing south into Fort Worth along Precinct Line Road.



Channelized Creek between Anderson and Arthur Drives

This off-street connection is located within the channelized creek corridor between Anderson and Arthur Drives. Major constraints include the lack of feasible undercrossing at Hurst Boulevard, dense vegetation, and narrow or limited ROW availability north of the Oncoor easement. ***The illustrative concept for the central catalytic site proposes trail on the eastern side of the channelized creek between Hurst Boulevard and the Oncoor easement, but since the area is in the floodplain, that may necessitate additional design and construction costs associated with floodplain development.***



Powerlines constrain possible trail development along the west side of Hurstview Drive.

Hurstview Drive

Hurstview Drive was evaluated as a potential north/south connection. Currently, there are no bikeway or trail recommendations due to the limited extent within the study area. ***However, gaps in the sidewalk network and intersection improvements at Hurst Boulevard should be addressed for system-wide completion.***

Brown Trail/Norwood Drive

Brown Trail/Norwood Drive is another centrally located vehicular connection between Hurst and Fort Worth. This route features constrained right-of-way and rail crossings beyond the study area. Currently, there are no bikeway or trail recommendations due to the limited extent of the study area. ***However, gaps in the sidewalk network and intersection improvements at Hurst Boulevard should be addressed for system-wide completion.***



Limited right-of-way along Norwood Drive facing south.

Channelized Creek Parallel to Holder Drive

This off-street connection is located within the channelized creek channel parallel to Holder Drive. Major constraints include private property limits and location within the regulatory floodway. ***Based on these identified constraints this corridor should not be a priority for future consideration for trail development.***

Bell Flight Boulevard

This route was evaluated as an additional north/south connection along Bell Flight Boulevard and Arwine Drive between the Bell TRE Station and Wan-Ka-Kani Park going through the Eastern Catalytic Site area. This route could include a trailhead at Highway 10 Linear Park, but major constraints include the intersection with Hurst Boulevard, grade changes outside of the study area, dense vegetation, and Oncor property ownership. ***Coordination with the City of Fort Worth and Oncor would be needed for this connection to be possible.***



Trees and greenery encroach on the sidewalk along Bell Flight Boulevard just outside of the study area.

OPPORTUNITIES AND CONSTRAINTS MAPS

Figure 3. Opportunities and Constraints - Segment 1



Figure 4. Summary of Constraints - Segment 1

Corridor	Grade Challenges	Constrained ROW	Overhead Utilities
Hurst Boulevard ROW	•	•	•
TRE ROW	•	•	

Figure 5. Opportunities and Constraints - Segment 2



Figure 6. Summary of Constraints - Segment 2

Corridor	Grade Challenges	Constrained ROW	Floodplain	Overhead Utilities	Bridge Structure	Limited Vertical Clearance
Hurst Boulevard ROW		•		•		
TRE ROW	•	•	•			
Electric Transmission Line Easement			•	•	•	
Melbourne Road Bicycle Facility				•		
Calloway Branch Creek Trail	•		•			•



Figure 6. Opportunities and Constraints - Segment 3

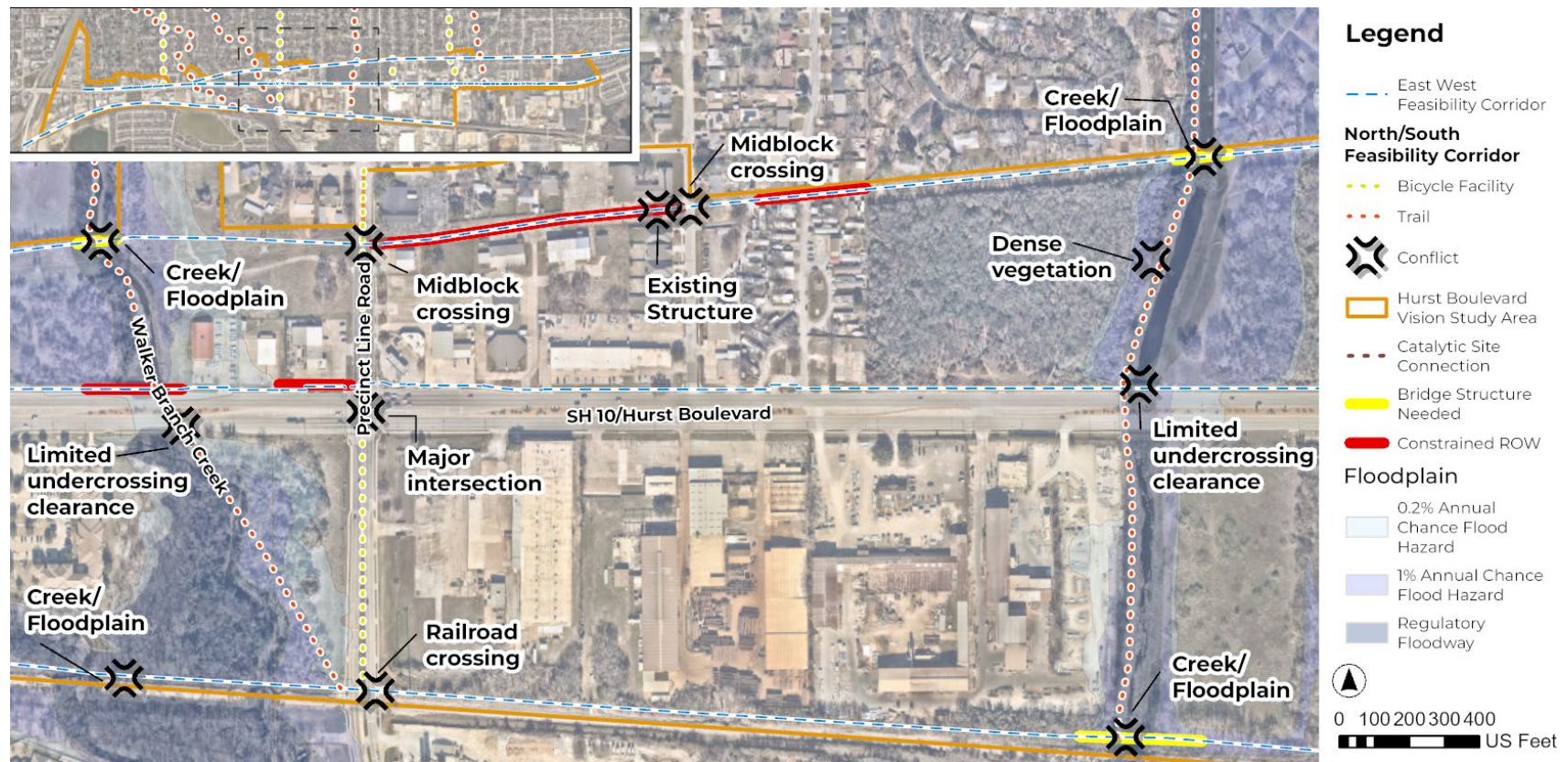


Figure 7. Summary of Constraints - Segment 3

Corridor	Grade Challenges	Constrained ROW	Floodplain	Overhead Utilities	Bridge Structure	Limited Vertical Clearance	Mid-Block Crossings
Hurst Boulevard ROW		•	•	•			
TRE ROW	•	•					
Electric Transmission Line Easement		•	•	•	•		•
Walker Branch Creek	•		•		•	•	
Precinct Line Road			•	•			
Channelized Creek between Arthur and Anderson	•	•	•			•	



Figure 8. Opportunities and Constraints - Segment 4

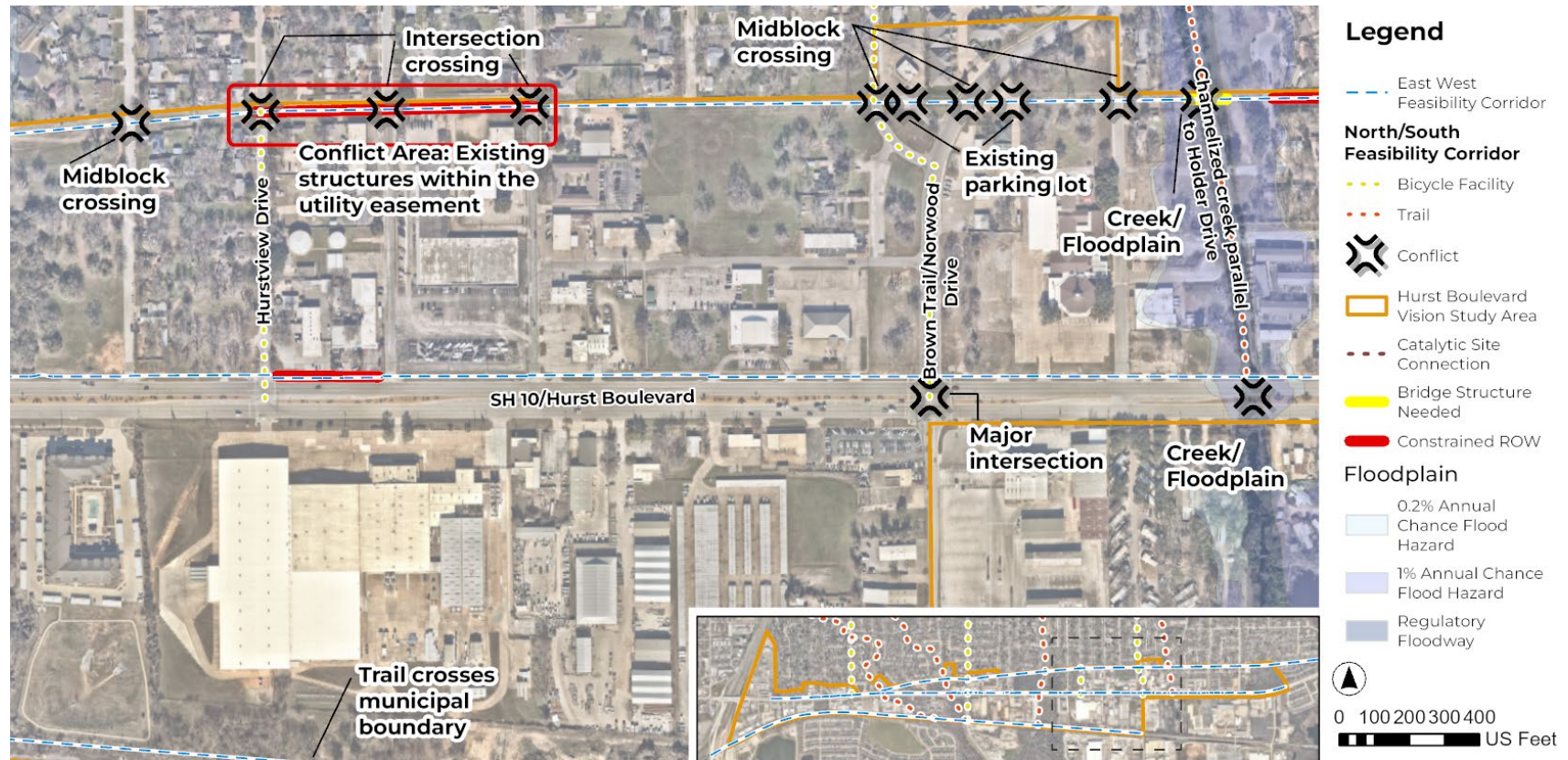


Figure 9. Summary of Constraints - Segment 4

Corridor	Constrained ROW	Floodplain	Overhead Utilities	Bridge Structure	Limited Vertical Clearance	Mid-Block Crossings
SH 10 ROW	•	•	•			
Electric Transmission Line Easement	•	•	•	•		•
Hurstview Drive			•			
Brown Trail/Norwood Drive	•		•			
Channelized Creek Parallel to Holder Drive	•	•			•	



Figure 10. Opportunities and Constraints - Segment 5



Figure 11. Summary of Constraints - Segment 5

Corridor	Constrained ROW	Floodplain	Overhead Utilities	Mid-Block Crossings
Hurst Boulevard ROW	•	•	•	
Electric Transmission Line Easement	•	•	•	•

CROSSING OPPORTUNITIES

Crossing the corridor as a cyclist or pedestrian is challenging given the width of the corridor and lack of designated crossing facilities. As described in the previous section, the north/south connection opportunities that follow creek or drainage corridors are likely infeasible due to the low vertical clearance underneath Hurst Boulevard. This section identifies the crossing opportunities at existing intersections. The overall trail and bikeway recommendations for the study area are depicted in **Figure 13** on the following page.

Based on the assessment of crash data and the high-level intersection audit, some combination of median refuge islands, crosswalk restriping, pedestrian signal upgrades, and cautionary signage are recommended at the signalized intersections along the Hurst Boulevard corridor. More discussion on these signalized intersection improvements is found in the Safety Countermeasures section of this memo.

Within each of the three project phasing zones, a priority intersection has been identified that would have the greatest impact on north/south mobility across the Hurst Boulevard corridor. This includes:

- **Zone 1: Melbourne Road.** Provides connection from the neighborhoods to the north and North East Mall to the western catalytic site and Trinity Lakes TRE station.
- **Zone 2: Precinct Line Road.** Provides connection from City of Fort Worth to Hurst within the central part of the study area. See **Figure 12** for an example intersection treatment.
- **Zone 3: Bell Flight Boulevard.** Provides connection from the Bell TRE station to the northern side of the corridor, facilitating employee and visitor movement to future proposed development at the eastern catalytic site.

Additionally, **Figure 13** on the following page depicts a future consideration for a pedestrian bridge connecting across Hurst Boulevard near Bell Helicopter headquarters. Additional feasibility needs to occur, particularly if this facility were to be open to the general public or just for Bell employees. Furthermore, since the Hurst Boulevard corridor is located on the Texas Highway Freight Network, additional vertical clearance would need to be accommodated.

Figure 12. Example Intersection Treatment at Precinct Line Road

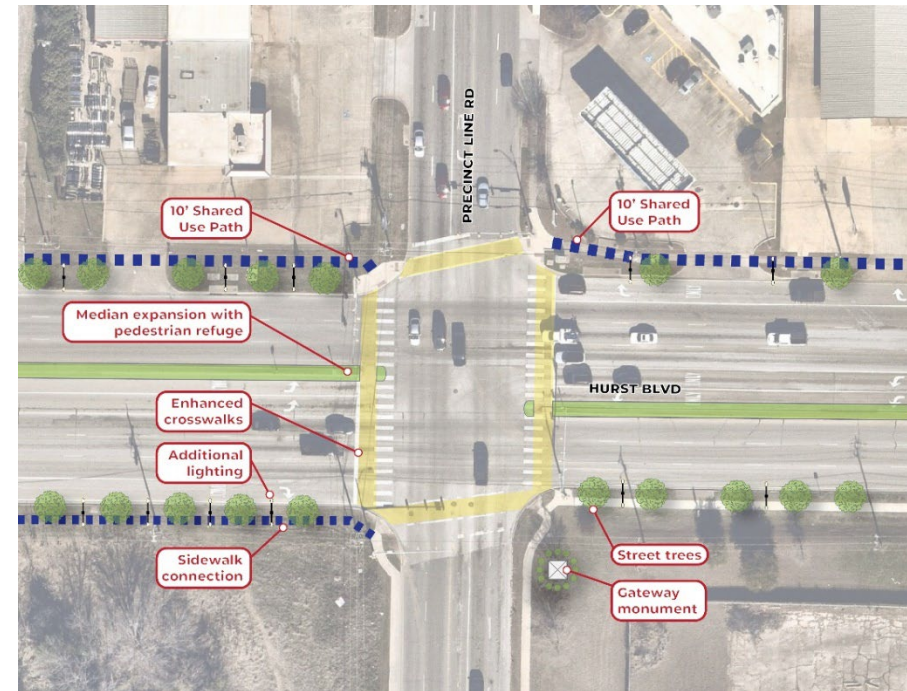
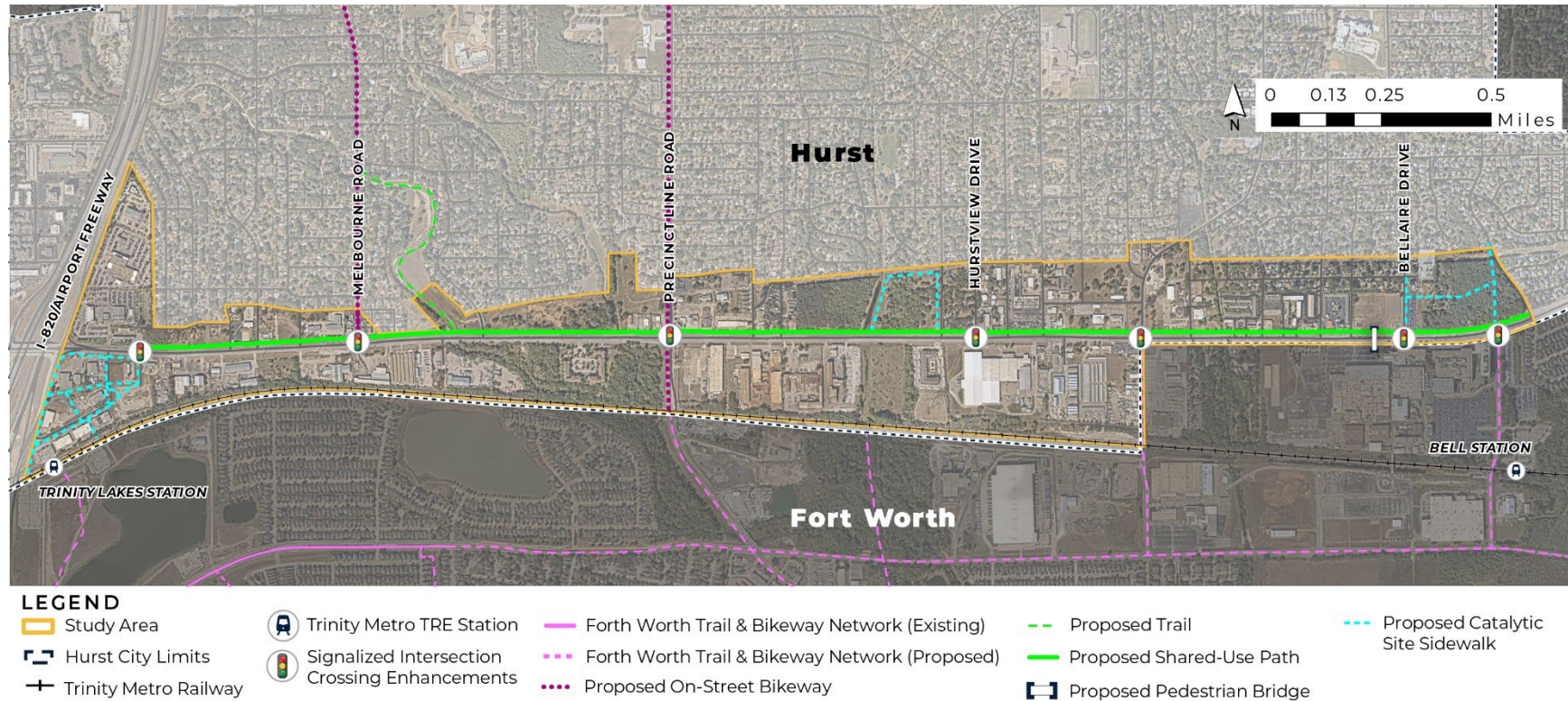


