Mobility

An efficient, affordable, and sustainable transportation system

GOAL:

Build and maintain a balanced and sustainable transportation system that provides for the safe, convenient and efficient movement of people and goods, reduces traffic congestion, encourages energy and transportation efficiency, and expands opportunities for citizens to meet some of their routine needs by walking or cycling.

Policy Statements:

1	**Multimodal Mobility:** *Royse City will minimize traffic and the demand for travel lanes by creating a viable, functional multimodal transportation network that is attractive and effective, and takes into consideration public transit, bikes and pedestrians.*
2	**Safe and Connected Pedestrian/Bicyclist Network:** *Royse City will build and maintain a mobility network for pedestrians and bicyclists that is safe, functional, comfortable, and well connected.*
3	**Accessible Transportation for Everyone:** *Royse City will provide access to public transit, walking and biking trails for people of all ages and physical abilities within and close to neighborhoods, shopping and employment centers.*
4	**Traffic Congestion and Transportation Demand:** *Royse City will utilize technology, innovative concepts and transportation demand management strategies to reduce traffic demand and congestion, reduce journey to work trips, and improve the safety and efficiency of roadways and intersections throughout the community.*
5	**Flexible Roadways and Corridors:** *Royse City will design and utilize roadway corridors and public rights-of-way in a manner that can be adapted with minimal investment to accommodate mobility needs and adjacent land uses as they evolve over time.*
6	**Improved Regional Connectivity:** *Royse City will collaborate with neighboring cities and other agency partners to improve the mobility network in the region.*

Introduction

Transportation and land use go hand-in-hand in determining the look and feel of a community. If a city plans and builds neighborhoods around auto-oriented development, it will take on a more spread-out form with separated residential, shopping, and employment uses, which requires more infrastructure and generates more traffic. If a city prioritizes walkable, complete neighborhoods, then more uses are integrated together in a compact form, resulting in fewer driving trips and less infrastructure to maintain. In Royse City, we desire to have a mixture of these, planned and designed in a manner that ensures gradual transitions between adjacent uses, moves vehicles efficiently on roadways, and makes pedestrian safety a top priority in areas where people live, work, shop and socialize. Instead of thinking in terms of "everything is accessible by car in 15 minutes," our aim is to make most needs accessible within a 15-minute walk.

A key objective of this plan is generating more unique, high-quality, productive places. The mobility network enables this by creating efficient connections between places for all forms of transportation—cars, public transit, walking, and biking.

What We've Heard from Residents

"Would love opportunity to encourage walking and biking to school."

"I wish the city spent more money on roads/road repairs; the city is filled with roads that are in terrible shape, which in turn reflects negatively on the community and city."

"Improve the roads. Add sidewalks/bike lanes. Be more friendly for those not in vehicles. Discourage speeding down long stretches where people live and children and pets run into the street."

"Need STAR Transit stop in downtown and seniors ride free."

"Consider expanded public transportation system (bus circulator) to accommodate those who are not able to drive."

"What is going to be done about increased traffic around Walmart, Dairy Queen, Whataburger, and new businesses with only two exits and entrances to the area?"

"Cars drive too fast in our neighborhood. We need to slow them down to make it safer for our kids and people walking!"

"We don't want traffic like Rockwall!"

Function

The primary function of a mobility network is to get people and goods to the places they need to be. It needs to allow easy and efficient movement throughout the community—whether by car, public transit, walking, or biking.

The transportation system can either help us create the kind of safe, walkable community we want, or it can get in the way. The key is in understanding that different parts of our transportation network serve fundamentally different purposes.

First, streets and roads are not interchangeable.

STREETS, ROADS, ... AND 'STROADS'

Streets: economic generation, social networking, community identity

The *street* is a low-speed (under 25 mph) area that allows for a high amount of human activity. This may be the buzzing Main Street with a mix of businesses and outdoor seating, or the quiet residential street with children playing in front yards. Streets can be part of a larger place, or can be destinations themselves; they're where people spend time. They accommodate vehicle traffic—alongside foot traffic—but do not prioritize it. They're a safe place for pedestrians and drivers alike. Streets are platforms for economic growth and social interaction, and are key component of a community's brand and neighborhood character.

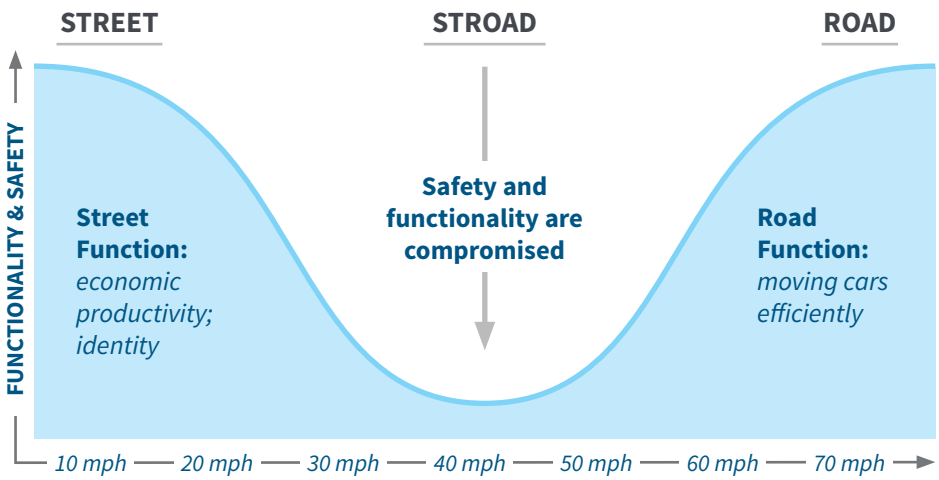
Roads: fast and efficient connections

Where streets should be designed to prioritize people, the primary function of a road is to move people and goods quickly between places. Highways and farm-to-market roads are great examples. On a road, the automobile is prioritized, and higher speeds are appropriate. Effective roads are not pedestrian zones, and they are not economic development corridors. In order to minimize congestion and pedestrian fatalities, sidewalks, crosswalks, driveways and intersections should be minimized or in some cases, eliminated altogether.

