Executive Summary

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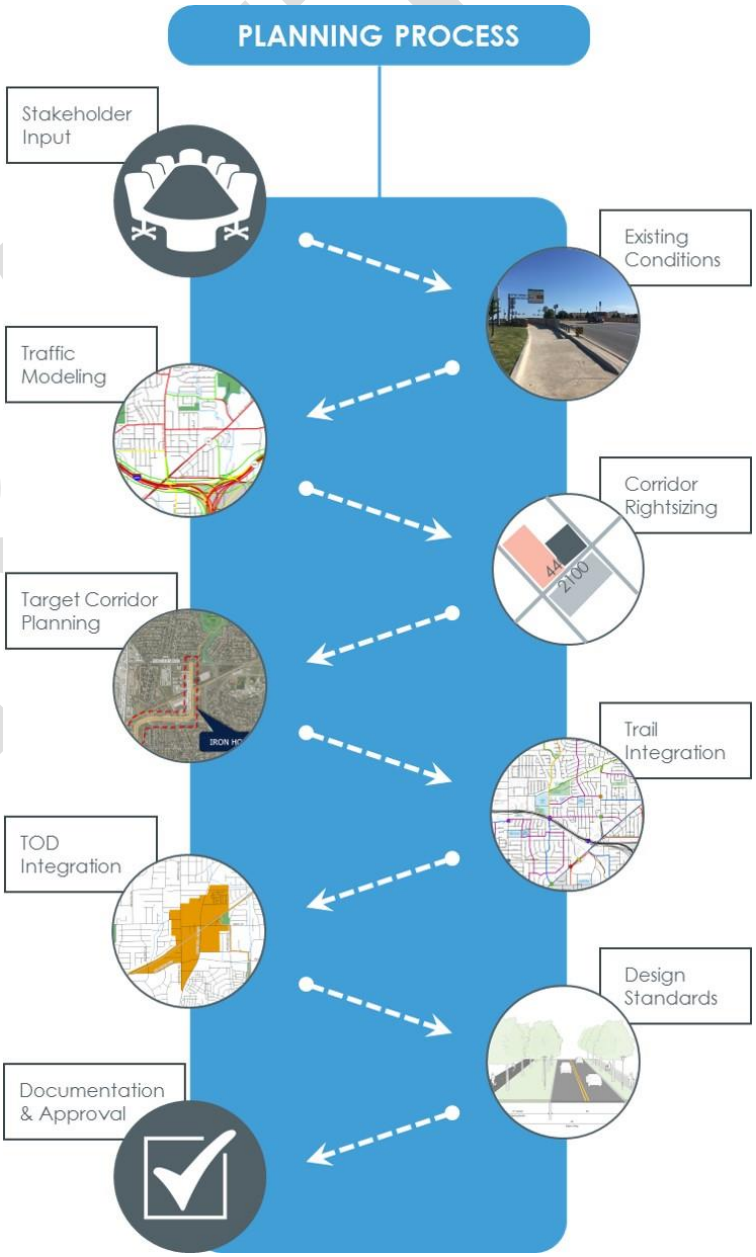
About the Transportation Plan

The Transportation Plan (Plan), incorporated as part of the larger Strategic Plan, provides a roadmap for moving North Richland Hills' (NRH) 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 City's transportation system will continue to evolve as the context and users diversify. The imminent 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 (TNCs) – e.g. Uber, 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 is becoming more complex.

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.



Navigating the Plan

Executive Summary briefly summarizes the Transportation Plan recommendations.

Chapter A. Introduction describes the need for updating the transportation plan, highlights the Plan's organizational format, key partners in transportation implement-ation, and relevant plans, both past and present, impacting NRH transportation planning and infrastructure. The chapter also outlines the Plan's four goals.

Chapter B. Current Context profiles the existing issues and needs within the transportation system, including safety, congestion, and infrastructure gaps.

Chapter C. Future Context focuses on the anticipated future of NRH related to accessibility, mobility, operations, and the interface with land uses.

Chapter D. Transportation Plan describes the multimodal network (vehicular, walking, bicycling, transit, goods move-ment) needed to address the future needs of the City.

Chapter E. Action Plan outlines priorit-ization methodology for project implem-entation. This chapter also contains the policies, programs, and projects for short-, medium-, and long-range implement-ation.

Appendix A: Roadway Design Decision Process

Appendix B: Target Corridors

Appendix C: Roadway Rightsizing Guidance

Appendix D: Active Transportation Pattern Book

Appendix E: Public/Stakeholder Input

Appendix F: Action Plan Details

Transportation Goals

Expand Mobility & Access

- Evaluate specific existing and planned roadway corridors for future transportation needs.
- Integrate trails, transit, roadways, and sidewalks into a more comprehensive plan for all forms of transportation.
- Promote interconnected neighborhoods for all modes of travel.
- Explore use of new technologies to enhance transportation options.
- Develop policies and standards for off-street connectivity, dead-end streets, and new cul-de-sacs.

Focus on Implementation

- Maintain the cleanliness and good repair of existing transportation infrastructure.
- Coordinate local and regional initiatives to leverage local transportation dollars.
- Maintain and enhance streets and transportation infrastructure in older and substandard areas.

Improve Economic Vitality

- Improve access to employment, commerce, education, and community resources.
- Provide for the efficient movement of goods and services.
- Strengthen the integration of transp-ortation and land use.
- Provide and maintain infrastructure capacity in line with growth or decline demands.
- Plan for Transit Oriented Development.

Enhance Quality of Life

- Focus on moving people safely and efficiently.
- Encourage transportation design standards appropriate to the neighborhood context.
- Comply with state and local air quality standards.

Current Context

North Richland Hills, now home to nearly 70,000 residents, 1,200 businesses, and 30 major employers, is the third largest city in Tarrant County. Offering a neighborly atmosphere and family-friendly amenities, NRH is conveniently located with access to all of the Dallas-Fort Worth (DFW) region.

Three distinct districts within NRH provide significant potential impacts on the transportation system in the future. These include the HomeTown neighborhood, Smithfield TOD district, and Iron Horse TOD district. The development potential and intensity of those "urban villages" stands to influence the NRH transportation system with increased demand as well as unique modal characteristics which differ from the traditional auto-oriented development pattern.