Figure 13. Corridor Trail and Bikeway Recommendations



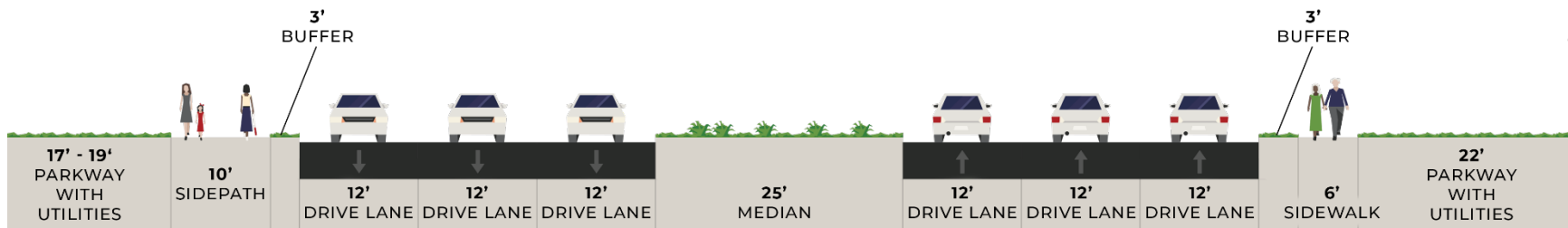
HURST BOULEVARD SIDEPATH CONCEPTUAL LAYOUT

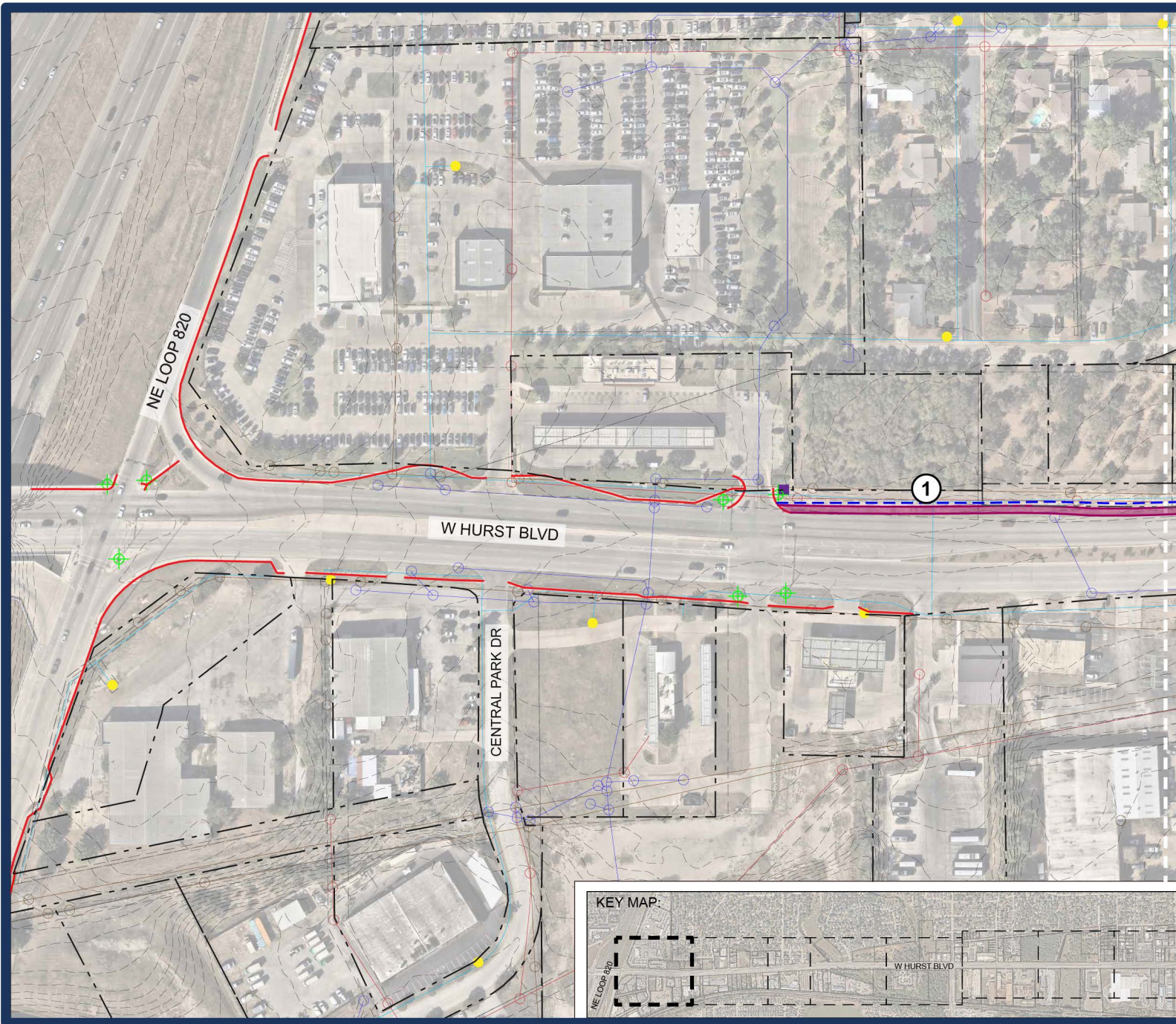
As discussed on page 6, the northern side of Hurst Boulevard is considered a priority for a more continuous pedestrian facility due to the potential connections to businesses, neighborhoods, and catalytic sites. In order to determine potential constraints along the corridor, a conceptual layout for the sidepath was developed as part of this study. Pages 22-31 represent the conceptual layout, which is subject to change as additional design and engineering occurs. The key points of conflict identified in these graphics include:

- **Utilities:** Data for subsurface and aboveground utilities and infrastructure along the corridor was requested, however without a utility investigation some utility locations are unknown. Subsurface utilities include water, storm sewer, sanitary sewer, gas, and fiber-optic. Aboveground utilities and infrastructure include overhead electrical lines, power poles, fire hydrants, and utility boxes. The exhibits on pages 22-32 show the available data but may not be comprehensive of all existing subsurface or aboveground utilities. As additional design and engineering occurs, utility coordination will be required. The utilities and other points of conflicts are identified as items 1-19 in the conceptual layout on pages 22-32.
- **Driveways, Street Crossings, and Intersections:** Along the corridor, there are 46 driveways, 11 unsignalized street crossings, and 7 signalized intersections. At each instance, ADA-compliant curb ramps will be needed. At the signalized intersections, updates to the pedestrian signals are needed. The driveways, street crossings, and signalized intersections are labeled A, B, and C in the conceptual layout on pages 22-32.
- **Constrained ROW:** Along the majority of the corridor, there is room within the TxDOT right-of-way (ROW) to fit a 10-foot “wide” sidepath. However, in some areas there are existing utilities that constrain the potential for a full 10' sidepath. Additional utility investigation and survey will be needed to identify solutions within these constrained areas to be able to fit a 10' sidepath. These areas are identified in purple in the conceptual layout on pages 22-32.

Figure 14 depicts a typical section of the proposed sidepath on the northern side of the roadway.

Figure 14. Proposed Hurst Boulevard Sidepath Typical Section





POINTS OF CONFLICT:

- ① GRADING WILL BE REQUIRED
 - ② TWO-WAY STORM INLET
 - ③ FIBRE-OPTIC LINE
 - ④ EXISTING STREET LIGHT
 - ⑤ SIGNAGE POLES
 - ⑥ MANHOLE
 - ⑦ SANITARY SEWER MANHOLE
 - ⑧ IRRIGATION VALVES
 - ⑨ FIRE HYDRANT
 - ⑩ OVERHEAD TRANSMISSION POLE
 - ⑪ PEDESTRIAN SAFETY RAILING WILL BE REQUIRED
 - ⑫ FOUR-WAY STORM INLET
 - ⑬ SWALE FOR STORM WATER CONVEYANCE
 - ⑭ EXISTING CONDITIONS AT THE CURRENT LOCATION CANNOT ACCOMMODATE A WIDE SIDEWALK WITHOUT SUBSTANTIAL UTILITY RELOCATIONS
 - ⑮ EXISTING TREE
 - ⑯ CULVERT DRAIN WILL BE NEEDED
 - ⑰ IRRIGATION VALVES
 - ⑱ JUNCTION BOX
 - ⑲ UTILITY BOX
- Ⓐ DRIVEWAY
 - Ⓑ STREET CROSSING
 - Ⓒ UPGRADED SIGNALIZED INTERSECTION

LEGEND:

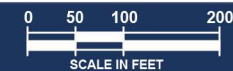
- PROPERTY BOUNDARIES
- STORM SEWER LINE
- SANITARY SEWER LINE
- WATER MAIN
- GAS LINE
- EXISTING SIDEWALK
- FUTURE PLANNED TRAIL
- OVERHEAD ELECTRICAL LINE
- CITY LIMITS
- EASEMENT
- PROPOSED RETAINING WALL
- POWER POLE
- FIRE HYDRANT
- UTILITY BOX
- ⊕ STATE SIGNAL
- 10' PROPOSED SIDEWALK
- CONSTRAINED AREA REQUIRING ADDITIONAL ENGINEERING EXPLORATION
- 500-YR FLOODPLAIN
- 100-YR FLOODPLAIN
- REGULATORY FLOODWAY

KEY MAP:

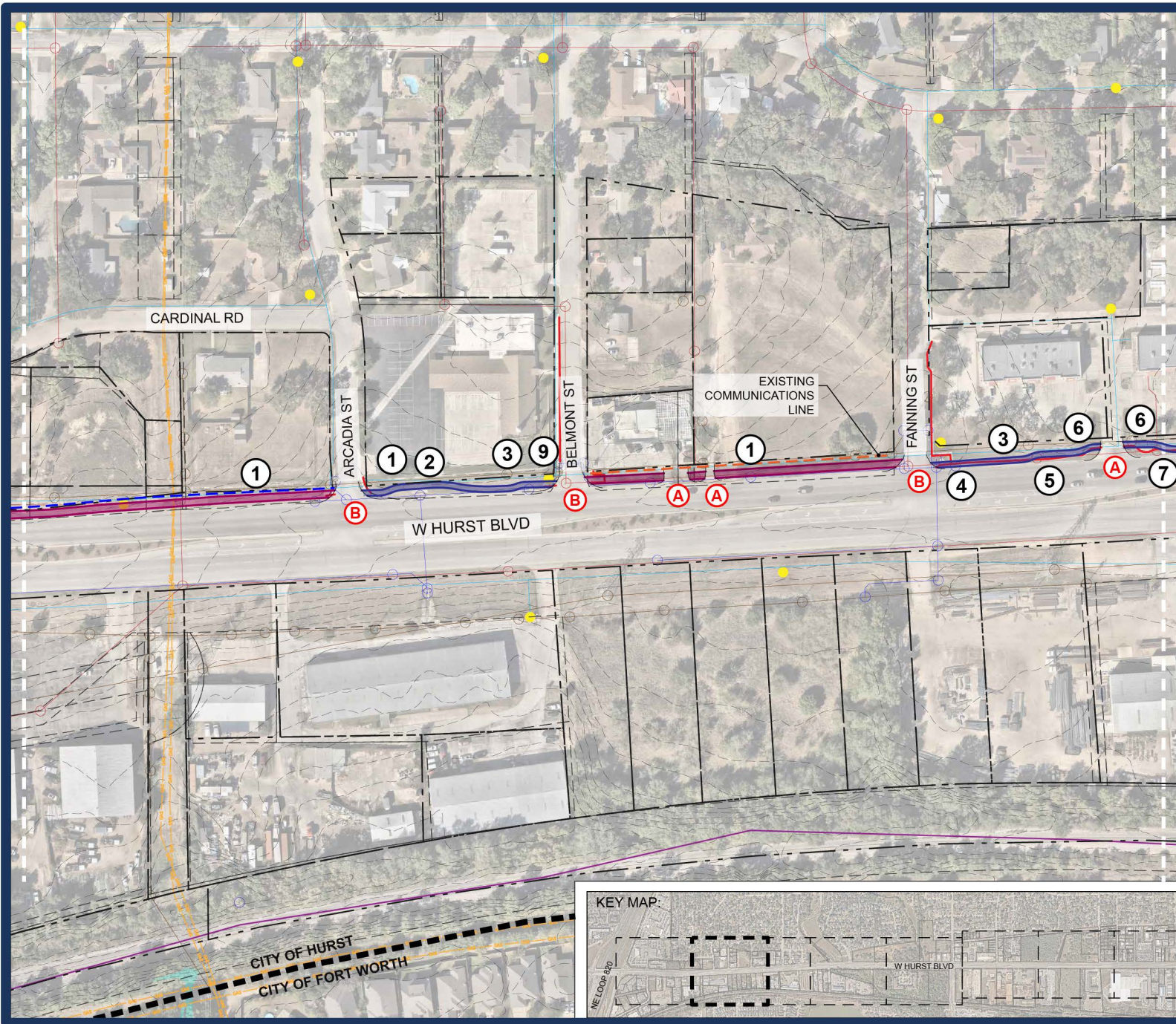


HURST BOULEVARD CORRIDOR STUDY

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 - ⑲ UTILITY BOX
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 - B STREET CROSSING
 - C UPGRADED SIGNALIZED INTERSECTION

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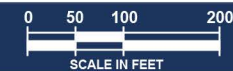
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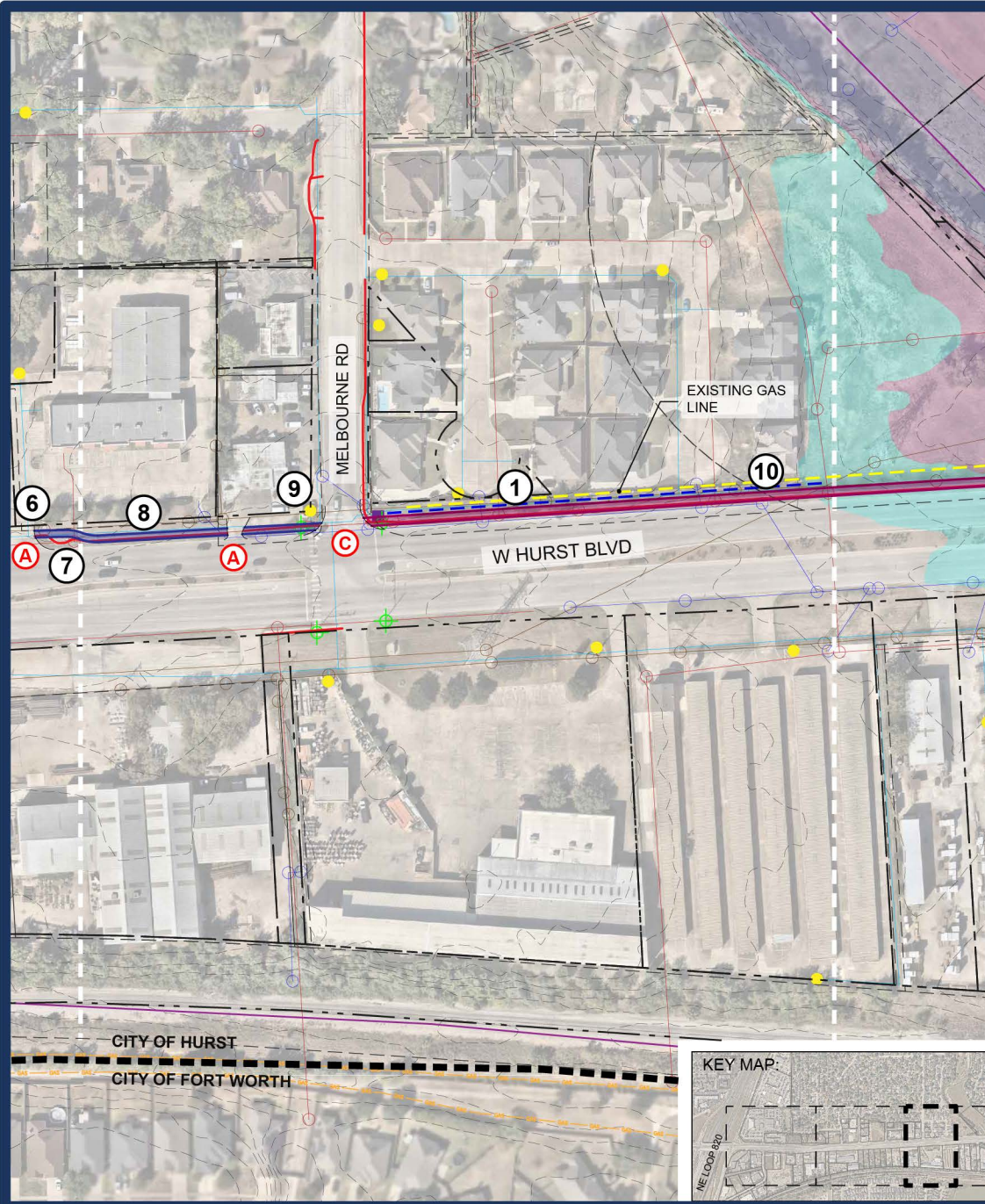


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LEGEND:

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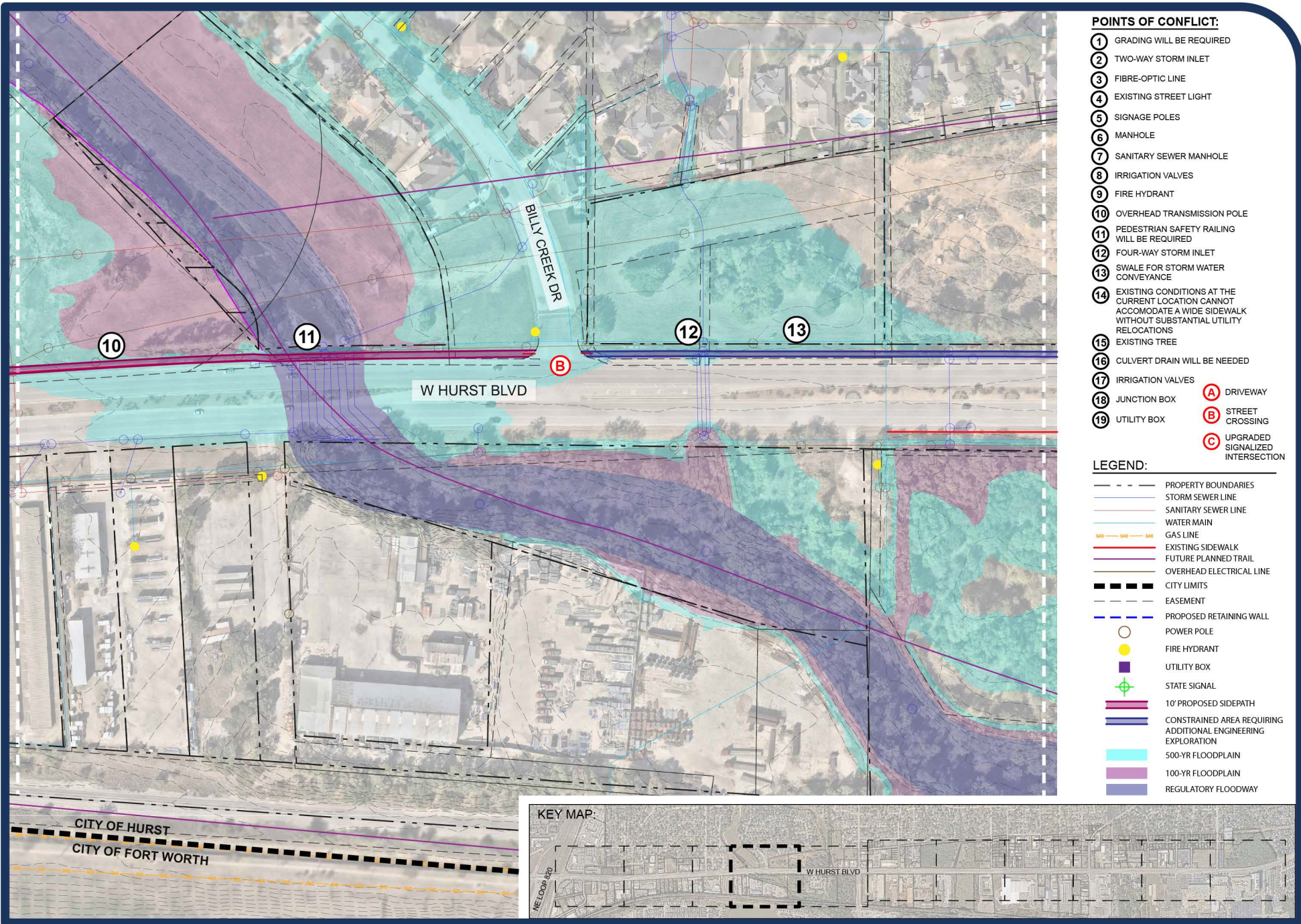
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HURST BOULEVARD CORRIDOR STUDY

