

# WISE COUNTY TRANSPORTATION PLAN

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2017 Amendment to the  
Wise County Master Thoroughfare Plan



# Wise County Transportation Plan

## 2017 Amendment

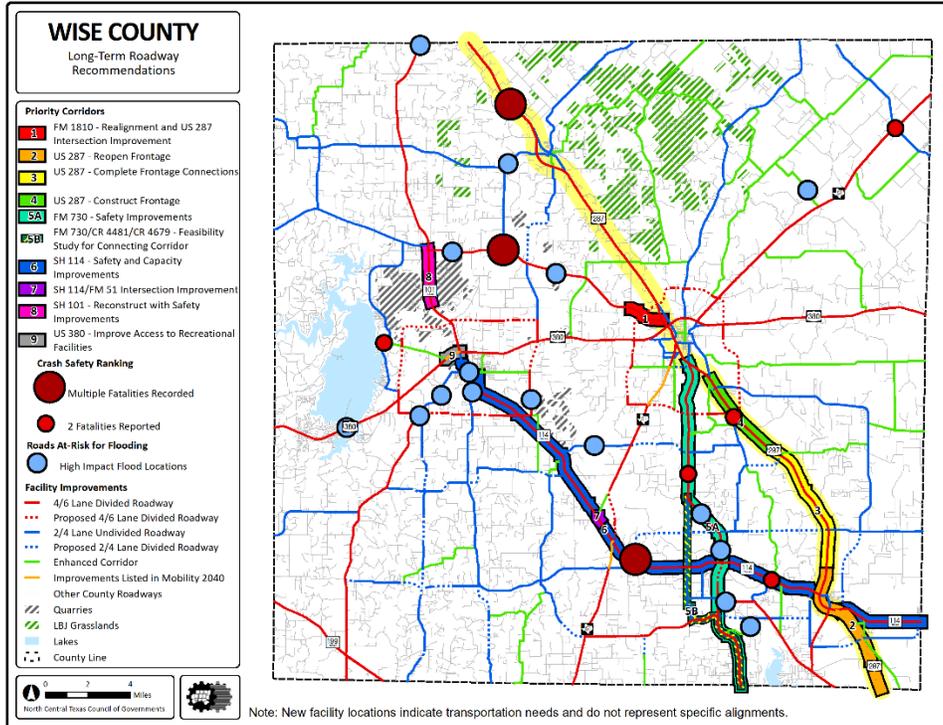
### Executive Summary

The primary purpose of this document is to update the recommendations of the 2009 Wise County Master Thoroughfare Plan. The thoroughfare plan is one of the basic tools of urban development that guides the location and size of new roadways to meet projected growth. The thoroughfare plan ensures the orderly and progressive development of the urban and rural street systems to serve the mobility and access needs of the public. It is the intent of the Wise County Transportation Plan to aid the 2009 Wise County Master Thoroughfare Plan in the continuation of those efforts with recommendations that are responsive to conditions that may have changed since the former plan's original adoption.

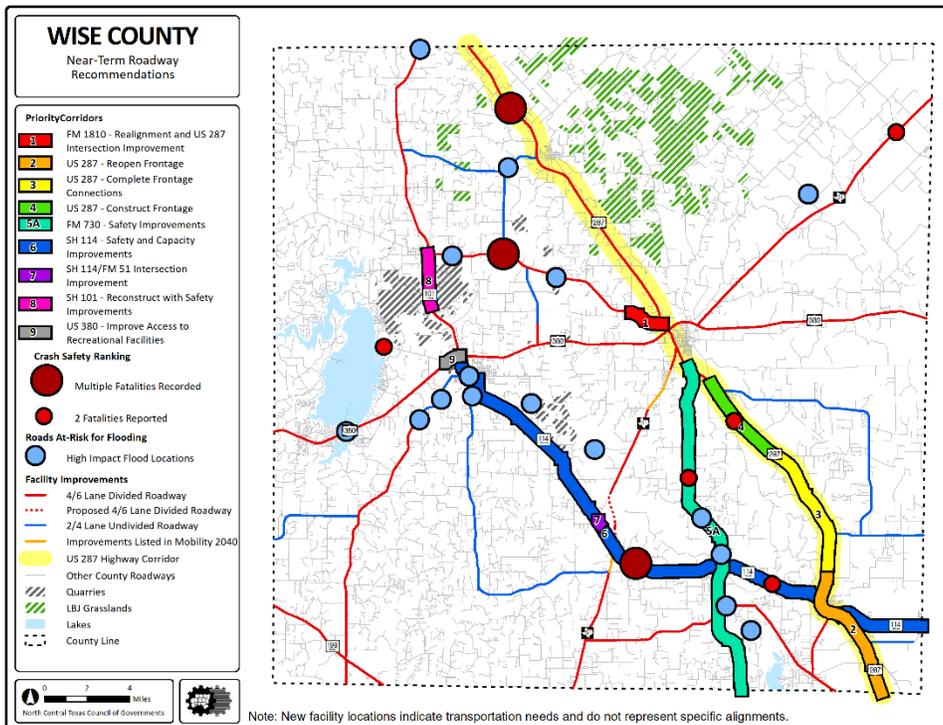
In October 2009, Wise County became a member of the North Central Texas Council of Governments (NCTCOG) as a result of the expansion of the Metropolitan Planning Area, which was enlarged to include the 12 counties that make up the ever-growing Dallas-Fort Worth region. In April 2016, upon the request of Judge J.D. Clark and the Wise County Commissioner's Court, NCTCOG initiated the process of creating a Transportation Policy Committee and amending the recommendations of the existing Wise County Master Thoroughfare Plan. The plan serves as a form of communication to the citizens of Wise County and the development community through the identification of specific roadway improvements and the preservation of right-of-way for future corridors. The primary intent of the recommendations presented within this amendment is to ensure that the Wise County Master Thoroughfare Plan continues to provide for coordination with local planning initiatives, and that the plan provides a listing of planning priorities that could be utilized in future revisions of NCTCOG's Metropolitan Transportation Plan.

It was the intention of the Transportation Policy Committee to oversee the transportation planning process, the completion of a county-wide needs assessment, and the production of two sets of recommendations; one set focused on near-term transportation needs, and another set focused on a long-term vision. Multiple approaches relevant to each data set were incorporated to identify key corridors for improvement and areas needing additional infrastructure. The results of each method were then compared, refined, and scored to create the near and long-term corridor recommendations. With the help of the Transportation Policy Committee, criteria was established to prioritize elements of the recommendations to create a priority corridor listing. The following maps are a comprehensive representation of all recommendations made within the Wise County Transportation Plan. It combines the long-term roadway classifications, flood issues, safety issues, and the priority corridors for an aggregated view of the final recommendations.

## Long-Term Recommendations



## Near-Term Recommendations



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# Contents

- Section 1 - Introduction ..... 1
  - North Central Texas Council of Governments ..... 1
  - Planning Process ..... 2
  - Study Organization..... 2
  - Project Stakeholder Events ..... 5
- Section 2 – Data Resources..... 7
  - Roadway Inventories ..... 7
  - Hydrology and Topography..... 7
  - Safety Data ..... 7
  - Observed Traffic Counts..... 8
  - Demographic Trends (Population, Employment, Commuter Trends) ..... 8
  - Gas and Oil Well Locations..... 8
  - Current Transit Services ..... 9
  - Land Use..... 9
  - Existing County and City Multimodal Plans ..... 9
  - Dallas-Fort Worth Regional Travel Model ..... 9
- Section 3 – Needs Assessment and Technical Analysis ..... 10
  - Federal Functional Classification System ..... 10
  - Regionally Significant Arterials..... 10
  - Traffic Counts (TxDOT and Wise County Counts) ..... 11
  - Projected 2040 Volumes ..... 11
  - Mobility 2040 Improvements ..... 11
  - Potential Corridors of Arterial Need ..... 12
  - Inhibitive Land Uses and Oil/Gas Well Density..... 12
- Section 4 – Transportation Recommendations ..... 13

Long-Term Transportation Recommendations.....	13
Near-Term Transportation Recommendations.....	14
Priority Corridors.....	15
Areas of Elevated Safety Concerns .....	16
Locations of Elevated Flood-Related Concerns.....	17
Comprehensive Long-Term Recommendation Map.....	18
Section 5 – Application and Implementation .....	19
How to Use This Document .....	19
Providing a Framework for Collaborative Planning Efforts.....	20
Identifying Potential Projects and Funding Opportunities .....	20
Determining Further Study Needs .....	22
Plan Administration, Monitoring, and Updating.....	22

Appendix A - Project Stakeholder Events Information

Appendix B - Data Resource and Technical Analysis Maps

Appendix C - Final Recommendation Maps

## Section 1 - Introduction

The primary purpose of this document is to update the recommendations of the 2009 Wise County Master Thoroughfare Plan. The thoroughfare plan is one of the basic tools of urban development that guides the location and size of new roadways to meet projected growth. The thoroughfare plan ensures the orderly and progressive development of the urban and rural street systems to serve the mobility and access needs of the public. It is the intent of the Wise County Transportation Plan to aid the 2009 Wise County Master Thoroughfare Plan in the continuation of those efforts with recommendations that are responsive to conditions that may have changed since the former plan's original adoption.

