

TRANSPORTATION PLAN AMENDMENT

Case Coordinator: Christopher Barton

GENERAL PROJECT INFORMATION

REQUEST: Approval of an amendment to the City's Transportation Plan to change the full lengths of MacArthur Drive and Raiford Road from their current Transportation Plan designation of (A4D) Four-Lane Divided Arterial to (C4T) Four-Lane TOD Collector.

LOCATIONS: MacArthur Drive from Trinity Mills Road (SH 190)/Pres. Geo. Bush Turnpike to Old Denton Road, and Raiford Road from Old Denton Road to Trinity Mills Road (SH 190)/Pres. Geo. Bush Turnpike.

HISTORY: The current Transportation Plan was adopted by Resolution No. 2672 in 2003 as part of the Carrollton Comprehensive Plan. However, the designations as arterials for MacArthur & Raiford date from at least the previous plan (adopted in 1991). The current designations have never been re-evaluated.

COMPREHENSIVE PLAN: High Intensity Residential and High Intensity & Medium Intensity Commercial.

STAFF ANALYSIS

BACKGROUND – GENERAL

The current designation of (A4D) Four-Lane Divided Arterial for both MacArthur Drive and Raiford Road date from the 1991 Transportation Plan component of the Comprehensive Land Use Plan. This was likely driven by the perception that the intersection of Old Denton Road and Trinity Mills Road (along with what was to become the PGBT) was going to develop into a major regional shopping location.

Since 1991, development patterns as well as the City’s vision have changed significantly in this area.

The area is in the “*Raiford Road Overlay Strategic Vision*” study area. The study concludes that the entire area can be made into a model of suburban redevelopment and infill or “backfill” development in part by making the area between the hotel site at McCoy Road and Trinity Mills Station a more urban, mixed, walkable community with sufficient residential units to support the DART station as well as existing and future commercial development. The study and resulting development guidelines (*Urban Design Standards for Raiford Road*) were adopted by City Council by Resolution No. 3503 on December 6, 2011 and are intended to serve as general guides to the character of future development and redevelopment in this area.

A significant element of the future of the MacArthur/Raiford corridor is to have it develop as a lower-volume, lower-speed street, not a high-speed arterial.

CONCLUSION

Based on the findings from the traffic impact analysis the Transportation Plan amendments appear appropriate.