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 - ⑲ UTILITY BOX
- (A)** DRIVEWAY
 - (B)** STREET CROSSING
 - (C)** UPGRADED SIGNALIZED INTERSECTION

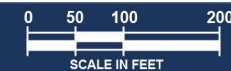
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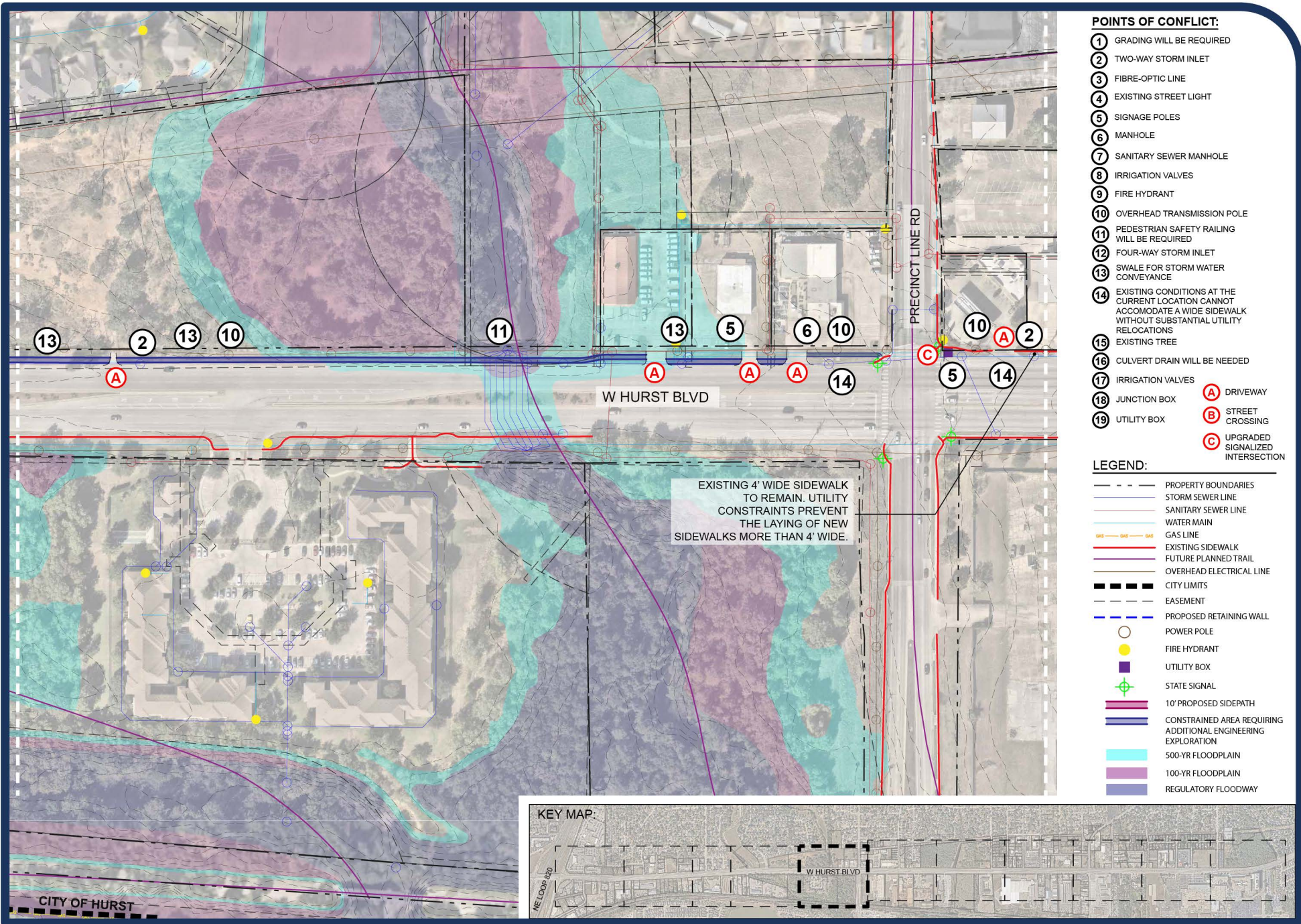
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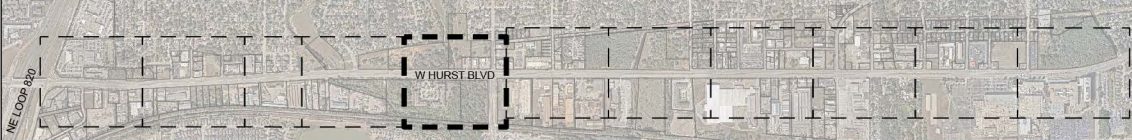
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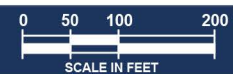
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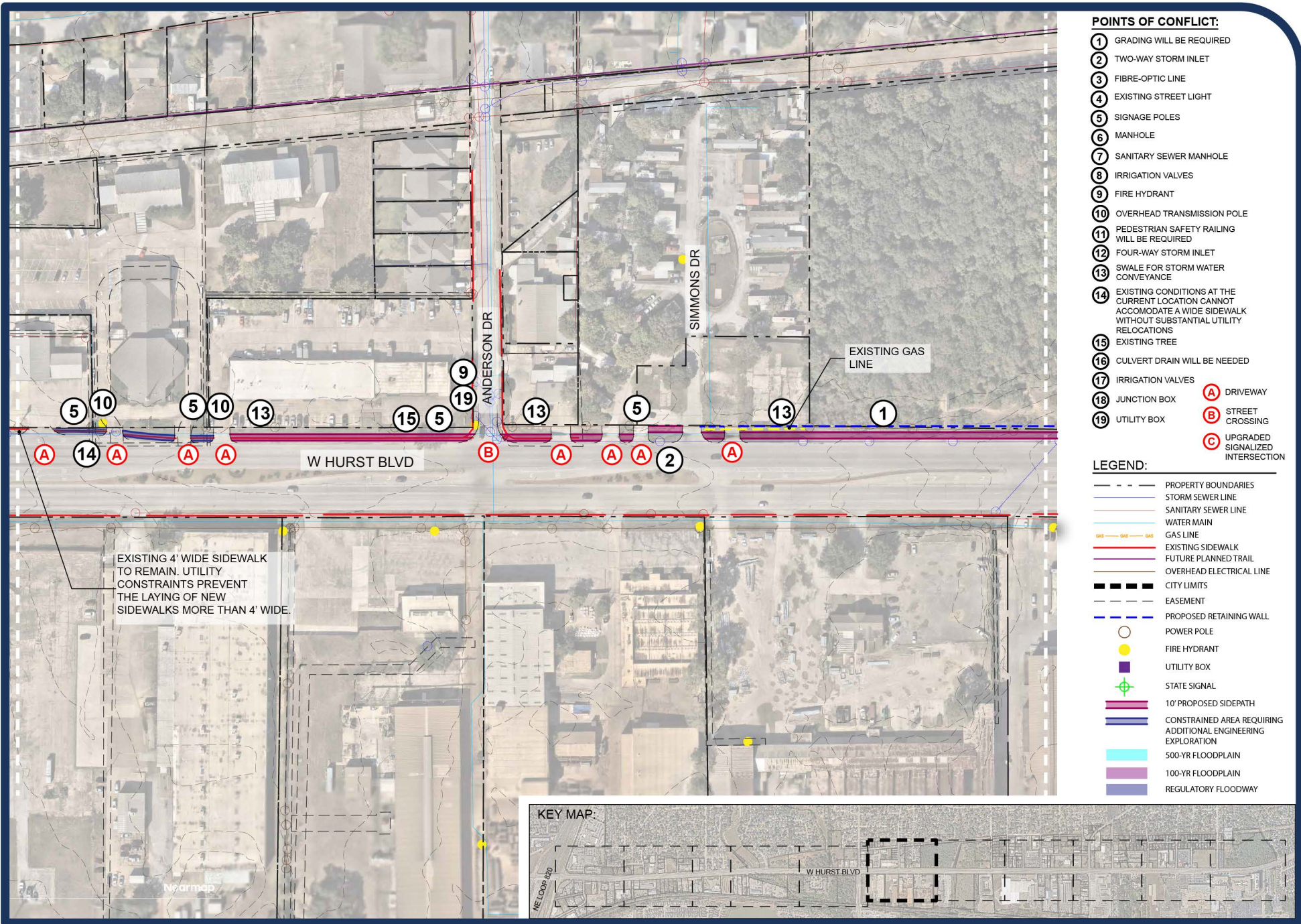
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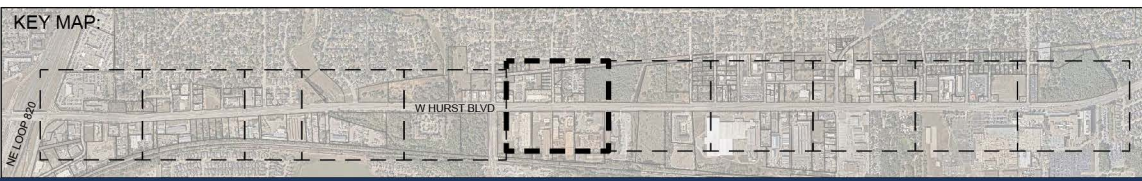


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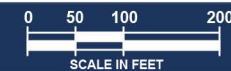
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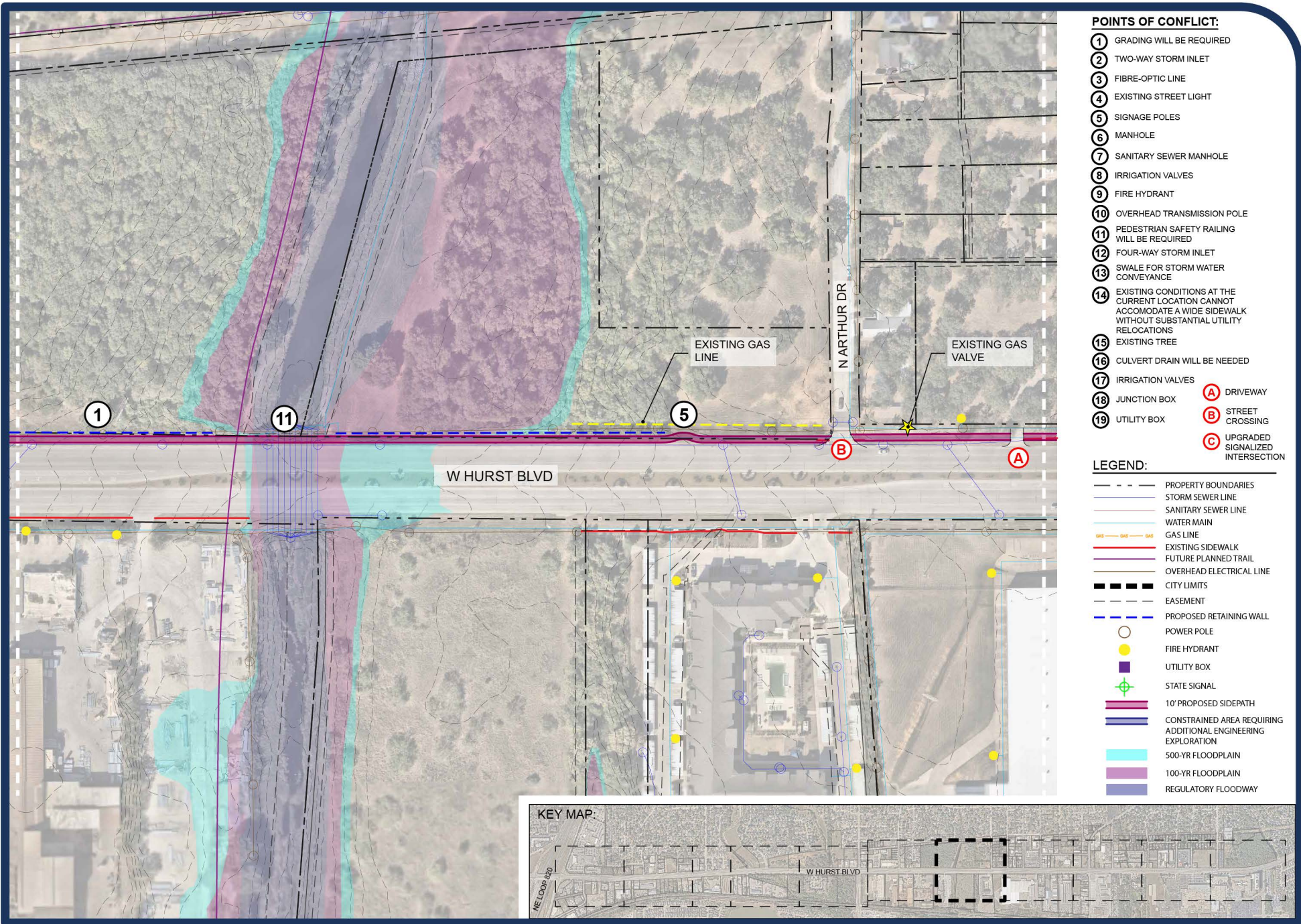
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- 10' PROPOSED SIDEWALK
- CONSTRAINED AREA REQUIRING ADDITIONAL ENGINEERING EXPLORATION
- 500-YR FLOODPLAIN
- 100-YR FLOODPLAIN
- REGULATORY FLOODWAY



HURST BOULEVARD CORRIDOR STUDY

MARCH 2026





POINTS OF CONFLICT:

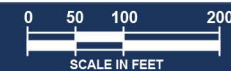
- ① GRADING WILL BE REQUIRED
- ② TWO-WAY STORM INLET
- ③ FIBRE-OPTIC LINE
- ④ EXISTING STREET LIGHT
- ⑤ SIGNAGE POLES
- ⑥ MANHOLE
- ⑦ SANITARY SEWER MANHOLE
- ⑧ IRRIGATION VALVES
- ⑨ FIRE HYDRANT
- ⑩ OVERHEAD TRANSMISSION POLE
- ⑪ PEDESTRIAN SAFETY RAILING WILL BE REQUIRED
- ⑫ FOUR-WAY STORM INLET
- ⑬ SWALE FOR STORM WATER CONVEYANCE
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- ⑮ EXISTING TREE
- ⑯ CULVERT DRAIN WILL BE NEEDED
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- ⑱ JUNCTION BOX
- ⑲ UTILITY BOX
- Ⓐ DRIVEWAY
- Ⓑ STREET CROSSING
- Ⓒ UPGRADED SIGNALIZED INTERSECTION

LEGEND:

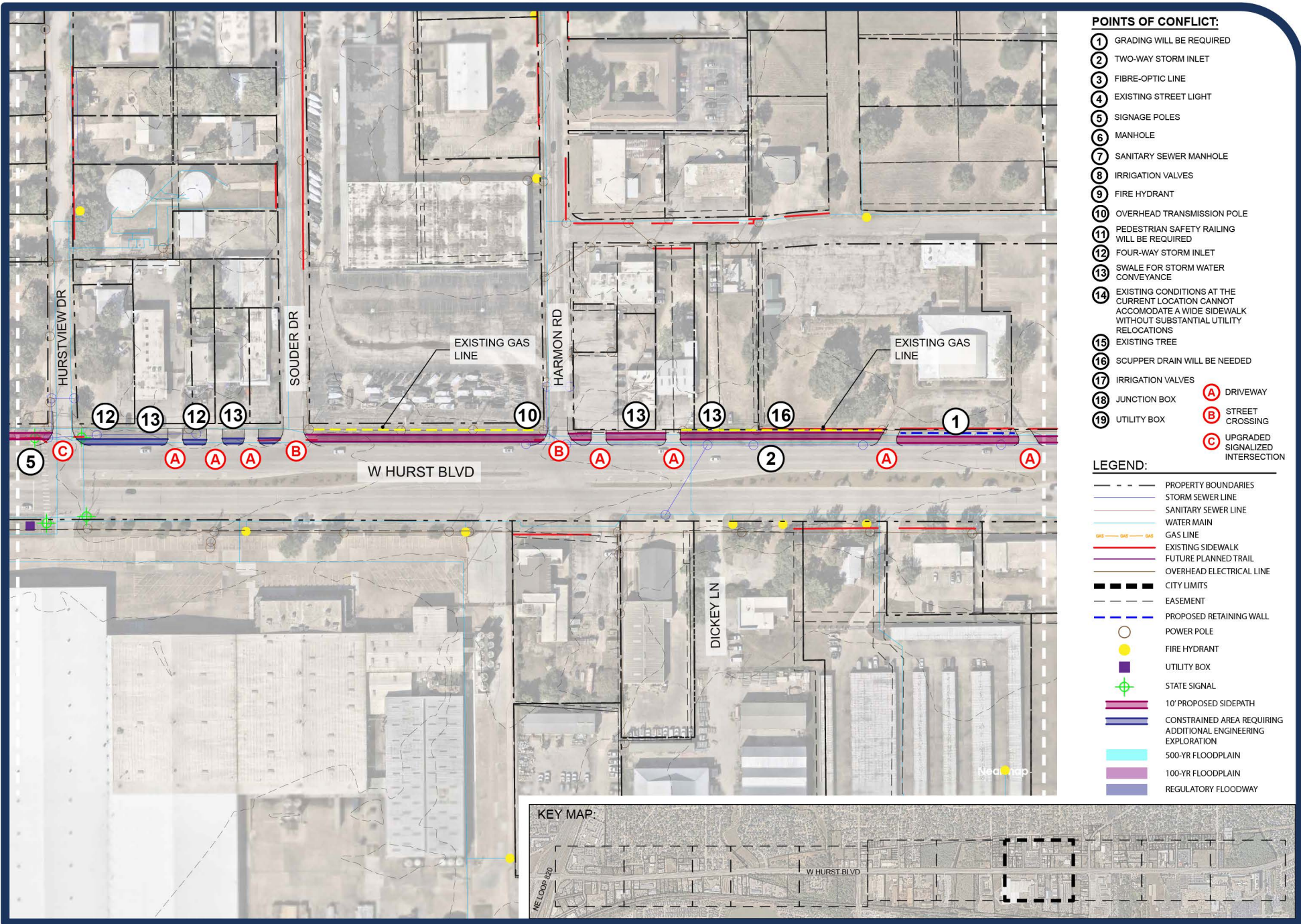
- PROPERTY BOUNDARIES
- STORM SEWER LINE
- SANITARY SEWER LINE
- WATER MAIN
- GAS LINE
- EXISTING SIDEWALK
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HURST BOULEVARD CORRIDOR STUDY

MARCH 2026



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RICHARDSON, TX 75081
TEL. (214) 346-6200



POINTS OF CONFLICT:

- ① GRADING WILL BE REQUIRED
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LEGEND:

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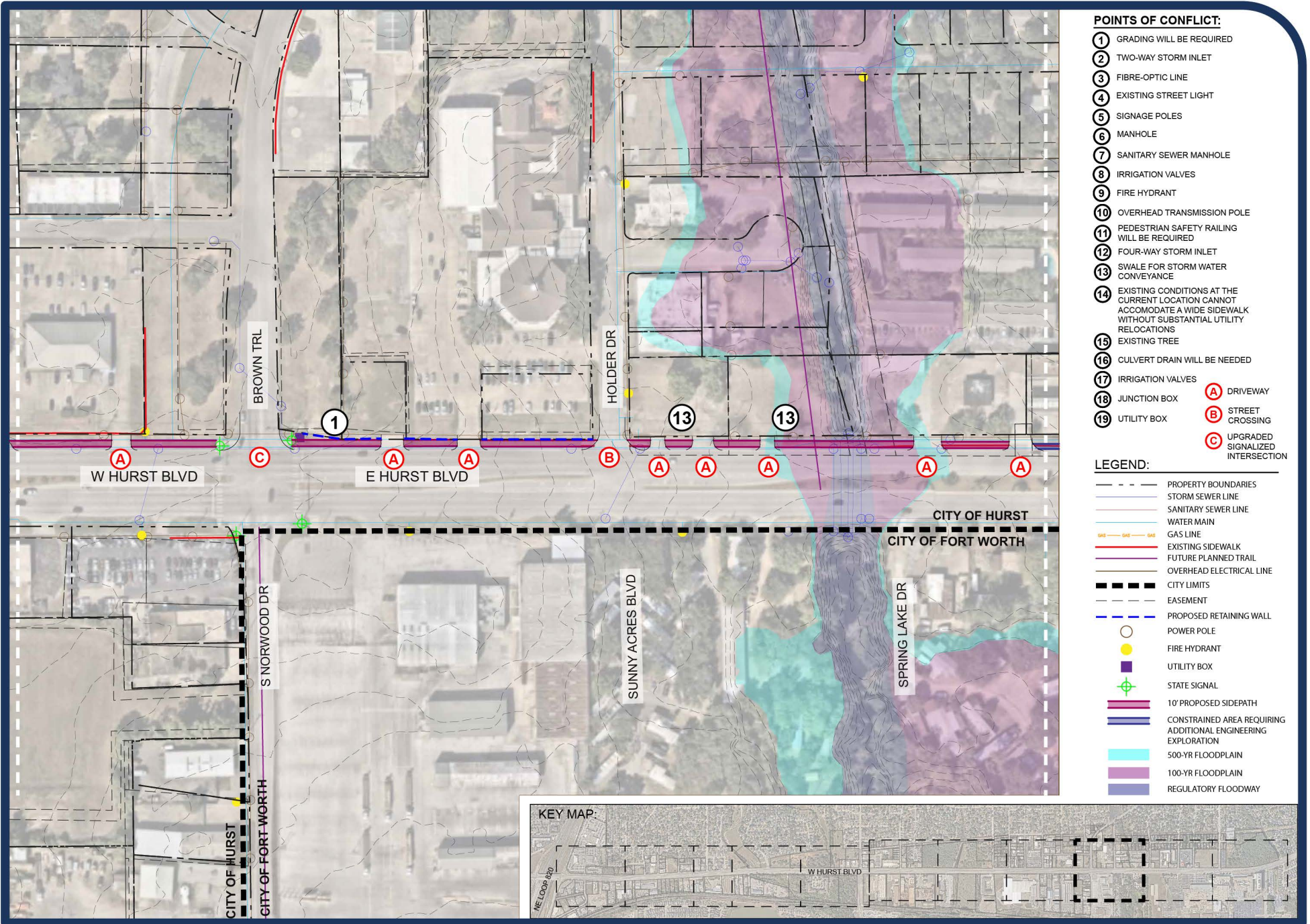
KEY MAP:



HURST BOULEVARD CORRIDOR STUDY

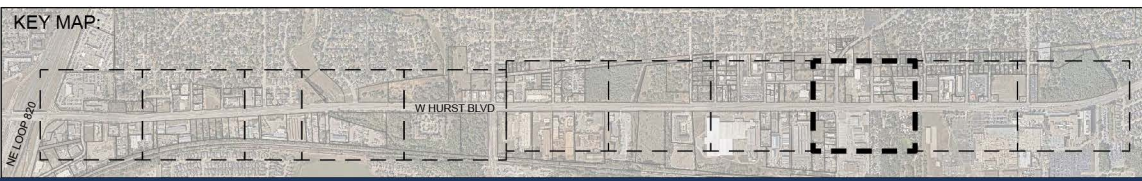
MARCH 2026





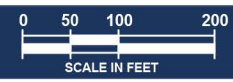
- POINTS OF CONFLICT:**
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- LEGEND:**
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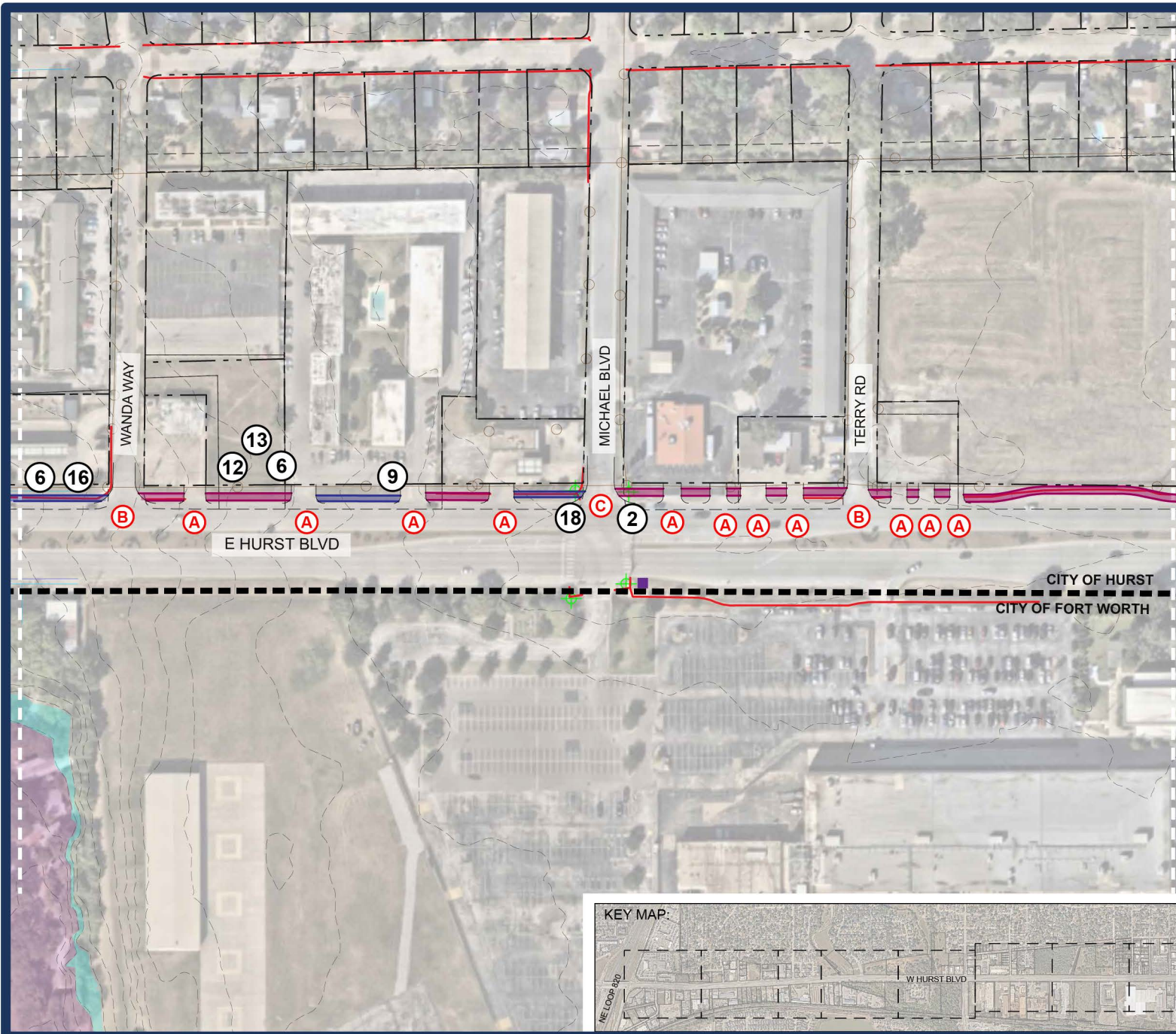
HURST BOULEVARD CORRIDOR STUDY

MARCH 2026



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POINTS OF CONFLICT:

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LEGEND:

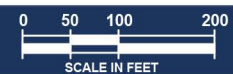
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KEY MAP:



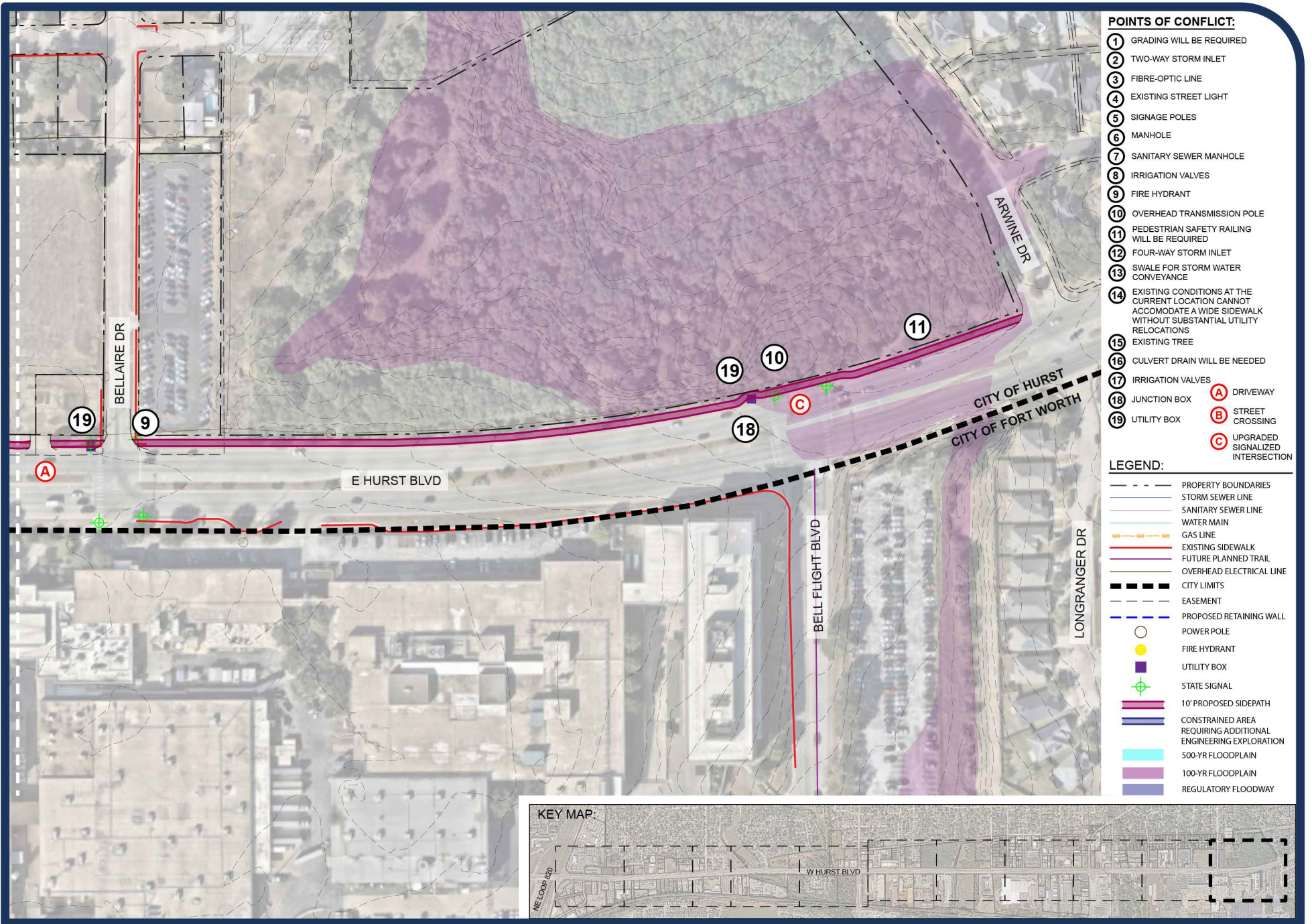
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MARCH 2026



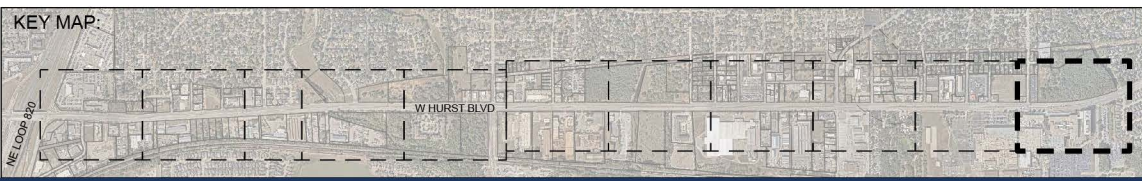
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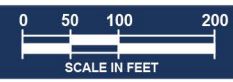
- POINTS OF CONFLICT:**
- 1 GRADING WILL BE REQUIRED
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 - 3 FIBRE-OPTIC LINE
 - 4 EXISTING STREET LIGHT
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 - 18 JUNCTION BOX
 - 19 UTILITY BOX
- LEGEND:**
- (A) DRIVEWAY
 - (B) STREET CROSSING
 - (C) UPGRADED SIGNALIZED INTERSECTION

- - - - - PROPERTY BOUNDARIES
- - - - - STORM SEWER LINE
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MARCH 2026



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Hurst Boulevard Sidepath Opinion of Probable Construction Costs

In order to help plan for future budgets, an opinion of probable construction costs for the conceptual layout was developed. The opinion of probable construction costs exclude detailed demolition, utilities (designed and/or relocated), detailed earthwork, detailed structures, detailed amenities, detailed landscaping, electric, and traffic/signal modification. All quantities and unit prices shown are preliminary and are subject to change based on further design development.



Project: SH 10 Corridor Study - PHASE 1
 Owner/Client: NCTCOG
 Halff AVO: 58503
 Date: 03/11/2026

SH 10 Corridor Study - Opinion of Probable Construction Cost (OPCC)					
PHASE 1: NE Loop 820 (NE corner of QT Intersection) - Melbourne Rd (2,200 ~ LF)					
Base Bid					
No.	Description	Quantity	Units	Unit Cost	Total
General					
1	Mobilization (10%)	1	LS	\$51,974	\$ 51,974.27
2	SWPPP Controls and Maintenance (5%)	1	LS	\$25,987	\$ 25,987.13
Subtotal General					\$ 77,961.40
Demolition					
3	Clearing, Grubbing & Tree Removal	22	STA	\$ 1,200.00	\$ 26,400.00
4	Remove Existing Sidewalk and Miscellaneous Concrete only	282	SY	\$ 35.00	\$ 9,862.22
Subtotal Demolition					\$ 36,262.22
Paving					
5	8' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 827 LF	735	SY	\$ 100.00	\$ 73,511.11
6	10' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 1,371 LF	1,523	SY	\$ 100.00	\$ 152,333.33
7	ADA Ramp	7	EA	\$ 3,500.00	\$ 24,500.00
8	12' Wide, Solid White Crosswalk	188	LF	\$ 7.00	\$ 1,316.00
9	Retaining Walls	978	LF	\$ 90.00	\$ 88,020.00
10	Driveway Reconstruction (Existing Removal and Reconstruction)	4	EA	\$ 7,500.00	\$ 30,000.00
Subtotal Paving					\$ 369,680.44
Amenities					
11	Pedestrian Signal Improvements at Signalized Intersections (at Melbourne Rd)	1		\$ 15,000.00	\$ 15,000.00
Subtotal Amenities					\$ 15,000.00
Erosion Control					
12	Temporary Sediment Control Fence (Install)	4,400	LF	\$ 2.00	\$ 8,800.00
13	Temporary Sediment Control Fence (Remove)	4,400	LF	\$ 0.50	\$ 2,200.00
14	Inlet Protection (Install)	8	EA	\$ 300.00	\$ 2,400.00
15	Inlet Protection (Remove)	8	EA	\$ 150.00	\$ 1,200.00
16	Temporary Construction Entrance/Exit (Install)	1	EA	\$ 4,000.00	\$ 4,000.00
17	Temporary Construction Entrance/Exit (Remove)	1	EA	\$ 1,000.00	\$ 1,000.00
Subtotal Erosion Control					\$ 19,600.00
Landscaping					
18	Sod	19,800	SF	\$ 3.00	\$ 59,400.00
Subtotal Landscaping					\$ 59,400.00
Irrigation					
19	Temporary Irrigation	19,800	SF	\$ 1.00	\$ 19,800.00
Subtotal Irrigation					\$ 19,800.00
* Exclusions - Detailed Demolition, Utilities, Detailed Earthwork, Structures, Amenities, Detailed Landscaping and Electrical. All quantities and unit prices shown are subject to change based on further design development.					
Overall Subtotal					\$ 597,704.07
Contingency				30%	\$ 179,311.22
Base Bid Total					\$ 777,015.29
Estimated Annual Inflation (2026)				6%	\$ 823,636.20
Estimated Annual Inflation (2027)				3%	\$ 848,345.29
Estimated Annual Inflation (2028)				3%	\$ 873,795.65
Estimated Annual Inflation (2029)				3%	\$ 900,009.52
Estimated Annual Inflation (2030)				3%	\$ 927,009.80
Estimated Design Fee (2026) (Including Agency, Entity, and/or Utility Franchise Coordination)				15%	\$ 116,552.29
*NOTE: This statement was prepared utilizing standard cost and/or estimating practices as of February 2026. This statement excludes "soft" costs including, but not limited to, administrative costs and financing costs. It is understood and agreed that this is a statement of probable construction cost only, and the Engineer shall not be liable to the Owner or any Third Party for any failure to accurately estimate the cost and/or quantities for the project, or any part thereof.					

Project: SH 10 Corridor Study - PHASE 2
 Owner/Client: NCTCOG
 Halff AVO: 58503
 Date: 03/11/2026

SH 10 Corridor Study - Opinion of Probable Construction Cost (OPCC)					
PHASE 2: Melbourne Rd - Hurstview Dr (6,190 ~ LF)					
Base Bid					
No.	Description	Quantity	Units	Unit Cost	Total
General					
1	Mobilization (10%)	1	LS	\$153,469	\$ 153,469.48
2	SWPPP Controls and Maintenance (5%)	1	LS	\$76,735	\$ 76,734.74
Subtotal General					\$ 230,204.22
Demolition					
3	Clearing, Grubbing & Tree Removal	62	STA	\$ 1,200.00	\$ 74,400.00
4	Tree Protection (Install and Remove)	1	LS	\$ 2,500.00	\$ 2,500.00
5	Remove Existing Sidewalk and Miscellaneous Concrete only	840	SY	\$ 35.00	\$ 29,400.00
Subtotal Demolition					\$ 106,300.00
Paving					
6	6' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 196 LF	131	SY	\$ 100.00	\$ 13,066.67
7	8' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 1,955 LF	1,738	SY	\$ 100.00	\$ 173,777.78
8	10' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 4,035 LF	4,483	SY	\$ 100.00	\$ 448,333.33
9	ADA Ramp	12	EA	\$ 3,500.00	\$ 42,000.00
10	12' Wide, Solid White Crosswalk	301	LF	\$ 7.00	\$ 2,107.00
11	Retaining Walls	1,911	LF	\$ 90.00	\$ 171,990.00
12	Pedestrian Safety Railing	477	LF	\$ 350.00	\$ 166,950.00
13	Driveway Reconstruction (Existing Removal and Reconstruction)	15	EA	\$ 7,500.00	\$ 112,500.00
Subtotal Paving					\$ 1,130,724.78
Amenities					
14	Pedestrian Signal Improvements at Signalized Intersections (at Precinct Line Rd and Hurstview Dr)	2		\$ 15,000.00	\$ 30,000.00
Subtotal Amenities					\$ 30,000.00
Erosion Control					
15	Temporary Sediment Control Fence (Install)	12,380	LF	\$ 2.00	\$ 24,760.00
16	Temporary Sediment Control Fence (Remove)	12,380	LF	\$ 0.50	\$ 6,190.00
17	Inlet Protection (Install)	20	EA	\$ 300.00	\$ 6,000.00
18	Inlet Protection (Remove)	20	EA	\$ 150.00	\$ 3,000.00
19	Temporary Construction Entrance/Exit (Install)	1	EA	\$ 4,000.00	\$ 4,000.00
20	Temporary Construction Entrance/Exit (Remove)	1	EA	\$ 1,000.00	\$ 1,000.00
Subtotal Erosion Control					\$ 44,950.00
Landscaping					
21	Sod	55,680	SF	\$ 3.00	\$ 167,040.00
Subtotal Landscaping					\$ 167,040.00
Irrigation					
22	Temporary Irrigation	55,680	SF	\$ 1.00	\$ 55,680.00
Subtotal Irrigation					\$ 55,680.00
<i>* Exclusions - Detailed Demolition, Utilities, Detailed Earthwork, Structures, Amenities, Detailed Landscaping and Electrical. All quantities and unit prices shown are subject to change based on further design development.</i>					
Overall Subtotal					\$ 1,764,898.99
Contingency				30%	\$ 529,469.70
Base Bid Total					\$ 2,294,368.69
Estimated Annual Inflation (2026)				6%	\$ 2,432,030.81
Estimated Annual Inflation (2027)				3%	\$ 2,504,991.74
Estimated Annual Inflation (2028)				3%	\$ 2,580,141.49
Estimated Annual Inflation (2029)				3%	\$ 2,657,545.74
Estimated Annual Inflation (2030)				3%	\$ 2,737,272.11
Estimated Design Fee (2026) (Including Agency, Entity, and/or Utility Franchise Coordination)				15%	\$ 344,155.30
*NOTE: This statement was prepared utilizing standard cost and/or estimating practices as of February 2026. This statement excludes "soft" costs including, but not limited to, administrative costs and financing costs. It is understood and agreed that this is a statement of probable construction cost only, and the Engineer shall not be liable to the Owner or any Third Party for any failure to accurately estimate the cost and/or quantities for the project, or any part thereof.					