Stroads: a dysfunctional and dangerous hybrid

When we combine the functions of a street and a road, we end up with a hybrid Chuck Marohn has termed a *stroad*. Stroads are failed attempts to get the economic productivity of a street and the efficiency of a road all in one corridor. They are designed for high volumes of cars and faster speeds (over 35 mph) but often have sidewalks next to the curb and crosswalks, which make them particularly dangerous for pedestrians on foot or bike. At the same time, these corridors also have multiple traffic signals, median cuts, and driveways to accommodate auto-oriented businesses—all of which slow cars down and increase opportu-

> *One of the most effective things a community can do to save infrastructure costs, improve tax revenue per acre of developed land, and reduce accidents and fatalities is to reduce the miles of 'stroads' they have.*

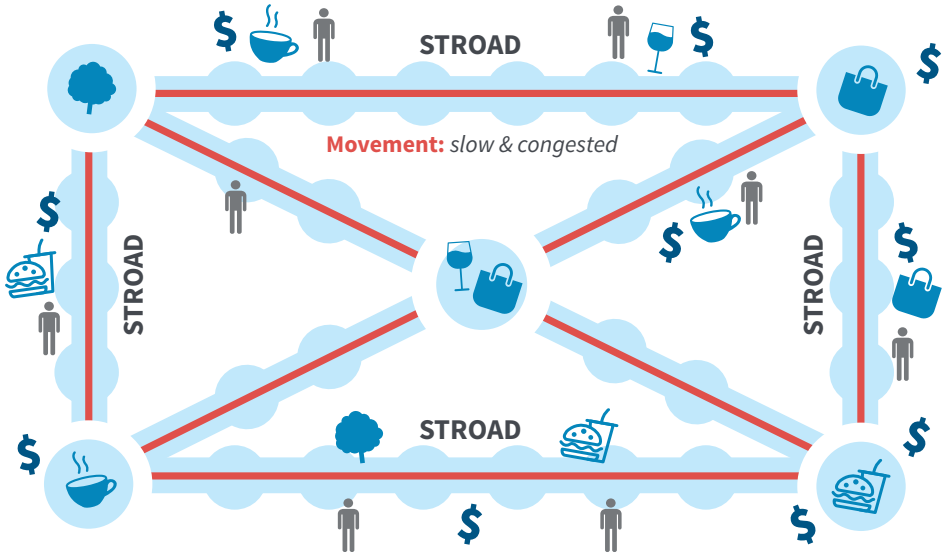


SAFE & FUNCTIONAL CORRIDORS

Streets and roads serve very different purposes. We seriously compromise both their functionality and safety when we try to combine the two. The stroad is a dangerous, congested, and expensive attempt to having everything all at once.

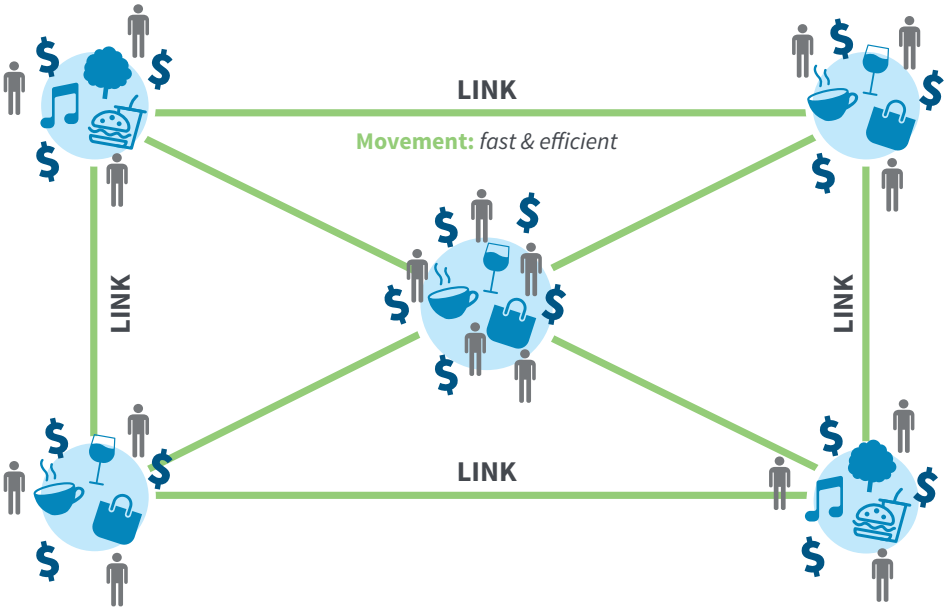
INEFFICIENT, DANGEROUS, & UNPRODUCTIVE

Too much of our recent development has followed the pattern of trying to merge high traffic volumes with commercial development. The result is a system that functions very poorly on all counts, and is particularly expensive to maintain. ***Stroads*** *spread out commercial development in a way that diminishes returns and creates congestion. They also create environments that are unwelcoming to pedestrians—and unsafe for all users.*



FUNCTIONAL, SAFE, & PRODUCTIVE

When links and places are kept separate, they complement each other. Traffic moves more smoothly where ***links*** *are uncluttered by commercial development.* ***Places*** *can be more productive and desirable destinations when they are pedestrian-first environments.*



Commercial development

Traffic congestion

Traffic flow

nities for crashes. They are not efficient at moving cars quickly, do not safely accommodate people on foot, and cost much more to build and maintain than the revenue from adjacent development can pay for. Put simply, they are inefficient, unsafe, and expensive. Stroads are what we get when we fail to understand that streets and roads have mutually exclusive functions.

LINKS VS. PLACES

Another way of understanding our transportation system is to see the built environment as split between links and places. Links are designed to save us time—to get us from Point A to Point B as quickly and efficiently as possible. A *place,* on the other hand, is for spending time; it is a destination.

Places are enabled by streets that prioritize pedestrian use within the right-of-way, and treat driving as a secondary use. Links are made up of roads that prioritize vehicle movement in the right-of-way. In either, an explicit decision is made regarding which users to prioritize.

Understanding whether the right-of-way in question is part of a place or a link allows the design to reinforce the right objectives. Unfortunately, we have tended to confuse the two sets of objectives. We've gotten into the bad habit of trying to make places also work as links—that is, we try to allow cars to move faster through them. And we regularly turn functioning links, where efficient movement should be the objective, into congested "commercial corridors."

Network Planning

Transportation networks are generally built around a system of arterial streets, which allow both connectivity and continuity. Inside this arterial street framework is a network of thoroughfares, which tend to be designed in one of two ways:

1) Conventional suburban street network: widely spaced arterial roads with connectivity limited by a system of large blocks, curving streets and a branching hierarchical pattern often terminating in cul-de-sacs.

2) Traditional street network: less hierarchical pattern of short blocks and straight streets with a high density of intersections.

While conventional suburban networks reduce traffic in the inner parts of the network (on residential streets and cul-de-sacs, for example), they magnify traffic on the main arterial network, which requires larger, more expensive roads.

Traditional networks, on the other hand, spread the traffic out over all streets, which may increase traffic on some streets but greatly reduces heavy traffic and the need for overly-large arterials.

Arterials in a conventional suburban area can be spaced up to a mile apart, where the city is willing to accept roads of up to six lanes, and these should be supplemented by smaller thoroughfares spaced at most a half-mile apart. These areas are interspersed with areas of mixed use and walkable activity, which require a more frequent and connected grid of local streets.

