




## AGENDA ITEM SUMMARY

### District Impacted

- ☐ 1 = Wolosin
- ☐ 2 = Woolard
- ☐ 3 = Scott
- ☐ 4 = Boddie
- ☐ 5 = Macaluso
- ☒ All

	<h2>AGENDA ITEM SUMMARY</h2> <div><b>District Impacted</b><ul style="list-style-type: none"><li><input type="checkbox"/> 1 = Wolosin</li><li><input type="checkbox"/> 2 = Woolard</li><li><input type="checkbox"/> 3 = Scott</li><li><input type="checkbox"/> 4 = Boddie</li><li><input type="checkbox"/> 5 = Macaluso</li><li><input checked="" type="checkbox"/> All</li></ul></div>										
<b>Agenda Date</b>	March 28, 2023										
<b>Requested Action</b>	PUBLIC HEARING AND CONSIDER RESOLUTION NO. 2023-R25; A RESOLUTION OF THE CITY OF BOERNE, TEXAS, ADOPTING THE CITY OF BOERNE MOBILITY MASTER PLAN. (ONE OF ONE HEARING)										
<b>Contact Person</b>	Jeffrey Carroll, Director Engineering & Mobility Department										
<b>Background Information</b>	<p>The Mobility Master Plan (MMP) is a long-range plan that seeks to create a safer, more accessible, and more efficient transportation network that improves the quality of life for Boerne residents. This plan includes the collaboration of a variety of jurisdictions and organizations as well as an extensive public involvement process used to identify transportation goals, future projects, and policies as the City of Boerne continues to grow.</p> <p>The Mobility Master Plan was developed using a hybrid public input approach that used a combination of in-person open houses and online interactive tools to inform the plan's goals, projects, and policies.</p> <p>The Mobility Master Plan process used alternative scenarios to plan for capital projects to be implemented within the next 10-15 years in Boerne. This MMP report documents the development process, outlines identified goals and projects, details recommended policies, and serves as an implementation plan for future development.</p>										
<b>Item Justification</b>	<table><tbody><tr><td><input type="checkbox"/> Legal/Regulatory Obligation</td><td><input checked="" type="checkbox"/> Infrastructure Investment</td></tr><tr><td><input type="checkbox"/> Reduce Costs</td><td><input checked="" type="checkbox"/> Customer Demand</td></tr><tr><td><input type="checkbox"/> Increase Revenue</td><td><input type="checkbox"/> Service Enhancement</td></tr><tr><td><input type="checkbox"/> Drive Down Risk</td><td><input checked="" type="checkbox"/> Process Efficiency</td></tr><tr><td><input type="checkbox"/> Master Plan Recom.</td><td><input type="checkbox"/> Other: _____</td></tr></tbody></table>	<input type="checkbox"/> Legal/Regulatory Obligation	<input checked="" type="checkbox"/> Infrastructure Investment	<input type="checkbox"/> Reduce Costs	<input checked="" type="checkbox"/> Customer Demand	<input type="checkbox"/> Increase Revenue	<input type="checkbox"/> Service Enhancement	<input type="checkbox"/> Drive Down Risk	<input checked="" type="checkbox"/> Process Efficiency	<input type="checkbox"/> Master Plan Recom.	<input type="checkbox"/> Other: _____
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<b>Financial Considerations</b>	n/a										
<b>Citizen Input/Board Review</b>	MMP workshops & KCBFO Transportation Committee										
<b>Legal Review</b>	n/a										

<b>Alternative Options</b>	n/a
<b>Supporting Documents</b>	Draft Mobility Master Plan