E. Action Plan

The Action Plan describes ways in which North Richland Hills (NRH) can take the recommendations of this 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.

Project Prioritization

Funding is not immediately available to implement all the projects recommended in this Plan. Prioritization criteria should be developed by the City to identify projects that are most critical to the needs of NRH. Projects and actions identified in the timeline are based on anticipated need from mobility needs and anticipated level of effort to implement. Implementation of projects in the Thoroughfare Plan and Bicycle Plan will occur over the next 10+ years.

Figure E-1. NRH Transportation Goals

Prioritization Factors

The project prioritization criteria should allow current and future projects to be scored based on how well they satisfy the objectives of the four transportation goals. A sample list of criteria is shown in **Table E-1**.

Mobility & Access

- This goal seeks to prioritize projects that maximize the efficiency of the network and improve access and connectivity across all modes of transportation.

Implementation

- This goal seeks to prioritize projects that preserve existing infrastructure, effectively use available funds, and are shovel-ready.

Economic Vitality

- This goal seeks to prioritize projects that strengthen and increase economic opportunity by connecting people to employment, schools, and commercial districts while preserving the efficient movement of goods.

Quality of Life

- This goal seeks to prioritize projects that enhance the health, safety, and wellbeing of people and the environment in NRH.

Table E-1. Sample Prioritization Criteria

Evaluation Criteria (Transportation Goals)	Description	Measure	
Mobility & Access	Traffic operations	Roadway or Intersection LOS	F
			D/E
			C
			A/B
	Improved neighborhood connectivity	Proposed Plan	Yes
			No
	Improved pedestrian crossings	Existing Quality	Does not Exist
			Poor
			Fair
			Good
	Improved bicycle facility	Existing Quality	Does not Exist
			Poor
			Fair
			Good
Implementation	System preservation/maintenance	Existing Quality (Pavement)	Does not Exist
			Poor
			Fair
			Good
	Funding identified or available	On NCTCOG or City plan	Yes
			No
	Donation/Matching Fund Offers (Public or Private)	Availability	Yes
			No
	Right-of-way acquisition	Cost (Dollars)	$
			$$
			$$$
	Construction cost	Cost (Dollars)	$
			$$
			$$$
Economic Vitality	Growth centers	Serves growth area	Yes
			No
	Regional transportation facility (freight)	Proposed Plan	Yes
			No
	Connectivity to activity centers (TODs, urban villages, etc.)	Proposed Plan	Yes
			No
Quality of Life	Crash history (safety)	Crash Rate	xxx
			xx
			x
			0
	Promote environmental stewardship	Increase Tree Canopy; Improve Air/Water Quality	xxx
			xx
			x
	Increase roadway footprint	Roadway Width Increase	No increase/reduction
			1-2 additional travel lanes
			3+ additional travel lanes
	Multimodal benefits	Proposed Plan	Yes
			No

Funding Sources and Strategies

The purpose of a multimodal funding strategy is to match federal, state, regional and local revenue sources with NRH's projects and programs that will further the City's transportation goals. Many transportation projects will rely on multiple funding sources to address a range of project types and sizes. It is important to identify and secure the most reliable funding sources and allocate them in the most effective way possible for these projects.

Project priorities must be structured to take advantage of the varying sources as efficiently as possible recognizing the competing needs for transportation elsewhere in the North Texas region. The program must also be flexible over time as revenue pools may change over time, so it is essential to monitor and update the funding assumptions from federal and state sources on a nearly continuous basis.

Table E-2 summarizes the federal, state, regional and local funding sources currently available to the City of NRH for bicycle and pedestrian improvements.

FUNDING

Implementation projects from the Transportation Plan must be structured to take advantage of **multiple funding sources** as efficiently and effectively as possible, recognizing the competing needs for transportation elsewhere in North Texas.