### North Central Texas Council of Governments

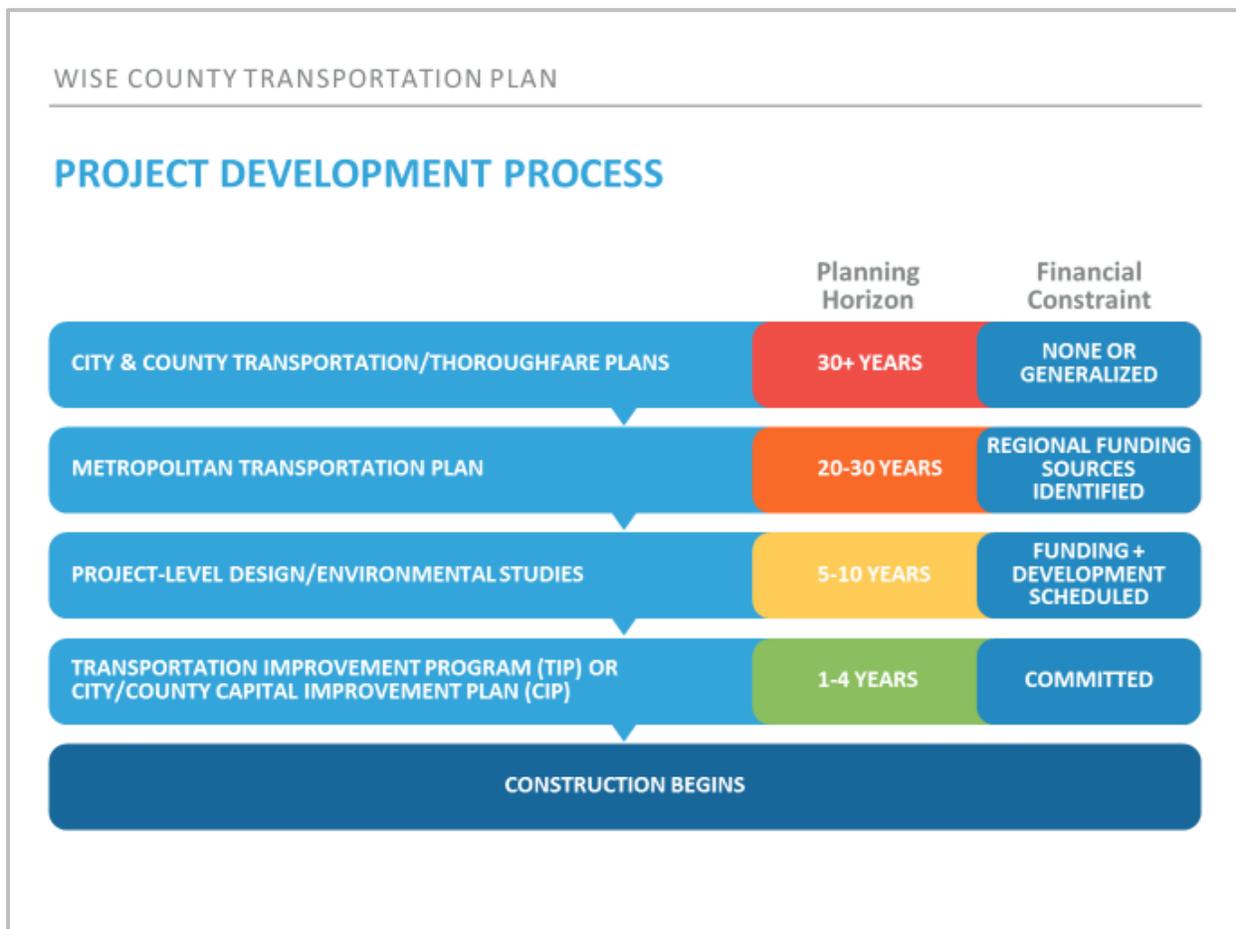
The North Central Texas Council of Governments (NCTCOG), through its Transportation Department, is the federally designated Metropolitan Planning Organization that conducts regional transportation planning in North Central Texas. NCTCOG was established to assist in planning for the common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. Metropolitan Planning Organization activities are led by the NCTCOG Executive Board, the Regional Transportation Council, and the Surface Transportation Technical Committee, as well as by a variety of other fiscal, policy, and technical committees.

In October 2009, Wise County became a member of NCTCOG as a result of the expansion of the Metropolitan Planning Area, which was enlarged to include the 12 counties that make up the ever-growing Dallas-Fort Worth region. In April 2016, upon the request of Judge J.D. Clark and the Wise County Commissioner's Court, NCTCOG initiated the process of amending the recommendations of the existing Wise County Master Thoroughfare Plan. The plan serves as a form of communication to the citizens of Wise County and the development community through the identification of specific roadway improvements and the preservation of right-of-way for future corridors. The primary intent of the recommendations presented within this amendment is to ensure that the Wise County Master Thoroughfare Plan continues to provide for coordination with local planning initiatives, and that the plan provides a listing of planning priorities that could be utilized in future revisions of NCTCOG's Metropolitan Transportation Plan.

The Wise County Transportation Plan has been conducted through the use of Federal Transportation Planning Funds by NCTCOG. This project was included in the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program for Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support as part of the continuing transportation planning process.

## Planning Process

One of the critical challenges for transportation planning in general is to address current needs, such as safety and maintenance, while preserving resources for the advancement of a future vision. County-level thoroughfare planning will help to ensure that current needs are met by ensuring that consistency exists between local government adopted plans and that roadways crossing jurisdictional boundaries are maintained as a cohesive system. While long-range plans typically look at foreseeable changes over a 20-year time frame, transportation planning often needs to consider an even longer-range perspective. Transportation plays an integral role in economic development opportunities and the general quality of life that is provided within a community. Counties and cities should look as far into the future as feasible to begin identifying what forms of infrastructure may be needed to achieve their development goals.

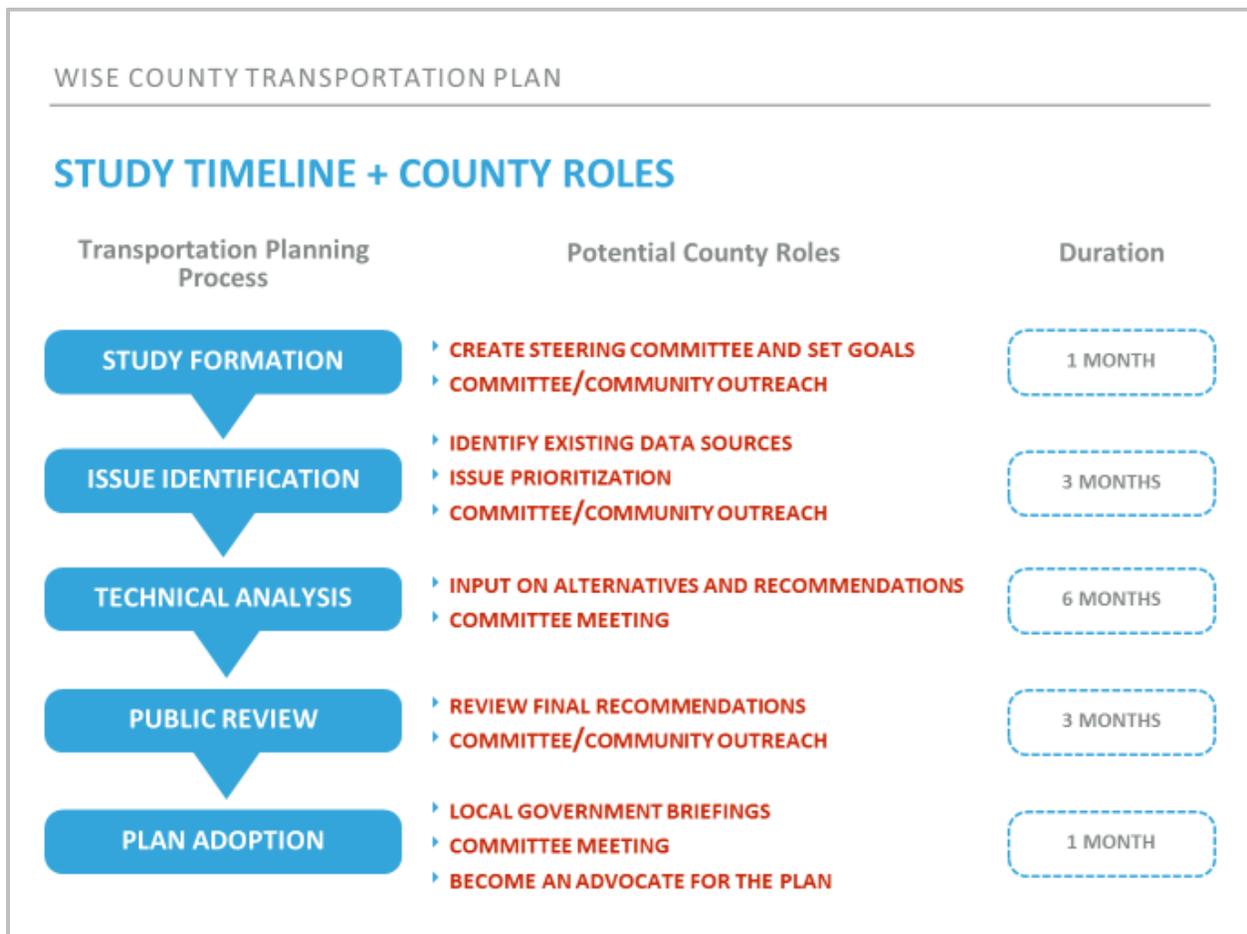


## Study Organization

The primary guidance for the planning process used to generate the recommendations for this update was provided by the Transportation Policy Committee, headed by Wise County Judge J.D. Clark. Additional members of the committee included Wise County Commissioner Danny White, Wise County Commissioner Kevin Burns, Wise

