CITY OF ARLINGTON
THOROUGHFARE DEVELOPMENT PLAN

ARLINGTON

JUNE 2011

Kimley-Horn and Associates, Inc.

Acknowledgements

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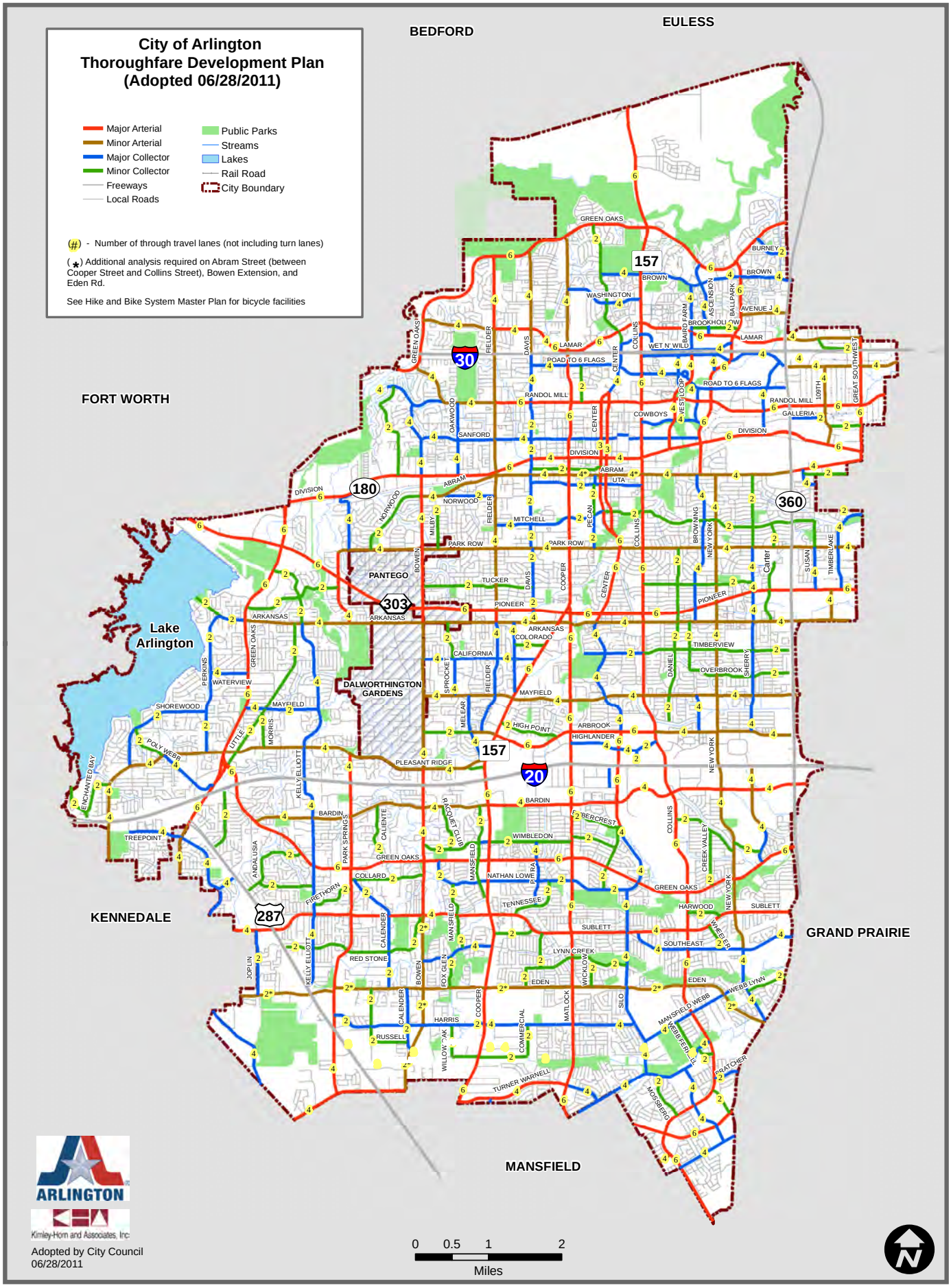