Roadway Network

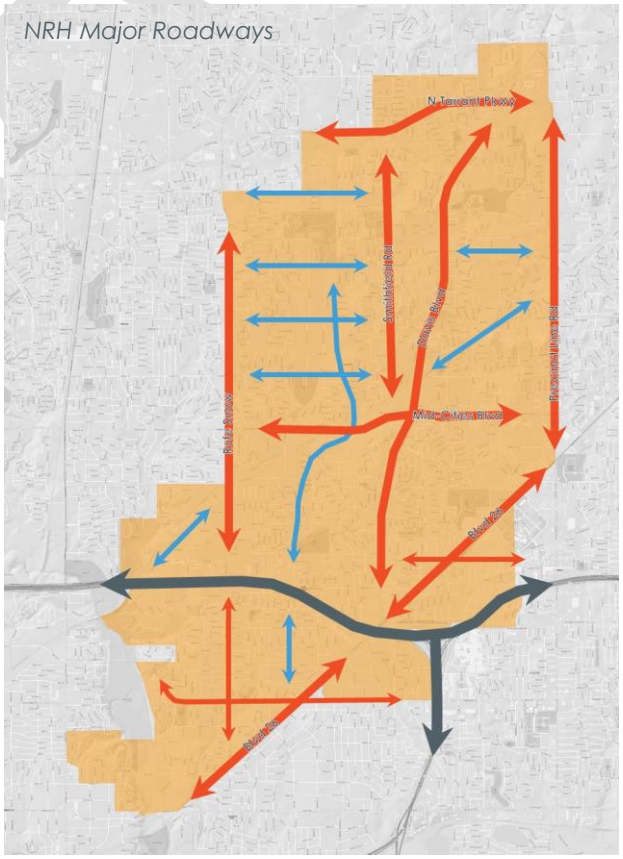
NRH's roadway network is nearly at a build-out condition. The previous plan adopted in 2007 has been steadily implemented to develop a full network of roads throughout the community. The network contains an array of arterial, collector, and local roadways in addition to IH 820 and SH 121.

Oriented in a north-south, east-west grid, with the exception of Boulevard 26, NRH has a wide arterial spacing at approximately 1.5-miles. This spacing is supplemented with a strong collector roadway network that serves the local mobility and access to destinations within the neighborhoods.

Smithfield TEX Rail Station

HomeTown

NRH Major Roadways

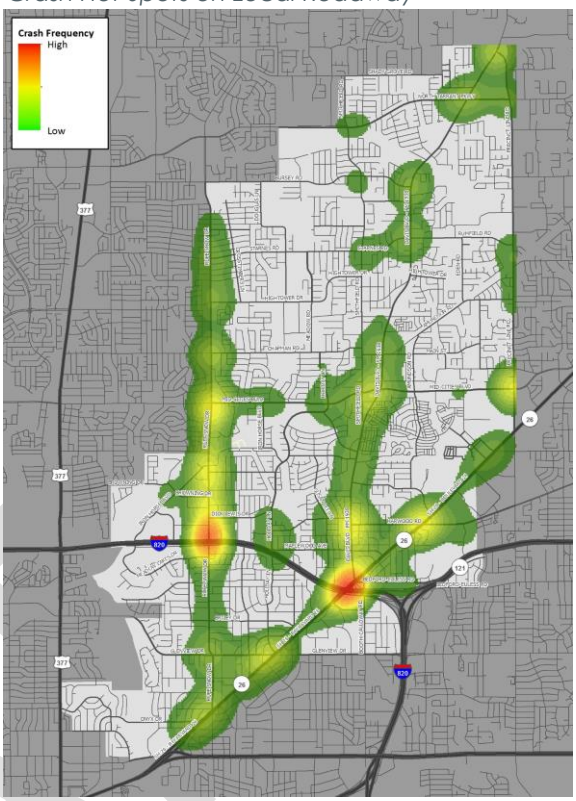


Safety – Crash Data

Vehicle crashes are a source of significant personal distress, disruption, loss of personal property and time, and in some cases, result in injury. In the worst cases, crashes can be fatal.

Analyzing the location of crashes, both local and freeway, the data reveals a near even split of crashes between intersection and non-intersection locations. For both total crashes and fatal crashes, approximately 45% are located at intersection locations. Within NRH there has been a rise in crashes involving pedestrians in the last five years, continuously increasing from 6 in 2013 to 17 in 2017. While it is anticipated that crash rates parallel demographic growth and overall vehicle-miles traveled (VMT), **crashes and traffic fatalities are avoidable through proactive policies and infrastructure investments**.

Crash Hot Spots on Local Roadway

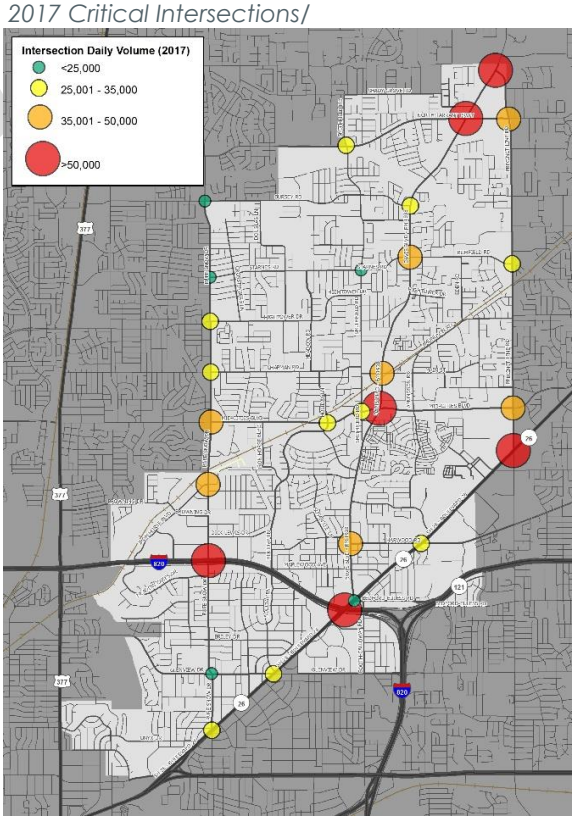


Congestion

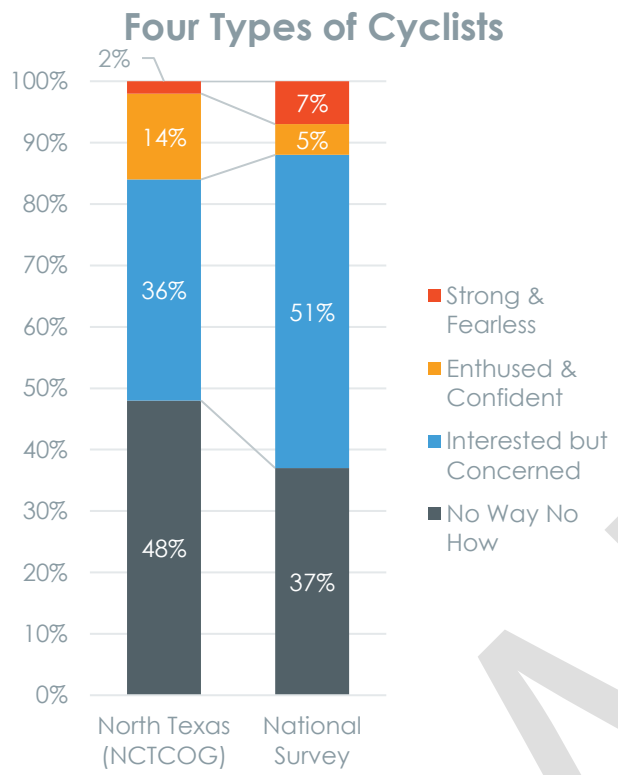
NRH is primarily an auto-oriented community with many residents commuting to employment outside the city. The management of traffic flow becomes paramount, specifically in the morning and evening peak hours, to ensure reliable commutes that help the quality of life for people living or working in NRH. Based on the 2017 NRH Citizens Survey, the **majority of residents in NRH currently view current management of traffic flow favorably**, but there are still issue areas.