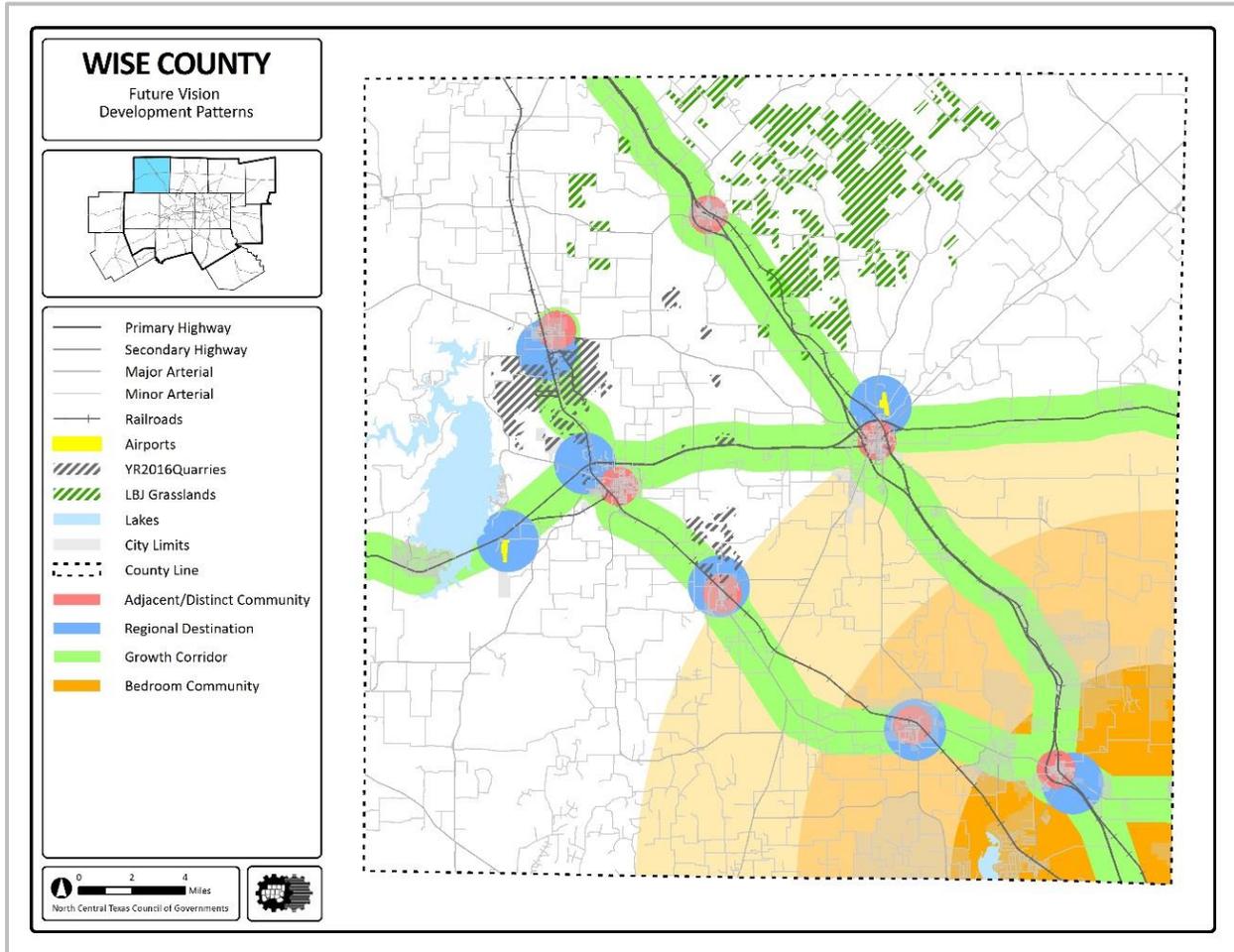
County Commissioner Harry Lamance, Wise County Commissioner Gaylord Kennedy, Wise County Engineer Chad Davis, Decatur Economic Development Corporation Executive Director Thom Lambert, Bridgeport Economic Development Corporation Executive Director Kevin Holzbog, and city of Boyd Representative Greg Arrington. The Transportation Policy Committee was supported by an informal technical committee primarily comprised of technical staff from NCTCOG, the Texas Department of Transportation, and local governments within Wise County.

In Spring 2016, North Central Texas Council of Governments’ staff met with Wise County elected officials and staff, including Judge Clark and the Commissioners Court, to formulate the purpose and goals for the Wise County Transportation Plan amendment, and the general future planning vision for Wise County as a whole, into a work scope and schedule that would be conducive for a comprehensive transportation study to be initiated, completed, and adopted. The work scope was broken down into five major milestones; Study Formation, Issue Identification, Technical Analysis, Public Review, and Plan Adoption.



During the Study Formation phase of the comprehensive planning process, the purpose, goals, and objectives of the study were identified through close coordination with local and county governments represented by the Policy and Technical committees. During the kickoff meeting, the general land-use vision for the county was discussed as

it would be a major factor of how the transportation recommendations would eventually be determined. The committee agreed upon a mixed-vision approach that identified three separate patterns of development within the county: bedroom communities, regional destinations, and adjacent/distinct communities. The predominant locations of these land-use visions were identified, and specific recommendations were made according to the unique needs presented by each vision.



Once the project had been kicked off, the Issue Identification stage began. Issues, input, and comments received from project partners were prioritized, and a data collection phase was initiated. Data resources and contacts were identified, and input from all sources considered.

For this comprehensive study, data resources included the following:

- 2016 Flood Locations
- Roadway Crash Safety Data
- US Census Population and Employment Data
- US Census County-to-County Worker Flows
- Traffic Counts

- Land Use Data
- Population and Employment Projections
- Existing City and County Plans
- Regionally Significant Arterial Classification Guidelines
- Federal Functional Classification System
- Travel Demand Model Forecasts
- Aerial Photography
- Mobility 2040 Metropolitan Transportation Plan Recommendations

As the issues were being identified and prioritized, the Technical Analysis phase began. During this stage in the planning process the various elements of the comprehensive study assessed the needs of the study area in a very technical manner. Through close coordination with the Transportation Policy Committee, alternatives and solutions were identified, recommendations were developed, findings and concepts were presented to the partners for further analysis and input, and final recommendations were submitted for review. These recommendations were then summarized in preparation of a final report, signifying the conclusion of the comprehensive study.

Once completed, the comprehensive plan will be subject to a public review process. This phase will allow for the public, project work groups, any and all community work groups, and local elected officials and technical staff to review the final recommendations of the study. The recommendations may be modified as a result of the comments received. Adoption of the comprehensive study is the ultimate goal of the planning process, and is addressed in the Plan Adoption phase of the work scope. The Transportation Policy Committee will be tasked with spearheading this phase in the process, with elements including local government briefings, achieving plan concurrence at the city and county level, and being adopted by the Wise County Commissioners Court.

## Project Stakeholder Events

### **April 11, 2016 – Commissioners Court Kickoff Meeting**

Wise County Judge J.D. Clark and the Wise County Commissioners were convened to discuss the organizational structure of the study, identify preliminary transportation issues and safety concerns, and outline future visions for the county’s development.

### **June 13, 2016 – Commissioners Court Workshop**

Wise County Judge J.D. Clark and the Wise County Commissioners finalized the study structure. It was determined that the study would be led by a newly formed “Policy Committee” that included Judge J.D. Clark, the Wise County Commissioners, and selected technical staff. The workshop also finalized the guiding vision for future development within Wise County.

**August 15, 2016 – Policy Committee Meeting**

The Policy Committee was presented with information from the early stages of technical analysis efforts. The data primarily answered economic development questions expressed in the previous meetings. It was determined that work should commence on producing a preliminary set of roadway recommendations.

**November 14, 2016 – Policy Committee Meeting**

The Policy Committee discussed the preliminary set of corridor development recommendations. The methodology for producing the corridor sizing determinations was also discussed and approved by the Policy Committee. Comments were received from the committee members regarding the feasibility and realignment of specific corridor recommendations.

**March 13, 2017 – Policy Committee Meeting**

A revised set of corridor recommendations were produced and reviewed by the Policy Committee. It was decided that in addition to the near-term and long-term corridor recommendations, there should be a prioritized list of corridors selected based on the need for additional specialized study and/or expedited implementation.

**June 12, 2017 – Policy Committee Meeting**

The Policy Committee reviewed revisions to the near-term/long-term corridor recommendations and the priority corridor listing. The Policy Committee decided to move forward with public engagement plans that included preparations for an August public meeting and drafting of the final report.

**August 8, 2017 – Public Meeting**

Recommendations were presented to local elected officials and the general public. Comments were accepted by the public and addressed by Wise County officials, Texas Department of Transportation representatives, and NCTCOG staff.

