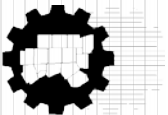


HUNT COUNTY TRANSPORTATION PLAN

Public Meeting

Commerce, Texas

January 30, 2012



North Central Texas Council of Governments

Hunt County Transportation Plan

Welcome and Introductions

Hunt County Transportation Plan

Process and Scope of the Committee's Planning Effort

Hunt County Transportation Plan

Project Update

Objectives and Expectations

- Focus on the transportation system as a whole
- Create a comprehensive and dynamic document
- Coordinate with the planning efforts of adjacent counties
- Long-term vision (20+ years)
- Aggressive recommendations
- Cultivate vital local support
- Recognize that funding is a challenge

Hunt County Transportation Plan

Project Update

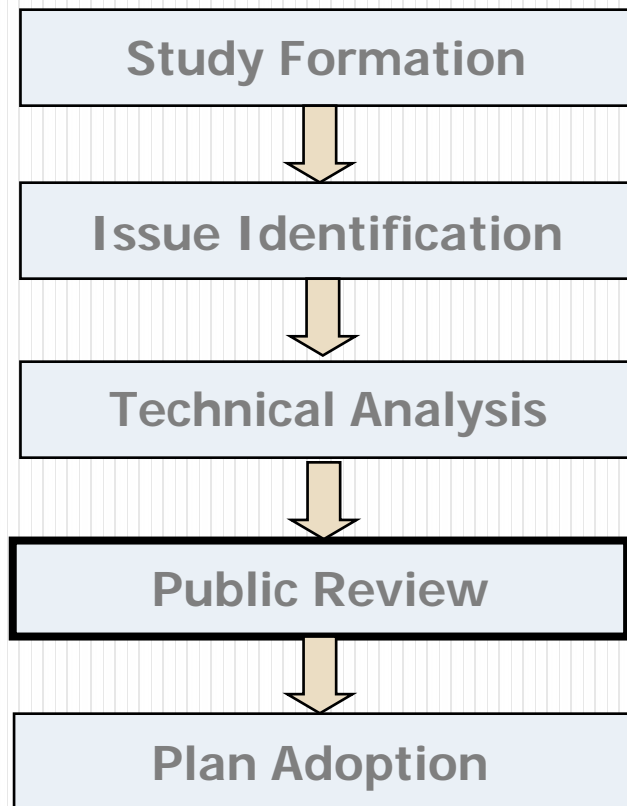
Vision Statement

The Hunt County Transportation Plan provides specific and strategic direction for meeting the multi-modal transportation needs during the next two decades of a growing and diverse population for safe, efficient, and affordable transportation. By integrating the development of Hunt County's transportation infrastructure with the regional transportation system for North Texas, the Transportation Plan supports economic development and improves quality of life not only for Hunt County, but for the North Central Texas Region.

Hunt County Transportation Plan

Organization and Roles

Proposed Study Organization



Transportation Committee Roles

- Set Goals
- Committee/Community Outreach
- Identify Existing Data Sources
- Issue Prioritization
- Committee/Community Outreach
- Input on Alternatives and Recommendations
- Committee Meeting
- Review Final Recommendations
- Committee/Community Outreach
- Local Government Briefings
- Committee Meeting

Hunt County Transportation Plan

Outreach Events

Kickoff Meeting – February 16, 2010

Elected Officials Briefing – April 20, 2010

NCTCOG Public Listening Session – April 20, 2010

Hunt County Alliance for Economic Development – April 28, 2010

NETEX Board of Directors Meeting – May 12, 2010

Transportation Committee Meeting – August 23, 2010

Transportation Committee Meeting – November 10, 2010

Transportation Committee Meeting – January 24, 2011

Greenville Chamber Briefing – April 21, 2011

Transportation Committee Meeting – January 5, 2012

Hunt County Transportation Plan

Overview

This project combines various Hunt County planning efforts into a single comprehensive transportation study. The individual projects associated with this larger study include:

Hunt County Master Thoroughfare Plan

Rail Transportation Study

Public Transit Feasibility Study

City of Greenville Trail and Bike Master Plan

City of Greenville Land Use Analysis

State Highway 34 Corridor Study

Logistics Hub Feasibility Study

Hunt County Transportation Plan

Integrated Plan

Challenges

Dramatic Growth

Limited Infrastructure Funding

Localized Planning Direction

Inadequate County Connections

Inadequate Regional Connections

Few Multimodal Options

Opportunities

Continued Economic Growth

Improved Regional Mobility

Sustainable Development Strategies

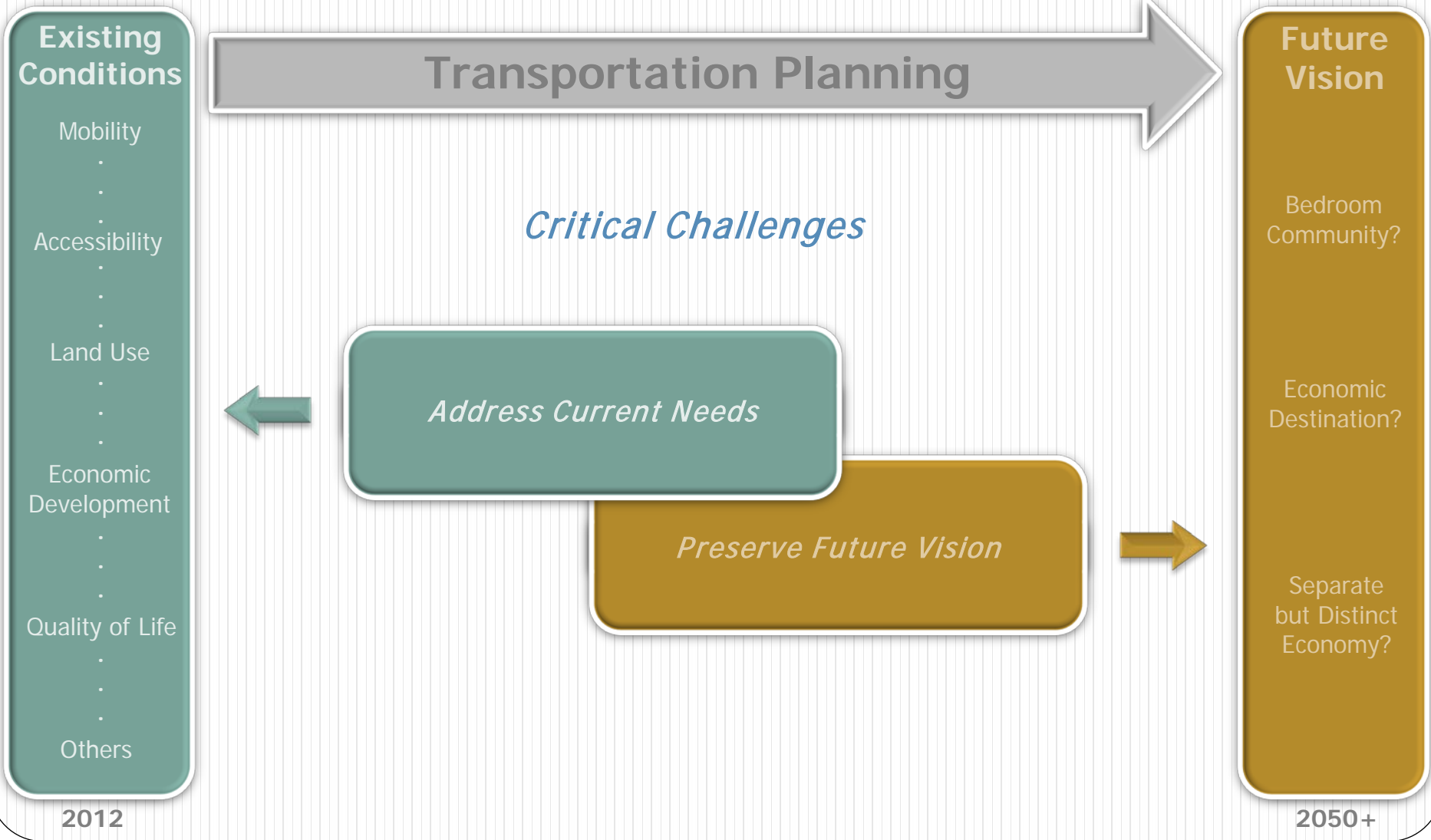
Innovative Funding

Improved Quality of Life

Regional Rail

Hunt County Transportation Plan

Role in Achieving County's Vision



Hunt County Transportation Plan

Transportation Committee's Plan of Action

Hunt County Transportation Plan

Hunt County Transportation Plan Overview

Hunt County Transportation Plan

NCTCOG Overview

NCTCOG, through its Transportation Department, is the federally designated Metropolitan Planning Organization (MPO) that conducts regional transportation planning in North Central Texas.

Hunt County became a member of the MPO on October 1, 2009.