Project: SH 10 Corridor Study - PHASE 3
 Owner/Client: NCTCOG
 Halff AVO: 58503
 Date: 03/11/2026

SH 10 Corridor Study - Opinion of Probable Construction Cost (OPCC)					
PHASE 3: Hurstview Dr - Arwine Dr (5,100 ~ LF)					
Base Bid					
No.	Description	Quantity	Units	Unit Cost	Total
General					
1	Mobilization (10%)	1	LS	\$137,038	\$ 137,038.22
2	SWPPP Controls and Maintenance (5%)	1	LS	\$68,519	\$ 68,519.11
Subtotal General					\$ 205,557.33
Demolition					
3	Clearing, Grubbing & Tree Removal	51	STA	\$ 1,200.00	\$ 61,200.00
4	Remove Existing Sidewalk and Miscellaneous Concrete only	1,283	SY	\$ 35.00	\$ 44,920.56
Subtotal Demolition					\$ 106,120.56
Paving					
5	8' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 574 LF	510	SY	\$ 100.00	\$ 51,022.22
6	10' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 4,522 LF	5,024	SY	\$ 100.00	\$ 502,444.44
7	ADA Ramp	20	EA	\$ 3,500.00	\$ 70,000.00
8	12' Wide, Solid White Crosswalk	385	LF	\$ 7.00	\$ 2,695.00
9	Retaining Walls	598	LF	\$ 90.00	\$ 53,820.00
10	Pedestrian Safety Railing	290	LF	\$ 350.00	\$ 101,500.00
11	Driveway Reconstruction (Existing Removal and Reconstruction)	27	EA	\$ 7,500.00	\$ 202,500.00
Subtotal Paving					\$ 983,981.67
Amenities					
12	Pedestrian Signal Improvements at Signalized Intersections (at Brown Trl, Michael Blvd, Bellaire Dr, and Bell Flight Blvd)	4		\$ 15,000.00	\$ 60,000.00
Subtotal Amenities					\$ 60,000.00
Erosion Control					
13	Temporary Sediment Control Fence (Install)	10,200	LF	\$ 2.00	\$ 20,400.00
14	Temporary Sediment Control Fence (Remove)	10,200	LF	\$ 0.50	\$ 5,100.00
15	Inlet Protection (Install)	14	EA	\$ 300.00	\$ 4,200.00
16	Inlet Protection (Remove)	14	EA	\$ 150.00	\$ 2,100.00
17	Temporary Construction Entrance/Exit (Install)	1	EA	\$ 4,000.00	\$ 4,000.00
18	Temporary Construction Entrance/Exit (Remove)	1	EA	\$ 1,000.00	\$ 1,000.00
Subtotal Erosion Control					\$ 36,800.00
Landscaping					
19	Sod	45,870	SF	\$ 3.00	\$ 137,610.00
Subtotal Landscaping					\$ 137,610.00
Irrigation					
20	Temporary Irrigation	45,870	SF	\$ 1.00	\$ 45,870.00
Subtotal Irrigation					\$ 45,870.00
<i>* Exclusions - Detailed Demolition, Utilities, Detailed Earthwork, Structures, Amenities, Detailed Landscaping and Electrical. All quantities and unit prices shown are subject to change based on further design development.</i>					
Overall Subtotal					\$ 1,575,939.56
Contingency				30%	\$ 472,781.87
Base Bid Total					\$ 2,048,721.42
Estimated Annual Inflation (2026)				6%	\$ 2,171,644.71
Estimated Annual Inflation (2027)				3%	\$ 2,236,794.05
Estimated Annual Inflation (2028)				3%	\$ 2,303,897.87
Estimated Annual Inflation (2029)				3%	\$ 2,373,014.81
Estimated Annual Inflation (2030)				3%	\$ 2,444,205.25
Estimated Design Fee (2026) (Including Agency, Entity, and/or Utility Franchise Coordination)				15%	\$ 307,308.21
<i>*NOTE: This statement was prepared utilizing standard cost and/or estimating practices as of February 2026. This statement excludes "soft" costs including, but not limited to, administrative costs and financing costs. It is understood and agreed that this is a statement of probable construction cost only, and the Engineer shall not be liable to the Owner or any Third Party for any failure to accurately estimate the cost and/or quantities for the project, or any part thereof.</i>					

Safety Countermeasures

The safety countermeasures developed for the Hurst Boulevard Corridor were developed using the Safe System Approach, which proactively addresses roadway safety through strategies and enhancements to prevent and/or reduce the severity of crashes. The approach leverages design redundancies with multiple layers of protection and prevention and considers human mistakes and physical vulnerabilities. Potential safety countermeasure impacts may be estimated using a crash reduction factor (CRF), which provides an estimate of how much a countermeasure may reduce the number of crashes after implementation. Estimated crash modification factors were taken from the Federal Highway Administration’s (FHWA) Crash Modification Factor Clearinghouse.



It is important to note that although the safety countermeasures are designed to help reduce the risk and severity of crashes, additional policy and infrastructure enhancements may also be needed to enhance safety along the corridor. The following safety countermeasures were identified for potential implementation along the Hurst Boulevard Corridor. It is also important to note that the crash reduction factors provided below are only estimates. Safety countermeasures should be evaluated on a location-by-location basis and factor in the specific conditions of the site the countermeasure is being implemented in.

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

Safety Countermeasure Descriptions

Bicycle/Pedestrian Movements

- **Median Refuge Island.** Median refuge islands provide a separated stopping point for pedestrians crossing divided roadways. They are typically ADA accessible and may include pedestrian signal push-buttons. Median refuge islands may reduce the frequency of crashes involving pedestrians and vehicles by up to 31 percent.



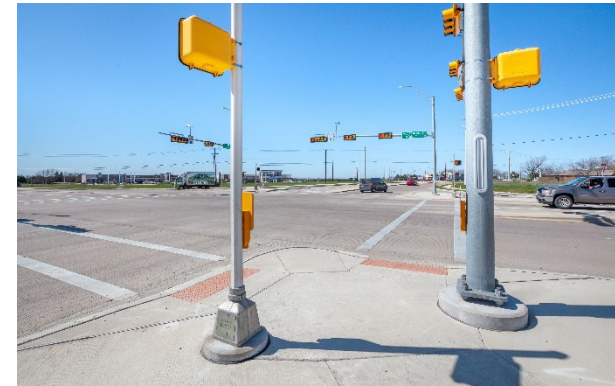
Example of a median refuge island to serve as a stopping point for pedestrians crossing divided roadways.



- **Maintain High Visibility Crosswalk Striping.** Painted striped crosswalks provide a visible and designated space for pedestrians and cyclists crossing the roadway. Maintaining the striping may help mitigate pedestrian-related crashes at intersections. A high-visibility crosswalk may reduce the frequency of crashes involving pedestrians and vehicles by up to 40 percent.
- **Mid-Block Crossing with HAWK or PHB Signal.** Mid-block crossings provide a designated space for pedestrians or cyclists to cross the road without traveling to the intersection. They may be beneficial along corridors with long blocks and high levels of pedestrian activity or a high incidence of pedestrians crossing the road mid-block. Including high intensity activated crosswalk (HAWK) beacons or pedestrian hybrid beacons (PHBs) alert drivers to pedestrians or cyclists crossing the road and stop traffic for them to cross. Installing mid-block crossings with PHBs or HAWK beacons may reduce the frequency of crashes involving both pedestrians and vehicles by up to 47 percent. Installing advanced yield or stop markings and signs may increase the crash reduction factor to nearly 57 percent.
- **Bicycle/Pedestrian Cautionary and Wayfinding Signage.** As improvements to bicycle and pedestrian facilities within the study area are implemented, there is a need for additional cautionary signs to alert motorists of the potential presence of these users. Cautionary signage is most effective approaching intersections where bicycle/pedestrian activity is anticipated. Additionally, wayfinding signage for cyclists and pedestrians can help improve awareness and confidence for non-motorized users.

ADA Accessibility

- **Align/Widen Ramps.** Some curb ramps and crosswalks are misaligned, causing those in mobility-assisted devices to be too close to traffic when crossing in intersections. As intersections are updated, all ramps should align with PROWAG standards.
- **ADA-Compliant Refuges.** If median refuge islands are implemented along the corridor, they should be ADA compliant and follow the latest PROWAG standards.
- **Pedestrian Signal Updates.** Some intersections along the corridor feature outdated non-compliant pedestrian signals. As intersections are updated, all pedestrian signals should align with PROWAG standards.



Example of an intersection with aligned curb ramps and pedestrian signals in close proximity for ADA accessibility.

Access Management

- **Driveway Consolidation.** Consolidating or removing driveways along a road segment may improve congestion and reduce crash frequency by managing where and how frequently vehicles are able to enter and exit the roadway. As an example, reducing the number of driveways along Hurst Boulevard between Arthur Drive and Bellaire Drive from 48 driveways to below 24 driveways could reduce the frequency of crashes by up to 31 percent. If driveway consolidation does occur, the City should encourage cross-access easements and shared parking lots between adjacent businesses.



Visibility

- **Vehicular Lighting.** Stakeholders identified the lack of lighting as a safety concern along the corridor. Improving lighting for vehicles may make it easier for commuters to see pedestrians, cyclists, stalled vehicles, and signage along the corridor. Improving luminance and uniformed frequency of lights along a corridor may reduce crashes by up to 41 percent.
- **Shadow Striping.** Shadow striping involves adding black non-reflective material around the white pavement markings to improve the visibility of roadway striping during the daytime. This may reduce the frequency of vehicles drifting out of their lanes due to limited visibility at certain times of day given the east-to-west orientation of Hurst Boulevard.

Signalization Improvements

- **Leading Pedestrian Intervals.** Leading pedestrian intervals allow pedestrians to start crossing the road while the light is still red for vehicles travelling in the same direction. This gives pedestrians an opportunity to get ahead of right-turning vehicles and may help others get across the road before the cycle ends. Increasing the cycle length at pedestrian crossings may reduce crashes involving pedestrians and vehicles by up to 50 percent. Exclusive pedestrian phasing, where only pedestrians can cross during the phase of the cycle, could decrease vehicle and pedestrian by up to 35 percent.
- **Increased All-Red Clearance Interval.** The all-red clearance interval is the period of time in which all of the signals at an intersection are red. This countermeasure may be used at intersections with a high percentage of crashes caused by vehicles running red lights. Increasing the all-red clearance interval could reduce overall crashes by 20 percent, and crashes resulting in serious injury or fatalities by up to 40 percent.

Turning Movements

- **Protected-Only Left-turn Movements.** Converting protected/permissive signals to protected-only left-turn phasing may reduce the frequency of left-turn crashes by up to 66 percent. Protected left-turn phases may also reduce crashes involving pedestrians and vehicles by up to 31 percent.
- **Turn-Lane Striping/Channelization.** Turn lane striping or channelization may be beneficial at intersections with vehicles turning in multiple lanes simultaneously, high congestion, or during inclement weather conditions. The crash reduction factor varies depending on whether the turn-lane is striped with paint or separated by a physical barrier, number of turn lanes, and turning direction.



Example of turn-lane striping to better indicate turning movements within an intersection.



Speeding

- **Dynamic Messaging Signs:** Dynamic messaging signs may provide important travel information for pedestrians, cyclists, and automobiles traveling through a corridor. Dynamic Speed Monitoring Displays (DSMD), for instance, display vehicular travel speeds and alert drivers if they are traveling above the speed limit. Other signs may provide information on impending congestion, closed travel lanes, or the presence of maintenance workers. Advanced warning signs may help reduce crash frequency by up to 35 percent.



Safety Countermeasure Recommendations

Based on the high-level intersection audit and existing conditions assessment, a series of safety issues and recommended countermeasures were identified for the corridor. **Figure 15** represents the priority safety countermeasures. **Figure 17** represents safety improvements for future consideration. In both tables, the associated strategy reference column refers to the recommended strategies listed in **Chapter 4** of the summary report. **Figure 16** on page 43 depicts the location of the recommended countermeasures for the near-term safety issues.

Figure 15. Current Safety Issues to Address with Proposed Countermeasures

Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
IH 820	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	\$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	\$15,000 <i>Eligible for RTC 2 Funds</i>
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign
Unnamed intersection by Sonic	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	\$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	\$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	\$15,000 <i>Eligible for RTC 2 Funds</i>
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign
Melbourne Road	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	\$60,000
	ADA Accessibility	Pedestrian Signal Updates	SA4	\$15,000 <i>Eligible for RTC 2 Funds</i>
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign
Precinct Line Road	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	\$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	\$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	\$15,000 <i>Eligible for RTC 2 Funds</i>
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign

**The planning-level cost estimates were prepared utilizing standard cost estimate practices. It is understood and agreed that this is an estimate only, and that Engineer shall not be liable to Owner or to a third party for any failure to accurately estimate the cost of the project, or any part thereof.*



Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Hurstview Drive	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	\$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	\$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	\$15,000 <i>Eligible for RTC 2 Funds</i>
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign
Brown Trail/ Norwood Drive	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	\$2,300
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign
Michael Boulevard	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	\$60,000
Bellaire Drive	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	\$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	\$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	\$15,000 <i>Eligible for RTC 2 Funds</i>
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign
Bell Flight Boulevard	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	\$60,000
	ADA Accessibility	Pedestrian Signal Updates	SA4	\$15,000 <i>Eligible for RTC 2 Funds</i>
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	\$1,400 per sign
Along the Corridor	Low Visibility	Vehicular Lighting	SA12	\$16,300 per station

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Figure 16. Proposed Priority Safety Projects Map

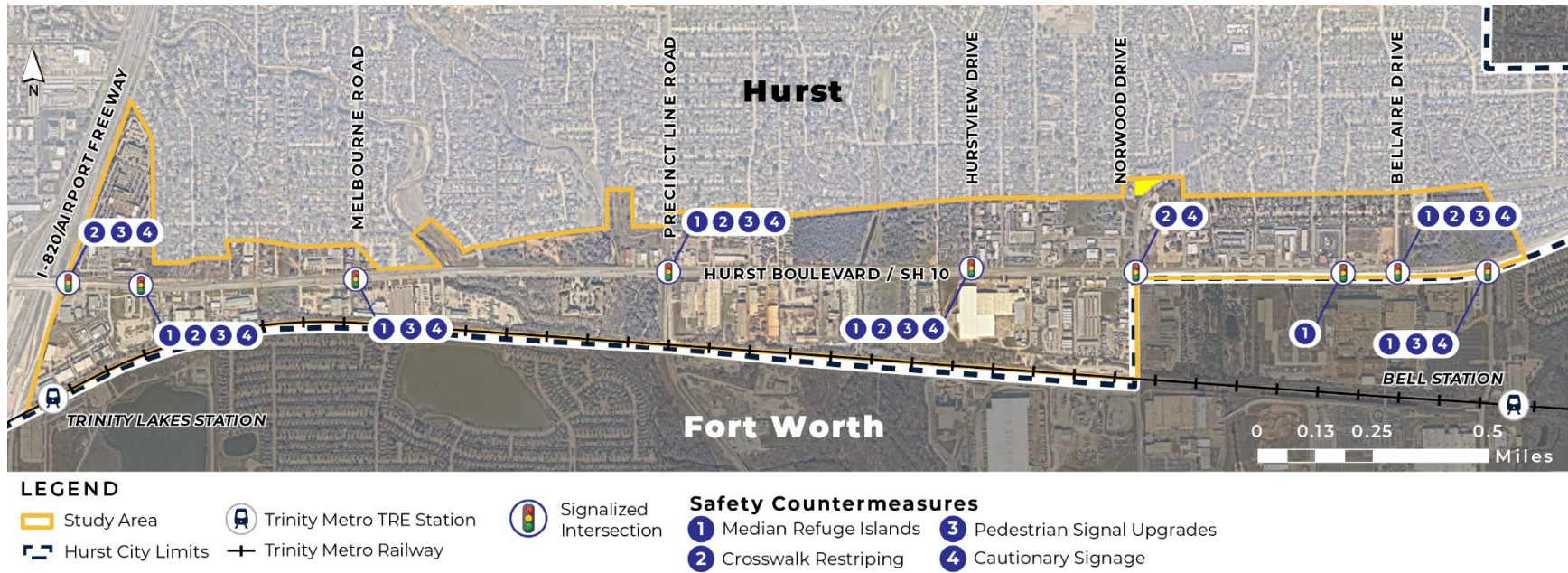


Figure 17. Future Considerations to Address Safety Countermeasures

Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Along the Corridor	Low Visibility	Shadow Striping	SA13	\$100/Station/Lane Line or \$61,000 for all broken lane striping
	Speeding	Dynamic Messaging Signs	SA1	\$175,000 per sign
	ADA Accessibility	Align/Widen Ramps with Development of Future Sidewalks	SA5	\$30,000 per crossing direction
Unnamed intersection by Sonic	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	\$0/ Per Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	\$0/ Per Intersection for increased all-red clearance (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
Melbourne Road	Traffic Signal Improvements	Increased All-Red Clearance	MC9	\$0/ Per Intersection for increased all-red clearance (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
Precinct Line Road	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	\$0/ Per Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	\$0/ Per Intersection for increased all-red clearance (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>

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Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Hurstview Drive	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	\$0/ Per Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Safer Turning Movements	Protected-Only Left-Turn Movements	SA6	\$5,400/Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Safer Turning Movements	Turn Lane Striping/Channelization	SA11	\$105,000 per intersection
Brown Trail/ Norwood Drive	Traffic Signal Improvements	Increased All-Red Clearance	MC9	\$0/ Per Intersection for increased all-red clearance (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Safer Turning Movements	Protected-Only Left-Turn Movements	SA6	\$5,400/Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Safer Turning Movements	Turn Lane Striping/Channelization	SA11	\$105,000 per intersection
Michael Boulevard	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	\$0/ Per Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	\$0/ Per Intersection for increased all-red clearance (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>

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Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Bellaire Drive	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	\$0/ Per Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	\$0/ Per Intersection for increased all-red clearance (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
Bell Flight Boulevard	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	\$0/ Per Intersection (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	\$0/ Per Intersection for increased all-red clearance (Hard Cost) <i>TxDOT effort anticipated for signal reprogramming</i>
Depending on Future Development: between Anderson and Aurthur	Long Distances Between Signalized Intersections	Mid-block Crossing with HAWK or PHB Signal	SA7	\$215,000 per location
Dependent on future development between IH-820 to Belmont	Access Management	Consolidate Driveways	MC10	\$13,000 per closure

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Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Dependent on future development west of Precinct Line Road to East of Anderson	Access Management	Consolidate Driveways	MC10	\$13,000 per closure
Dependent on future development between Hurstview to Bellaire	Access Management	Consolidate Driveways	MC10	\$13,000 per closure

**The planning-level cost estimates were prepared utilizing standard cost estimate practices. It is understood and agreed that this is an estimate only, and that Engineer shall not be liable to Owner or to a third party for any failure to accurately estimate the cost of the project, or any part thereof.*



Potential Funding Sources

In order to implement the multimodal improvements outlined in this memo, a variety of funding sources could be explored. **Figure 18** depicts federal, state, and local funding sources that could be pursued.