Top 5 Congested Intersections (Identified by Citizens)
Davis Boulevard @ Mid-Cities Boulevard
Rufe Snow Drive @ Mid-Cities Boulevard
Davis Boulevard @ N. Tarrant Parkway
Davis Boulevard @ Boulevard 26
Rufe Snow Drive @ IH 820

2017 Critical Intersections/



Four Types of Cyclists



Existing Trail Inventory

Trail Name	Miles
JoAnn Johnson Trail	1.65
Randy Moresi Trail	0.60
North Electric Trail	2.55
Walker's Creek Trail	2.85
John Barfield Trail	3.95
Cotton Belt Trail	4.08
Calloway Branch Trail	4.68
Total	**20.28**

Active Transportation

Active transportation is considered as human-powered modes of transportation, such as walking and biking and is an essential element of a transportation network. It is important to build a transportation network that not only accommodates active transportation but plans and prioritizes it. All trips, regardless of primary mode, begin and end with the pedestrian.

A statistically valid survey was conducted in 2017 for the North Texas region by NCTCOG capturing the general public's view on bicycling. This survey included an analysis of cyclist types in the region, defined as follows:

- Strong & Fearless: Will ride a bicycle regardless of the roadway conditions. Riding is a strong part of their identity.
- Enthused & Confident: Somewhat comfortable sharing the road with vehicle traffic. Prefers dedicated bike facilities.
- Interested but Concerned: Like riding a bicycle and would ride more if they felt safer on the roadways.
- No Way No How: Not comfortable, not interested, or not physically able to ride a bicycle.

NRH has implemented an extensive system of concrete trails for off-street travel by people walking, biking, and other non-motorized uses. These paths create a safe, comfortable experience for users of all ages and abilities.

Future Context

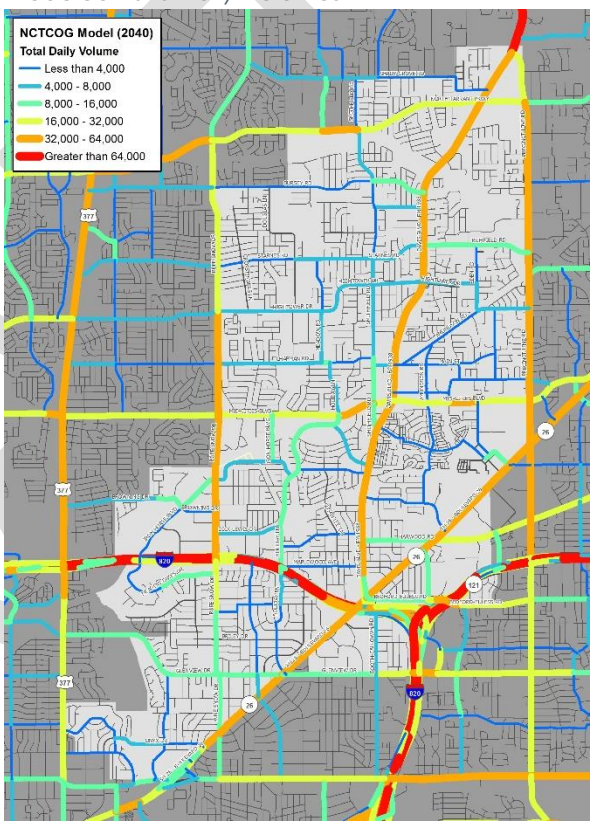
The future context of transportation within NRH is defined by anticipated growth, travel patterns, and subsequent transportation infrastructure needs to accommodate this. This future vision is best viewed through multiple lenses to gain a comprehensive understanding of the implications of growth. One lens is the current context and characteristics of the community, as discussed previously. Next, a travel forecast model simulates increased mobility demands through demographic growth. A multimodal lens is needed to incorporate an understanding of active transportation integration, often lacking from modeling efforts. Finally, an acknowledgment to the undefined impact and influence of new mobility technologies, like connected automated vehicles (CAV) and rideshare, is needed to frame a system flexible for techno-logical advancement.

Network Operations Analysis

Looking to the future in a potential build-out condition of the City, a modeling analysis of the full thoroughfare network (alignments, lanes, etc.) with build-out demographics identified several travel characteristics. Key corridors draw concern for the poor level-of-service (LOS), including:

- Rufe Snow Drive
- Davis Boulevard
- Precinct Line Road
- North Tarrant Parkway
- Mid-Cities Boulevard.

Modeled 2040 Daily Volumes



Due to right-of-way restrictions, there may not be feasible ways to significantly improve the LOS on these corridors. This LOS may rather be improved through signal synchronization, access management, and development of parallel routes. Boulevard 26 remains a significant traffic corridor that has not reached its ultimate lane configuration with TxDOT planning to widen to a 6-lane section, thereby increasing the long-term capacity. Additionally, **many corridors in NRH are experiencing low volumes and LOS providing the opportunity to rightsize the corridors and provide accommodations for multimodal elements**. These corridors include Bursey Road, Starnes Road, Hightower Drive, Chapman Drive, Holiday Lane, Smithfield Road, and Amundson Drive.

Key North-South Traffic Corridors	
Name	Forecasted Daily Volume
N. Rufe Snow Drive	30,000-40,000
S. Rufe Snow Drive	15,000
Davis Boulevard	40,000-50,000
Precinct Line Road	40,000
Boulevard 26	35,000
Smithfield Road	5,000-10,000
Holiday Lane	5,000-15,000

Key East-West Traffic Corridors	
Name	Forecasted Daily Volume
N Tarrant Parkway	30,000
Mid-Cities Boulevard	25,000-30,000
Harwood Road	25,000
Glenview Drive	10,000-15,000
Bursey Road	5,000
Starnes Road	5,000
Rumfield Road	10,000
Hightower Drive	5,000
Chapman Road	5,000-10,000

Multimodal Basis

An efficient transportation system must serve diverse demands. It would be inadequate for parents to chauffeur kids to neighborhood destinations because of a lack of sidewalks where they would have walked or biked, or force commuters to drive cars when they would rather use public transit or ride share. Physically, socially, and economically disadvantaged people in particular need a way of getting around that does not depend on them owning and operating a vehicle. Multimodal options are important in that everyone can benefit and reach their destination.