The agendas and presentations from each of the Project Stakeholder Events are included in Appendix A.

## Section 2 – Data Resources

Conversations with Wise County staff during the initial kick-off meeting outlined three preliminary concerns that the Wise County Transportation Plan needed to address: safety improvements, urbanization and population growth, and future infrastructure preservation and maintenance. In an effort to address these issues, data collection activities included the assembly of available data and current plans from local governments, the Texas Department of Transportation, the US Census Bureau, Texas State Data Center, and the Research and Information Services Department at NCTCOG. Data collection for this plan is summarized within this section. Maps regarding the data collected can be found in Appendix B.

### Roadway Inventories

Major transportation facilities in Wise County were identified by using data from NCTCOG's Research and Information Services Department. Current roadway classification was determined using information related to the roadway's Federal Functional Classification System, Regionally Significant Arterial designation, posted speed limits, and currently available lanes of travel. Additionally, facilities and roadway improvements financially committed by the year 2040, as reported in *Mobility 2040: The Metropolitan Plan for North Central Texas*, were also considered in this data gathering process. Corridors where the roadway classifications overlapped elevated their priority for further study.

### Hydrology and Topography

The Federal Emergency Management Agency's digital flood insurance rate map flood zone information from 2014 was the primary source of topographical data collected in order to assess the severity of flood-related issues within Wise County. This was used in conjunction with comments from Texas Department of Transportation (TxDOT) engineers and listings of flood-related road closures in the Wise County Messenger from April through June 2016. It was also noted that, because Wise County is one of the primary construction aggregate producers within the North Central Texas region, there are a number of underutilized quarries that have a potential reuse as future hydrological infrastructure. This combination of data provided a comprehensive view of flooding issues through the county, and allowed for the identification of high-priority flood-prone corridor segments.

### Safety Data

Crash safety data was received from TxDOT which included locations of fatal and incapacitating vehicular incidents that occurred between the 2013-2015 timeframe. Comments were also received from the Wise County Engineer's office regarding transportation safety improvement efforts that were currently underway. During the Issue Identification phase of the planning process, Transportation Policy Committee members were invited to review large plots incorporating this safety data and identify areas of concern they felt needed an elevated level of

attention. Where there were high densities of severe or fatal crashes, the corridor or intersection was flagged as an immediate safety risk and added to the near-term recommendations.

## Observed Traffic Counts

Twenty-four-hour vehicle traffic counts were determined from observations conducted at several locations throughout the county by TxDOT and Wise County engineering staff. The vehicle counts were performed to provide total non-directional flows at critical areas around the county. The traffic count data was analyzed geographically in order to observe if a corridor demonstrated a consistent and sizable volume across its entire length. This provided valuable insight to commuter flow patterns in areas that did not have a clearly organized network of existing roadways.

## Demographic Trends (Population, Employment, Commuter Trends)

Population and employment projections for 2017 and 2040 were developed by NCTCOG's Research and Information Systems Department in conjunction with the development of *Mobility 2040: The Metropolitan Transportation Plan for North Central Texas*. Local municipalities worked with staff to ensure that local government land use and comprehensive plans were included in the forecasting process. A task force of local officials from city, county, and transportation entities acted as the governing body for the process and endorsed the forecasting procedures and the results for approval by the NCTCOG Executive Board.

According to the estimates produced during this process, Wise County is expected to have a population of 102,000 by the year 2040. This is a 65 percent increase from the 2017 current year estimate of approximately 62,400 residents. With the estimated employment projection at 47,200 jobs in 2040, Wise County shows a continuation of a population/employment imbalance, motivating more than half of future residents to commute outside Wise County for their employment. The worker commute patterns were collected from the American Community Survey between the years of 2002 and 2014, and demonstrate this trend occurring in present day commuting patterns. It is worth noting that the data also shows the influx of workers into Wise County for employment in the mining, quarrying, and oil/gas extraction industry.

## Gas and Oil Well Locations

Mining, quarrying, and oil/gas extraction is the primary basic industry within the Wise County economy. According to the Texas Railroad Commission, there are just over 12,500 oil and gas wells that have been drilled within Wise County. The locations of the wells have been analyzed as factors that may inhibit certain land uses in the future. Higher concentrations of oil/gas wells can impede the construction of additional roadways that may be warranted by new development or the demand for new development in areas surrounding the wells. Inhibiting the construction of proper transportation infrastructure can cause safety issues and/or poor economic performance for future developments. This effect has been minimized in the amended recommendations. The data found

significant densities of oil/gas wells in the southeast sections of the county; the area of the county that is expected to see the largest demographic growth within the next 30 years.

## Current Transit Services

The transit components of the Wise County Transportation Plan defer to the recommendations presented in the Access North Texas regional transportation coordination plan. The planning efforts for the Wise County Transportation Plan and Access North Texas occurred concurrently and resulted in a close collaboration during the production of public transit recommendations for Wise County. As requested by the Transportation Policy Committee, this update to the Wise County Transportation Plan will remain primarily focused on improvements made to vehicular-centered surface transportation infrastructure improvements.

## Land Use

NCTCOG's Research and Information Systems Department provided land use data for the year 2010. This data was mapped to provide insight into areas for future growth and potential commuter movements between major clusters of single-use zones. It is understood that the county has no authority set by the State of Texas to set land use restrictions, but the county is encouraged to take an active role in discussing with municipalities changes in land development policies that would more closely align future growth with the overall vision the county has set within this transportation plan.

## Existing County and City Multimodal Plans

Comprehensive, thoroughfare, land use, and other planning documents that currently exist for the county and its jurisdictions were reviewed to ensure the recommendations of this study are compatible with previous planning efforts. These documents include, but are not limited to, NCTCOG's *Mobility 2040: The Metropolitan Transportation Plan for North Central Texas*, the *City of Decatur 2004 Long Range Master Plan*, the *City of Bridgeport Master Thoroughfare Plan*, the *City of Fort Worth Master Thoroughfare Plan*, the *Parker County Transportation Plan*, and the *Denton Country Thoroughfare Plan*. During the technical analysis portion of this study, the recommendations were reconciled with each of the municipalities' comprehensive plans.

## Dallas-Fort Worth Regional Travel Model

The Dallas-Fort Worth Regional Travel Model (DFWRTM) serves as a source for forecasting vehicle miles of travel and other travel characteristics for the Dallas-Fort Worth Metropolitan Area. The Transportation Department of NCTCOG is responsible for executing the DFWRTM and conducting various planning processes for the region. The software used by the department for the DFWRTM is TransCAD. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the Metropolitan Planning Organization policy-making structure.

For the purposes of the Wise County Transportation Plan, the projected daily vehicular volume and the anticipated level of service for roadways within Wise County in the year 2040 were used as part of the analysis process.

## Section 3 – Needs Assessment and Technical Analysis

Before developing the recommendations for the Wise County Transportation Plan, it was necessary to assess both the current and future needs of the county. It was the intention of the Transportation Policy Committee to produce two sets of recommendations; one set focused on near-term transportation needs, and another set focused on a long-term vision. Using the data described in detail in Section 2, several different approaches relevant to each data set were incorporated to identify key corridors for improvement and areas needing additional infrastructure. The results of each method were then compared, refined, and scored to create the near and long-term corridor recommendations. With the help of the Transportation Policy Committee, criteria was established to prioritize elements of the recommendations to create a priority corridor listing. These sets of recommendations are described in greater detail in Section 4. Maps regarding the technical analysis performed for this study can be found in Appendix B.

### Federal Functional Classification System

The base level of assessment was the roadway's designation in the Federal Functional Classification System. All roads listed as a major collector or above in the Federal Functional Classification System were shown as a priority. Roadways classified under the major collector designation, and outside federally recognized urban statistical areas, are not eligible for federal funding. The funding eligibility is not a requirement for a corridor to eventually be recommended, but it allows the future improvement of that corridor move viable.

### Regionally Significant Arterials

The federal government defines a "regionally significant project" as a "transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals, as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum, all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

NCTCOG developed a classification system known as Regional Significant Arterial out of the need to report regionally significant projects to the federal government in the Metropolitan Transportation Plan. This is part of a larger classification know as Regionally Significant Roadways that include freeways, tollways, and grade-separated interchange projects on regionally significant roadways where no access existed previously. This classification

helped contextualize the role of the county's transportation system in regards to the surrounding regional transportation network.

## Traffic Counts (TxDOT and Wise County Counts)

Due to the wide variances in traffic counts across Wise County, roadways were selected and prioritized on the basis of consistency instead of a strict numerical qualification. The traffic count data was analyzed geographically in order to observe if a corridor demonstrated a consistency of any sizable volume across the length of the entire corridor. Observed traffic counts between the year 2006 and 2016 were provided by TxDOT, and 2015 counts of more remote county roadways were provided by the Wise County engineer's staff. This provided valuable insight to commuter flow patterns in areas that did not have a clearly organized network of existing roadways.

## Projected 2040 Volumes

The projected daily volumes for the year 2040 were derived from the DFWRTM results used for *Mobility 2040: The Metropolitan Transportation Plan for North Central Texas*. The travel demand simulation for Mobility 2040 included the addition of the roadway improvements listed in Mobility 2040 in order to gauge their effectiveness in congestion relief. The year 2040 results were then compared to the volumes projected for the year 2017. Roadways that displayed significant growth necessitating additional lane capacity between the years 2017 and 2040 were selected for prioritization. Roadways that were closely approaching this threshold were also considered for prioritization.