MPO Activities are Led by:




- NCTCOG Executive Board (Fiscal Administration)
- Regional Transportation Council (Policy Administration)
 Hunt County Representative: Judge Horn
- Several Technical Committees

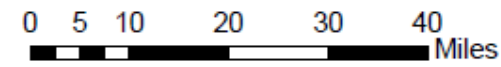
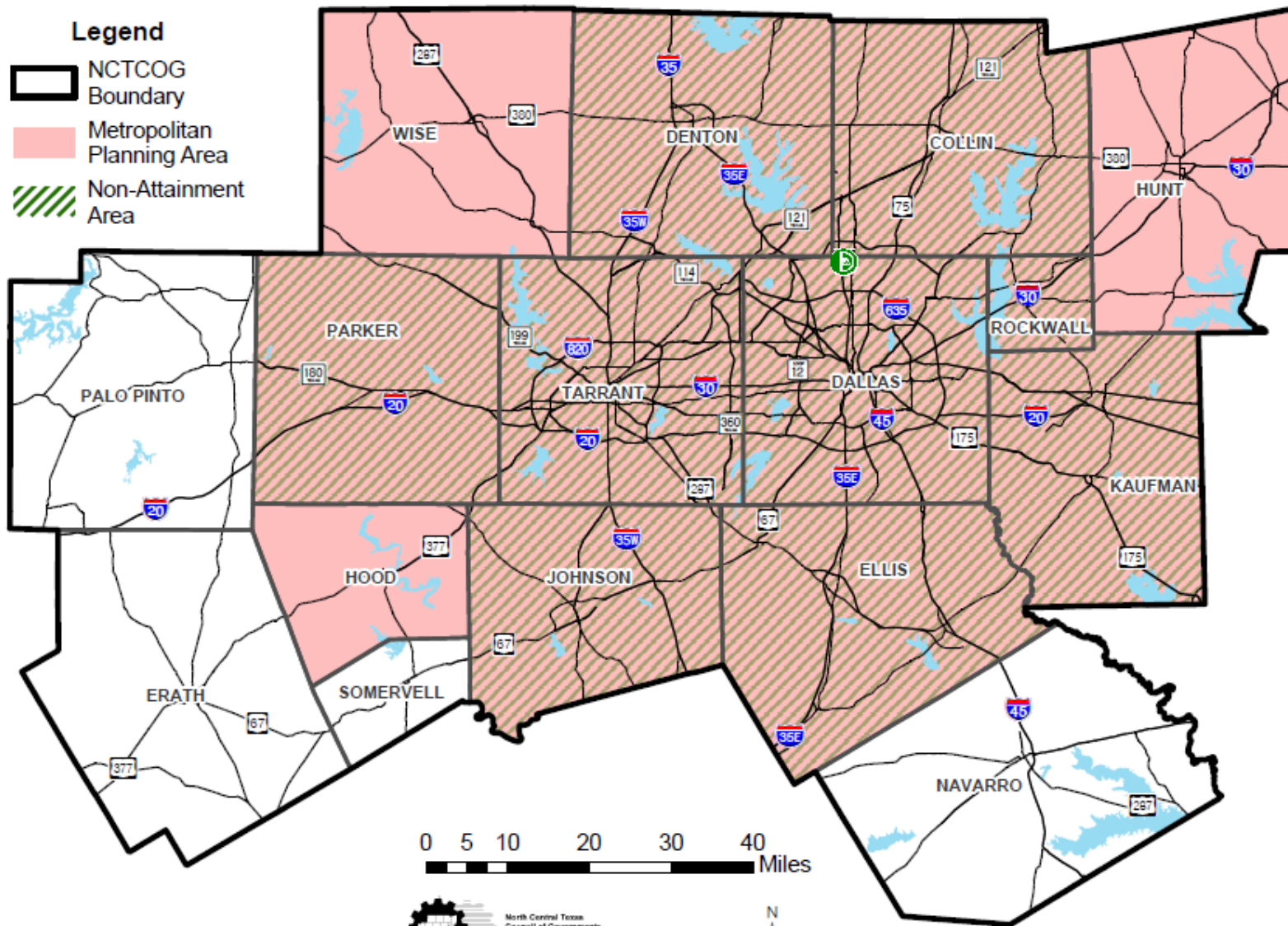
Major Responsibilities Include:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Air Quality Conformity
- Unified Planning Work Program