In a traditional network, by contrast, arterials are generally closer together—separated by a half-mile or less. These areas are intended to be walkable, which requires a tighter grid of streets that create short blocks.

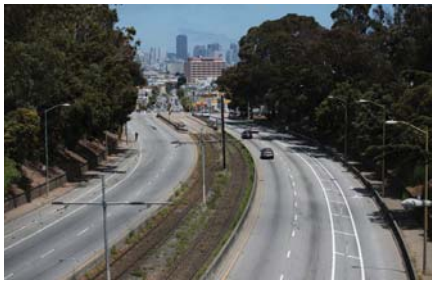
Regardless of the area, the overall system should include a network of parallel bicycle facilities that connect to major destinations.

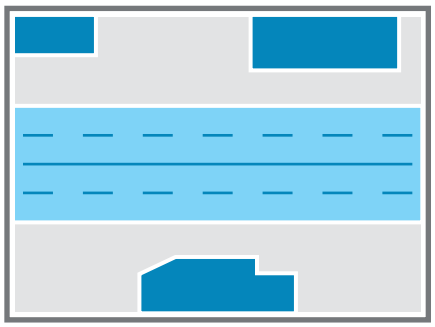
The approach of the Mobility Plan is to incorporate a traditional grid system with a tighter network of pedestrian-focused streets in areas where walkability is the priority—such as our town center and traditional neighborhoods—and transition to a more vehicle-focused network with arterials that are more spread-out on the edges of the city, where suburban-style residential developments and retail centers are to be located. In this way, the transportation network can better align with the aims of the Land Use Plan and become more user-friendly overall.

LINK

Street as a movement conduit

Design objective: ***Save time***

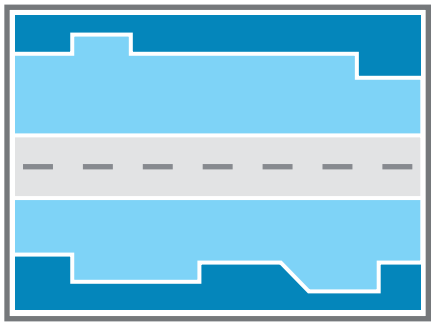




PLACE

Street as a destination

Design objective: ***Spend time***



Prioritized Users Secondary Users

Private Development

(Adapted from Scott Doyon, Placemakers)

WHY SPEED MATTERS

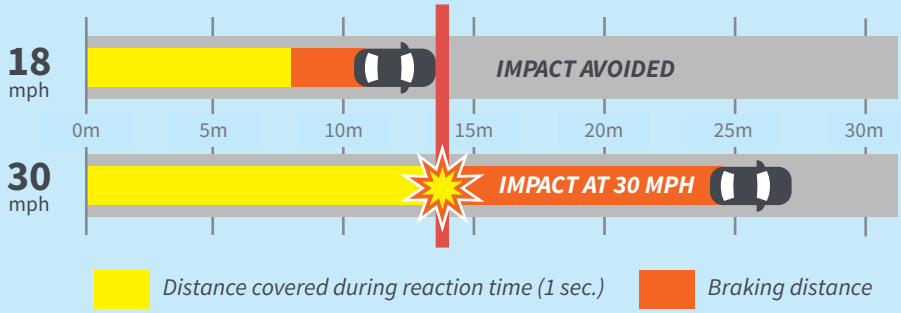
Field of vision at 15 mph

Field of vision at 30+ mph

FIELD OF VISION

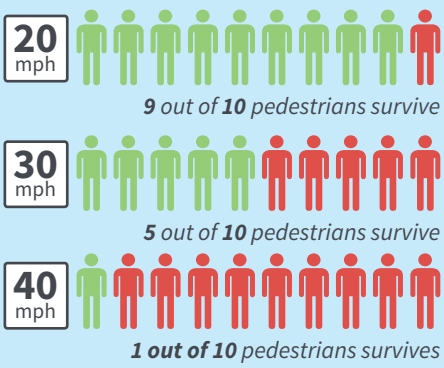
A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to react to potential hazards.

These two neighborhood streets are both 20 mph zones, but only one is designed to encourage slow speeds.



TRAVEL SPEED, REACTION TIME, & BRAKING DISTANCE

Lower speeds mean that the driver covers less distance in the amount of time it takes to react to a hazard. They also decrease braking distance.



SPEED IS LETHAL

Speed is especially deadly for vulnerable users like pedestrians and people on bikes. The risk of serious injury and death increases sharply as speed increases.

MIXING HIGH SPEEDS AND PEDESTRIANS

Each of these streets is a common scene in North Texas. The overly wide residential street (left) and the stroad (right), are particularly unsafe environments because they attempt to mix pedestrians with cars going in excess of 30 mph.

Street and lane width affect how people drive. In these examples, wide (and wide open) streets encourage faster speeds, regardless of the posted speed limit. On the other hand, on-street parking, narrower lanes, street trees, and other visual elements force drivers to pay more attention and inherently slow down.

Balancing Function and Context

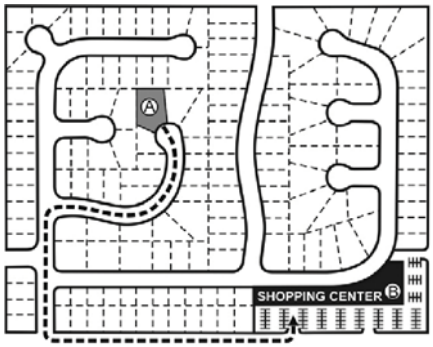
Designing well-functioning streets within the thoroughfare network depends on understanding their surroundings, or their context. Key features that create context are:

- Land use;
- Site design and urban form (including building orientation and setback, parking type and orientation, and block length); and
- Building design (including building height and thoroughfare enclosure, building width, building scale and variety, and building entries).

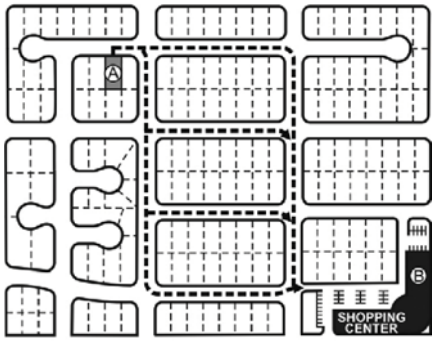
Context influences what thoroughfare type is appropriate, but the design of a thoroughfare itself also has a significant impact on shaping the context of a place—just as much as building and landscape do. There is not a one-size-fits-all solution. What may be appropriate for a farm-to-market road wouldn't make sense on Main Street, and vice versa. This is why this plan focuses first on the context—understanding and defining place types—and then on transportation planning to support that context in a balanced way. The corridor types identified in this plan take into consideration both what the surroundings (current or desired) will accommodate and what the overall mobility network needs. In other words, they are a combination of function and context.