## Mobility 2040 Improvements

In order to ensure consistency and compliance with *Mobility 2040: The Metropolitan Transportation Plan for North Central Texas*, projects that were already listed in the plan, and deemed financially viable for implantation before the year 2040, were automatically included as priority for this study. The following is a listing of the projects that are identified in Mobility 2040 within Wise County:

- US 81/287 from SH 114 to Tarrant County Line: Frontage Road Improvements
- US 81/287 at Ramhorn Hill Road: New Interchange
- US 81/287 at CR 4838: New Interchange
- US 81/287 at CR 4227/4228: New Interchange
- US 380 west of SH 114: Facility Widening
- FM 51 from Preskitt Road to CR 3170: Facility Widening
- FM 51 at SH 114: Grade Separation

## Potential Corridors of Arterial Need

The Potential Corridors of Arterial Need classification is a planning mechanism utilized to ensure that the recommendations generated by the analysis process comply with the generally-accepted theoretical spacing of transportation infrastructure; limited-access roadways at 10-mile intervals and major arterials at 2 to 5-mile intervals. This corridor classification is the result of an exercise that ensures there is a transportation corridor identified at a maximum of 5 miles from the next parallel transportation corridor to the north and south of its location. This exercise is the start of identifying the future location of a robust 5-mile arterial grid that is conducive for supporting the residential growth that is projected for Wise County. The corridors identified as Potential Corridors of Arterial Need were selected with a professional subjectivity that allowed for flexibility when consulting with the Transportation Policy Committee and the general public, and is designed to be the most malleable part of the analysis.

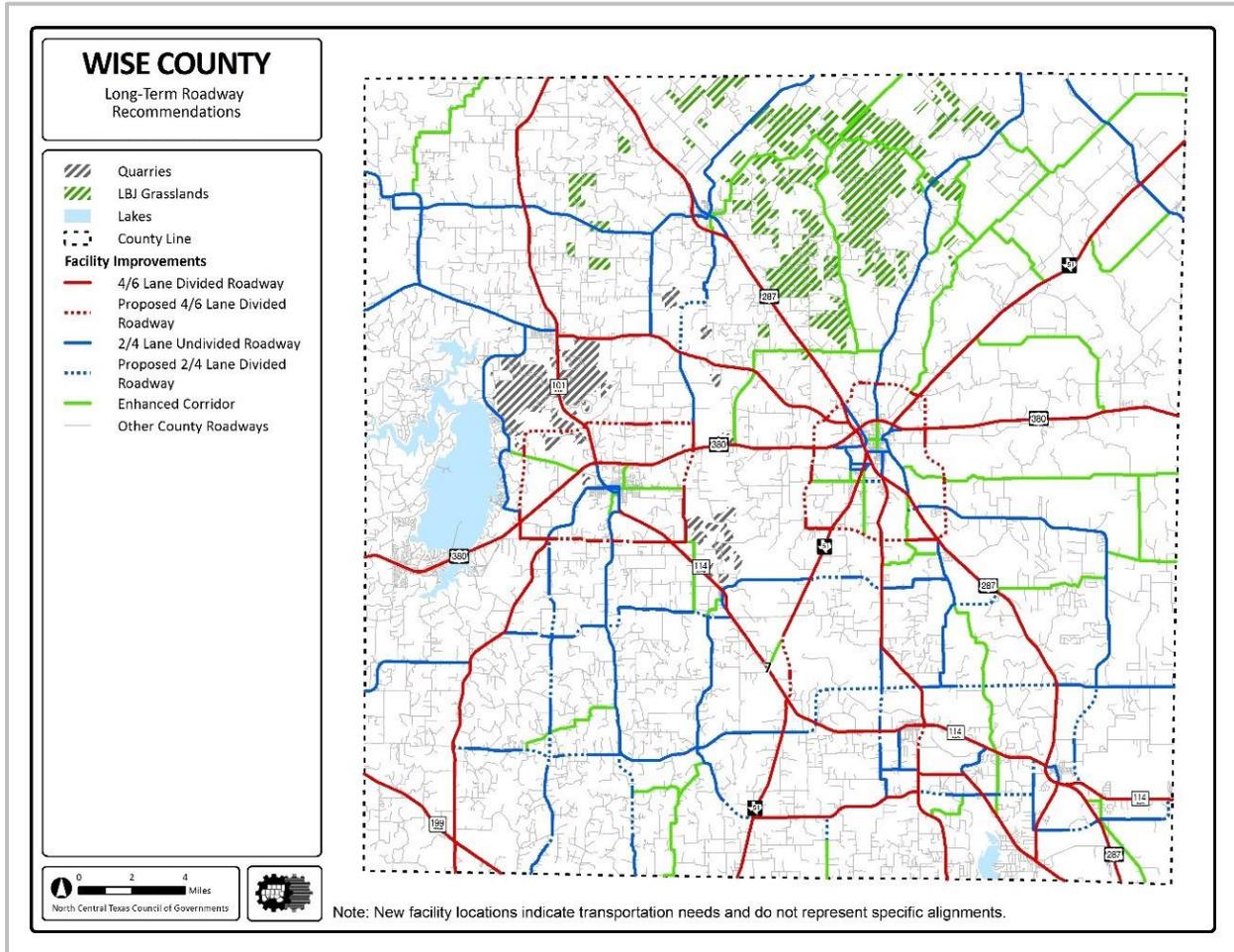
## Inhibitive Land Uses and Oil/Gas Well Density

Land use designations within Wise County were analyzed for the purposes of understanding the suitability for certain transportation improvements in sensitive areas within the county. Zones noted as sensitive consisted of the areas designated for the LBJ Grasslands, the 100-year flood plain as designated by the Federal Emergency Management Agency, the Lakes, and operating and abandoned quarries. Beyond this initial grouping, land uses inhibitive to construction of transportation infrastructure, as assigned by the local municipalities, were included. Land uses that were considered as inhibitive included: industrial, institutional, utilities, railroads, communication infrastructure, airports, parks, landfills, cemeteries, and flood control infrastructure. The combined information of inhibitive land uses, when paired with the oil/gas well density information, provided the land-use suitability portion of this transportation study.

# Section 4 – Transportation Recommendations

## Long-Term Transportation Recommendations

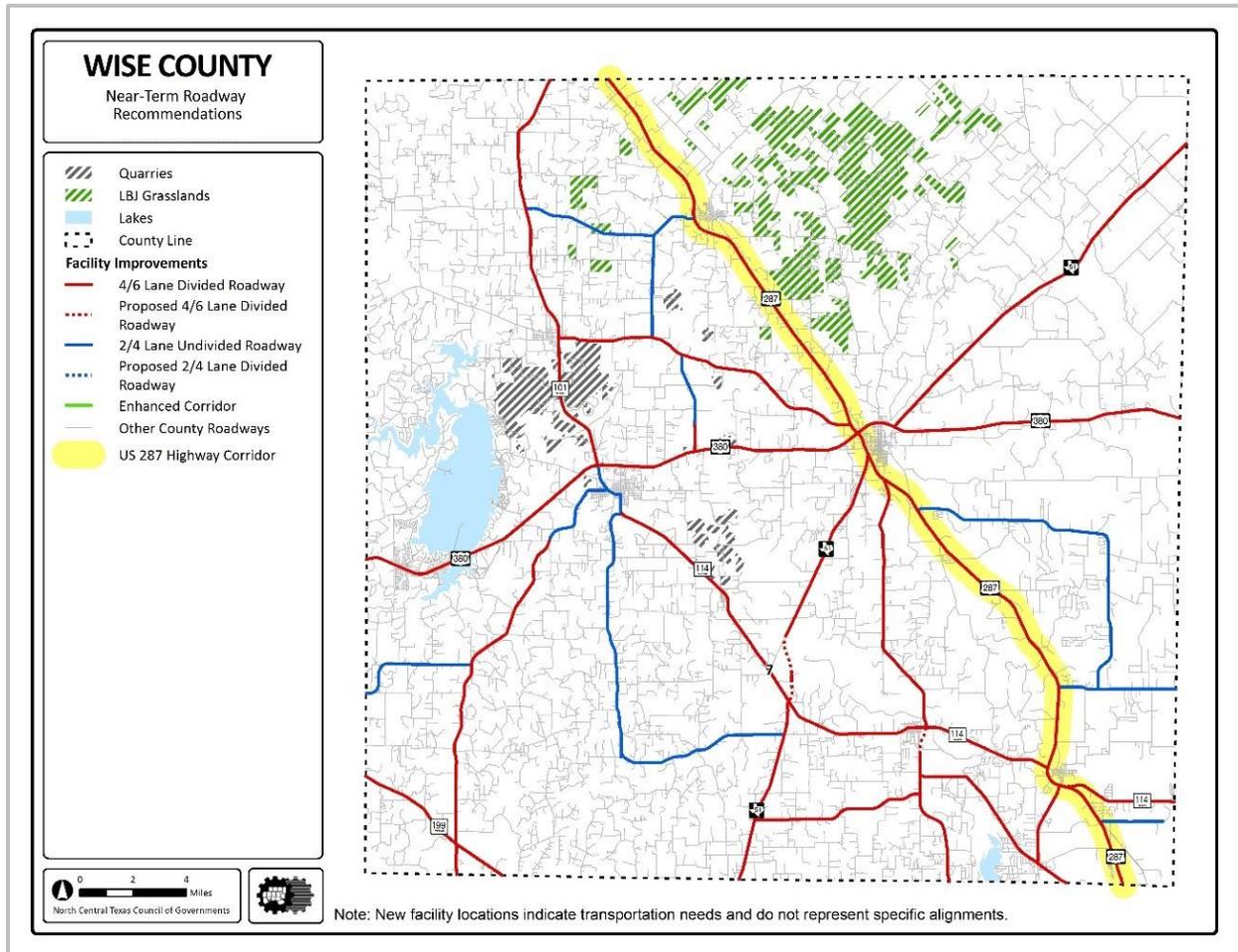
The following long-term transportation recommendations exhibit buildout conditions for Wise County’s transportation system beyond a 20-year planning timeframe.