RIGHTSIZING
is the process of reallocating pavement and right-of-way space to **better serve** the *context of the roadway* and *goals of the community*

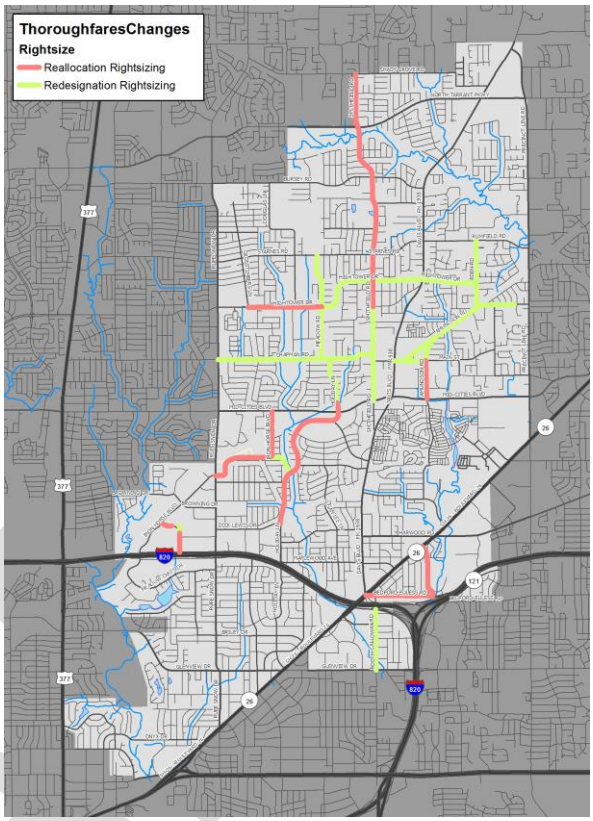
Rightsizing

Rightsizing is the process of reallocating pavement and right-of-way space to better serve the context of the roadway and goals of the community. A road built many years ago in an undeveloped or developing area was sized for a predicted future condition, but now housing, shops, schools, and other destinations have matured in the community. Traffic conditions have stabilized and are more predictable and the needs of adjacent development is better known. These conditions allow the opportunity to rightsize roadways to optimize these assets for the community. Using data from the travel demand model, corridors were identified for rightsizing under two scenario types which both reduce the ultimate number of lanes on the facility.

1. Reallocation - Reducing the number of existing travel lanes
2. Redesignation - Preempting roadway widening by acknowledging a new ultimate sizing

It is **important** to note that vehicular capacity is made up of two parts: link-level segments and intersections. While roadway rightsizing reduces link segment lane configurations, **typical capacity bottlenecks are found at intersections so the reduced lane configuration between intersections does not affect true corridor capacity**.

Roadway Thoroughfare Rightsizing



Active Transportation and Transit

Active transportation initiatives locally and regionally affect the future of the network. Locally, assistance from universities has helped the city develop **Safe Routes to Schools (SRTS)** plans and recommendations. The continuation and implementation of this program will help NRH to increase the student population walking and biking to schools within the City. Regionally, the **Regional Veloweb** of off-street shared-use paths (trails) designed for multi-use trip purposes by bicyclists, pedestrians, and other non-motorized forms of transportation serves as the regional expressway network for active transportation.

As transit continues to develop in NRH and Tarrant County, **it is important that NRH provide input and coordinate closely with Trinity Metro** on the location of transit routes and stops within the City. Accessibility to local transit should be considered by NRH to enhance service to the entire community and fully leverage the two TEX Rail stations within the City.

New Mobility

A convergence of mobility technologies is developing in the marketplace, including:

- Data and connected technology
- Autonomous vehicles
- Shared-use mobility
- Electrification of vehicles

Advances in these key areas will change the way people travel through cities. Each trend or technology is developing at an independent rate, but the maturation of all will be transformative to the mobility environment in cities. With mobility being a pathway to opportunity, new mobility technologies emerging in the marketplace must be shaped to serve the needs of the City by providing access, safety, and affordability to all users.

Transportation Plan

The North Richland Hills' (NRH) roadway system is largely built-out with most right-of-way acquired and facilities in place. Versatility is important in the future of this system as this policy document gives decisionmakers flexibility to address unforeseen issues that may arise during continued implementation phase.

Design Decision Process

A context-sensitive approach was developed to provide flexibility in the thoroughfare network with defined movement-based functional classifications and place-based land use contexts. This duality in characterizing a roadway type allows evolution of the roadway sections and geometry with the continued maturation of the community. This is a change from the previous thoroughfare plan, which recommended specific right-of-way designations for each functional classification.

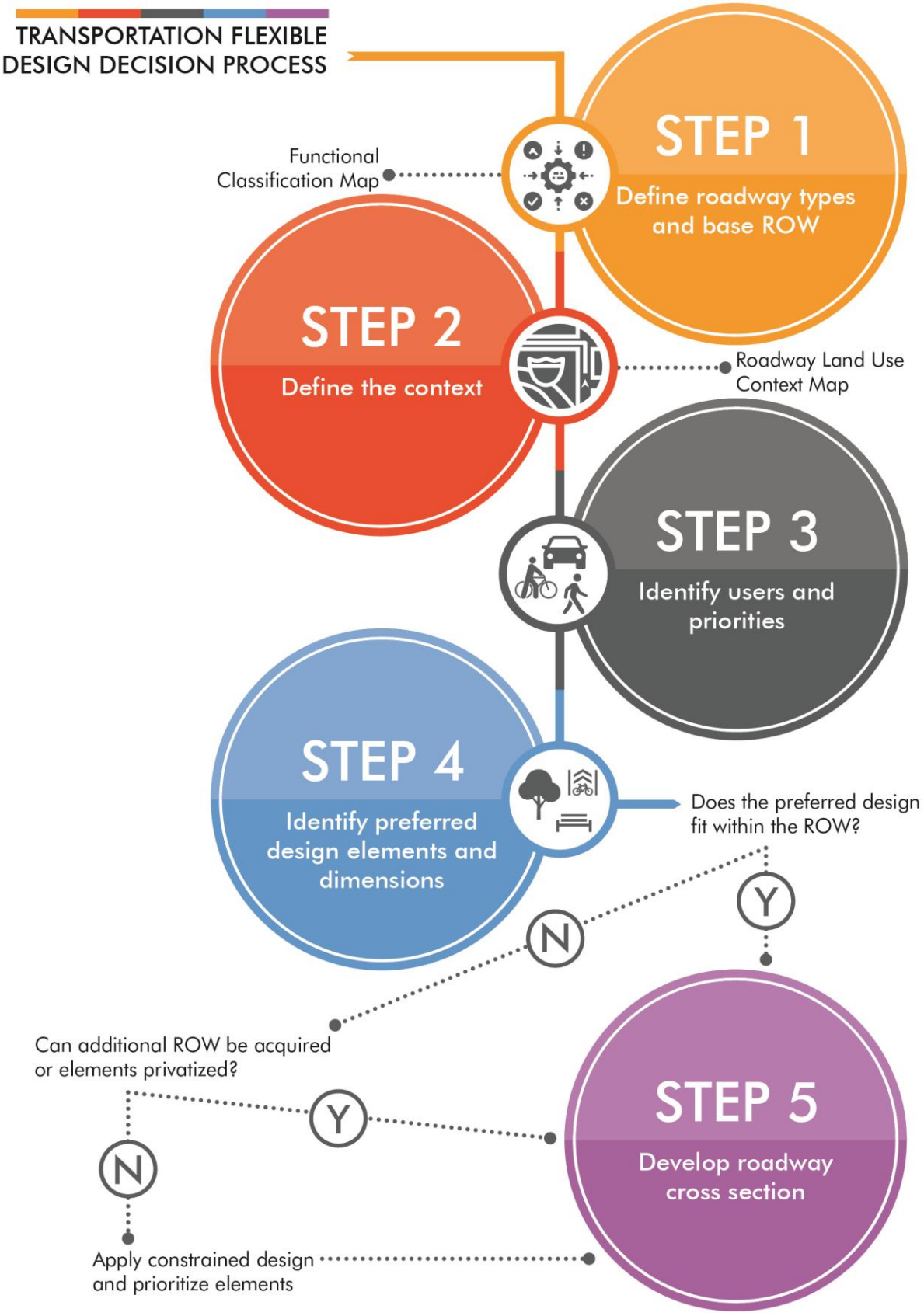
The Transportation Plan consists of foundational mapping elements, including:

- Functional Classification Map
- Land Use Context Map

Modal components, such as plans for bicycling, walking, and transit, then integrate into the design decision process for the complete multimodal implementation of transportation facilities. This plan only addresses the bicycle mode with the other modes to be evaluated in a future study.

Understanding transportation facility design as a process, the development of a street design and cross section entails the multiple elements of this Plan, including the functional classification mapping, with associated right-of-way envelope, land use context mapping, modal plans, and any additional specific design considerations. This process includes flexibility in the process, understanding that there are many demands within the right-of-way but limited space, so multiple elements must be considered and, if necessary, prioritized.

TRANSPORTATION FLEXIBLE DESIGN DECISION PROCESS



STEP 1

Define Roadway Types and Base ROW

Functional Classifications

Seven thoroughfare types are proposed for the Transportation Plan. The functional classification defines the right-of-way (ROW) envelope required for the roadway. It also defines the mobility characteristics and function associated with the specific corridor in the context of the greater transportation network. This includes design speeds as well as parking permissions.

The functional classification map depicts both the functional classification as well as the link-level lane configuration. Labeled throughout the map, lane configurations, such as P6D, M4U, and C2U, identify the number of travel lanes and median type expected for the roadway.

STEP 2

Define the Context

Land Use Context

Transportation investments are not constrained to impacts or influence within the right-of-way. While it primarily affects mobility, connectivity, and accessibility, roadways also impact the community character and design. Pairing with the functional classifications of roadways, land use contexts are assigned to each major facility. These contexts help define the local environment surrounding a corridor so street design can be sensitive to these community characteristics, known as context sensitive design.

Contexts were divided into four (4) categories that outline characteristics of the roadway related to land use, travelway, flex zone, pedestrian realm, and the modal user hierarchy. Land use contexts are depicted in the Land Use Context map but are meant to be revised and updated as development continues. As development intensifies in key areas, land use contexts should be re-evaluated in the implementation of corridors to ensure a context sensitivity.

Suburban Commercial

A mix of commercial, retail, and office land uses with larger suburban building setbacks.

Suburban Residential

Primarily residential development with occasional neighborhood commercial or retail uses. On low volume facilities, homes may front the roadway.

Transit-Oriented Development (TOD)

Higher density mixed use environment with minimal building setbacks. These areas are defined by the Transit-Oriented Development Regulating Plan.

Urban Village

Similar to TOD areas, this context includes a mixed use of residential, commercial, retail, and office with minimal building setbacks. This includes defined areas like HomeTown as well as emerging urban centers.

STEP 3

Identify Users and Priorities

User Hierarchy

Within each combination of functional classification and land use context, there must be a balance between users. As the roadway function transitions from high-speed mobility to local access and from suburban to urban, travel mode considerations shift from vehicular travel to walking and biking. For each combination of functional classification and land use context, a modal hierarchy is defined.

The prioritization of multiple travel modes and users is also dependent upon the City's modal plans. The Bicycle Facilities Plan is a key component in this Plan for multimodal design decisions. Future planning in pedestrian or transit master plans should also serve as an input into the design process. These modal plans inform the design decisions needed to balance the range of demands on the limited ROW for each corridor.

STEP 4

Identify Preferred Design Elements and Dimensions

ROW Zone Design Elements

Specific design elements in the right-of-way zones impact the design of the roadway. With multimodal corridors, each mode requires special consideration of facility type and dimensions, typically defined in the modal plan. For example, bike facilities have a range of options for separation type, lane width, and even on-street versus off-street location within the right-of-way. Other design elements like intersection treatments, street lighting and furniture, driveways, and medians all also impact the design process.

STEP 5

Develop Roadway Cross Section

Cross Section Development

The development of cross sections follows the design decision process which precludes standard typical sections by functional classification. Rather, the development of cross sections and associated dimensions builds from a matrix of functional classification and land use context. Organized by land use context, design tables provide the necessary information to build cross sections flexible to the community context. Associated functional classifications provide the designer with a list of dimensions for key roadway features. These dimensions are split into two categories, preferred dimension or constrained dimensions, depending on ROW availability and multimodal demands.

0 2000 4000 Feet

0 0.5 1 Miles

LEGEND

- City Limit Lines
- Parks/Open Space
- Transit-Oriented Development*
- HomeTown**

Functional Classifications

- Major Arterial
- Minor Arterial
- Major Collector
- Proposed Major Collector
- Minor Collector
- Proposed Minor Collector
- TOD Streets*
- Proposed TOD Streets*
- Local Roads
- Railroad

* See TOD Regulating Plan for more information
** See Town Center Regulating Plan for more information

DISCLAIMER: This Transportation Plan map serves as a guide for future street design, development and improvement. Refer to the Transportation Plan document for more background and information. Data for this map has been compiled for the City of North Richland Hills from various sources. Map data is provided for informational purposes only and may not be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the appropriate relative location of property boundaries.