NETWORK DESIGN

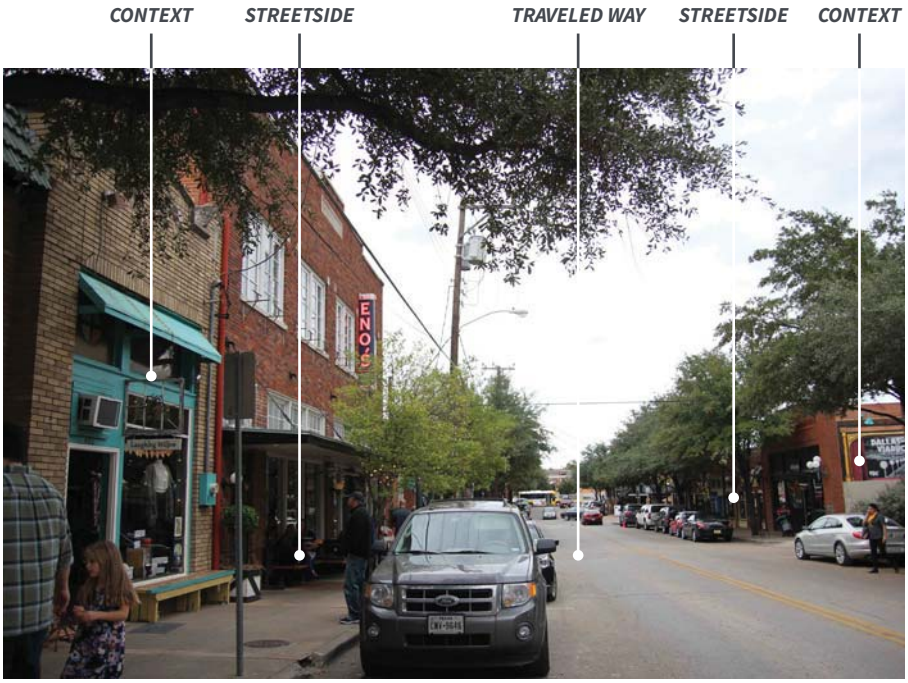
The collector in a typical hierarchical network (A) channels traffic from local streets to the arterial street system. A system of parallel connectors (B) provides multiple and direct routes between origins and destinations. (Source: Kimley-Horn and Associates, Inc. and Digital Media Productions)



(A) Conventional suburban hierarchical network



(B) Traditional urban connected network



*Transportation corridors should combine **function** and **context**.*

What are the benefits of traditional vs. conventional suburban street networks?

TRADITIONAL STREET NETWORK

- ***Dispersing traffic** rather than concentrating it onto a limited number of thoroughfares, thereby reducing the impacts of high traffic volumes on residential collectors;*
- ***More direct routes**, which generate fewer vehicle miles of travel (VMT) than conventional suburban networks;*
- ***Reducing travel delay** by allowing travelers to choose alternate routes to destinations for convenience, variety, or to avoid construction or other blockages and to increase reliability of the network;*
- ***Facilitating circulation within an area** by all travel modes;*
- ***Encouraging walking and biking** with direct routing and options to travel along high- or low-volume streets and development patterns that can offer a variety of complementary destinations within close proximity;*
- ***More transit-friendly systems**, which offer users relatively direct walking routes to transit stops;*
- ***A smaller block structure** where land use can evolve and adapt over time, providing **development flexibility**;*
- ***A redundancy of the network**, which benefits emergency service providers, offering multiple ways to access an emergency site;*
- ***Regularly spaced traffic signals** that can be synchronized to provide a consistent speed and more frequent pedestrian crossings; and*
- *Opportunities for **special thoroughfare uses and designs**.*

CONVENTIONAL/SUBURBAN STREET NETWORK

- ***Concentration of traffic** on a few routes—beneficial for auto-centric business needs;*
- ***Reduction of through traffic** within neighborhoods that results in lower traffic volumes on local streets (although traffic is higher on streets outside neighborhoods);*
- *Some very **low-volume cul-de-sacs**, which may be desirable to many residents;*
- ***Perception of increased neighborhood security** and more flexibility to accommodate large developments; and*
- *Increased **adaptability to areas with severe topographic constraints** or other barriers.*

> *"To be viable and sustainable in the future, communities must have a mix of transportation options: roads, public transit, bike lanes, and trail networks."*
>
> **Ray LaHood**
> Former Republican congressman and U.S. Transportation Secretary

Public Transportation

Establishing a functional, efficient, and sustainable public transportation system will be key to making Royse City both more inclusive and less car-dependent. A viable public transportation system, importantly, is only possible if the city develops in a way that enough residents and destinations are concentrated around transit stops.

CIRCULATING BUS ROUTE

As the city funnels community-serving commercial activity to commercial nodes (identified in the Future Land Use Plan), it should also create a circulating bus route that makes stops at key sites in each development zone, including commercial nodes, community parks, neighborhood centers, and town center. This system will be especially important for those residents wanting to access community-serving amenities without needing access to a car. If neighborhoods are built to a walkable scale, residents should have the ability to easily access daily necessities either near their home or by a short bus ride.

RAILROAD USE

In its early days, Royse City grew up around (and accessed nearby cities by way of) the railroad. Today, the same railroad runs through the middle of Royse City, but no longer sees any use in moving passengers. The underused rail corridor

Royse City's railroad runs right along Main Street. Once used for transporting passengers to other cities, today it sees minimal use.

Quality shared-use trails can encourage more active behavior for residents of all ages.

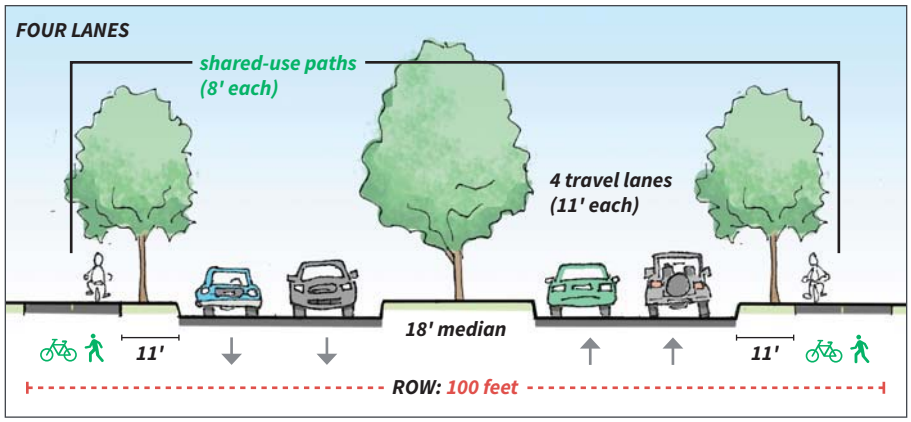
represents an opportunity for Royse City (as well as surrounding cities) to potentially restore some of this passenger-carrying functionality for its residents. The rail line is an already-existing corridor that could be equipped for public transportation use with little infrastructure investment. Additionally, the rail right-of-way (or adjacent to it) has been identified in the Rockwall County Open Space Master Plan as the county's top priority location for a multi-use trail connecting Rockwall, Fate and Royse City.