City of Arlington
Thoroughfare Development Plan
(Adopted 06/28/2011)
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Freeways
Local Roads
Public Parks
Streams
Lakes
Rail Road
City Boundary
(#) - Number of through travel lanes (not including turn lanes)
(*) Additional analysis required on Abram Street (between Cooper Street and Collins Street), Bowen Extension, and Eden Rd.
See Hike and Bike System Master Plan for bicycle facilities
BEDFORD
EULESS
FORT WORTH
KENNEDALE
GRAND PRAIRIE
MANSFIELD
PANTEGO
DALWORTHINGTON GARDENS
Lake Arlington
157
180
360
303
20
287
30
0 0.5 1 2
Miles
ARLINGTON
Kimley-Horn and Associates, Inc.
Adopted by City Council
06/28/2011

Chapter 1 - Introduction

The Thoroughfare Development Plan (TDP) is a long-range plan that identifies the location and type of roadway facilities that are needed to meet projected long-term growth within the City of Arlington. The TDP serves as a tool to enable the City to preserve future corridors for transportation system development as the need arises. It also forms the basis for Arlington's roadway capital improvement program, roadway impact fees, and developer requirements. The TDP includes detailed information related to roadway classification, right-of-way requirements, design criteria, and number of through travel lanes for each thoroughfare within the City.

Recent trends in development, locally and across the nation, have changed the approach to roadway planning, allowing for greater flexibility in thoroughfare design which better complements surrounding land uses. This emerging practice is based upon the principles of context sensitive roadway design. The Context Sensitive Solutions (CSS) Design Manual, written by the Institute of Transportation Engineers and the Congress for the New Urbanism, provides a guide on how this emerging practice can be implemented during the thoroughfare planning process. Opportunities for multi-modal corridors that advance economic development and create a safer, more efficient transportation system arise when the context of a roadway is taken into account during the planning and design processes. The context-sensitive approach has been adopted by the Texas Department of Transportation (TxDOT) and has already been successfully implemented in thoroughfare planning processes in other cities such as Dallas, Flower Mound, Cedar Hill, and Duncanville, to name a few. This TDP advances the concept of thoroughfare planning within the City of Arlington by taking advantage of context sensitive design while satisfying the mobility needs of the City.

This update of the TDP utilized demographic and land use data projected for the year 2030. According to the North Central Texas Council of Government's 2030 Demographic Forecast, Arlington is expected to grow to a population of approximately 438,000 with over 197,000 jobs by the year 2030. Information about changes in land use and development patterns associated with this growth was obtained from Arlington's Comprehensive Plan and incorporated into the creation of this TDP. A well-developed TDP based upon up-to-date information will ensure that adequate circulation and access will be provided as the City continues to grow. It also ensures that the City is maximizing and prioritizing its transportation investments appropriately.

This TDP (Figure 1.1) is based on a sound technical foundation combined with emerging practices in innovative street design, all of which are discussed in detail in Chapters 2 through 5.

Chapter 2 provides a summary of the technical analysis that forms the basis for the TDP recommendations. It includes a description and results of Arlington's travel demand model, an analysis of the City's congestion and levels of service, and an evaluation of the balance between supply and demand within the transportation system.

Chapter 3 discusses the use of flexible design strategies to create unique, corridor-specific design characteristics on thoroughfares. This chapter explains street context specific to the City of Arlington and includes detailed design elements in the form of a flexible design matrix.

Chapter 4 provides the framework for a planning process which results in an integrated approach to roadway design. It reviews the five steps that are used to take a project from the conceptual phase through final design under the flexible design approach.

Chapter 5 details a prioritization process used to determine the most effective timing for mobility investments. It also discusses additional steps necessary for successful implementation of the TDP.

Chapter 2 – Technical Foundation

2.1 Introduction

This TDP was developed using a strong technical foundation of travel demand modeling that incorporated data and analysis at a regional and local level. The Dallas-Fort Worth Regional Travel Model (DFWRTM) was used to forecast trips that people take on a daily basis within the City of Arlington and throughout the region. The Arlington TransCAD Subarea Model (ATCSM) was used to prepare a detailed subarea model focused specifically on the Arlington area. The combination of these tools provided a comprehensive look at Arlington's capacity needs and congestion levels in the year 2030 as part of a growing region.