VISION 2030

NRH

TRANSPORTATION PLAN

FUNCTIONAL CLASSIFICATIONS

North Richland Hills, TX
April 2019; Draft

3/15/2019; Vision 2030_Transportation Plan_Functional Classification

0 2000 4000 Feet

0 0.5 1 Miles

LEGEND

- City Limit Lines
- Parks/Open Space
- Transit-Oriented Development*
- HomeTown**

Community Context

- Suburban Commercial
- Suburban Neighborhood
- Urban Village
- Transit Oriented Development
- Local Roads
- Railroad

* See TOD Regulating Plan for more information
** See Town Center Regulating Plan for more information

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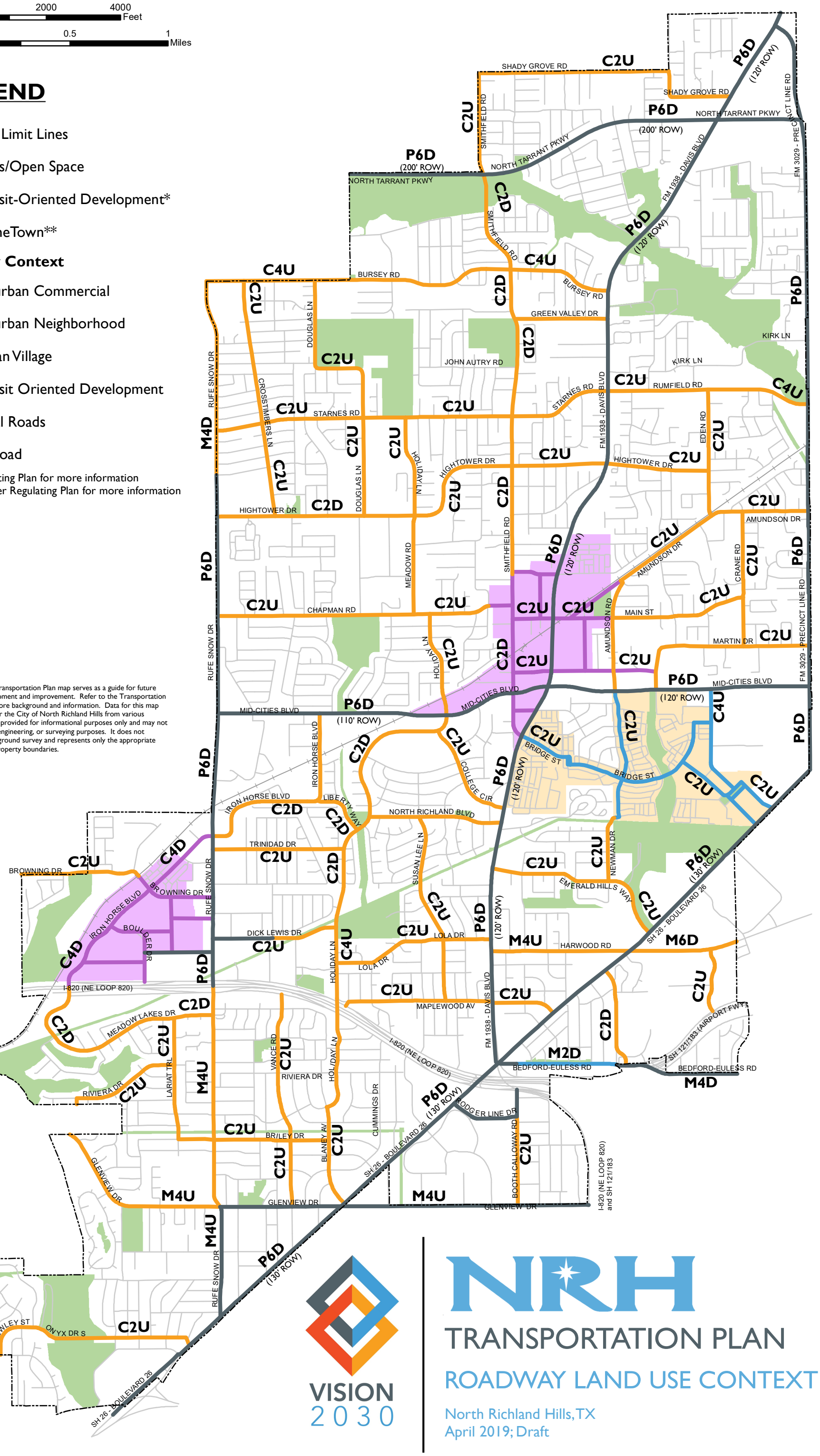

VISION 2030

NRH

TRANSPORTATION PLAN

ROADWAY LAND USE CONTEXT

North Richland Hills, TX
April 2019; Draft

3/15/2019; Vision 2030_Transportation Plan_Roadway Contexts

Bicycle Facilities Plan

The Bicycle Facilities Plan is built on the previous work by the City in the 2016 Trail and Route System Plan, which created a framework for investments in bicycle infrastructure. These routes and facilities were then evaluated for the roadway volumes and speeds as well as land use contexts to determine suitable facility recommendations. **The Bicycle Facilities Plans are broken up into two different maps – a 2030 Plan and a Vision Plan**. The key difference in the two plans is that:

- **2030 Plan** addressed recommendations that can be accomplished by the year 2030.
- **Vision Plan** provides a network of facilities that is still achievable and provides the most comfortable facility network possible with the current and predicted constraints.

The 2030 Plan will help the City prioritize projects and see the bigger picture. It also provides the roadmap of facilities that can implement a network that can be improved over time through the identification of corridors and destinations that create a complete north-south and east-west network. The Vision Plan takes the 2030 network and raises the bar on the facility type to develop a network of trail types to separate users from vehicular traffic, increase user comfort, and increase ridership.

Proposed Bicycle Facilities Summary

	2030 Plan (miles)	Vision Plan (miles)
Signed Route	7.2	4.9
Bicycle Boulevard	20.9	17.1
Buffered Bike Lane	2.4	0
Neighborhood Trail	11.3	19.7
Trail	15.2	18.3

0 2000 4000 Feet

0 0.5 1 Miles

LEGEND

- City Limit Lines
- School
- Local Roads
- Railroad
- Parks/Open Space
- Transit-Oriented Development
- HomeTown
- Existing Trail
- Proposed Trail
- Neighborhood Trail
- Proposed Buffered Bike Lane
- Proposed Bike Boulevard
- Proposed Signed Route
- Grade Separation