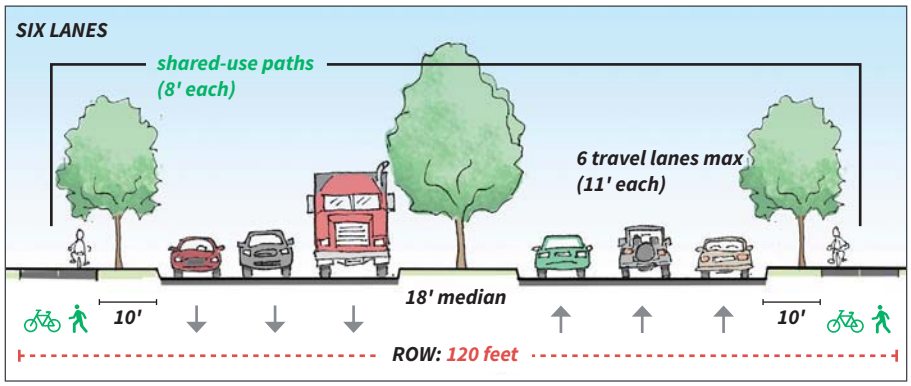
The City should explore any possibility to gain transportation use out of this unsung asset. If successful, it could also become a key corridor for economic development.

ACTIVE TRANSPORTATION

Active transportation, unlike driving and public transit, involves getting around in ways that are human-powered—walking, bicycling, using a wheelchair, skateboarding, and so on. Our communities were once set up to be navigable this way by default. Once again, cities across North Texas are realizing the importance of creating opportunities to easily move around on foot. Fluctuating gas prices, increased traffic and associated delays, environmental concerns, a more widespread focus on personal health and fitness, and the shifting lifestyle preferences of younger generations all point to a greater demand for walkable, bikeable communities. McKinney is an example of a suburban community in north Texas that has embraced active transportation as a key component of its design and branding. Parks, trails, and active living are key components of many of McKinney's newer neighborhoods.

Royse City can become more active transportation-friendly by committing to a more compact, multi-use pattern of development; by investing in pedestrian facilities like sidewalks and multi-use paths; and by designing streets as low-speed, people-first places. When walking or biking is more convenient for residents, they are far more likely to make these healthy activities a part of their daily lives.



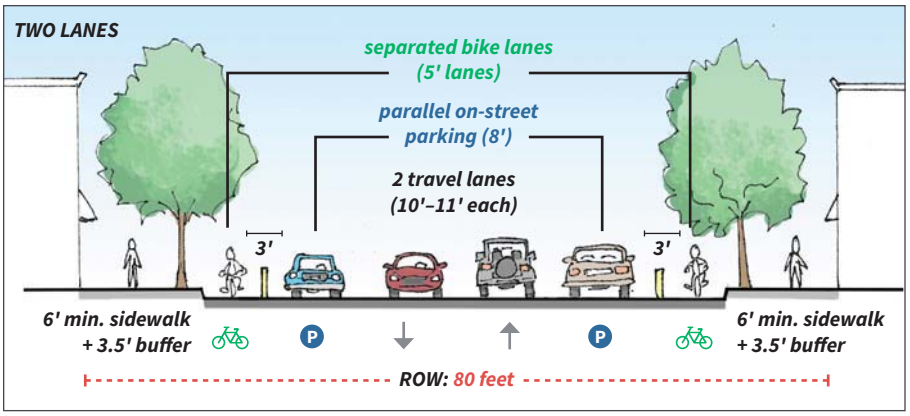


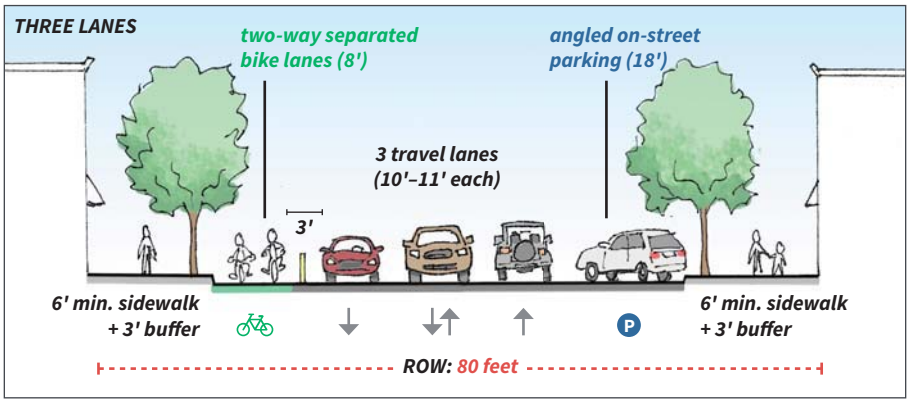
PARKWAY

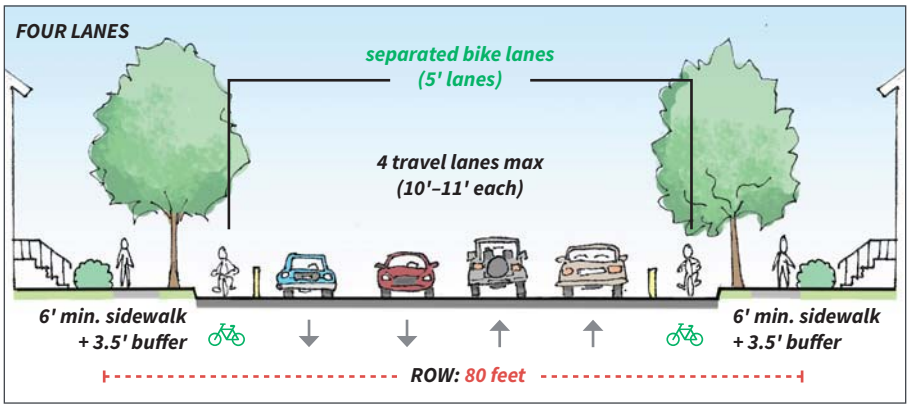
Parkways are the main *links* in the city's mobility network. Their primary purpose is vehicular traffic movement for longer distances, and they create efficient connections between the commercial hubs of each development zone. To function effectively as higher-speed links, they are designed as long corridors with limited access, crossings and stop conditions—meaning they are not meant to become commercial corridors.