Figure 18. Multimodal Improvements Potential Funding Sources

Funding Opportunity	Agency	Local Match	Description
Safe Streets and Roads for All (SS4A)	USDOT	20%	A SS4A implementation grant is a federally funded program which covers the implementation of safety strategies identified in an adopted Comprehensive Safety Action Plan (CSAP). This program can fund any roadway or intersection improvements listed in the CSAP that enhances vehicle or pedestrian safety.
Highway Safety Improvement Program (HSIP)	TxDOT	10%	HSIP invests in construction and operational safety improvements for locations both on and off the state highway system. Typical improvements include traffic signal upgrades, sidewalks, lighting, signage and pavement markings, and signal detection upgrades.
Better Utilizing Investments to Leverage Development (BUILD)	USDOT	20%	BUILD is a highly competitive funding opportunity that invests in planning or construction of surface transportation infrastructure projects that improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness, including tourism; state of good repair; partnership and collaboration; and innovation.
Transportation Infrastructure Finance and Innovation Act (TIFIA)	USDOT	51%	Loan opportunity that funds 49% of costs for projects with a minimum project cost of \$10 million. Projects eligible for funding can be bike and pedestrian facilities that connect to and are within 0.5-miles of a transit facility. This can be used to increase access and mobility for users.
Transportation Set-Aside (TA)	TxDOT NCTCOG	20%	TxDOT and NCTCOG fund projects that focus on bike and pedestrian facilities through the TA program.



Funding Opportunity	Agency	Local Match	Description
NCTCOG Regional Traffic Signal Program	NCTCOG	20%	There are various funding categories within the Regional Traffic Signal Program that specifically address safety-related traffic signal improvements. These categories may align with RSA identified traffic signal needs, including aging infrastructure, signal equipment upgrades, and operational or safety related signal modifications, provided the improvements meet the established eligibility and prioritization criteria.
City Bond and/or CIP Budgets	City of Hurst	N/A	Local City Bond programs and CIP budgets provide dedicated funding for roadway infrastructure projects, typically through voter-approved bonds and multi-year capital planning. These funds can be used for various roadway improvements, such as intersection upgrades, pedestrian facilities, and traffic signal enhancements.



January 2026

Appendix D:

Economic Market Forecast Summary

Hurst Boulevard Vision – State Highway 10 Corridor Redevelopment Plan

Prepared for:

The North Central Texas Council of Governments

Prepared by:



Economic Market Forecast

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor travelling through the City of Hurst in order to enhance the experience of all users, including residents, business owners, pedestrians, cyclists and commuters. The plan process involved an analysis of the corridor, multiple community engagement opportunities, and catalytic site concepts. The plan will result in an actionable strategy for redevelopment in the area.

This economic market forecast summary serves as an appendix to the Hurst Boulevard Vision summary report. This memo presents planning-level estimates of development costs, job creation, and taxable value generation for the catalytic sites explored in this planning process. Additional details on the three catalytic sites can be found in **Chapter 3** of the Summary Report.

The foundation of this forecast draws from the economic data and findings of the initial market assessment, key findings from which include:

- Stable population levels along the corridor with significant growth not expected
- Consumer segments that are increasingly preferring to rent and are highly mobile
- Concentration of industrial major employers along the corridor
- Diverse mix of land uses with many long-standing businesses in the area

Through the market assessment and public engagement efforts, there was a need identified for more housing and retail along the corridor. As part of the Hurst Boulevard Vision Plan, three catalytic site areas have been identified that represent opportunities for future redevelopment. **Figure 1** on the following page depicts the location of the three sites, which present opportunities to increase housing and retail services as well as attract new investment.

NEW HOUSING OPPORTUNITIES

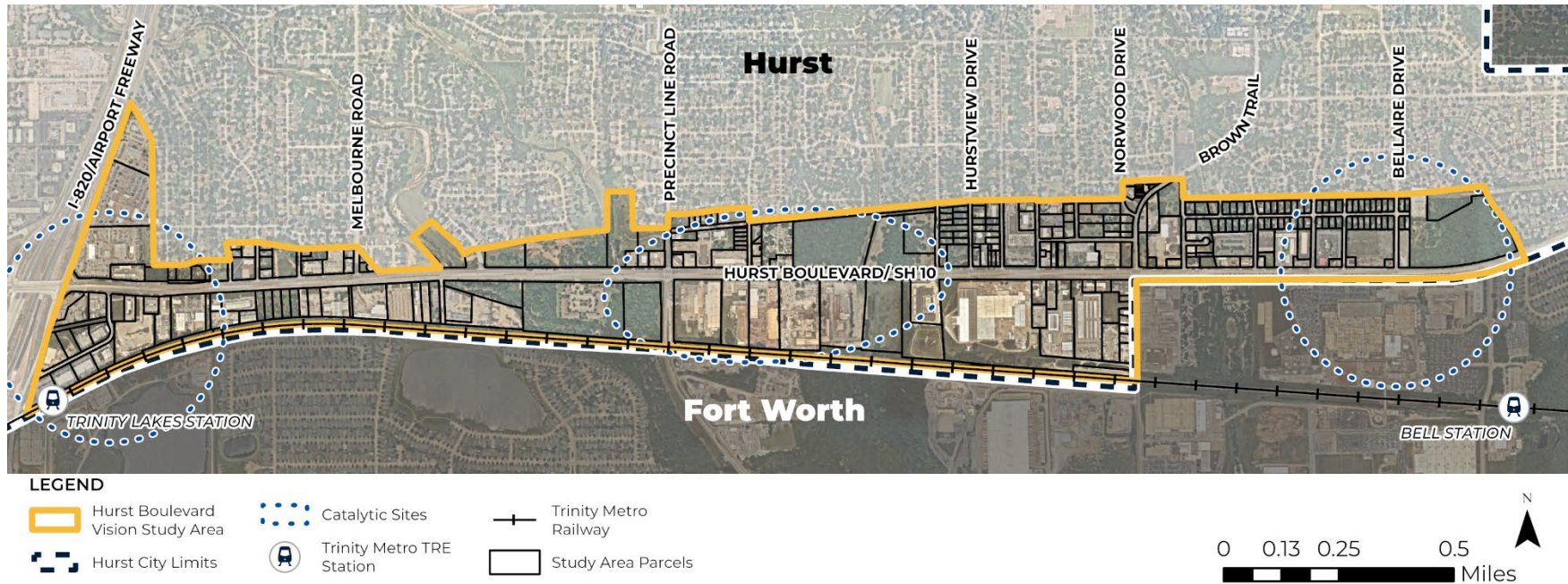
New housing opportunities are proposed within each of the three catalytic sites. These three catalytic sites, if developed as presented in the summary report, would add an approximate total of **627 new housing units for the Hurst Boulevard corridor**.

- Western catalytic site - the approximate 4-acre multi-family site could result in 160 to 240 housing units.
- Central catalytic site - approximately 97 mid-density rental community single family units are presently proposed by a developer on a 6-acre site.
- Eastern catalytic site – the approximate 6-acre mixed-use site could result in 160 to 240 units; an additional 3- acre site could enable approximately 50 mid-density rental community single family units.
- These proposed new housing units could result in up to **1,500 new residents** for the area.



The new residents can be the catalyst for new mixed-use, retail and service-oriented businesses serving the corridor. This new retail demand might be generated to serve not only the new residents but also the employees who work in the corridor. New demand might also come from customers attracted by newly proposed entertainment, the proposed airlight museum, and mixed-use offerings as well as TRE patrons arriving from across the DFW area who have convenient access to these opportunities via the two TRE stations near the corridor.

Figure 1. Catalytic Site Area Locations



Source: NCTCOG; City of Hurst

DEVELOPMENT TIMING

Redevelopment of the three catalytic sites could be achieved over a 10-year period and in the case of the eastern catalytic area additional development time may be required. See the schedules proposed for the three catalytic areas below, all of which are dependent on market forces and public/private investment.

Figure 2. Western Catalytic Area Development Phasing

TOD, Mixed-Use & Entertainment Development Phasing	Development Timing	Activities
Visioning and Project-Feasibility	0 through year 2	Community, owners & neighborhood engagement, grant writing, branding & organizational development
Master Planning	Year 2 through 3	Environmental studies, brownfield remediation, infrastructure/utility design, master, and financial planning, PID/TIF formation or tax abatements and 380 agreements, and grant applications
Early Investments	Years 4 and 5	Park development, infrastructure utility development, housing starts and limited retail development
Early Operations	Year 5	Property management, public trails and parks management and retail service
Mid-Year Buildout	Years 6 to 8	Hotel, MF housing, trails, retail arts, and flex space
Full Maturity	Years 9 to 10	Entertainment & retail development, and flex space revitalization

Figure 3. Central Catalytic Area Development Phasing

Mid-Density Neighborhood Development	Development Timing	Activities
Visioning and Project-Feasibility	0 through Year 2	Community, owners & neighborhood engagement, grant strategies, branding, master planning, open space conservation planning, financial planning, PID/TIF or tax abatements feasibility planning and 380 agreements
Early Investments	Year 2 through 3	Infrastructure/utility design and development, open space conservation, model housing starts
Mid-Year Buildout	Year 3 through 5	Mid-density residential development
Full Maturity	Year 5 through 10	Mobile-Home Park site revitalization, flex space-office development- revitalize flex-entertainment park, and trail development



Figure 4. Eastern Catalytic Area Development Phasing

TOD, Mixed-Use & Entertainment Development Phasing	Development Timing	Activities
PHASE 1		
Visioning & Project Feasibility	Year 0 through 2	Community, owner, neighborhood engagement, grant & financing strategies, branding, development organization formation, environmental studies
Master Redevelopment Planning	Year 2 through 3	Master redevelopment planning, open space conservation plans, financial planning, PID/TIF or tax abatements feasibility planning and 380 agreements, bond financing, civil site, infrastructure/utility and architectural designs, grant applications
Early Investments	Year 3 through 4	Site preparations, infrastructure/utility development
Mid-Year Buildout	Year 5 through 8	Office/parking garage complex development, and some retail development
Full Maturity	Year 9 and 10	Retail, hotel, and museum development with cultural amenities
PHASE 2	Year 11 through 15	Mid-to high density housing and mixed-use

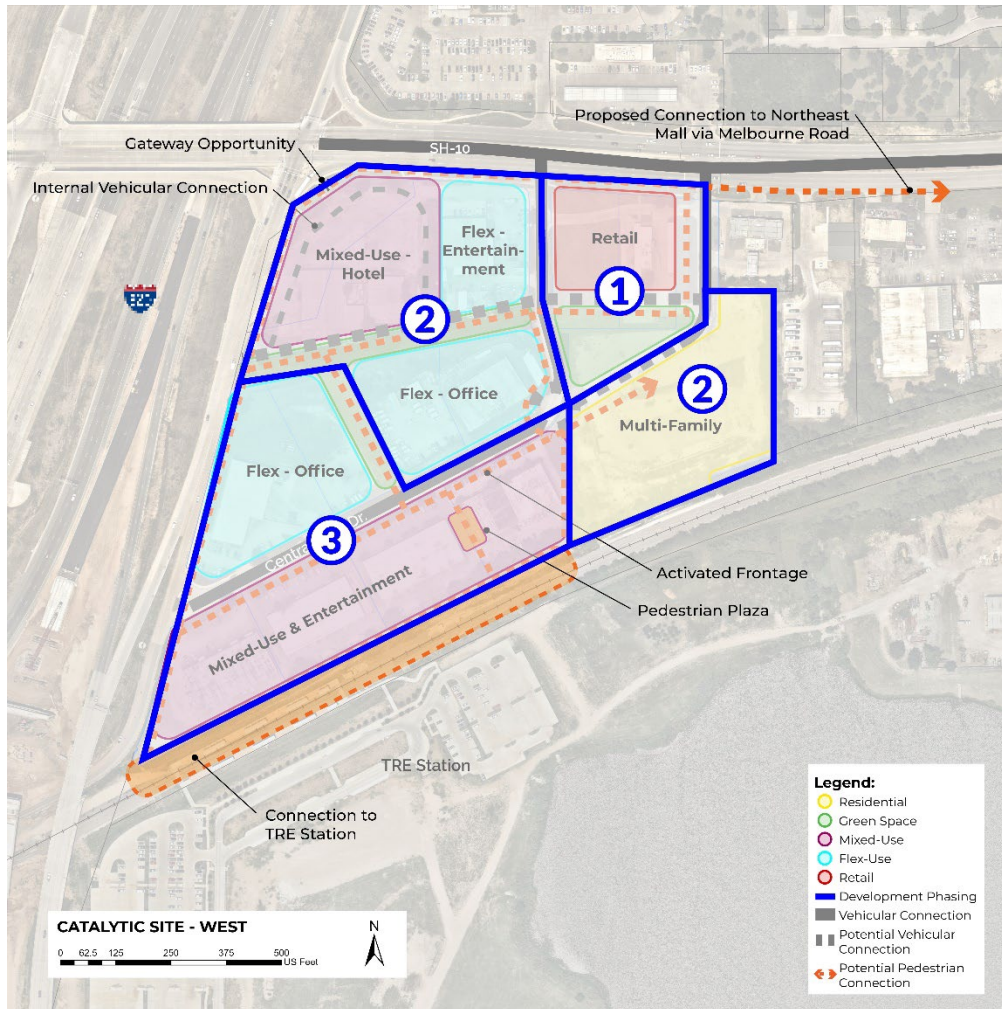
Initially each of the catalytic area timelines encourage involvement of the existing landowners, community leadership, and neighborhood residents. There is opportunity during the visioning and project feasibility years to establish collaborative teamwork which can make the financing, community acceptance, and development process progress smoothly. Quality placemaking can result from the investment of team building in those initial years. Full maturity of the development process could be anticipated within the 10-year timeframe with significant investment of planning and infrastructure development in the mid-years.



CATALYTIC SCENARIOS

The following figures define the proposed phasing for each of the catalytic sites.

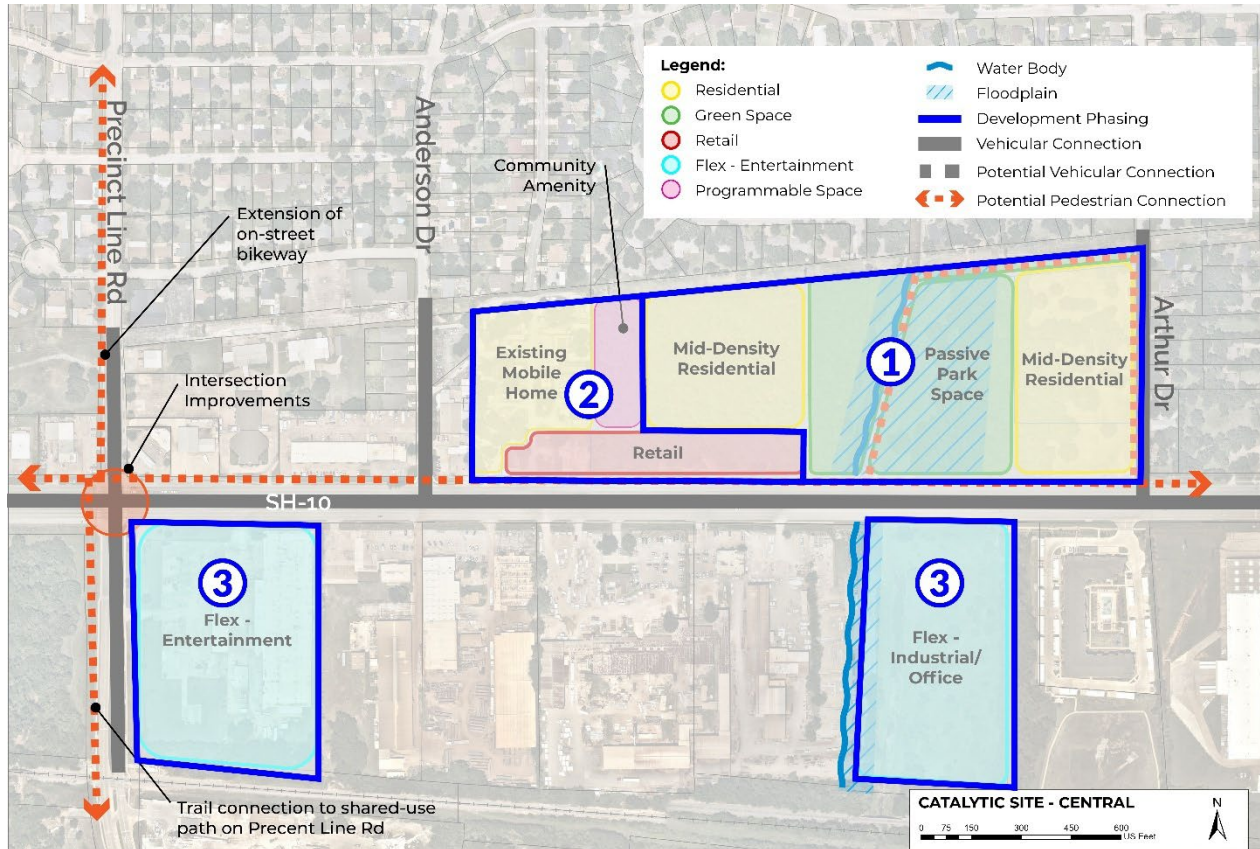
Figure 5. Western Catalytic Area Development Phasing



	Phase 1 (Short-Term)	Phase 2 (Mid-Term)	Phase 3 (Long-Term)
Multi-Family Residential	-	120 units	-
Hotel	-	100 units	-
Retail	2,500 sf	-	-
Mixed-Use Retail Entertainment	-	10,000 sf	-
Flex Space	-	15,000 sf	-
Rehabilitate Flex Space for Entertainment	-	-	30,000 sf
Park	1 acre	-	-

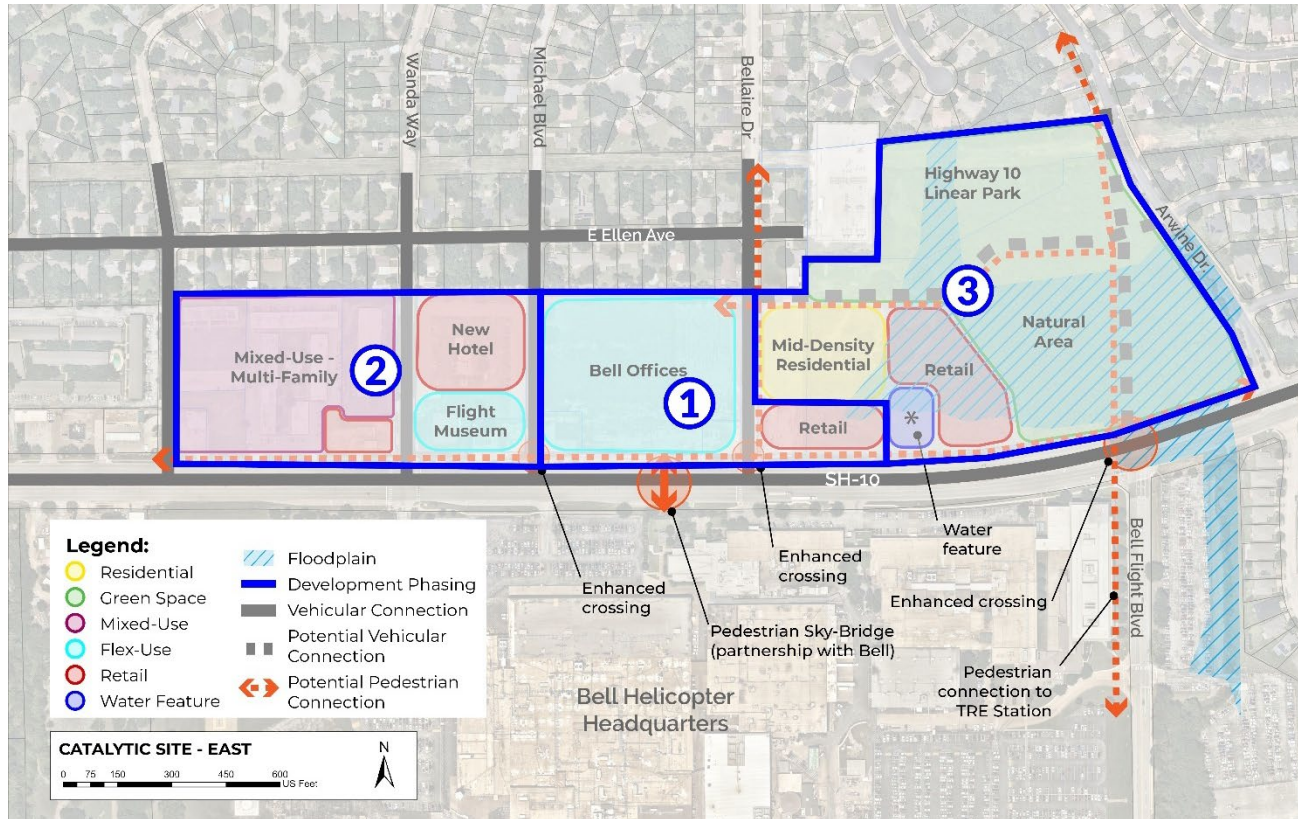


Figure 6. Central Catalytic Area Development Phasing



	Phase 1 (Short-Term)	Phase 2 (Mid-Term)	Phase 3 (Long-Term)
Mid-Density Single Family Residential	96 units	100 units	-
Rehabilitation of Mobile Home Park	-	40 units	-
Retail	-	20,000 sf	-
Flex Space – Industrial Office	-	-	6 acres
Flex Space - Entertainment	-	-	9 acres
Community Amenity	-	4 acres	-
Park (Passive)	6 acres	-	-

Figure 7. Eastern Catalytic Area Development Phasing



	Phase 1 (Short-Term)	Phase 2 (Mid-Term)	Phase 3 (Long-Term)
Bell Office & Parking Garage	400 offices	-	-
Retail	10,000 sf	-	-
Hotel	-	100 units	-
Museum	-	1 acre	-
Mid- to High-Density Residential	-	-	120 units
Mixed-Use (with 240 units of Residential)	-	6 acres	-
Park (Passive/Natural)	-	-	15 acres

VISIONING LEVEL ESTIMATE OF DEVELOPMENT COSTS

In proposing the catalytic projects, it is expected to arrive at a broad visioning level of expected development costs to guide expectations and planning efforts. These development costs can be adjusted to the expectations, master planning and then design as the projects advance.