Table E-2. Funding Sources for Bicycle and Pedestrian Improvements

Funding Sources

Bicycle and Pedestrain

Funding Source	Eligible Applicants	Funding Levels	Eligible Elements	Funding Cycles/ Timelines	Deadlines	Other
Surface Transportation Block Grant (STBG)	Cities Counties Transit Agencies MPOs State Agencies Non-Profits	Based on Populatoin	Bicycle facilites Bicycle and pedestrain safety programs Traffic calming Bridges (BP) Traffic signalization Planning Convert abandoned rail corridors to trails Landscaping and pedestrian amenities	Annual	TBD	Recreational trails are eligible Funds cannot be used on a Local road or rural minor collector
Category 4B: STBG Transportation Enhancements	Cities Transit Agencies School Districts Non-Profits	Based on Populatoin	Bicycle facilites Bicycle and pedestrain safety programs Traffic calming Bridges (BP) Traffic signalization Planning Convert abandoned rail corridors to trails Landscaping and pedestrian amenities	Annual	TBD	Must meet state environmental and design standards Must have MPO concurrence 20 % match requirement
Category 4C: STBG Metropolitian Mobility/ Rehabilitation	Cities Transit Agencies School Districts Non-Profits	Based on Populatoin	Planning Specifications and cost estimates ROW acquisition	Annual	TBD	Cannot be used on local road or rural minor collectors Funding made through metropolitan mobility/ rehabilitation programs
Congestion Mitigation and Air Quality (CMAQ)	Cities Counties MPOs State Agencies Non-Profits	$2.4 Billion Annually - Based on region population	Bike and pedestrian facilities Intersection improvements Traffic signalization Bicycle safety projects Electric and natural gas vehicle infrastructure	Annual	TBD	Facilities must be primarily for transportation and not recreational Project must have an air quality benefit Projects must be located in a non-attainment area
Enhanced Mobility of Seniors and Individuals with Disabilities Program	Transit Agencies	$2.77M Annually 45% available for nontraditional projects such as BP	Curb-cuts Sidewalks Pedestrain signals Signage	Annual	TBD	N/A
Better Utilizing Utilizing Investments to Leverage Development (Build) Discretionary Grants (former TIGER Grant)	Cities Counties MPOs	$5M ($6.25M Including Match) - $25M	Bicycle facilities Pedestrain walkways Lighting Bridges (BP) Planning	Annual	TBD	20% match requirement
Transportation Alternatives (TA) or Set-Aside	Cities Transit Agencies School Districts Non-Profits	$844M annually $76M Texas annually	Sidewalks Crosswalks Bicycle infrastructure Trail infrastructure Safe Routes to School programming Convert abandoned rail corridor to trails Streetscape improvements Recreational trails Traffic signalization Bridges (BP)	Annual Curently Open for 2019 Projects	Closes March 1, 2019	20% match requirement
TxDOT TA/ Safe Routes to School Call for Projects	Cities (SRTS) Counties (SRTS) Transit Agencies School Districts Non-Profits	$8.7M SRTS $10.6M TA	Sidewalks improvements Shared-use paths Bicycle infrastructure Safety improvments for non-motorized transportation	Opens February 8, 2019	April 12, 2019 - Preliminary App. Aug 15, 2019 - Detailed App. Oct 30, 2019 - Detailed App. for FY 21/22 Projects	20% match requirement (TA) Adminisered through the MPO Communities with less than 200,000 residents (TA)
Texas Parks and Wildlife	Cities Non-Profits	$200K for non-motorized $400K for motorized	Motorized (off-road) trails Non-motorized trails Improving existing trails Developing trail heds Acquiring trail corridors	Annual	February 1 Deadline	20% match requirement

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.

The list of actions was developed from transportation needs identified in the study. They have been curated to achieve specific transportation goals for the City. Some actions are policy-based and some are physical projects to be constructed. Additional details on the actions can be found in **Appendix F** to streamline the chapter. These actions focus on a 2030 horizon.

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.

Timeframe

To assist with planning and implementation, the strategies are assigned a projected timeframe for implementation to commence. The assignment of short- and mid-range attributes to these items indicate the relative importance of their implementation. As opportunities for funding and partnerships arise, the relative importance of any one project may move within these relative priorities. The implementation plan should be flexible to allow such instances. The approximate established timeframes are as follows:

On-going or Annual

Implementation of these strategies are done on an on-going or annual basis. These are typically activities involving monitoring or reporting transportation conditions.