Parkways also accommodate pedestrian and bicycle traffic via shared-use paths on either side of the road, although crossings are much less frequent than on streets or avenues. Parkways have four or six lanes, divided by a median, and should have a design speed of 40 to 45 mph.

The parkway network, which links the four development zones and the town center, will also form the backbone of a local transit system with circulator buses that make stops in commercial hubs and key neighborhoods.





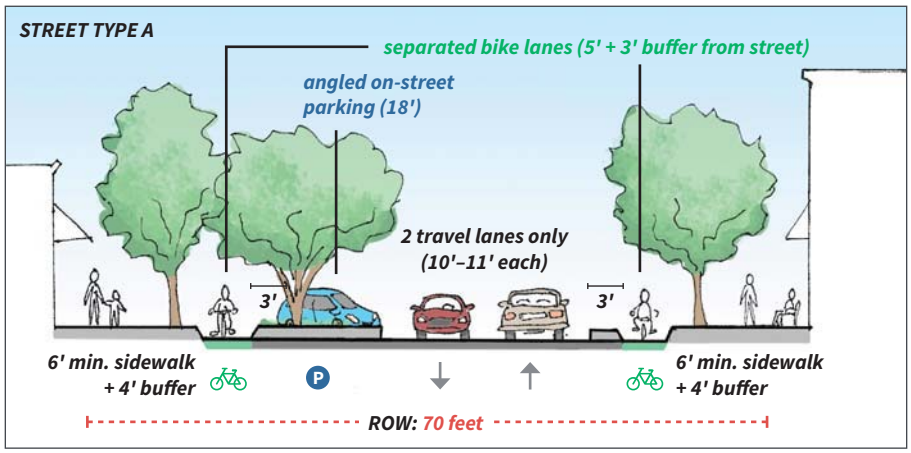


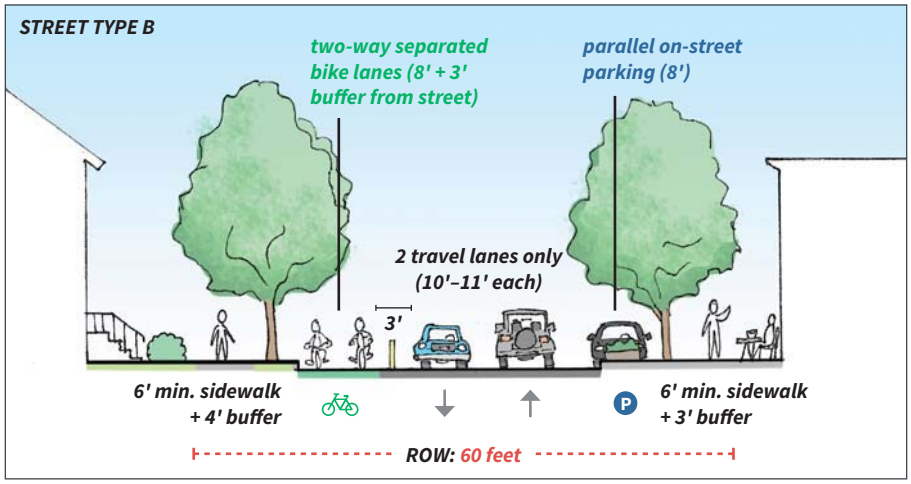
Note: Each section allows flexibility within the given ROW. Context will determine parking, bicycle, and capacity needs. Adequate sidewalks and street trees should always be included.

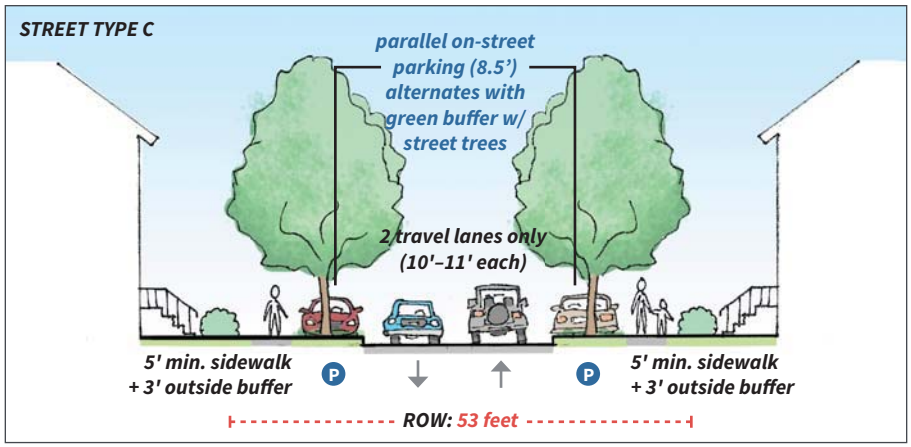
AVENUE

Avenues carry local traffic, and they are intended to be low-speed (30 mph or less), people-friendly corridors that safely incorporate high volumes of pedestrian and bicycle traffic. Avenues are associated with the creation of *places*, so while they often carry significant local vehicle traffic—their traditional analog is the major collector—they need to be designed as comfortable spaces for those not in vehicles. In the city's grid of road corridors, avenues are the primary connectors to parkways, which form the links to other development zones.

Within an 80-foot ROW, avenue design is flexible to adapt to surrounding development and traffic volumes. They can hold two, three, or four travel lanes, along with some configuration of on-street bicycle lanes and parking. Avenues can also be designed to accommodate local transit.



