Welcome and Introductions
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**
- Study Formation
- Issue Identification
- Technical Analysis
- Public Review
- Plan Adoption

**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
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

Existing Conditions
- Mobility
- Accessibility
- Land Use
- Economic Development
- Quality of Life
- Others

Transportation Planning

Critical Challenges

Address Current Needs

Preserve Future Vision

Future Vision
- Bedroom Community?
- Economic Destination?
- Separate but Distinct Economy?

2012

2050+
Hunt County Transportation Plan

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
Hunt County Transportation Plan
Project Development Process

- **City Transportation/Thoroughfare Plans**
  - Reasonable Funding Source Identified
  - Committed (Obligated) Funding Source

- **County Transportation/Thoroughfare Plan**
  - Needs-Based Planning

- **Metropolitan Transportation Plan**
  - Financially-constrained (long-range Plan)
  - Regional Funding Document

- **Corridor Studies/Engineering**
  - Project-level Design/Environmental Studies
  - Design Level

- **Transportation Improvement Program**
  - (short-range project programming)
  - Letting Schedule

Time Frame:
- Build-out (+/- 50 years)
- 20-30 years
- 5-10 years
- 1-4 years

Level of Project Design + Funding Commitment

- **None**
- Reasonable Funding Source Identified
- Funding Commitment & Development Schedule
- Committed (Obligated) Funding Source

Financial Constraint:
- None
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

<table>
<thead>
<tr>
<th></th>
<th>Existing Facility Improvements</th>
<th>Critical Connections</th>
<th>Corridor Development</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mobility</strong></td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td><strong>ROW</strong></td>
<td>●</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td><strong>Displacements</strong></td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td><strong>Physical Constraints</strong></td>
<td>●</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td>●</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td><strong>Safety</strong></td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td><strong>Transit</strong></td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
</tbody>
</table>

- ○ - 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
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.
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 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 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.
Logistics Hub Feasibility Study
Proposed Logistics Hub
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.
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.
Logistics Hub Feasibility Study
Hunt County Municipal Utility Districts
Logistics Hub Feasibility Study
Walton Development Municipal Utility District

- 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
<table>
<thead>
<tr>
<th>Schedule</th>
<th>Date</th>
<th>Time</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribute Draft to HCTC</td>
<td>December 2, 2011</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meeting of HCTC</td>
<td>January 5, 2012</td>
<td>4:00 p.m.</td>
<td>Fletcher Warren Civic Center Greenville</td>
</tr>
<tr>
<td>Final Changes</td>
<td>January 12, 2012</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meeting with Public Officials</td>
<td>January 17, 2012</td>
<td>4:00 p.m.</td>
<td>Fletcher Warren Civic Center Greenville</td>
</tr>
<tr>
<td>Public Meeting - Greenville</td>
<td>January 17, 2012</td>
<td>6:00 p.m.</td>
<td>Fletcher Warren Civic Center Greenville</td>
</tr>
<tr>
<td>Public Meeting - Commerce</td>
<td>January 30, 2012</td>
<td>6:00 p.m.</td>
<td>Alumni Center Texas A&amp;M - Commerce Commerce</td>
</tr>
<tr>
<td>Meetings with City Councils</td>
<td>As scheduled in February 2012</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Adoption by HCTC</td>
<td>March 13, 2012</td>
<td>9:30 a.m.</td>
<td>Hunt County Courthouse Greenville</td>
</tr>
</tbody>
</table>
Hunt County Transportation Plan

Wrap-up and Adjourn