

## **Glade Road Update - July 2014**

To address the most severe traffic congestion on Glade Road, at the July 15 council meeting the City Council approved a contract with engineering firm TranSystems Inc. to design and develop formal plans for improvements from Bransford Road to Manning Drive, to include:

- A roundabout at Bransford and Glade Road
- A roundabout at Riverwalk and Glade Road
- Lowering the road surface 5' to 6' at Glade Road and Bluebonnet Drive to improve sight distance and eliminate the stop signs on Glade Road at that intersection

Although Councilmembers had considered concepts for reconstructing all of Glade Road, they incorporated citizen feedback into the final decision to take limited measures to address traffic and safety along the roadway. The Bransford to Manning section now constitutes the entirety of the Glade Road Project, and concepts developed for the remaining sections of the road, west and east of the Manning/Bransford boundaries, are no longer under consideration. The balance of the road will be analyzed and assessed to determine how to best address the pavement needs at different places along the roadway.

In addition to approving the contract with TranSystems, the Council instructed the firm to work with property owners along this section of Glade Road to incorporate citizen feedback to the extent feasible. There will also be additional opportunities for public feedback as the design and plans are developed.

The target date for a final design is early 2015, to enable construction to begin by summer 2015. Construction on the Bransford Road roundabout will be scheduled to minimize disruption to school traffic.

### **Project Funding**

Improvements to the Glade Road Project are being planned and phased on a “pay as you go” basis from existing revenue sources. Funding for the project will be derived from the city’s tax increment finance (TIF) district, as well as perimeter and impact fees.

A TIF, or tax increment financing district, is a funding vehicle for cities and TIF partners to use to finance projects and to aid in economic development and infrastructure improvements. It is derived from property taxes collected within the district by TIF partners. In Colleyville, the TIF encompasses most of the Colleyville Boulevard corridor, as well as Glade Road and Cheek-Sparger Road rights-of-way. The original TIF was established in 1998.

## **Q&A: The Truth about the Glade Road Project**

### **Will Glade Road be expanded to four lanes similar to Hall-Johnson Road?**

Early in the discussions about the Glade Road Project, the City Council directed the engineering consult on the project to consider a two-lane road with turn lanes and/or a center lane. Two factors precipitated this decision: Glade Road is largely built out either with residential or commercial development and current and future traffic projections for the road.

### **If we make improvements to Glade Road, won't it bring more large truck traffic through town?**

The majority of large truck traffic is related to local deliveries to Colleyville businesses and or homes. There are no changes being considered that would alter this use.

### **With the change in the project limits, what will be the cost of the project?**

The estimated cost of improvements as planned for the roadway from Bransford Road to Manning Drive is \$5.7 million. This will include design services, limited right-of-way acquisition, and construction.

### **What will be the cost of pavement improvement/maintenance on the remainder of the road?**

Pavement improvement/maintenance options for the remainder of the roadway, west of Bransford Road and east of Manning Drive, will be considered on a section-by-section basis and scheduled as part of city street maintenance. Different pavement types may be used at different sections depending on the condition of the road and subgrade in those sections. The cost of pavement improvements will be determined by the choice of pavement. Full-depth reclamation, a 4" overlay, and a 2" overlay will be considered.

### **How did the city work to involve residents in the Glade Road Project?**

The city conducted two public forums on the project to solicit public input. The first was held on May 23, 2013 and the second was held on Nov. 18, 2013. There were public surveys conducted in conjunction with both of these forums, involving a variety of issues, including the number of lanes, concrete vs. asphalt, preferences for signals, stop signs, roundabouts, and sidewalks and trails. In addition the City Council held multiple worksessions devoted to the project, and city staff and the engineering consultant made presentations to or had meetings with more than a dozen HOAs, community groups, and individuals.

### **Do roundabouts and turn lanes really improve traffic flow? Aren't they a safety hazard?**

Intersections are where traffic tends to bottleneck, impacting traffic flow. Up to a 33% increase in volume capacity can be achieved through roundabouts and turn lanes. Safety studies show that roundabouts are much safer than signalized or four-way stop intersections.

**How will drainage be addressed in this area?**

Much of this section of Glade Road already has curbs and gutters that allow for drainage. Where that isn't the case, curbs and gutters with underground storm drain pipes will be designed and constructed to handle up to a 100-year storm event. Any existing bar ditches in this section will be filled in and leveled with pipes to allow water to move underground instead of on the surface of the road or onto property.