Levels of Public Sector Development costs are included in each of the catalytic areas to denote the feasibility of funding these costs through public improvement districts (PIDs) and Tax Increment Funding (TIF) Zones.

Figure 8. Western Catalytic Area Visioning Level Estimate

Development	Visioning-Level Cost Estimates*
Private Sector Development – <i>Includes brownfield cleanup, hotel, revitalized flex use to entertainment uses, multifamily, mixed retail, tech & entertainment uses</i>	\$94,000,000
Public Sector Development – <i>Includes park development</i>	\$3,000,000
TOTAL COST	\$97,000,000

**Visioning-level cost estimates represent a broad visioning level of potential public and private sector development costs and can be adjusted based as additional planning, design, and engineering occurs.*



Figure 9. Central Catalytic Area Visioning Level Estimate

Development	Visioning-Level Cost Estimates*
Private Sector Development – <i>Includes mid-density, residential, revitalized mobile home park, flex-entertainment revitalization, flex-industrial office revitalization</i>	\$109,000,000
Public Sector Development – <i>Includes community amenities in park</i>	\$3,500,000
TOTAL COST	\$112,500,000

*Visioning-level cost estimates represent a broad visioning level of potential public and private sector development costs and can be adjusted based as additional planning, design, and engineering occurs.

Figure 10. Eastern Catalytic Area Visioning Level Estimate

Development	Visioning-Level Cost Estimates*
Private Sector Development – <i>Includes Bell Helicopter offices, Hotel, Retail, Mixed-use Multifamily and Mid-Density Residential</i>	\$106,000,000
Public Sector Development – <i>Pedestrian overpass**, parking garage**, linear park and flight museum</i>	\$34,000,000
TOTAL COST	\$140,000,000

*Visioning-level cost estimates represent a broad visioning level of potential public and private sector development costs and can be adjusted based as additional planning, design, and engineering occurs.

**Pedestrian overpass and parking garage could be a public private partnership



JOB CREATION

Community benefit, in the form of new jobs, is derived from the redevelopment efforts. Initially the interim jobs are from the planning, design, and development of the proposed investments. However, there is also more permanent job creation derived from the need to manage the new property enhancements and to serve the customers of the newly created retail, recreational, and service businesses. Projection of the new job creation is noted in the following table. Of significance, within the Eastern Catalytic Site, Bell-Extron has indicated it might build office space for 400 employees.

Figure 11. Job Creation Estimates

Catalytic Areas	Interim Job Creation	Permanent Job Creation
Western Catalytic Site	650	870
Central Catalytic Site	400	400
Eastern Catalytic Site – Phase 1	350	900
Eastern Catalytic Site – Phase 2	250	250
TOTAL	1,650	2,420

NEW PUBLIC TAX LEVEL GENERATION

Property tax, sales tax and the hotel generated room taxes are new public funds that would be generated from the new investments created by the proposed development. The tables of tax generation demonstrate a level of new tax generation based on the present date tax rates noted below.

Figure 12. Existing Tax Rates (2025)

Tax	Rate
Sales Tax	2%
Hotel Occupancy Tax	7%
City of Hurst Property Tax	0.611882
Tarrant County Property Tax	0.1862
County Hospital Tax	0.165
County College Tax	0.11228
HEB-ISD Tax	1.0841
TOTAL	2.159462

Source: Tarrant County Appraisal District, City of Hurst



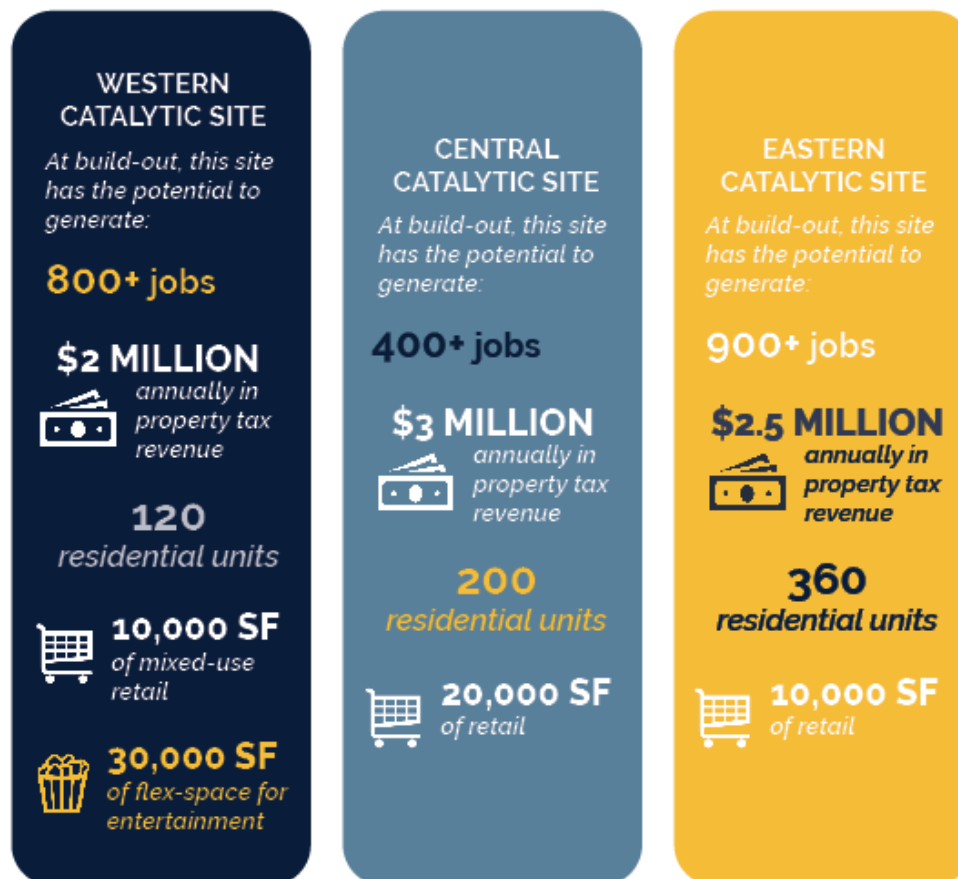
Figure 13. Estimated Taxes Generated Annually from Private Investment

	Western Catalytic Site	Central Catalytic Site	Eastern Catalytic Site
Private Investment	\$94,000,000	\$109,000,000	\$106,000,000
Hotel Occupancy Tax	\$287,403	-	\$287,403
City Sales Tax	\$1,452,000	\$245,000	\$1,068,000
City Property Tax	\$575,169	\$666,930	\$125,737
All City & Co. Property Tax	\$2,029,894	\$2,353,814	\$2,289,030



SUMMARY

The proposed catalytic area redevelopments are envisioned to stimulate investment dollars and jobs along the Hurst Boulevard Corridor. Proposed are private developments for housing, retail sites, entertainment uses, mixed-use sites, two hotels, an office complex, and renovation of industrial and flex space. Public sector development would include road improvements, parks, trails, a parking garage, and a flight museum. Private sector development investments could be approximately \$309,000,000 over 10 years. During the next 10 years of development, approximately 1,650 interim jobs could be created and 2,420 permanent jobs. Annually there can be hotel tax, sales tax and property taxes generated by the investment. Total Hotel Occupancy Tax could be approximately \$574,806. Sales tax generation is estimated annually at \$2,765,000 for Hurst. Total property tax from all taxing entities for the three catalytic development areas can be an annual estimated value of \$6,672,738.



March 2026

Appendix E: Zoning Assessment Summary

Hurst Boulevard Vision – State Highway 10 Corridor Redevelopment Plan

Prepared for:

The North Central Texas Council of Governments

Prepared by:



INTRODUCTION

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor travelling through the City of Hurst in order to enhance the experience of all users, including residents, business owners, pedestrians, cyclists and commuters. The plan process involved an analysis of the corridor, multiple community engagement opportunities, and catalytic site concepts. The plan will result in an actionable strategy for redevelopment in the area.

This zoning assessment memo reviews the existing zoning along the corridor and identifies opportunities for changes, particularly within the catalytic sites, to promote the desired character of development.

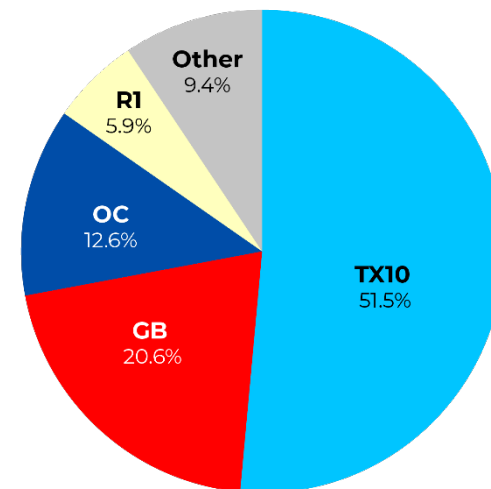
As of early 2026, the city is currently undergoing an administrative reform of the zoning code. The purpose of this effort is to make the zoning code more user-friendly that allows for easier modifications in the future. This administrative update will not make any changes to allowed uses or district standards.

ZONING DISTRICTS OVERVIEW

There are 11 zoning classifications present within the study area, however over 90 percent of the study area is comprised of four major categories, as shown in **Figure 1**. Zoning districts for all of the properties along Hurst Boulevard within the study area are illustrated in **Figure 2** on the following page.

Throughout the corridor, the Texas Highway 10 (TX 10) Multi-Use District is the most prevalent zoning classification at 51.5 percent of all study area property and is intended to support the development of business, industry and relevant support activities. The General Business (GB) and Outdoor Commercial (OC) zoning districts account for 33.2 percent of zoning in the study area. Out of the 140 acres zoned as GB and OC, approximately 65.75 acres (46.9%) are vacant. This does not include unoccupied or abandoned buildings that were once commercial/retail spaces. Residential within the study area is limited, with R-1 Dwelling District (R1) representing 5.9 percent of zoned parcels and all other zoning categories making up 9.4 percent. Other zoning categories include the School, Church and Institution District, Park Land and Open Space, and single-family residential uses.

Figure 1. Study Area Zoning Breakdown

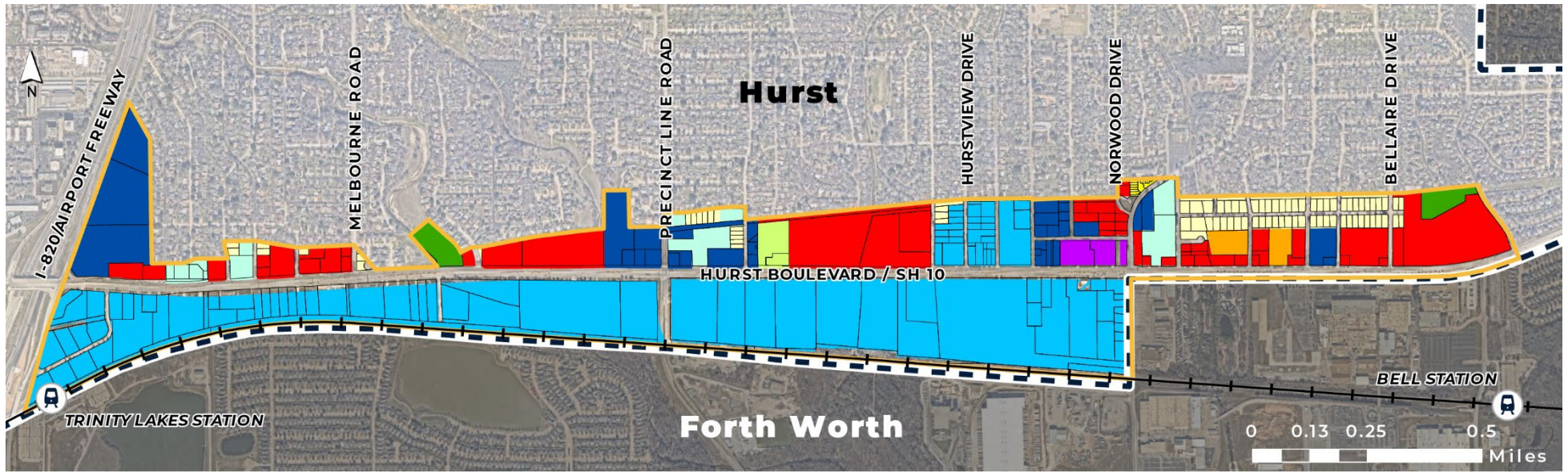


LEGEND

- TX10 - Multi-use District
- GB - General Business
- OC - Outdoor Commercial
- R1 - Dwelling (6du/ac)
- Other



Figure 2. Study Area Zoning Map



LEGEND

- Study Area
- Hurst City Limits
- Trinity Metro TRE Station
- Trinity Metro Railway

Zoning Districts

- | | | | |
|--|---|---|---|
| General Business | RE-2 | Outdoor Commercial | Institutional |
| Mobile Home | R1 | Residential Performance Standard | Parkland and Open Space |
| O2 - Office | R3 | TX-10 Multi-Use | |

Source: City of Hurst



TEXAS HIGHWAY 10 MULTI-USE DISTRICT

Uses

With more than 30 permitted uses, the purpose of the TX 10 Multi-Use District is to “concentrate growth to attract businesses and jobs, and enhance the city’s image along State Highway 10.” This zoning district specifically encourages uses that will “stimulate work force expansion, optimize employee to customer ratios, maximize the economic use of available land and encourage the redevelopment of land,” discouraging uses which provide for marginal increases in job growth, promote idle land, and detract from the image of the corridor. ***Some of the permitted uses such as service station and automotive maintenance repair do not match the vision for the western catalytic site, which is zoned entirely TX-10 Multi-Use District.***

Uses **permitted by right** within the TX 10 Multi-Use District include:

1. Accessory use or structure
2. Antique sales
3. Automotive maintenance and repair
4. Bank, savings and loan, or credit union
5. Cafe, restaurant or cafeteria
6. Clinic
7. Convenience store
8. Commercial amusement (indoors)
9. Drive-in eating establishment
10. Drive-through eating establishment
11. Hospital
12. Hotel or motel
13. Manufacturing, processing, fabrication and assembly
14. Movie theaters
15. Personal services shops (no massage establishments)
16. Pharmacies
17. Print shops
18. Professional office
19. Radio, television or microwave tower, as an accessory use or structure only to a primary use
20. Railroad or bus passenger station
21. Railroad right-of-way
22. Research and development laboratory
23. Retail sales and services
24. School (vocational/technical)
25. Service station
26. Shopping center
27. Spas, health studios, fitness centers
28. Service establishment
29. Specialty shops
30. Warehousing and enclosed storage as an accessory use
31. Wholesale display and sales.

Other uses **may be considered via a planned development** if they meet the general purpose of the TX 10 Multi-Use District, listed below.

1. Convenience stores
2. CBD/hemp/cannabis stores
3. Electronic-cigarette sales
4. Tattoo studio
5. Outdoor automotive and equipment sales
6. Multifamily residences
7. Lodges, civic clubs, fraternal organizations
8. Day care
9. Churches
10. Veterinary clinics
11. Contractor services
12. Electrical power substations
13. Theme parks
14. Pawn shops



Development Standards

Chapter 27, Section 27.15.1 of the Hurst Code of Ordinances defines the development standards for the TX 10 Multi-Use District. This section provides an overview of the key development considerations.

Setbacks: Minimum front yard setback is 30 feet from the property line. A 20 foot setback is allowed if entire front yard is landscaped open area. Minimum rear and side yard setback is 10 feet from adjacent property lines and 20 feet when adjacent to a public street.

Buildings on property adjacent to residential properties require a minimum setback of 1 foot in distance from the adjacent property line for multifamily properties for each 1 foot of building height and 2 feet for single-family properties for each 1 foot of building height.

Minimum Lot Size: The minimum lot size is 22,500 square feet and the minimum lot width is 130 feet.

Building Heights: Maximum building height is 60 feet. No buildings should exceed one-story of 20 feet in height when located within 120 feet of a single-family zoned property.

Outside Activities and Uses: Outside display and sale of merchandise in view from Hurst Boulevard must be located adjacent to the main building and cannot extend into any yard area or be located closer to the street than any wall of the primary structure. It also cannot exceed 20 percent of the building area.

Storage of waste materials, vehicles, equipment, raw materials, construction materials and salvaged materials or finished product storage is permitted as an accessory use behind the building and must be screened from view of all adjacent properties. Outside storage and activity areas must be paved and materials may not be stored at a height greater than the height of screening wall or fence.

Screening: Screening fences and walls must be between 6 to 8 feet in height and must be maintained by the property owner. Outside activities and storage areas must be screened from all adjacent properties. All uses must have a masonry screening wall along the entire property line where adjacent to residential properties. Vehicular access to screened storage is permitted with openings that screen outside uses from view when closed.

All loading docks must be at least 50 feet from Hurst Boulevard and be screened by a masonry screening fence or wing wall. Refuse areas must be screened from view by roadways and adjacent properties by a masonry fence. No refuse storage may be located closer than 25 feet to any residential properties. Refuse containers in view from Hurst Boulevard must be screened with an 8 foot masonry fence and have at least one access point via solid wood or metal gate. All new buildings must maintain an exterior wall surface that follows the guidelines shown in the Minimum Masonry Requirements table below.

TX 10 Multi-Use District Minimum Masonry Requirements

Total Floor Area of Structure (SF)	Minimum % of Wall Area to be Masonry
Less than 50,000	80% of all exterior walls
50,000 to 100,000	40% of all street facing walls
More than 100,000	20% of all street facing walls



Landscaping: A landscape buffer of at least 10 feet is required for all lots along Hurst Boulevard, with one tree at least 12 feet tall per every 25 feet of frontage. Parking lots in front of the main building require an open landscaped area at least 25 SF per parking space with one tree per 250 SF of landscaped area. A 10-foot landscape buffer is required between rear lot lines of properties adjacent to the TRE right-of-way if they are being used for outside activities. A 10-foot landscape buffer with an evergreen hedge at least 7 feet in height is required on property lines of storage facilities that are adjacent to single-family residential properties.