Short-Range (2019-2020)

Implementation of these strategies can begin soon after plan adoption. These strategies are considered "low hanging fruit" because they are more attainable and do not require large amounts of funding or special consulting.

Medium-Range (2020-2025)

Implementation of these strategies will likely be just as important as Short-Range Strategies but are not as attainable within the first five years. They require planning to prepare but should be implemented in a five- to ten-year timeframe.

Long-Range (2025-2030)

These strategies have no specific timeframe but should be continually addressed by City leadership. Long-Range projects may be further defined to identify interim Short- and Mid-Range projects to facilitate ultimate implementation. As conditions change, the status of these long-term projects should be adjusted.

Table E-3, **Table E-4**, and **Figure E-2** show the actions and CIP identified for implementation in the Transportation Plan.

Table E-3. Planning & Policy Action Plan

	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		•	•	•	

Table E-3 (continued). Planning & Policy Action Plan

	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	•	•			

Table E-4. CIP Action Plan

Project	Limits	Description	Goals: Mobility & Access	Implementation	Economic Vitality	Quality of Life	Regional Initiative
Short-Range (2019-2020)							
Davis Boulevard	@ Mid-Cities Boulevard	Evaluate intersection performance upon construction completion (Resident Survey)		•	•		•
Access Management Standards	Citywide	Develop access management standards for mobility corridors	•		•		
Bedford-Euless Road	Boulevard 26 to Strummer Road	Small area study			•	•	
Meadow Lakes Drive	IH 820 to Rufe Snow Drive	Corridor study	•			•	
Holiday Lane	Dick Lewis Drive to Chapman Road	Rightsizing retrofit; 4 lanes to 3 lanes with on-street bike lanes	•	•	•	•	
Medium-Range (2020-2025)							
Iron Horse Boulevard	Rufe Snow Drive to Mid-Cities Boulevard	Rightsizing retrofit; including bike crossing @ Rufe Snow	•	•	•	•	
Strummer Road	@ Bedford-Euless Road	Intersection enhancement/realignment	•	•	•		
Iron Horse Boulevard	@ Liberty Way	Intersection enhancement (roundabout)		•		•	
Meadow Road	Chapman Road to Hightower Drive	Reconstruction to address drainage and pedestrian needs		•			
Hightower Drive	Davis Boulevard to Michael Drive	Striping to allocate pavement space and support extension		•		•	
Hightower Drive Extension	Michael Drive to Eden Road	Extension of roadway with development	•	•			
Eden Road	Rumfield Road to Amundson Drive	Reconstruction to address drainage and pedestrian needs		•		•	
Amundson Drive	Amundson Road to Eden Road	Reconstruction to address pedestrian needs; intersection enhancement @ Amundson Road		•	•		
Main Street & Snider Extension	Main, Smithfield Road to Davis Boulevard Snider, Main Street to Northeast Parkway	Reconstruction of Main Street, extension of Snider for TOD support	•	•	•	•	
Davis Boulevard	@ N. Tarrant Parkway	Intersection analysis and mitigation (Resident Survey)		•	•		•
Davis Boulevard	@ Boulevard 26	Intersection analysis and mitigation (Resident Survey)		•	•		•
Rufe Snow Drive	@ IH 820	Intersection analysis and mitigation (Resident Survey)		•	•		•
Rufe Snow Drive	@ Mid-Cities Boulevard	Intersection analysis and mitigation (Resident Survey)		•	•		•
Long-Range (2025-2030)							
Bedford-Euless Road	Boulevard 26 to Strummer Road	Reconstruction and rightsizing		•	•	•	
Strummer Road	Bedford-Euless Road to Boulevard 26	Rightsizing retrofit	•	•	•		
Iron Horse Boulevard	Rufe Snow Drive to Mid-Cities Boulevard	Reconstruction with full Target Corridor greenway recommendations	•	•	•	•	
Crosstimbers Lane Extension	Old Mill Road to Bursey Road	Extension of roadway with development	•				
Hightower Drive Extension	Smithfield Road to Davis Boulevard	Extension of roadway with development	•				