Metropolitan Planning Area

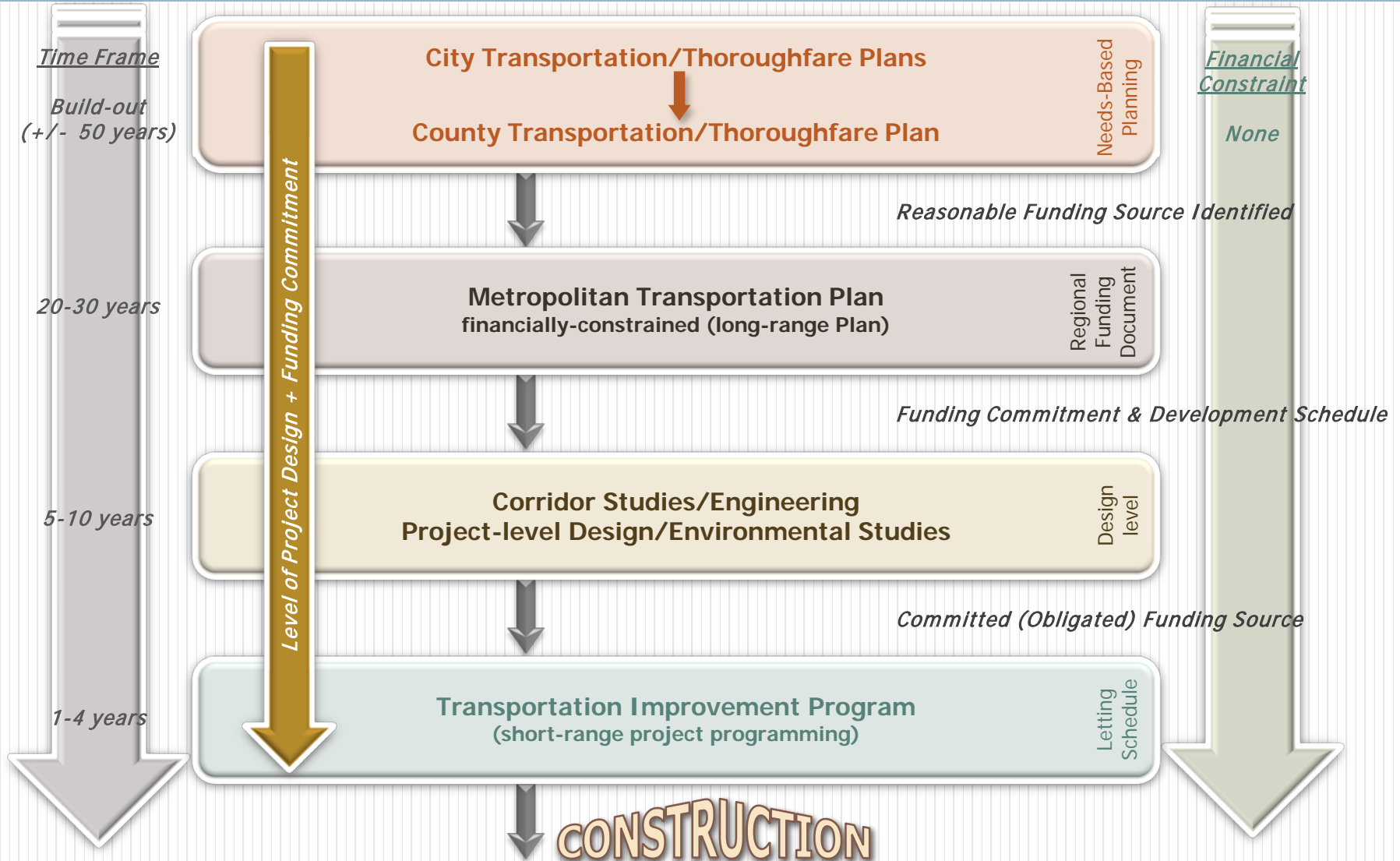
Legend

-  NCTCOG Boundary
-  Metropolitan Planning Area
-  Non-Attainment Area



Hunt County Transportation Plan

Project Development Process



Hunt County Transportation Plan

Project Outreach Milestones

Study Formation

February 2010 – Transportation Committee kickoff meeting

Issue Identification

- April 2010 – Elected officials briefing
- April 2010 – Public listening session
- April 2010 – Hunt County Alliance for Economic Development presentation
- May 2010 – NETEX Board of Directors presentation

Technical Analysis

- August 2010 – Transportation Committee meeting (analysis update)
- November 2010 – Transportation Committee meeting (findings and concepts)
- January 2011 – Transportation Committee meeting (presentation of findings)
- February 2011 – Walton USA coordination meeting
- April 2011 – Greenville Chamber presentation
- May 2011 – Walton USA/Greenville Small Area Plan coordination meeting

Hunt County Transportation Plan

Project Outreach Milestones

Draft Plan

- July – October 2011 – Completion of draft report
- November – December 2011 – HCTC review of draft report
- January 2012 – Transportation Committee meeting
- January 2012 – Elected officials briefing
- January 2012 – Public meetings (Greenville and Commerce)
- January 2012 – Final report delivered to Transportation Committee

Plan Adoption

- February 2012 – City Council briefings
- March 2012 – Commissioner's Court approval
- Dates and milestones to be determined by the Transportation Committee

Hunt County Thoroughfare Plan

Needs Assessment

Methodology

- Data Collection Initiative
- Inventory Existing Roads
- Assess Land Use Data
- Analyze Demographics
- Identify Growth Areas
- Evaluate Travel Patterns
- Develop Travel Corridors
- Solicit Outreach Comments

Summary of Findings

- Needs Assessment revealed connectivity and access needs between growth areas, development centers, and in south Hunt County
- Corridors of County Need






















Hunt County Thoroughfare Plan

Recommendations

- Recommendations indicate general levels of need.
- Attempt to maximize the existing thoroughfare system.
- Focus on improving mobility, connectivity, and safety.
- Corridor recommendations divided into 3 classes to accommodate several budget scenarios.
 - Improvements to Existing Facilities
 - Critical Connections
 - Major Corridor Development and Realignment
- Level of improvement can be chosen to best fit local needs on a corridor by corridor basis.