The long-term corridor development recommendation map contains an illustrative representation of facility-level improvements leading up to full buildout conditions of Wise County’s roadway network. The corridor development recommendations also represent a transportation system that has been developed as a result of an extensive needs assessment process, and an attempt to meet the transportation demand by assigning broad functional classifications, lane designations, and potential geometric improvements to new and existing roadways. Individual elements of these recommendations are not interdependent, and can be added or deleted to suit county need. New facilities that are listed in these recommendations are representative of a need for roadway connectivity and do not suggest a specific facility alignment.

## Near-Term Transportation Recommendations

The following near-term transportation recommendations are intended to guide development and transportation infrastructure improvements within the next 20 years. They are the immediate responses to Wise County's most pressing needs as described by the Wise County Transportation Policy Committee.

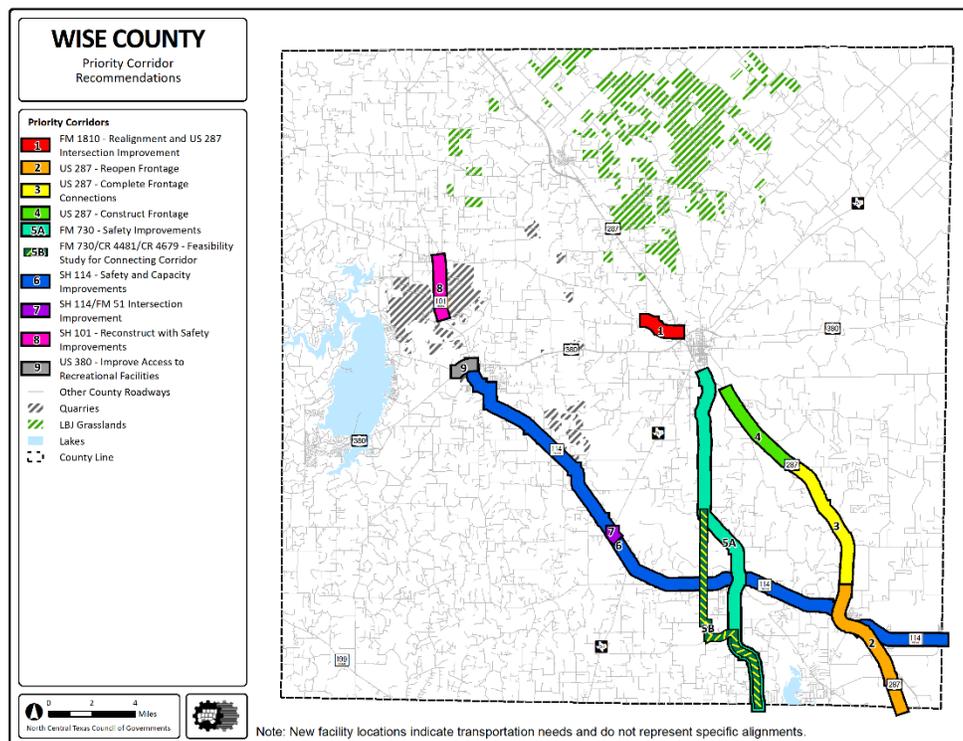


The corridor development recommendations represent a transportation system that has been developed as a result of an extensive needs assessment process, and an attempt to meet the transportation demand by assigning broad functional classifications, lane designations, and potential geometric improvements to new and existing roadways. Individual elements of these recommendations are not interdependent, and can be added or deleted to suit county need. New facilities that are listed in these recommendations are representative of a need for roadway connectivity and do not suggest a specific facility alignment.

## Priority Corridors

Priority Corridors are roadway segments or projects within defined extents that have been identified for further study or expedited implementation. The projects in this listing are undergoing planning processes leading toward eventual implementation, have been the subject of a recent planning study, or are presently being recommended for an independent planning study.

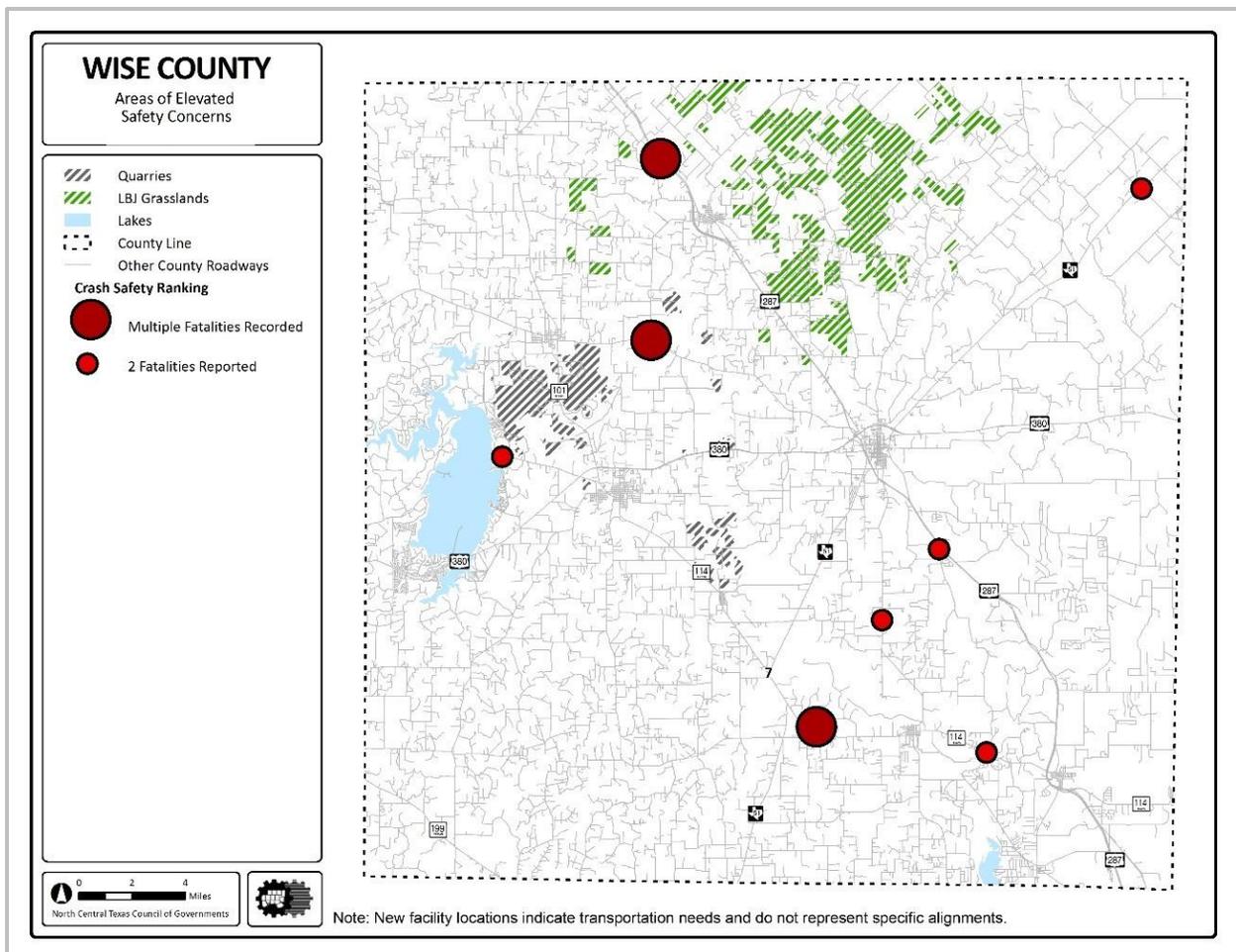
1. FM 1810 from Caldwell Road to US 81/287: Realignment and US 81/287 Intersection Improvement
2. US 81/287 from Tarrant County Line to Pioneer Road: Reopen Abandoned Frontage Roads
3. US 81/287 from Pioneer Road to CR 4421: Complete Frontage Road Connections
4. US 81/287 from CR 4421 to CR 4127: Construct Frontage Roads
5. FM 730 Corridor
  - a. FM 730 from US 81/287 to Tarrant County Line: Safety Improvements (Near-term Priority)
  - b. FM 730/CR 4481/CR 4679/FM 2048 from CR 4384 to Tarrant County Line: Feasibility Study for Connecting Corridor (Long-term Priority)
6. SH 114 from US 380 to Denton County Line: Safety and Capacity Upgrades
7. SH 114/FM 51 Intersection: FM 51 Grade Separation and/or Realignment
8. SH 101 from US 380 to FM 1810: Reconstruction with Safety Improvements
9. US 380 from US 101 to FM 1658: Improve Access to Recreational Facilities



## Areas of Elevated Safety Concerns

The following locations have been identified due to the close proximity of fatal or incapacitating vehicular incidents. They are listed in geographical order from south to north with priority given to areas with multiple fatalities reported.