Model-based analysis was completed through the following steps during the development of this TDP:

- Ensure model is up-to-date
- Analyze existing street network (capacity, LOS, etc)
- Analyze existing TDP (provided baseline data for update)
- Generate and test transportation network alternatives
- Finalize recommended system

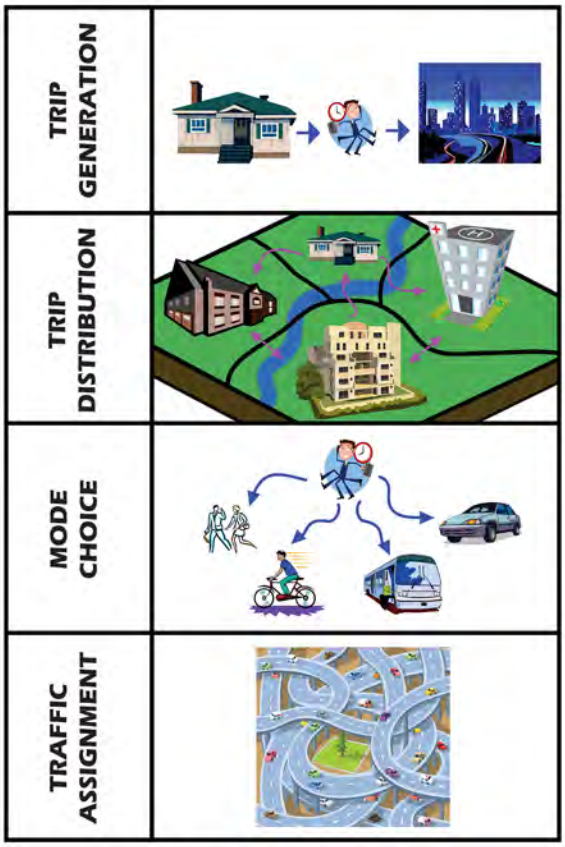


Figure 2.1 - 4-Step Modeling Process

Four Step Modeling Process

The ATCSM is comprised of a series of mathematical models that simulate travel on the transportation system. The model divides the City into Traffic Analysis Zones (TAZs) which have specific demographic and land use data associated with them and are used to determine trip demand and travel patterns. The modeling process encompasses four following primary steps:

Trip Generation – the number of trips produced and attracted to a destination or zone.

Trip Distribution – the estimation of the number of trips between each TAZ, i.e., where the trips are going.

Modal Split – the prediction of the number of trips made by each mode of transportation between each TAZ.

Traffic Assignment – the amount of travel (number of trips) that is loaded onto the transportation network through path-building and is used to determine network performance.

The model provides the City with an accurate tool to predict what the thoroughfare system will need to look like to accommodate future transportation needs. Although a primary use for the model is the development and updating of the TDP, it can also be used for other technical analysis such as:

- Evaluating development impacts and mitigation measures (Traffic impact analyses are often limited to their immediate area. This allows for a citywide snapshot.)
- Determination and prioritization of capital expenditures
- Land use / transportation scenario planning
- Emergency evacuation planning
- Special event planning

2.2 Demographic and Land Use Inputs

All inputs into the ATCSM were based on projections out to the year 2030. The demographic data used in the trip generation step of the modeling process included the number of households, population, median income and number of employees by type of employment (basic, service and retail). This information came from the North Central Texas Council of Governments (NCTCOG) official 2030 Demographic Forecast which projects future growth based on trends in development as well as current and previous growth patterns. Land use information was also entered into the model to incorporate future potential development patterns into the transportation demand forecasting process. Information related to future land uses and development patterns within the City of Arlington was retrieved from the Arlington Comprehensive Land Use Plan. Regional land use information was obtained from NCTCOG, as obtained from individual cities' existing and future land use plans. Table 2.1 indicates the 2010 population, households, and employment estimations assumed by NCTCOG and Kimley-Horn and Associates for the Arlington jurisdiction. Table 2.2 shows the 2030 population, household, and employment projections for the City.

2010 Demographics	
Households	141,755
Population	377,912
Basic	32,681
Retail	55,357
Service	78,700
Total Employment	166,738

Table 2.1: 2010 Model Demographic Summary

2030 Demographics	
Households	164,043
Population	437,862
Basic	38,689
Retail	65,533
Service	93,168
Total Employment	197,390

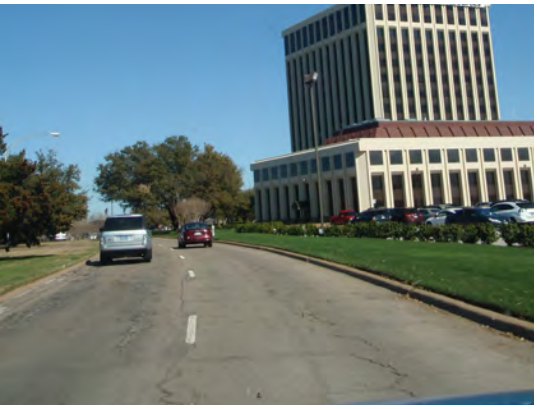
Table 2.2: 2030 Model Demographic Summary