Hunt County Thoroughfare Plan

Recommendations

	Existing Facility Improvements	Critical Connections	Corridor Development
Mobility			
ROW			
Displacements			
Physical Constraints			
Cost			
Safety			
Transit			

○ - Less Beneficial ◐ - Moderately Beneficial ● - More Beneficial

Hunt County Thoroughfare Plan

Plan Application and Implementation

- **Collaboration and Coordination**

 - Thoroughfare Consistency and Connectivity

- **Identifying Potential Projects**

 - Bond/Capital Improvement Programs

- **Further Study Needs**

 - Corridor Studies
 - Traffic Impact Analyses

- **Plan Updates**

 - New Developments
 - Travel Demand Forecasting

Rail Transportation Study

Purpose

The Purpose of the Rail Study was to:

- Determine the feasibility, at this time, for rail service from Hunt County to the west.
- Identify connections to the current rail system.
- Determine potential alignments and station locations.
- Estimate planning level capital and operating costs.

Rail Transportation Study

Results

Feasibility

- Limited ridership due to low densities in Hunt County
- Limited funding available for rail projects region-wide

Connections

Connection to future rail system in Plano (Cotton Belt)

Alignment

Cotton Belt Corridor (best option to connect to DFW Airport and points west) or KCS Corridor

Capital

- Full Service Commuter Rail = est. \$25 M per mile
- Startup Commuter Bus Service = est. \$5 M per year

Other options should be considered

Public Transit Feasibility Study

Other Options Should Be Considered

Commuter Bus Route

- Interim Option - Limited Daily Service to Dallas
- Start in Commerce, Stop in Greenville, Final Connection with DART System in Dallas

Senior Center Resources and Public Transportation ("The Connection")

- Grow the Demand-Response Service Available to General Public
Provided throughout Hunt County
- Explore fixed-route service with The Connection

Bicycle and Pedestrian Plan

Components of Plan

- Analysis of existing conditions and planning documents.
- Coordination with various stakeholders.
- Technical analysis including identification of key routes and facility improvement options.
- Identification of key concepts and strategies to enhance the study including Complete Streets and Context Sensitive Design.
- County and Regional continuity and connectivity.



Bicycle and Pedestrian Plan

Recommendations

- On-street bicycle connections.

Recommended for Stonewall Street, Sayle Street, Lee Street, and Jack Finney Blvd. in Greenville, and Live Oak Street, State Loop 178, Monroe Street, and Washington Street in Commerce.

- Off-street bicycle connections

Links between parks and the Regional Veloweb to create a fully connected network.

- High priority pedestrian improvements recommended within a quarter-mile parameter around schools, parks, and major employers.
- Link parks, schools, employers, and other major destinations to neighborhoods to create a fully multi-modal network.

Bicycle and Pedestrian Plan

Additional Guidance

- Provides national guidelines for the implementation of facilities.
- Addresses end-of-trip facilities, maintenance, beautification programs, etc.
- Proposes strategies to improve safety for bicyclists and pedestrians, and offers various techniques for implementing appropriate facilities to increase non-motorized travel.
- Identifies strategic funding options.

Greenville Land Use Plan

Purpose

The Greenville Land Use Plan was conducted to assess and determine land use recommendations to enhance livability and land use efficiency in the city of Greenville.



Greenville Land Use Plan

Constraints/Recommendations

Constraints

- Limited Housing Diversity
 - Few multi-family options
 - Limited high-end housing development
- Limited Commercial Diversity
Greenville residents travel to Rockwall or Dallas for additional commercial options.
- Segregated Land Uses

Recommendations

- Amend zoning ordinances to allow more multi-family housing, particularly in commercial corridors.
- Site compatible land uses, such as commercial and residential development in close proximity.
- Encourage the use of Planned Unit Development Zoning to encourage land use diversity and density.
- Increase the use of tax incentives to make the city more appealing for commercial and industrial development.