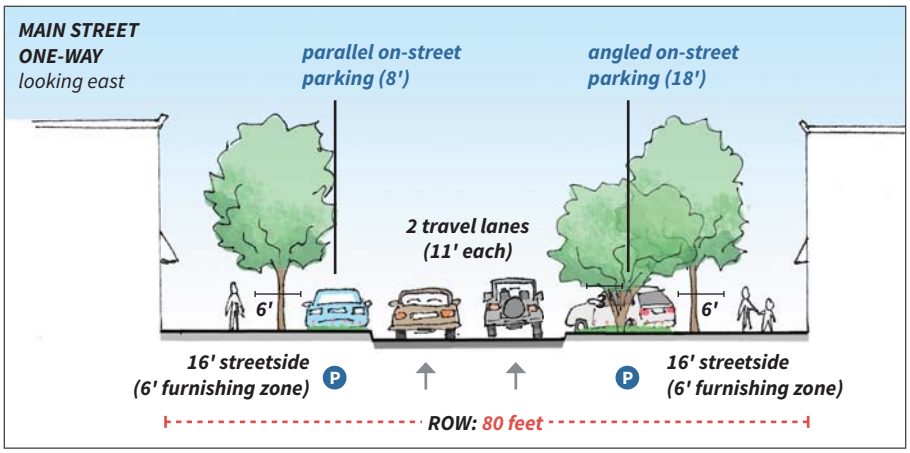


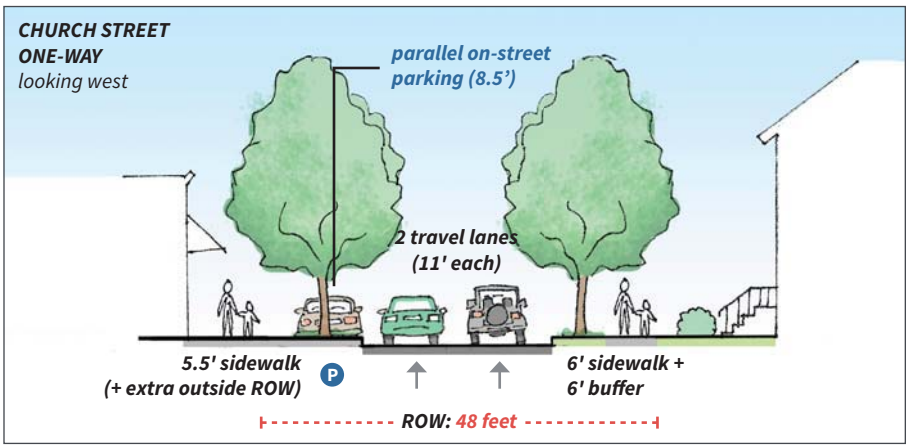


Note: Each section allows flexibility within the given ROW. Context will determine parking and bicycle facility needs. Adequate sidewalks and street trees should always be included.

STREET

Streets function chiefly as destinations; they are designed to be low-speed (25 mph or less), pedestrian-first environments. They provide mobility within residential and mixed-use neighborhoods and connect those neighborhoods with nearby businesses and parks. Streets should be no more than two lanes wide and designed to accommodate on-street parking and bicycle lanes where appropriate. The street section will vary depending on available right-of-way, but adequate sidewalks and street trees should always be provided.





Main Street, looking east

Church Street, looking east

S.H. 66 COUPLET: MAIN STREET AND CHURCH STREET

This plan recommends keeping Main Street a two-way street. If TXDOT decides a couplet for S.H. 66 with two lanes in each direction is necessary, then Church Street is suggested as the other half of the couplet (see the Mobility Plan). Above are the recommended street sections. It is essential that each street is designed to prioritize the pedestrian, while still allowing significant (slowed-down) through traffic. Our town center is a destination, and the street design needs to reflect that.

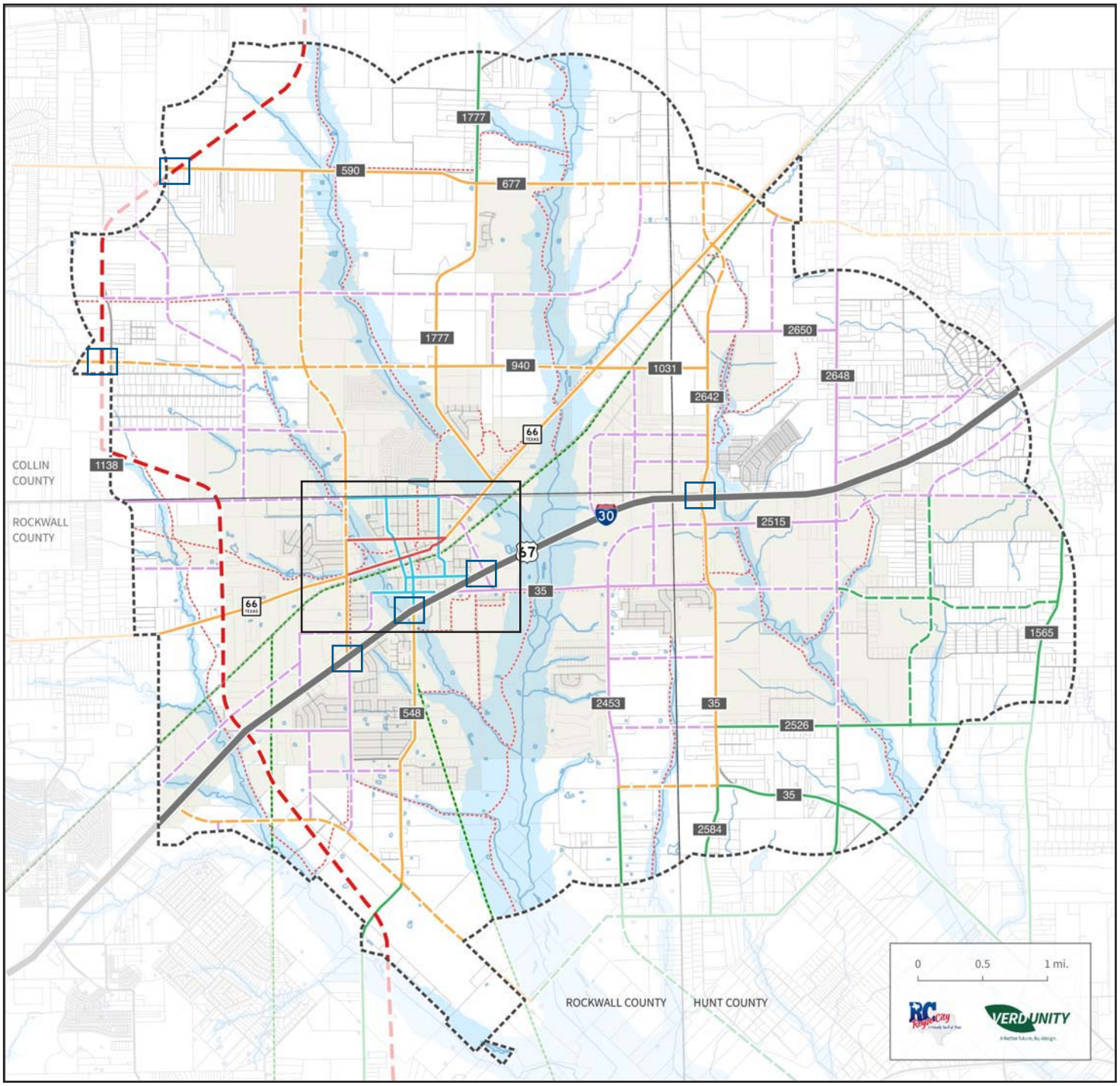
FREEWAY

Freeways include high speed interstates and state highway corridors designed to move large amounts of vehicles efficiently over longer distances. These facilities are typically managed by TxDOT or NTTA.

RURAL ROAD

These are high speed state highways in rural areas. Like freeways, these corridors are designed to move vehicles at high speeds over longer distances, and they have limited access points. They have limited pedestrian facilities, if any. Most of the existing farm-to-market roads in Royse City fall into this category.