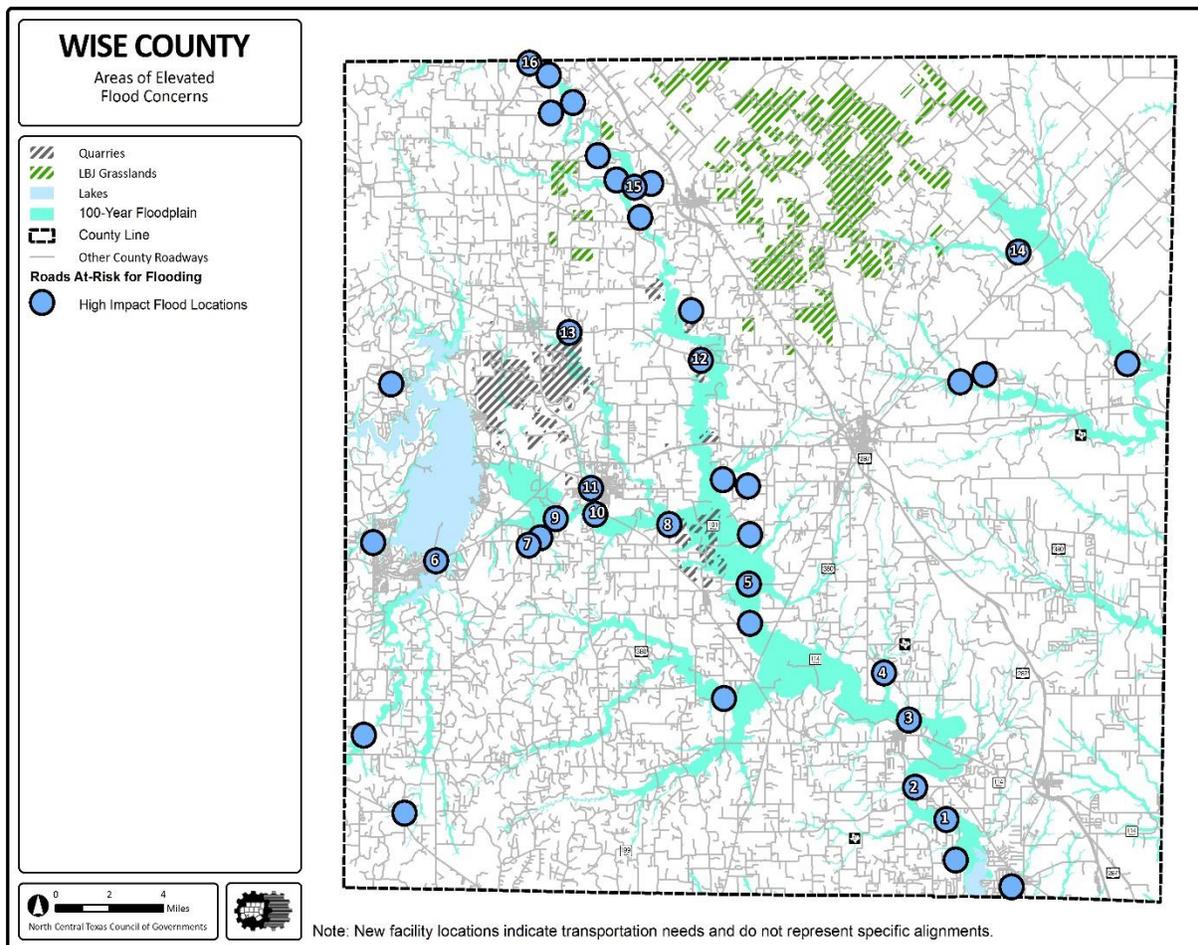
1. SH 114 from FM 51 to FM 730 (Multiple Fatalities Reported)
2. FM 1810 from SH 101 to US 81/287 (Multiple Fatalities Reported)
3. US 81/287 from CR 2898 to CR 2798 (Multiple Fatalities Reported)
4. SH 114 at FM 718
5. FM 730 from CR 4374 to CR 4384
6. CR 4227 from CR 4226 to US 81/287
7. FM 1658 at FM 2952
8. FM 51 at FM 455



## Locations of Elevated Flood-Related Concerns

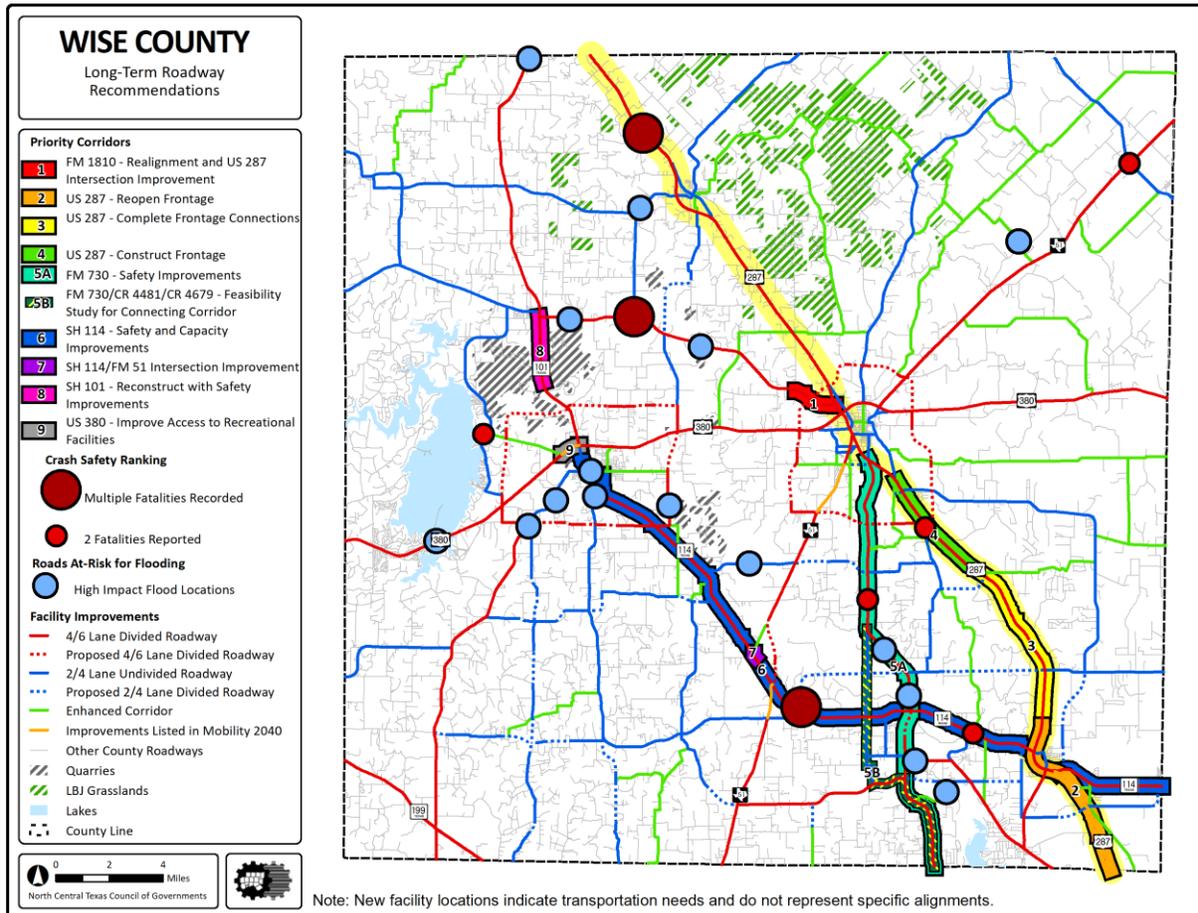
The following locations have been identified due to their persistent issues and their high impact on the overall transportation system during instances of flood-related emergencies. Especially problematic locations are listed in geographical order from south to north.

1. FM 4757 near FM 4756
2. CR 4668 near FM 730
3. FM 730 near Abel Road
4. FM 730 near CR 4470
5. FM 3259 between SH 114 & FM 51
6. US 380 at Lake Bridgeport
7. FM 920 near CR 3424
8. FM 3225 near FM 3241
9. FM 2123 near Industrial Blvd.
10. Cates Street near 8<sup>th</sup> Street
11. FM 920 & FM 3519
12. FM 1810 from Maginnis Road to CR 1340
13. FM 2535 near FM 2425
14. FM 1810 & PR 1262
15. FM 1655 near FM 2265
16. SH 101 South of Montague County Line



## Comprehensive Long-Term Recommendation Map

The following map is a comprehensive representation of all recommendations made within Section 4 of the Wise County Transportation Plan. It combines the long-term roadway classifications, flood issues, safety issues, and the priority corridors for an aggregated view of the final recommendations.