State Highway 34 Corridor Study

Conditions

State Highway 34 Roadway Conditions

- State Highway 34 (Wesley) is managed by TxDOT
- Segments:
 - IH 30 to Joe Ramsey
 - Five lane undivided roadway with a center turn lane
 - 45 mph speed limit
 - Joe Ramsey to O'Neal
 - Four lane undivided roadway
 - 40 mph speed limit
- Sidewalks are intermittent throughout the corridor



State Highway 34 (Wesley), Greenville, TX

State Highway 34 Corridor Study

Land Use Constraints/Recommendations

State Highway 34 Land Use

Constraints

- Land use connectivity
 - Segregated land uses
 - Limited pedestrian connections between land uses
- Low density commercial
- Limited shared parking
- Limited traffic calming

Recommendations

- Create a pedestrian framework between compatible land uses
- Shared parking and driveway consolidation
- Redevelop “Big Box” parking lots
- Increase adjacent residential development

State Highway 34 Corridor Study

Zoning Constraints/Recommendations

State Highway 34 Zoning

Constraints

- Minimum parking requirements
- No residential zoning along the corridor

Recommendations

- Add residential zoning throughout the corridor
- Expansion of the neighborhood service zoning category
- Relax minimum parking standards
- Form-based Code

Hunt County Transportation Plan

Plan Application and Implementation Guidance

Providing a Framework for Collaborative Planning Efforts

Development and implementation of mutually adopted guidelines governing how the county and city governments relate to the plan.

Identifying Potential Projects and Funding Opportunities

Establish a strategic process for moving forward with the recommendations described in the plan.

Determining Further Study Needs

Further studies based on the recommendations contained in this plan can provide a greater level of localized detail.

Plan Administration, Monitoring, and Updating

Provide a mechanism for monitoring development within the county and update the plan when necessary.

Hunt County Transportation Plan

Contact Information

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[Hunt County Transportation Plan Website](http://www.nctcog.org/hctp)
<http://www.nctcog.org/hctp>

Logistics Hub Feasibility Study

Proposed Logistics Hub

Logistics Hub Feasibility Study

Logistics Hub Feasibility Study

Proposed Logistics Hub

What is a Logistics Hub?

- A freight facility that combines manufacturing facilities, distribution facilities, and/or office and retail developments.
- Intended to streamline goods movement by bringing the transportation hub as near to the manufacturing or distribution center as possible.
- Requires a minimum of 2,500 acres of land and 10,000 feet of railroad track.
- Not an intermodal hub.

Logistics Hub Feasibility Study

Proposed Logistics Hub

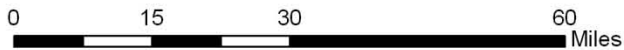
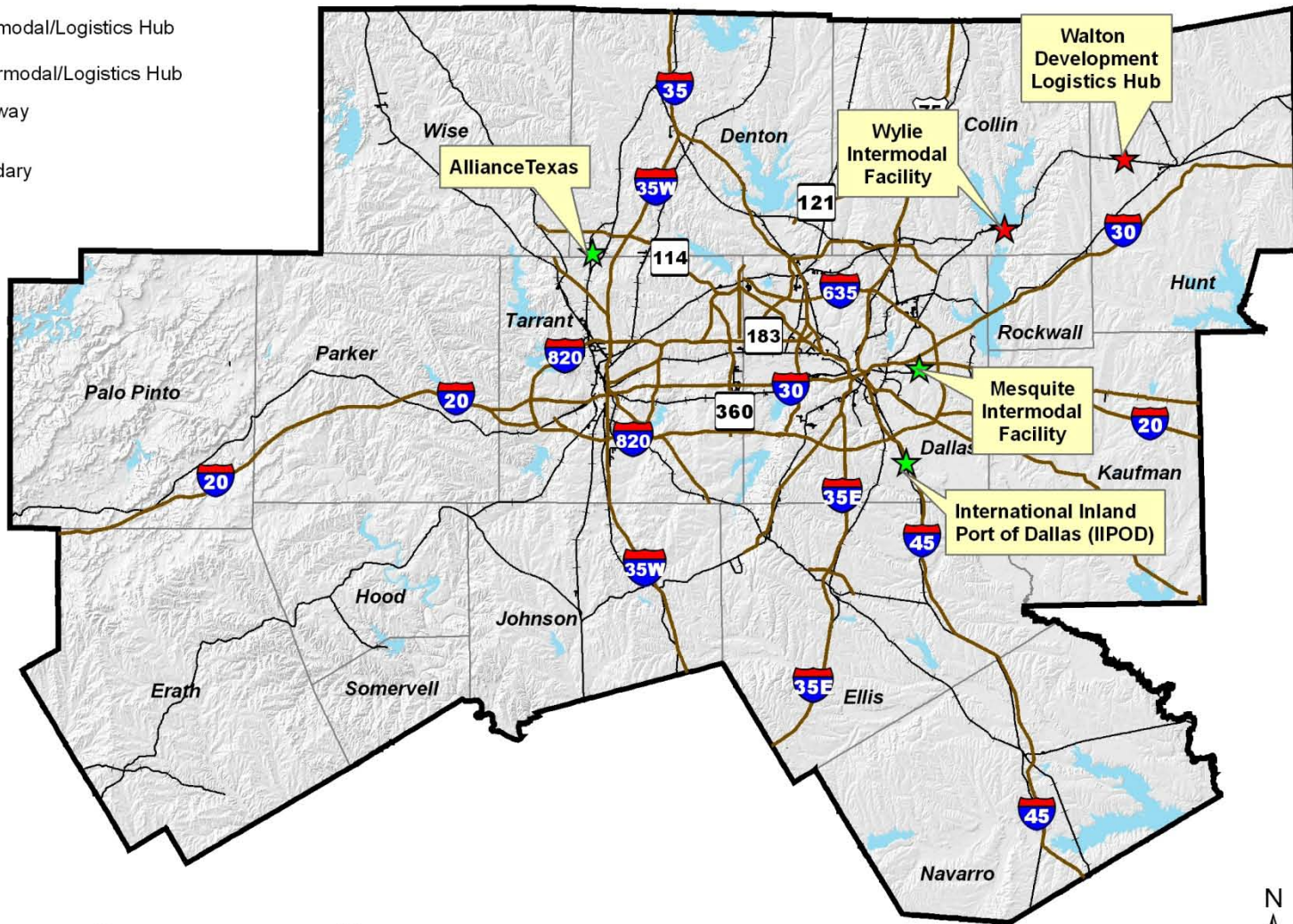
Where are Logistics Hubs located?