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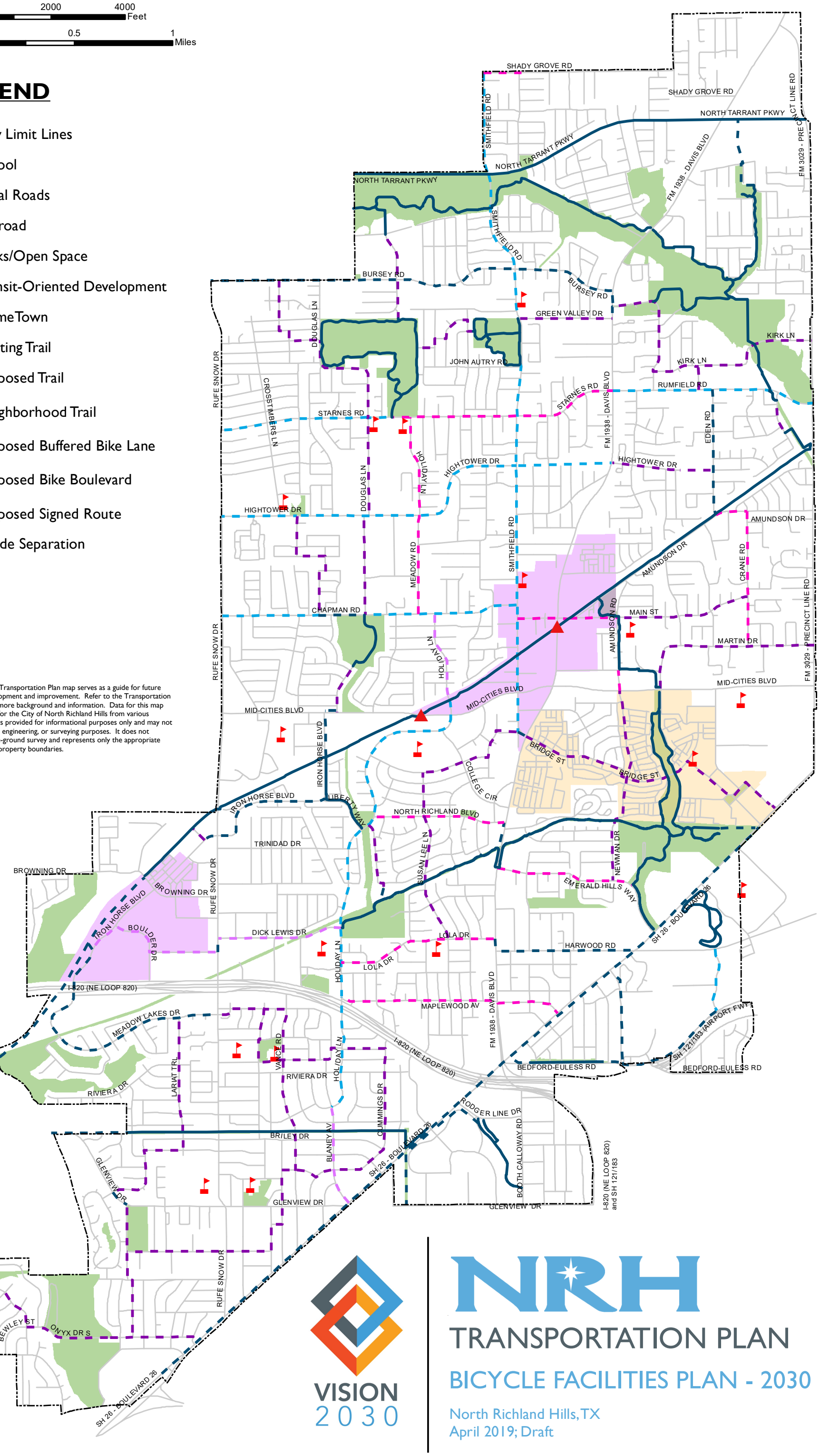

VISION 2030

NRH TRANSPORTATION PLAN

BICYCLE FACILITIES PLAN - 2030

North Richland Hills, TX
April 2019; Draft

3/28/2019; 5622_NRH_BikeFacilitiesPlan

0 2000 4000 Feet

0 0.5 1 Miles

LEGEND

- City Limit Lines
- School
- Local Roads
- Railroad
- Parks/Open Space
- Transit-Oriented Development
- HomeTown
- Existing Trail
- Proposed Trail
- Proposed Neighborhood Trail
- Proposed Bike Boulevard
- Proposed Signed Route
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SHADY GROVE RD
SHADY GROVE RD
NORTH TARRANT PKWY
NORTH TARRANT PKWY
NORTH TARRANT PKWY
SMITHFIELD RD
SMITHFIELD RD
FM 1938 - DAVIS BLVD
FM 3029 - PRECINCT LINE RD
BURSEY RD
BURSEY RD
GREEN VALLEY DR
DOUGLAS LN
JOHN AUTRY RD
KIRK LN
KIRK LN
RUFE SNOW DR
CROSSTIMBERS LN
STARNES RD
STARNES RD
RUMFIELD RD
FM 1938 - DAVIS BLVD
EDEN RD
HOLIDAY LN
HIGHTOWER DR
HIGHTOWER DR
HIGHTOWER DR
DOUGLAS LN
MEADOW RD
SMITHFIELD RD
AMUNDSON DR
AMUNDSON DR
CRANE RD
CHAPMAN RD
AMUNDSON RD
MAIN ST
MARTIN DR
FM 3029 - PRECINCT LINE RD
RUFE SNOW DR
HOLIDAY LN
MID-CITIES BLVD
MID-CITIES BLVD
MID-CITIES BLVD
IRON HORSE BLVD
IRON HORSE BLVD
LIBERTY WAY
BRIDGE ST
BRIDGE ST
COLLEGE CIR
NORTH RICHLAND BLVD
TRINIDAD DR
SUSAN LEE LN
NEWMAN DR
EMERALD HILLS WAY
BROWNING DR
BROWNING DR
RUFE SNOW DR
IRON HORSE BLVD
BOULDER DR
DICK LEWIS DR
LOLA DR
HARWOOD RD
SH 26 - BOULEVARD 26
HOLIDAY LN
LOLA DR
I-820 (NE LOOP 820)
MAPLEWOOD AV
FM 1938 - DAVIS BLVD
SH 121/183 (AIRPORT FWY)
MEADOW LAKES DR
VANCE RD
HOLIDAY LN
I-820 (NE LOOP 820)
BEDFORD-EULESS RD
BEDFORD-EULESS RD
RIVIERA DR
LARIAT TRL
RIVIERA DR
CUMMINGS DR
BLANEY AV
BODGER LINE DR
BOOTH CALLOWAY RD
BRILEY DR
SH 26 - BOULEVARD 26
I-820 (NE LOOP 820) and SH 121/183
GLENVIEW DR
GLENVIEW DR
GLENVIEW DR
RUFE SNOW DR
US 377 - DENTON HWY
TOURIST DR
BEWLEY ST
ONYX DR S
SH 26 - BOULEVARD 26

VISION 2030

NRH TRANSPORTATION PLAN

BICYCLE FACILITIES PLAN - VISION

North Richland Hills, TX
April 2019; Draft

3/28/2019; 5622_NRH_BikeFacilitiesPlan-Preferred

Action Plan

The Action Plan describes ways in which NRH can take the recommendations of the Transportation Plan from vision to reality. The importance of planning cannot be overstated — **planning minimizes impacts to private property and ensures mobility continues in a coordinated and organized fashion**. The future of the City will be shaped using the strategies and recommendations developed in this Plan.

Implementation Matrix

The implementation matrix is a tool to identify, track and monitor the progress of the recommended strategies and actions. These strategies can only be achieved through a collection of stakeholders and partnerships, working together to promote the transportation goals of the community. For each action listed, the associated transportation goal and projected timeframe for the strategy to be implemented is shown.