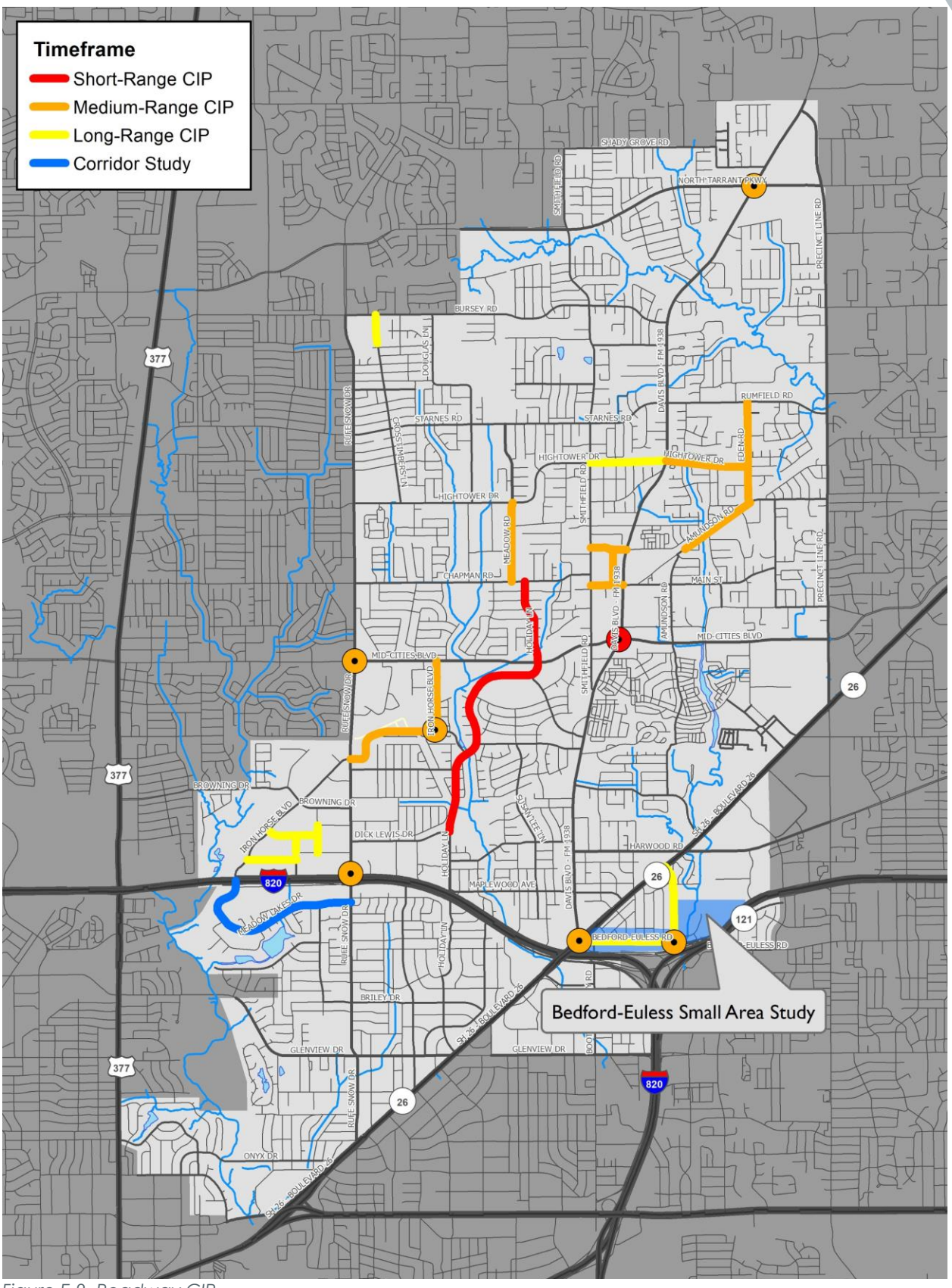

Figure E-2. Roadway CIP