- Ideal locations for these facilities are towards the periphery of the metropolitan area.
- A logistics hub could be located in each of the four corners of the region.
- We would like to integrate the Walton Development as a logistics hub in the region.
- The Walton Development covers a large area of Hunt County west of Greenville with access to both the Kansas City Southern Railway and the NETEX right of way.

Regional Logistics & Intermodal Hubs

Legend

- ★ Existing Intermodal/Logistics Hub
- ★ Potential Intermodal/Logistics Hub
- Primary Highway
- Rail
- ▭ Region Boundary
- ▭ Counties
- ▭ Major Lakes



Logistics Hub Feasibility Study

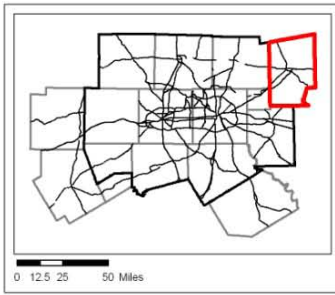
Hunt County Municipal Utility Districts

Hunt County Municipal Utility Districts

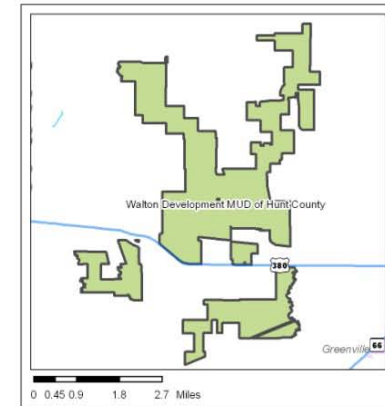
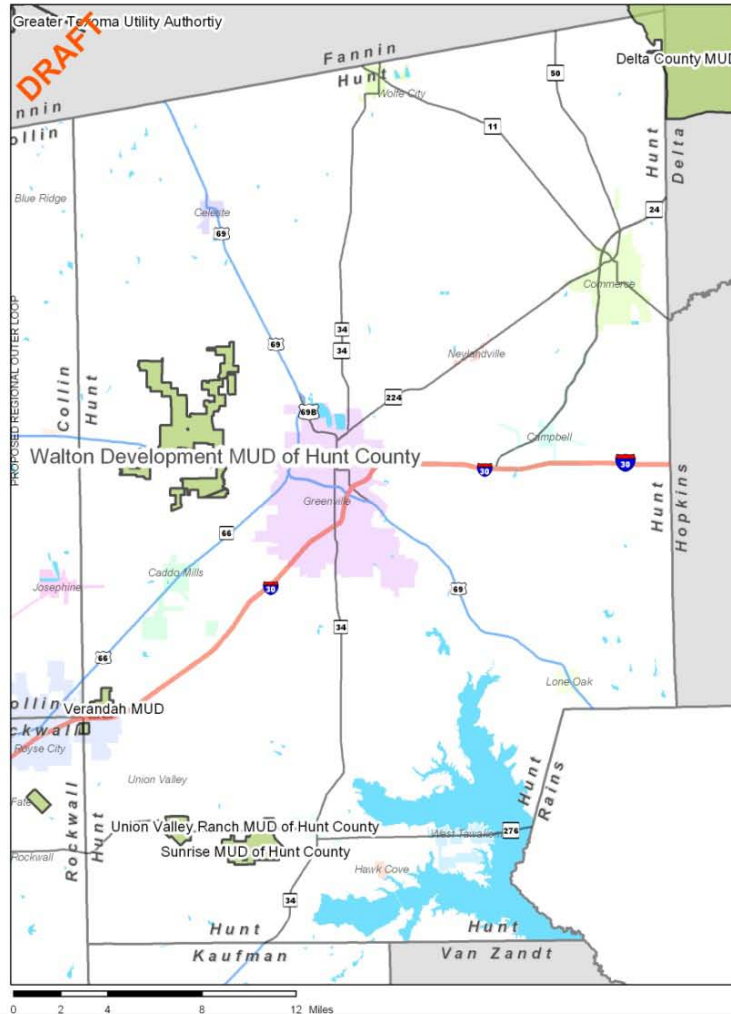
Legend