Parking: All uses are required to meet the off-street parking requirements defined in the code. Parking spaces must measure 9 feet by 18 feet. Loading spaces must measure 12 feet by 30 feet with a 14 foot height clearance. A sampling of the parking requirements are shown below, which indicates that the current requirements discourage denser uses such as hotels and mixed-use by requiring so much land for parking.

TX 10 Multi-Use District Parking Requirements (Sampling)

Use	# of Spaces	Required for Each
Retail sales, Commercial amusement (indoor), Shopping center, School (vocational/technical), Spas, health studios, fitness centers, Railroad or bus passenger station, Wholesale display and sales, Meeting room within hotel or motel, Contractor services	1	250 square feet of floor area
Hotel, motel, residence motel	1	Guest Room
Multi-family Residence	2	Dwelling Unit



Key Takeaways and Opportunities

The corridor is a hub for industry in the City of Hurst, and the community has a strong desire to retain key industrial sites. However, through this planning process, a desire for retail and community gathering spaces has also been expressed which does not exist along the corridor today.

Within the study area, the TX 10 Multi-Use Highway District in Hurst is designed to permit concentrated growth that maximizes job creation, increases property values, and enhances the city’s urban image. Several sites along the corridor demonstrate how this purpose is being met, particularly through workforce expansion and economic use. Major employers such as **AZZ, Modern Forge, GPS Paints, and Texas Energy Concepts** anchor the district with strong job totals. Industrial businesses like **Bishop Lifting** contribute a positive image to the corridor through a large setback, well-maintained screening, and landscaping. Other examples of existing businesses achieving the purpose of the zoning district include **GPS Paints**, with attractive landscaping and a distinctive building façade, and **LGC Power**, located in the western catalytic site, which supports both employment and a modern urban image. Additionally, multi-family apartment complexes in the corridor improve mobility and corridor aesthetics with sidewalks and landscaping, as well as provide housing to support workforce growth, and reinforce the multi-use character of the corridor.

Looking forward, corridor aesthetic improvements and potential transit-oriented development could further enhance workforce expansion, optimize land use, and attract new investment, all goals of the TX 10 Multi-Use District. Opportunities exist to strengthen the corridor’s role by encouraging adaptive reuse of vacant parcels, integrating floodplains as green amenities, and aligning zoning to better support desired future uses. The TX 10 Multi-Use District currently permits a wide variety of uses. Enforcement of these uses, as well as the addition of and encouragement of specific uses, would better align the zoning ordinance and district guidelines to achieve the future vision of the corridor set out by this plan. Within the TX 10 Multi-Use District, multi-family residences are not allowed by right, but are permitted as a planned development.



GPS Paints has landscaping and a unique façade that supports the image of the corridor.



Provision at Patriot Place Apartments has a continuous sidewalk with landscaping and a wide landscape buffer.



Bishop Lifting has a wide setback with trees and large shrubs that effectively screen the building façade and industrial yard.



TX 10 Multi-Use District Uses

One consideration for better aligning the vision of the catalytic sites in particular would be to allow multi-family by right within the TX 10 Multi-Use District with use limitations such as only if the site is a certain distance from single-family residential. Other potential uses to consider permitting within the existing TX 10 Multi-Use District include museums/learning spaces, youth/teen entertainment use, and artist's studio/gallery.

TX 10 Multi-Use District Development Standards

Overall, the development standards for the TX 10 Multi-Use District create a predictable development pattern, however, minor changes and improved enforcement of regulations would encourage a more appealing and inviting environment along the corridor. For example, large setbacks encourage auto-oriented design and may not be suited for mixed-use environments without additional pedestrian amenities. Development standards should encourage placemaking opportunities along the corridor. Parking requirements in the study area could be reduced to minimize the size of parking lots and allow more space for building space, sidewalks, landscaping and screening. Opportunities to enhance the development standards within the TX 10 Multi-Use District include the following:

- **Allow flexible setbacks for plazas, outdoor dining, or pedestrian-oriented spaces rather than requiring large, landscaped lawns.** Current requirements for the district are 20 to 30 feet setbacks.
- **Introduce maximum setbacks to prevent deep parking lots in front of buildings.** Currently the TX-10 Multi-Use District only has minimum setbacks.
- **Require or incentivize wider sidewalks and pedestrian amenities along Hurst Boulevard including lighting, outdoor seating and shade structures.** These requirements do not exist today.
- **Provide incentives for indoor storage locating storage behind buildings as opposed to open yards.** The current code just requires outdoor storage areas to be screened from other properties.
- **Introduce parking maximums or reductions for mixed-use projects, transit-adjacent sites and other appropriate uses.** The current parking requirements for the zoning district has high parking minimums, which discourages mixed-use development.
- **Encourage parking in the rear of buildings where appropriate.** Parking in front of buildings is currently allowed when landscaping requirements are met.
- **Revise minimum lot size to be smaller.** Currently the TX-10 Multi-Use District requires minimum lot sizes of around 0.5 acres, which can be restrictive to small businesses.



Other Study Area Zoning Districts

General Business (GB) – The primary purpose of the General Business District is to allow a wide variety of commercial uses including retail, service, offices and commercial recreation. Over thirty specific uses are permitted under the GB district, with several additional permitted conditional uses and planned development uses. This provides an opportunity to attract businesses that can satisfy the unique needs of an area. The minimum lot size for this district is 22,500 square feet, with no more than 30 percent of the lot area to be occupied by a building. Exterior yards must be 25 feet in width on the front lot line, providing room for sidewalks and other pedestrian amenities.

Outdoor Commercial (OC) – The Outdoor Commercial District is intended to allow a variety of businesses that would require an extensive amount of land in order to conduct business. There are twenty permitted uses in this category, including repair shops, commercial recreation, motels and drive-in eating establishments. The minimum lot size for this district is 22,500 square feet, with no more than 30 percent of the lot area to be occupied by a building. Every lot must have a front and rear yard of at least 25 feet. This provides room for sidewalks and shade trees, however, a wider buffer in the front would provide more transitional space to account for the larger lot sizes expected with this category.



CATALYTIC SITE LAND USE AND ZONING BREAKDOWN

As part of this project, three catalytic sites were identified to envision future redevelopment opportunities; more details are discussed in **Chapter 3** of the summary report. The land use and zoning breakdown for each of the catalytic sites was analyzed as a part of the existing conditions analysis and informed the concept planning process. The vision of each of the catalytic sites is presented on the following pages noting potential zoning recommendations and site design considerations that would require more of a form-based code approach.

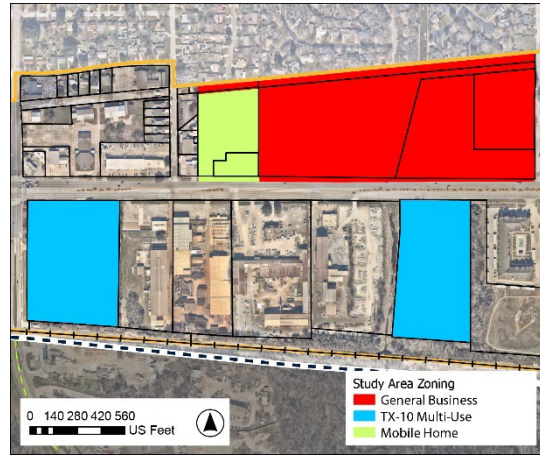
Western Catalytic Site



Zoning Category	% of Site Area
TX 10 Multi Use	100%

Existing Land Use	% of Site Area
Industrial	45%
Retail	15%
Utilities	3%
Vacant	37%

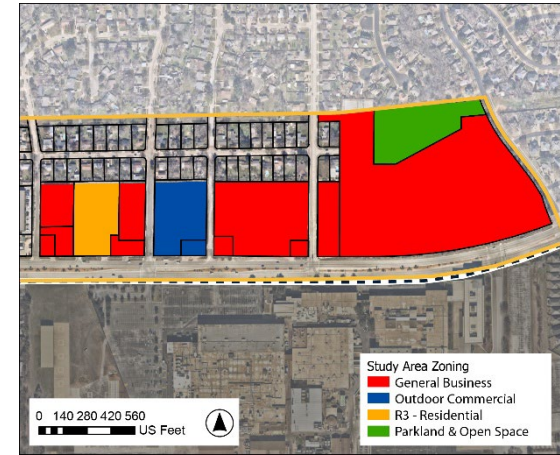
Central Catalytic Site



Zoning Category	% of Site Area
General Business	78%
TX 10 Multi Use	15%
Mobile Home	7%

Existing Land Use	% of Site Area
Mobile Home	9%
Vacant	91%

Eastern Catalytic Site



Zoning Category	% of Site Area
General Business	75%
Parks & Open Space	9%
Outdoor Commercial	9%
Residential (R3)	7%

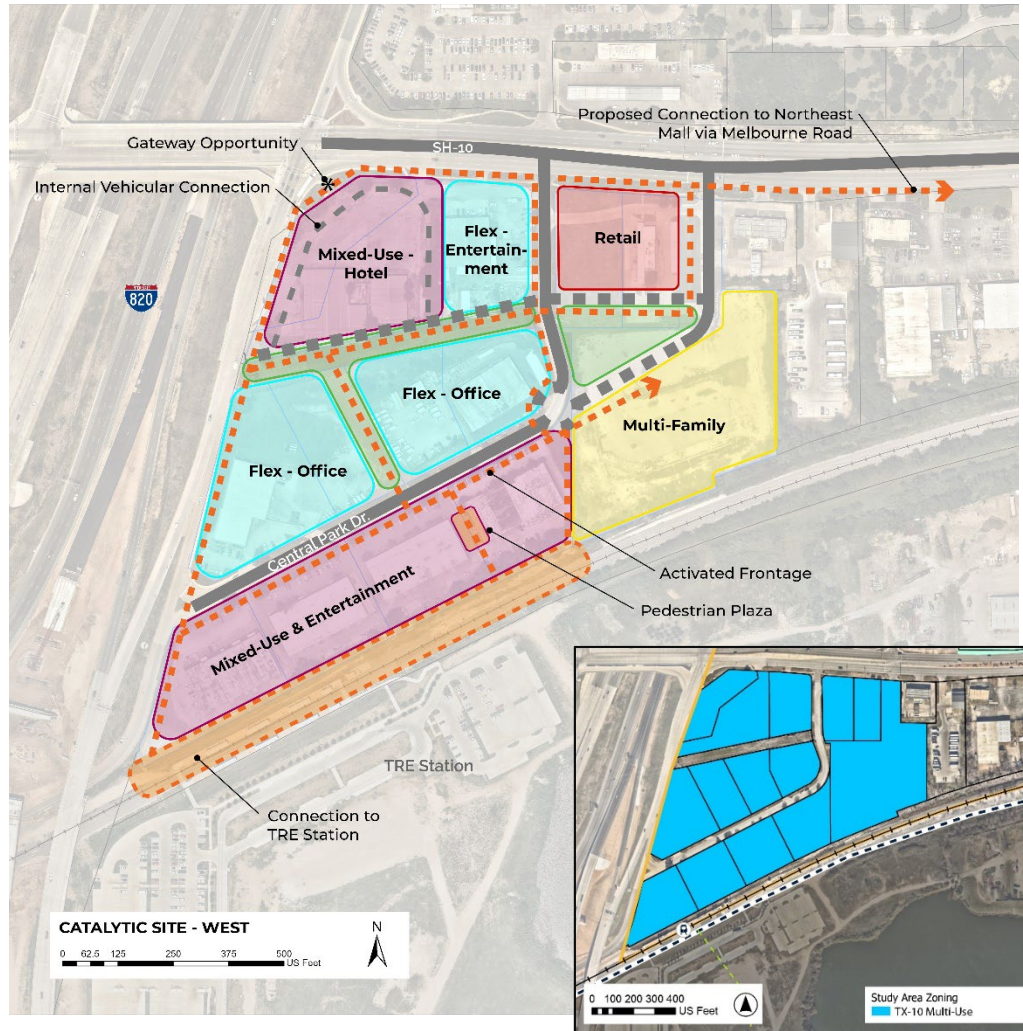
Existing Land Use	% of Site Area
Hotel/Motel	12%
Parks & Recreation	10%
Multi-Family	7%
Retail	4%
Office	3%
Vacant	64%



Western Catalytic Site

The western catalytic site is envisioned as a key gateway into the city, attracting visitors from IH-820 and the TRE rail with a mix of transit-oriented development and community-focused amenities. The entire site is zoned as the TX 10 Multi-Use District and approximately 37 percent of the site is currently vacant.

Proposed Illustrative Concept



- Zoning Considerations**
- Consider allowing multi-family residential by right within the TX 10 Multi-Use District
 - Consider allowing museums/learning spaces, youth/teen entertainment use, artist’s studio/gallery as permitted uses within the TX 10 Multi-Use District

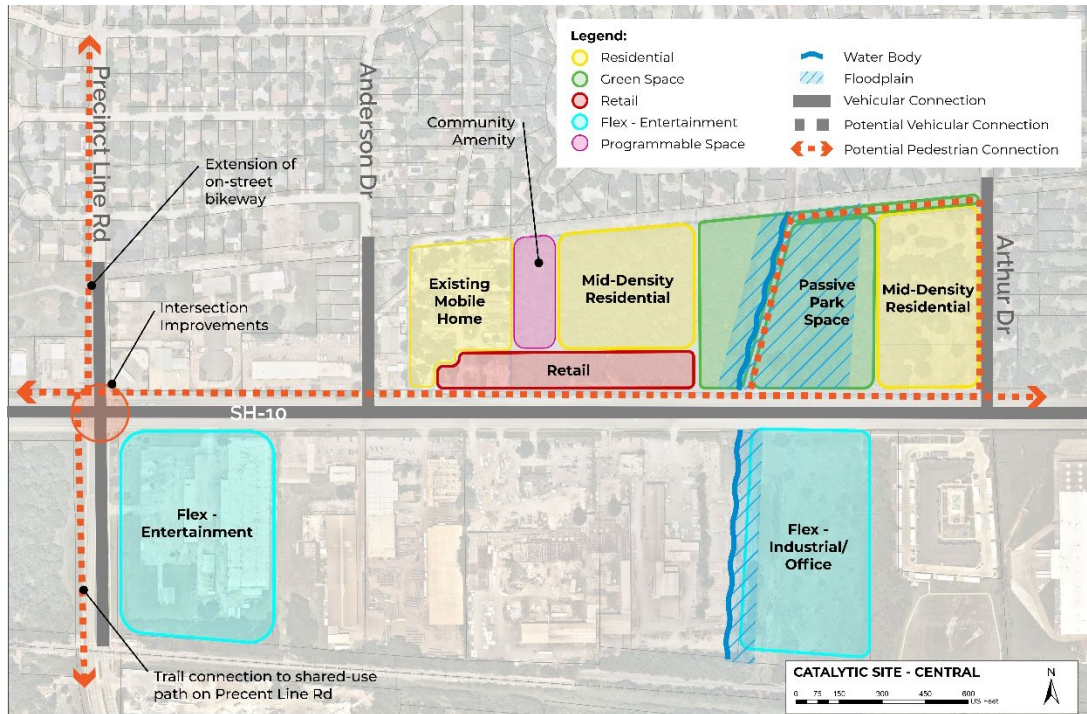
- Site Design Considerations**
- Consider a transit station overlay that reduces parking requirements within ½ mile of a transit station
 - Where feasible, place parking at the rear of buildings
 - Encourage consolidated curb cuts from Hurst Boulevard to reduce disruptions to the pedestrian environment
 - Encourage walkable development in mixed-use areas and activated retail frontage



Central Catalytic Site

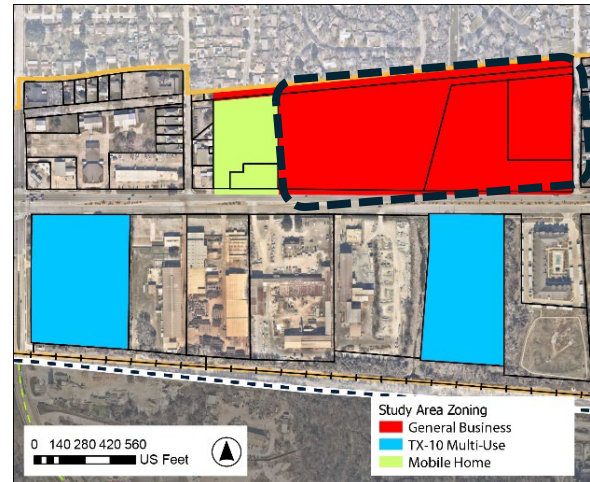
The central catalytic site is envisioned as a key community-oriented hub on Hurst Boulevard that reveals the potential of the existing natural features and supports both residents and employees that work along the corridor with diverse housing options and essential neighborhood services and retail. The majority of the site is zoned General Business, but roughly 91 percent is currently vacant.

Proposed Illustrative Concept



Zoning Considerations

- Consider changing zoning on the north side of Hurst Boulevard from General Business to R-2 residential district to encourage mid-density residential



Site Design Considerations

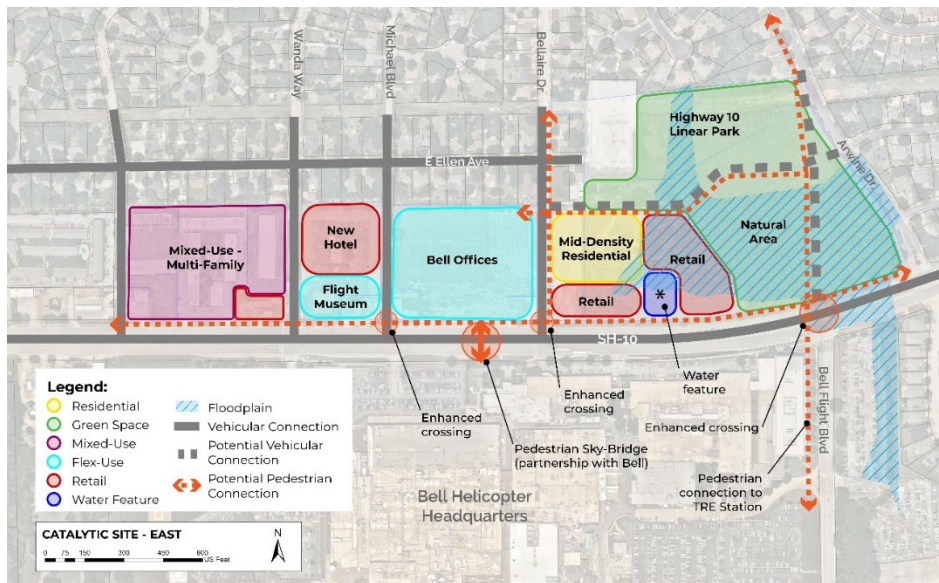
- Incorporate parks and trail amenities with new residential development
- Encourage consolidated curb cuts from Hurst Boulevard to reduce disruptions to the pedestrian environment
- Utilize low-impact development techniques near the floodplain



Eastern Catalytic Site

The eastern catalytic site is envisioned as a vibrant environment that supports residents and workers, and celebrates the history of Bell Helicopter and the City of Hurst. The majority of the site is zoned General Business, and approximately 64 percent is currently vacant.

Proposed Illustrative Concept



Zoning Considerations

- Consider re-zoning the Outdoor Commercial zoning district to General Business



Site Design Considerations

- Incorporate parks and trail amenities with new residential development
- Where feasible, place parking at the rear of buildings
- Encourage consolidated curb cuts from Hurst Boulevard to reduce disruptions to the pedestrian environment
- Encourage active uses and buildings to integrate open space, outdoor seating, and plazas
- Encourage walkable development in mixed-use areas and activated retail frontages
- Utilize low-impact development techniques near the floodplain

