



## CITY COUNCIL MEMORANDUM

**FROM:** The Office of the City Manager   **DATE:** July 8, 2019

**SUBJECT:** Public hearing on the Vision2030 Transportation Plan, an update to the Thoroughfare Plan component of the Comprehensive Plan for the City of North Richland Hills.

**PRESENTER:** Clayton Comstock, Planning Director

**SUMMARY:**

City Council conducted the first of two planned public hearings on the Vision2030 Transportation Plan at the June 24, 2019 meeting. Following the public hearing and discussion at the July 8, 2019 meeting, staff will make any recommended revisions to the Transportation Plan document and map. The document and adopting ordinance will be scheduled for action at the July 22, 2019 meeting.

**GENERAL DESCRIPTION:**

The Transportation Plan (Plan), incorporated as part of the larger Vision2030 Strategic Plan, provides a roadmap for moving North Richland Hills transportation system into the next generation as the community continues to grow and mature. As an update to the City’s 2007 Thoroughfare Plan, the Plan takes the step forward to incorporate all road users – people driving, walking, bicycling, and riding transit – to balance the various needs.

The purpose of the Plan is to serve as a guiding tool for making balanced multimodal transportation decisions for both access and mobility. The Plan provides policy and tools to help designers, engineers, community advocates, and developers utilize and/or reshape the right-of-way to meet the needs for North Richland Hills’ citizens today and tomorrow.

A copy of the Plan is attached and includes the following components.

CHAPTER	SUMMARY
Executive Summary	Overall summary of the Vision2030 Transportation Plan.
A. Introduction	Describes the need for updating the transportation plan, highlights the Plan’s organizational format, key partners in transportation implementation, and relevant plans, both past and present, impacting NRH transportation planning and infrastructure. The chapter also outlines the Plan’s four goals.
B. Current Context	Profiles the existing issues and needs within the transportation system, including safety, congestion, and infrastructure gaps.
C. Future Context	Focuses on the anticipated future of NRH related to accessibility, mobility, operations, and the interface with land uses.

CHAPTER	SUMMARY
D. Transportation Plan	Describes the multimodal network (vehicular, walking, bicycling, transit, goods movement) needed to address the future needs of the City.
E. Action Plan	Outlines prioritization methodology for project implementation. This chapter also contains the policies, programs, and projects for short-, medium-, and long-range implementation.
Appendices	Includes the Roadway Design Decision Process, Target Corridors, Roadway Rightsizing Guidance, Active Transportation Pattern Book, Public/Stakeholder Input, and Action Plan Details.

The city’s transportation system will continue to evolve as the context and users diversify. The arrival of TEXRail, the commuter rail connecting downtown Fort Worth to Dallas-Fort Worth Airport, brings change to NRH through the development of two stations within the city – Smithfield Station and Iron Horse Station.

Additionally, the rise of technology in mobility has the potential to transform the landscape of cities in the Metroplex. From transportation network companies such as Uber and Lyft, to automation in vehicle driving and delivery, as well as shared mobility options, the users and technology interacting within the public right-of-way are becoming more complex.

**PLAN’S CORE PRINCIPLES:** For a number of years, thoroughfare plans have had a rigid set of “one-size-fits-all” street cross sections and did not take pedestrians, bicyclists, transit and other modes of transportation into account. This new Transportation Plan is different from conventional thoroughfare plans in that it provides:

1. Multimodal Solutions
2. Flexible Design Decision Process
3. Context Sensitive Solutions

The attached Executive Summary provides an outline of these three primary principles.

**RIGHTSIZING:** After extensive traffic modeling forecasts and roadway network analyses, it was concluded that some roadways in North Richland Hills may be “rightsized.” Rightsizing is the process of reallocating pavement and right-of-way space to better serve the context of the roadway and the goals of the community. Rightsizing accomplishes the following:

- Maintains vehicular travel needs;
- Allows reallocation of extra space to people walking or cycling;
- Aims to increase safety and access for all users;
- Helps foster livability and support adjacent uses.

There are two different types of rightsizing recommended by the Plan, reallocation and redesignation.

“Reallocation” is the reallocation of current-day pavement to better serve the context of the corridor. One primary example is the reallocation of right-of-way space on Holiday Lane from Dick Lewis Drive to Chapman Road. Traffic model forecasts demonstrate that the right-of-way space of Holiday Lane can be reallocated to provide three lanes of traffic and on-street bicycle facilities. This conversion would provide safe routes to school for more area neighborhoods; connect the North Electric Trail to the Calloway Branch Trail; increase access to the trail system for residents south of Loop 820; and maintain vehicular capacity and levels of service at key intersections.

“Redesignation” is a change to the Plan that would preempt future widening projects. An example of a “redesignation” rightsizing is Eden Road. Today, Eden Road is a 2-lane roadway with the 2007 Thoroughfare Plan recommending a 4-lane roadway. The Vision2030 Transportation Plan recommends rightsizing the roadway to a 2-lane road with wide pedestrian facilities to address current-day pedestrian use of the corridor. Redesignation rightsizing acknowledges that the roadway facility of today is adequate for the future, and there is no need to plan on any future capital improvement project for the purpose of roadway widening.

**MAJOR RECOMMENDATIONS SUMMARY:** The Transportation Plan provides a number of recommendations as part of Chapter E, Action Plan. Within five (5) focus areas – Operations & Maintenance, Transportation & Land Use Interface, Encouraging Multimodal Transportation; Technology & Innovation; and Funding & Prioritization – a set of short-, mid-, and long-range projects or specific action items are proposed. Some example recommendations include:

*Operations & Maintenance*

- Traffic Signal Coordination & Corridor Optimization
- Create Parking Management Districts for TODs and Urban Villages

*Transportation & Land Use Interface*

- Update Engineering Design Standards for Transportation Plan

*Encouraging Multimodal Transportation*

- Develop parking standards for bicycles and update ordinance
- Develop a Pedestrian Master Plan (i.e. Sidewalk Plan) to prioritize and complete missing sidewalk segments

*Funding & Prioritization*

- Seek NCTCOG funding for regional initiatives

The following capital improvement projects and further studies are also recommended as short- term projects from this Transportation Plan:

- Rightsize Holiday Lane from Dick Lewis Drive to Chapman Road from 4 lanes to 3 lanes with on-street bike lanes.



- Conduct a supplemental corridor study for Meadow Lakes Drive from IH 820 to Rufe Snow Drive
- Conduct a supplemental small area study for the Bedford-Eules Road and Strummer Drive area.

**STRATEGIC PLAN COMMITTEE:** The Strategic Plan Committee considered the Vision2030 Transportation Plan at the May 9, 2019 meeting and recommended approval by a unanimous vote.

**PLANNING AND ZONING COMMISSION:** The Planning and Zoning Commission conducted public hearings and considered this item at the May 16 and June 6, 2019 meetings and voted 5-0 to recommend approval.

**RECOMMENDATION:**

Conduct the public hearing on the Vision2030 Transportation Plan.