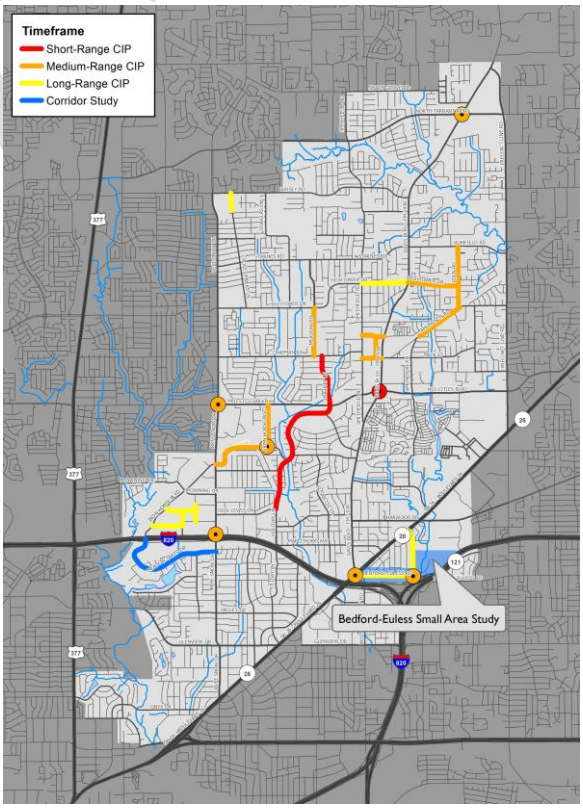
Within five (5) focus areas a set of short-, mid-, and long-range projects or specific action items are proposed.

- Operations & Maintenance
- Transportation & Land Use Interface
- Encouraging Multimodal Transportation
- Technology & Innovation
- Funding & Prioritization

The approximate established timeframes are as follows:

- On-going or Annual
- Short-Range (2019-2020)
- Medium-Range (2020-2025)
- Long-Range (2025-2030)

Roadway CIP



	Action Items	Timeframe	Goals				
			Mobility & Access	Implementation	Economic Vitality	Quality of Life	Regional Initiative
A. Operations & Maintenance							
A1	Monitor Roadway and Bridge Conditions	On-going		•			
A2	Monitor Sidewalk and Trail Conditions	On-going		•			
A3	Maintain Preventative Street Maintenance Program and Evaluate Program Effectiveness	On-going		•	•	•	
A4	Assess Annually the Traffic Congestion on Major Roads and Intersections	On-going	•	•			
A5	Assess Annually the Safety of Transportation	On-going	•	•			
A6	Assess Annually Active Transportation (Walking and Bicycling) Conditions	On-going	•	•			
A7	Monitor Walking and Bicycling Utilization Barriers and Develop Mitigation Measures	On-going	•	•	•	•	
A8	Monitor Intersection Traffic Operations and Develop Mitigation Measures	On-going	•	•	•	•	
A9	Monitor Transit Usage Barriers and Develop Mitigation Measures	On-going	•	•	•	•	
A10	Traffic Signal Coordination and Corridor Optimization	On-going	•	•	•	•	
A11	Manage High-Demand Parking	On-going		•	•	•	•
A12	Develop Sidewalk and Trail Maintenance Program	Short	•	•			
A13	Create Parking Management Districts for TODs and Urban Villages	Medium		•	•	•	
A14	Promote Public-Private Partnerships (PPP) for the Upkeep and Embellishment of Non-Roadway Elements within ROW	Medium		•	•		
B. Transportation & Land Use Interface							
B1	Educate Residents on Complete Streets, Rightsizing, and Their Benefits to the Community	On-going	•	•	•	•	
B2	Monitor Neighborhood Traffic Calming Program	On-going	•		•		
B3	Develop and Adopt a Complete Streets Policy, Program, and Guidelines	Short	•	•	•	•	•
B4	Update Engineering Design Standards for 2030 Transportation Plan Design Decision Process	Short	•	•			
B5	Incorporate Neighborhood Placemaking in Transportation Corridor Urban Design Program	Medium		•	•	•	

	Action Items	Timeframe	Goals: Mobility & Access	Implementation	Economic Vitality	Quality of Life	Regional Initiative
C. Encouraging Multimodal Transportation							
C1	Accommodate Pedestrian and Bicycle Access during Construction in the Public ROW when Feasible	On-going	●	●			
C2	Actively Engage in Planning of Regional Transit by Trinity Metro	On-going	●		●		●
C4	Complete Missing Sidewalks and ADA-Compliant Ramps	On-going	●	●	●		
C3	Develop Parking Standards for Bicycles and Update Ordinance	Short	●	●	●		●
C5	Develop a Pedestrian Master Plan	Short	●		●	●	
C6	Establish a Local Bicycle and Pedestrian Advisory Committee (BPAC)	Short	●	●		●	
C7	Develop Bicycle Facility Implementation Process, Including Community Outreach	Short	●	●		●	
C8	Develop and Implement a Comprehensive Multimodal Wayfinding Program	Medium	●		●		
C9	Develop a Local Transit Plan	Medium	●		●		
C10	Continue Pedestrian and Bicycle Count Program	Medium	●				●
C11	Develop Funding and Implementation Strategy to Increase Sidewalk and Trail Lighting	Medium	●	●		●	
C12	Evaluate Establishing a Multimodal Mobility Hub at the Transit Stations	Medium	●		●	●	
D. Technology & Innovation							
D1	Develop an Open Data Platform to Increase Transparency and Encourage Civic Engagement	Short			●		●
D2	Develop a New Mobility and Technology Plan	Short	●		●	●	●
D3	Develop Travel Demand Management (TDM) Program	Medium	●		●	●	●
D4	Pursue PPPs with Data Analytics, Data Sharing, Ridehailing, and Other Related Companies	Medium	●		●		●
E. Funding & Prioritization							
E1	Conduct Regular Surveys of Citizen Opinions on Transportation (NRH Resident Satisfaction Survey)	On-going		●	●	●	
E2	Allocate a Portion of the Available Local Funds to All Modes	On-going	●	●		●	
E3	Collaborate with TxDOT to Advance Locally Preferred Projects and Enhancements on State ROW	On-going	●	●	●	●	
E4	Collaborate with Neighboring Communities to Minimize Regional Obstacles to Travel	On-going	●	●	●		●
E5	Seek NCTCOG Funding for Regional Initiatives	On-going		●	●		●
E6	Submit NRH Transportation Plan to NCTCOG for Inclusion of Plan in Regional Travel Demand Model and TIP	Short		●			●
E7	Leverage Local Funds to Secure Bonds for Needed Transportation Infrastructure Improvements	Short		●	●		
E8	Implement Project Prioritization Criteria and Methodology for Transportation Projects in Future Bonds	Short	●	●		●	
E9	Institute a Program of PPPs for the Development and Management of Non-Roadway Elements within ROW	Medium	●	●			