- Primary Highway
- Secondary Highway
- Access Ramp
- Major Arterial
- Municipality Utility District
- Lakes

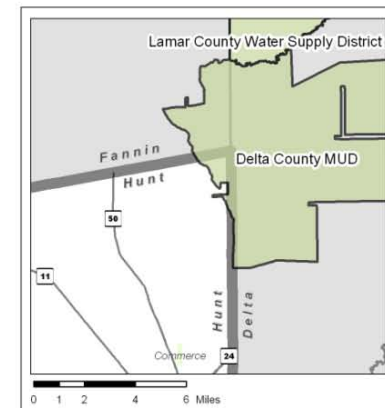
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Transportation



December 2011



Walton Development MUD



Northeast Corner of Hunt County

Exhibit II-15

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Logistics Hub Feasibility Study

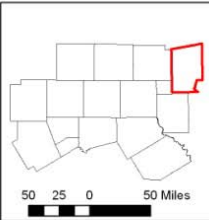
Walton Development Municipal Utility District

Walton Development Municipal Utility District

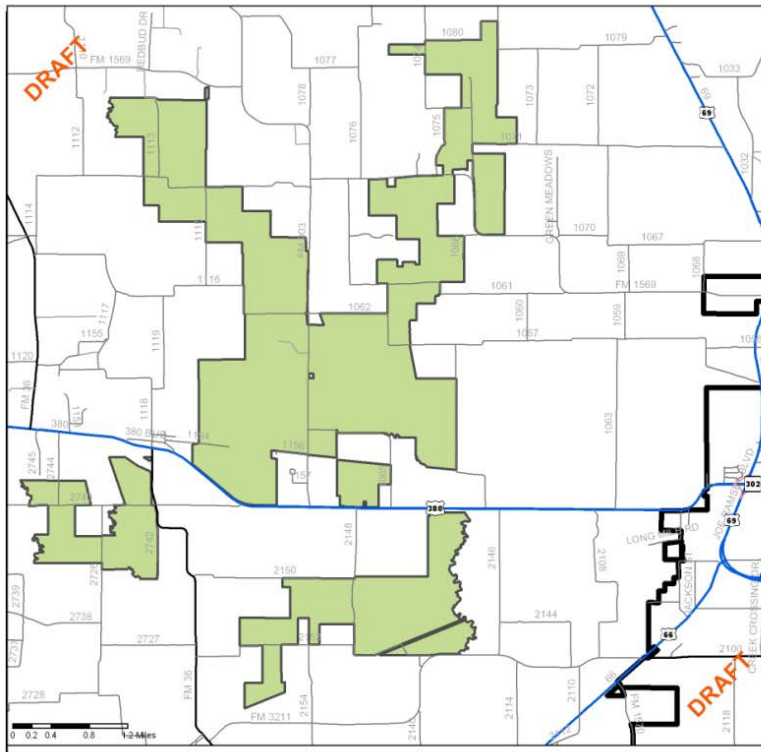
Legend

- Walton Development MUD
- Greenville
- Roads
- Class
- Primary Highway
- Secondary Highway
- Major Arterial
- Minor Arterial
- Access Ramp
- Other
- Private Road
- Trail

North Central Texas Council of Governments



December 2011



- West of Greenville between FM 3211 and FM 2194
- 6,600 Acres
- Services
 - Water
 - Sewer
 - Drainage
 - Road maintenance
- Future Land Uses
 - Commercial
 - Residential
 - Industrial

Hunt County Transportation Plan

Schedule to Completion

Hunt County Transportation Plan

Schedule for Completion of HCTC Plan

	Date	Schedule Time	Place
Distribute Draft to HCTC	December 2, 2011		
Meeting of HCTC	January 5, 2012	4:00 p.m.	Fletcher Warren Civic Center Greenville
Final Changes	January 12, 2012		
Meeting with Public Officials	January 17, 2012	4:00 p.m.	Fletcher Warren Civic Center Greenville
Public Meeting - Greenville	January 17, 2012	6:00 p.m.	Fletcher Warren Civic Center Greenville
Public Meeting - Commerce	January 30, 2012	6:00 p.m.	Alumni Center Texas A&M - Commerce 1706 Stonewall Street Commerce
Meetings with City Councils	As scheduled in February 2012		
Final Adoption by Hunt County Commissioners' Court	March 13, 2012	9:30 a.m.	Hunt County Courthouse Greenville

Hunt County Transportation Plan

Wrap-up and Adjourn