Rural road, Rockwall



Mobility Plan

Planned Corridor Type*

- Highway
- Avenue
- Parkway
- Rural Road
- Street
- Couplet
- Outer Loop (Future)
- Multi-use Trail
- Veloweb Trail
- City Limits
- ETJ Boundary
- Grade-separated interchange

* Dashed lines indicate future corridors

Mobility Plan: Corridor Types

Thoroughfare Design Parameters[1]	Freeway	Rural Road	Parkway	Avenue	Street
Target Speed (mph)	55-75	45-65	40-45	25-30	20-25
Number of Through Lanes	4-6	2	4-6	2-4	2
Lane Width	12'	11'-12'	11'-12'	10'-11'	10'-11'
Parallel On-Street Parking Width	None	None	None	8' (Optional)	7-8'
Medians	None	None	16'-18'	Optional (with additional ROW)	None
Driveway Access	No	Yes	Limited	Yes	Yes
Bicycle Facilities	None	6' (Shoulder or Shared Lane)	10' (Shared-use Path each side)	6' (Shared or On-Street Bike Lane)	6' (Shared or On-Street Bike Lane)
Min. Sidewalk Width[2]	N/A	None	10' Shared-Use Path each side	6'	6'
Required ROW Width	**Varies**	**60'-70'**	**100'-120'**	**80'**	**53-70'**

Notes:

[1] These parameters were adapted from the CNU/ITE manual 'Designing Walkable Urban Thoroughfares: A Context Sensitive Approach'

[2] Proposed widths for bike lanes and sidewalks to be applied to both sides of the street.

Type	Functional Definition
Freeway	High speed interstates and state highway corridors designed to move large amounts of vehicles efficiently over longer distances. These facilities are typically managed by TxDOT or NTTA.
Rural Road	High speed state road in rural areas. Like freeways, these corridors are designed to move vehicles at high speeds over longer distances, and have limited access points.
Parkway	High-speed (40 to 45 mph) divided arterial thoroughfare designed primarily to carry vehicles and serve large tracts of separated single land uses (i.e. residential subdivisions, shopping centers, industrial areas and business parks). These may be long corridors, typically 4 to 6 lanes and provide limited access to land. May be transit corridors and accommodate pedestrians with sidewalks or separated paths, but most parkways emphasize vehicular movement, and signalized pedestrian crossings and cross-streets may be widely spaced. Bicycles may be accommodated with bike lanes or separate paths. Buildings or parking lots adjacent to parkways typically have large landscaped setbacks. They are primary goods movement and emergency response routes and widely use access management techniques.
Avenue	Walkable, low-to-medium speed (25 to 30 mph) urban arterial or collector thoroughfare, generally shorter in length than parkways, serving access to abutting land. Avenues serve as primarily pedestrian and bicycle routes and may serve local transit routes. Avenues do not exceed 4 lanes, and access to land is a primary function. Goods movement is typically limited to local routes and deliveries. Avenues may serve commercial or mixed-use sectors and usually provide curb parking.
Street	Walkable, low-speed (20-25 mph) collector or street primarily serving abutting property. A street is designed to (1) connect residential neighborhoods with each other, (2) connect neighborhoods with commercial and other districts and (3) connect local streets to arterials. Streets may serve as the main street of commercial or mixed-use sectors and emphasize curb parking. Goods movement is restricted to local deliveries only.

Policies and Actions

The following policy statements will be used to guide decisions related to transportation and mobility. The priority action items are what the city should focus on in the next few years in order to get the big things right.

1

Multimodal Mobility

Royse City will minimize traffic and the demand for travel lanes by creating a viable, functional multimodal transportation network that is attractive and effective, and takes into consideration public transit, bikes and pedestrians.

Priority Action Items	
1	Update and formally adopt a new Thoroughfare Plan and Roadway Impact Fees that reflects the recommendations in this Plan.
2	Talk with TxDOT about possibility of making Erby Campbell/FM940/ FM2642 the SH66 bypass route around downtown.
3	Review existing transportation corridors to compare them to their designated corridor types and identify strategies to convert them over time.
4	Work with counties and adjacent cities to develop a long-term public transportation plan for incorporating a bus circulator or some form of area public transportation that can connect key destinations in Royse City and adjacent communities.

2

Safe & Connected Pedestrian Bicyclist Network

Royse City will build and maintain a mobility network for pedestrians and bicyclists that is safe, functional, comfortable, and well connected.

Priority Action Items	
1	Partner with residents and neighborhood groups to identify areas where inexpensive improvements such as painting bike lanes or crosswalks and filling in gaps in existing sidewalks will improve pedestrian safety and mobility within and between neighborhoods and activity centers.
2	Partner with developers to build trails as part of new developments.
3	Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists.
4	Update and adopt an official Parks & Trails Master Plan that expands on the recommendations in this Plan.
5	Partner with Rockwall County and NCTCOG to get Veloweb trails designed and constructed. The east/west trail along the railroad and a north/south connection under I-30 at Elm Street should be the top priority.

3 Accessible Transportation for Everyone

Royse City will provide access to public transit, walking and biking trails for people of all ages and physical abilities within and close to neighborhoods, shopping and employment centers.

Priority Action Items	
1	Partner with STAR and rideshare services to provide transportation for all users, especially for the ones who cannot drive.
2	Conduct a citywide "Accessibility Audit" to identify places that are not compliant with Americans with Disability (ADA) standards and retrofit them.

4 Traffic Congestion and Transportation Demand

Royse City will utilize technology, innovative concepts and transportation demand management strategies to reduce traffic demand and congestion, reduce journey to work trips, and improve the safety and efficiency of roadways and intersections throughout the community.

Priority Action Items	
1	Identify the busiest intersections and implement the appropriate traffic calming measurements such as roundabouts, traffic signals, shared space, and stop signs.
2	Anticipate where the biggest traffic issues will take place as the city density grows, and implement traffic control measurements in advance to shape the transportation demand.

5 Flexible Roadways and Corridors

Royse City will design and utilize roadway corridors and public rights-of-way in a manner that can be adapted with minimal investment to accommodate mobility needs and adjacent land uses as they evolve over time.

Priority Action Items	
1	Review Thoroughfare Plan, Future Land Use Plan and design standards a minimum of every five years and update to reflect the current uses and future interests of the community.
2	Design and build major mobility corridors with the ability to transform and adapt to changes in surrounding land use over time (by adding/ removing travel lanes, bike lanes, on street parking, transit stops, etc.).

6

Regional Connectivity

Royse City will collaborate with neighboring cities and other agency partners to improve the mobility network in the region.

Priority Action Items	
1	Continue participating in the Rockwall County, Collin County, and Hunt County regional transportation discussions and actively advocate for Royse City's regional roadway, bikeway and public transit improvement needs.
2	Take a leadership role for Rockwall and Hunt Counties in NCTCOG's regional bike plan efforts (BPAC) and get the appropriate facilities added to the regional Veloweb and Mobility Master Plans.