



PLANNING AND ZONING COMMISSION MEMORANDUM

FROM: Planning & Zoning Department **DATE:** May 16, 2019

SUBJECT: Public hearing and consideration of 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:

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.
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.

CHAPTER	SUMMARY
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” 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. “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.

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 Meadowlakes Drive from IH 820 to Rufe Snow Drive
- Conduct a supplemental small area study for the Bedford-Eules & Strummer 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.

CITY COUNCIL: The City Council will consider the Vision2030 Transportation Plan at the June 10, 2019, meeting following a recommendation by the Planning and Zoning Commission.

RECOMMENDATION:

Approve the Vision2030 Transportation Plan.