## Section 5 – Application and Implementation

Coordinated, comprehensive, and continuous planning is the backbone of efforts to preserve and enhance quality of life while ensuring and promoting orderly development, fulfilling community goals and objectives, and paving the way for generations to come. Planning for the future helps communities to identify and anticipate inevitable changes rather than merely to react at a time when options are fewer and the outcome less controllable. Urban planners use many tools to help address and manage future change. Many of these tools attempt, in one way or another, to influence and control the built environment. This comprehensive transportation plan is one such tool.

However, it is only one tool, and as such, it must fit into the context of other planning efforts. This includes efforts at the state, regional, and local levels. As part of the Metropolitan Planning Organization, Wise County is represented in the long-range Metropolitan Transportation Plan, which identifies regionally significant projects that are expected to be funded within the next 25 years. The Metropolitan Transportation Plan identifies recommendations of regional significance while the Wise County Transportation Plan concentrates mainly on facilities and corridors critical for mobility and connectivity at the county level regardless of geographic boundaries. Development and implementation of potential projects and programs within or affecting local municipalities should be coordinated with officials from those government entities. While the Wise County Transportation Plan does not make specific recommendations for facilities that are more local in nature, it can serve as the identification of a background system that can be developed to compliment local facilities.

As important as a transportation plan may be in the overall planning process, it is also important to note what it does not include. This plan concentrates on identifying needs without attempting to match those needs to potential funding sources, nor does the plan attempt to prioritize needs relative to each other. These are issues that are more appropriately resolved by elected officials within Wise County and local governments. Officials in Wise County and its local governments are encouraged to work with TxDOT and NCTCOG to identify innovative sources of funding that would allow for specific projects to be built. In between vision and funding, additional studies may be necessary to further refine the general recommendations of this plan into project-specific recommendations when appropriate.

### How to Use This Document

This plan is intended to provide a context for a systemic vision of transportation planning that integrates not only local and county-level transportation planning efforts, but also questions of land use and economic development. This level of integration can help encourage sustainable transportation modes by fostering land uses that support such modes. Integrated planning also helps prevent wasteful “throw-away” projects, in which recent construction is razed and replaced as a result of shifting priorities. An integrated planning system can also help incubate projects so they are ready to carry out when funding opportunities arrive. This plan can assist integrated planning goals in a variety of ways.

## Providing a Framework for Collaborative Planning Efforts

Within any particular set of political boundaries, the goals expressed by the government of the larger area may not align perfectly with the goals of the local government. An example of this disconnect may express itself in cases where one level of government wishes to transform a local street into a larger arterial street to accommodate regional movements, while another level prefers to preserve the street for local access. Alternately, the conflict may occur when one area seeks to increase the intensity of its development without due consideration of the impacts on surrounding areas with respect to infrastructure needs or environmental effects.

The adoption of a comprehensive transportation plan provides a starting point, based on mutually adopted assumptions that can serve as the catalyst for discussions to resolve such disputes among political entities; locally and regionally. Once consensus is reached on a broad vision, it should become easier to resolve conflicts or develop compromises regarding the details of the vision. Moreover, some issues may be prevented or resolved technically through the development and implementation of mutually-adopted guidelines governing how the county and city governments relate to the plan. Such guidelines might govern when one level of government must seek comments from other governments or political entities about a particular project or development. Guidelines could also be written to indicate when the recommendations in the plan must be followed, or when exceptions might be allowed. An appointed group, perhaps as a continuation of the Wise County Transportation Plan's Policy Committee, may be authorized to take the lead in the development of such guidelines; since the point would be to foster collaborative planning, consensus should be achieved prior to implementation.

This plan represents the beginning of larger project development process. The recommendations in this plan serve as a record of priorities that organize the transportation vision for Wise County. As a result, this document clearly defines Wise County's intentions when introduced into other regional planning initiatives, including the development of the Metropolitan Transportation Plan. Inclusion of a project in the Metropolitan Transportation Plan starts the process of identifying and allocating regional funding sources, as well as allowing for the progression of project-level design and environmental studies to further refine the physical specifications and policy compliance of the project. Once funding has been secured and a development schedule set, the project can be listed as a committed item within a local city/county Capital Improvement Program or the regional Transportation Improvement Program, with construction expected to begin within 1 to 4 years. Plans such as the Wise County Transportation Plan are valuable policy tools for starting this regional project development process.

## Identifying Potential Projects and Funding Opportunities

The previous chapters of this plan have identified areas of improvement within Wise County and its municipalities that are needed to accommodate the transportation needs of the county's current and future population. However, this plan is not fiscally constrained: no attempt has been made to identify or commit financial resources to constructing these projects. The question of how to fund the county's priorities, and indeed how to determine

which projects are priorities, may be approached through a variety of methods. In each case, it is up to Wise County and its municipalities to establish a strategic process for moving forward with the recommendations described in this plan.

## 1 - Bond/Capital Improvement Program

One commonly-used method of financing transportation improvements using local money is to develop a Capital Improvement Program (CIP) that dedicates a stream of tax revenue for improvements throughout the area. This can be done either through traditional local tax revenues or through a series of bond issues to be incorporated into an ongoing CIP. For example, in 2008, Parker County passed a bond program allowing the county to spend up to \$80 million on transportation projects within the county. This bond program was developed by a consultant working with the county to identify the county's highest priorities for new construction, widening, and other improvements.

Dallas County, on the other hand, maintains a major CIP for evaluating and funding transportation infrastructure. At the heart of this program is a mechanism in which each municipality within the county commits to provide a certain share of revenue. The county then issues periodic calls for projects, which are then evaluated for their technical merit. The top-ranking projects can then be constructed using the available funds contributed by the participating municipalities. This approach obviously differs from the bonding approach, as the need for repeated bond elections is removed. However, the funding commitment made by the municipalities to the program may represent a financial strain during an economic downturn. This plan can be used to help identify candidate projects and programs for these various funding sources when the opportunities arise.

## 2 - Regional Transportation Improvement Program

As the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region, NCTCOG administers the Transportation Improvement Program (TIP), which directs transportation money to specific projects within the region. The TIP is a short-range (one to four years in scope) programming document with funding obligation authority. Projects are proposed by NCTCOG's members or partner agencies and, if funded through federal or state funds, are evaluated based on their merits and impact on the transportation system. Selection criteria include cost effectiveness, the project's potential for reducing congestion, and its effects on air quality. All projects must be approved by the Regional Transportation Council. Locally funded projects are required to be included in the TIP for air quality analysis and are not subject to the regional evaluation process.

The TIP includes funding from a variety of federal, state, and local sources, and each funding program has rules and guidelines based on that program's priorities. For example, the Congestion Mitigation and Air Quality Improvement Program is designed to reduce congestion and its associated environmental impacts while improving air quality. The likelihood that a particular project will get funding is related to how well it reflects the priorities of a program with available money, and the number of other projects competing for that same source of funds.

Alternative transportation modes, such as transit, bicycle, and pedestrian transportation, are also currently supported through the TIP under programs such as the Job Access/Reverse Commute Program.

### 3 - Grant Opportunities

In addition to regular transportation funds, various government and non-government agencies offer a variety of grants to provide different community services and improvements. For example, the US Department of Housing and Urban Development offers Sustainable Communities Regional Planning Grants to support development that considers challenges such as economic competitiveness and revitalization, social equity, access to opportunity, public health, and environmental impact. Other grant opportunities are available that support highway safety, transit, and bicycle and pedestrian improvements. Each grant comes with conditions and reporting requirements to establish that the grant money is being used to support the priorities being advanced by the grant provider.

### Determining Further Study Needs

Even the most comprehensive of transportation plans cannot guarantee that actual development patterns will match those assumed in the plan; nor does a countywide plan offer the detail that local decision makers may require for projects specific to local areas. However, even in these cases, the plan can help identify and direct future study needs. For example, depending on the guidelines established for administering the plan, future developments above a designated threshold might be required to perform traffic impact studies if the roads in the area are not already recommended for expansion. The recommendations in the plan could also serve as inputs for other economic development or small-area study plans, giving some idea of what a build-out roadway network might look like. Further studies based on the recommendations contained in this plan can provide a greater level of localized detail.

### Plan Administration, Monitoring, and Updating

As part of a continuing planning effort, this plan should be sufficiently robust to provide a stable guide for development while remaining flexible enough to respond to local concerns and changing conditions. As the documented vision of the county's long-term transportation needs, this plan represents the standard for the development of transportation infrastructure. If properly administered, it is expected that other planning efforts within the county will be consistent with the recommendations in this plan.

At the same time, it is important to provide a mechanism for monitoring development within the county and updating the plan when significant changes within the county challenge the assumptions underlying the plan's recommendations; otherwise the plan could become outdated or lose relevance to the community. Changes that drive a plan update or amendment might include more rapid countywide development than projected by the plan; sudden, intense development in an area projected to remain rural; or proposals for major new infrastructure improvements or other large-scale land uses. The mechanism for monitoring the plan may also include a process

for making minor updates to the plan on a regular basis or as new demographic projections become available. The task of monitoring the plan, ensuring compliance with any coordination requirements generated in support of this plan, and directing updates may be retained by the Wise County Transportation Plan's Policy Committee or assigned to a designated authority, such as a county employee, city staff, or even through a retained transportation consultant. While technical support may be provided by NCTCOG under the Unified Planning Work Program, control and administration of the plan should be vested within Wise County itself.