**Why are sidewalks and trails being considered for this project?**

In the section of the roadway that now constitutes the Glade Road Project, Bransford Road to Manning Drive, sidewalks are currently in place in much of this section. Enhancing the sidewalks and trails in this area can provide pedestrian and/or bicycle access to businesses, as well as provide greater safety for school children walking to schools.

**Most of the project is now within a commercial area; however, some residential properties will still be affected. How will the city work with those residents?**

The design phase of the project is just starting. The City Council has instructed the engineering company, TranSystems Inc., to listen to and consider the concerns of those residents whose property may be affected and to adjust the design as much as feasible to accommodate those concerns.

**Were there meetings about the Glade Road Project that weren't open to the public where the real decisions about the project were made?**

No. All meetings about the Glade Road Project were open to the public and posted on the city website and the city meetings bulletin boards on the outside of City Hall, in accordance with the [Texas Open Meetings Act](#). The engineering consultant was engaged more than a year and a half ago to gather citizen feedback and to provide recommendations. After reviewing numerous alternatives, the City Council chose to move forward on the section from Bransford Road to Manning Drive only. This decision was reached just weeks ago on June 30.

**Will there be a lot of mature trees lost because of this project?**

Loss of mature trees for the limited scope of the Glade Road Project should be minimal—but even so, every effort will be made to preserve them now and for the future. The specifics cannot be determined until the detailed engineering plan for the project is complete, but where it's feasible to adjust the plans to preserve a tree, it will be done.

**So where does the Glade Road Project stand now?**

The City Council voted unanimously to move from the concept stage to the detailed engineering stage on the section from Bransford Road to Manning Drive. Actual construction will not be authorized until sometime after the plans are completed in early 2015.

While the engineering consultant and the city engineering staff work on the engineering plan for the project, they will be reaching out to residents and/or businesses whose properties may be affected.

## Recommendations for the Glade Road Project

*The following conceptual recommendations have preliminarily been approved by the City Council. These proposed improvements will now proceed to the design phase before the City Council considers them for final approval and construction.*

**Bransford Road to Thompson Terrace.** Most of this primarily commercial section of roadway is already marked for four lanes. Proposed improvements to this section would include:

- the addition of a roundabout at Bransford Road
- the addition/connection of a 5' sidewalk on the south side and a 10' trail on the north side
- new lane markings on the existing pavement

Concept schematic for roundabout at Bransford Road:



The Bransford roundabout would help address traffic flow issues at this intersection, particularly at peak hours. Construction on the roundabout is a priority for the summer of 2015, in order to minimize disruption during the school year.

TranSystems also recommended an extended, 170-foot left-turn lane for southbound traffic on Bransford Road turning into Bransford Elementary. This would help prevent back-ups into the main lane of traffic as cars arrive to drop off or pick up schoolchildren.

Portions of the proposed sidewalk and trail already exist, so the preliminary design plan primarily includes adding connections between the existing segments.

Left-turn lanes would be available or added at:

- SH 26 (both eastbound and westbound)
- Thompson Terrace (eastbound)

**Thompson Terrace to Manning Drive.** The portion from Thompson Terrace to Bluebonnet Road would be two lanes with a continuous left-turn lane to facilitate better mobility in the largely commercial section. Other proposed improvements to this section include:

- the addition of a roundabout at Riverwalk Drive to relieve traffic congestion
- lowering of the hill at Bluebonnet Road to improve sight distance and elimination of the east-west stop signs along Glade Road at that intersection to improve mobility
- re-alignment of the Bedford Road intersection to improve sight distance
- the addition/connection of a 5' sidewalk on the south side and a 10' trail on the north side
- the installation of a 6" barrier curb and engineered drainage system

Concept schematic for roundabout at Riverwalk Drive:



At the Bluebonnet Road intersection, the eastbound and westbound stop signs on Glade Road would be removed, and the road would be lowered 5-6 feet in order to improve sight distance at that intersection. Access onto Glade Road from Bluebonnet Road would continue to be controlled with a single stop sign.

The intersection at Bedford Road and Glade Road would continue to be stop-sign-controlled, but Bedford Road would be realigned to the east to improve the sight distance. This would improve the intersection sight distance by approximately 120 feet.

Within Section 3A, left-turn lanes would be available at:

- Oak Timbers Court (eastbound)
- Bedford Road (westbound)
- Garry Lynne Drive (westbound)
- Bluebonnet Road (eastbound)
- Stafford Drive (westbound)

The recommended 6" barrier curb and engineered drainage system requires the least amount of right-of-way.