2.3 Congestion Levels and Level of Service

Congestion levels and Level of Service (LOS) are two performance measures that are used to evaluate how well the transportation network is functioning. The congestion level of each roadway is related to both the traffic volumes and the capacity of the roadway. Future traffic volumes are one of the primary outputs of the ATCSM that help project transportation demand. Present-day traffic volumes are used to calibrate the model to ensure it is as accurate as possible and then future traffic volumes are then generated for each link (roadway segment) within the model. Capacity refers to the amount of daily traffic a particular roadway can handle. For example, a minor collector such as Lincoln Drive will have less traffic capacity than a major arterial such as Matlock Road.

Level of Service (LOS) is a tool that is used to quantify traffic congestion along specific roadways and within the entire transportation network. LOS is calculated by dividing the peak hour traffic volume by the available capacity (V/C). Roadways are designated as LOS A, B, C, D, E or F. LOS A represents a roadway where traffic volumes are much lower than the capacity for that roadway and LOS F represents a roadway where traffic volumes are greater than the capacity of the roadway. LOS A roadways are free flowing while LOS F roadways are extremely congested. The City of Arlington aims to maintain a LOS C or D on most roadways except in specific areas where slower moving traffic will help to create a vibrant, safe, and pedestrian-friendly environment. Figure 2.2 (see page 7) displays the volume to capacity ratio (V/C) for the City of Arlington in the year 2030.

LEVEL OF SERVICE



LOS A/B

Traffic flow in the A/B category moves at or above the posted speed limit. Travel time in this category is not hindered as a result of congestion because traffic volumes are much less than the actual capacity of the thoroughfare.

LOS C/D

This category is slightly more congested than LOS A/B, however traffic volumes are beginning to reach their capacity of the thoroughfare. Traffic moves along at an efficient rate and posted speeds are maintained.

LOS E/F

Congestion is apparent in this Level-of Service category. Traffic flow is irregular and speed varies. The posted speed limit is rarely, if ever, achieved in this category. In more congested corridors traffic can be at a mere standstill with limited progression.

2.4 Supply and Demand

Much like the principles of economics, our transportation network also relies on the principles of supply and demand. For example, if a particular municipality neglects to appropriately manage capacity (supply) in an area that is expected for increased population or employment growth (demand), the transportation network will not function well. On the other hand, municipalities with depleting growth are finding reduced levels of congestion within their transportation network because less people are using the same transportation corridors that were once meant for a larger population.

A primary goal of the TDP is to plan for a future thoroughfare system that balances supply and demand so that resources are maximized and the system functions safely and efficiently. The results from the ATCSM provide an opportunity for the transportation network to be analyzed as a comprehensive system so that adjustments can be made where necessary to ensure there is neither too much or too little capacity to handle future traffic volumes. Adjustments to Arlington's future roadway system were based on the following issues related to supply and demand:

1) A roadway that is projected to experience traffic volumes greater than its capacity may need to be adjusted to allow for increased capacity.

2) A roadway that is planned for increased capacity improvements without the backing of increased traffic volume projections should be adjusted to match the demand.

3) A roadway may require increased capacity, but expansion may be limited by site-specific constraints such as right-of-way. In this instance, improvements on parallel facilities and throughout the entire network should be examined to mitigate the demand.

4) Increased use of alternate modes of transportation, such as transit or bicycling, could reduce vehicular demand on thoroughfare roadways over time.

Figure 2.3 (see page 8) shows daily traffic volumes expected by 2030. The four freeways that run through the City maintain the highest traffic volumes at greater than 100,000 vehicles per day. Major Arterials that carry the most local north-south traffic will include Matlock Road, Cooper Street and Collins Street, while Pioneer Parkway, Division Street and Randol Mill Road will carry the most East-West traffic.

The technical analysis, conducted through the TDP development process, validates proposed recommendations for future growth and expansion in Arlington. It allows for future conflicts to be anticipated and resolved or minimized, while at the same time adjusting the roadways that do not need improvements between 2010 and 2030. Arlington's previous TDP contained plans for increased capacity in the form of roadway expansion for certain areas of the City; the analysis completed through this update identified approximately 105 lane miles of roadway that are no longer necessary based on projected demand. Other roadways were identified as opportunities for travel lane conversions or lane reductions. These types of changes will serve to slow traffic or provide space to incorporate amenities such as bike facilities or sidewalks. Changes between the previous TDP and this updated Plan are described in Chapter 5.

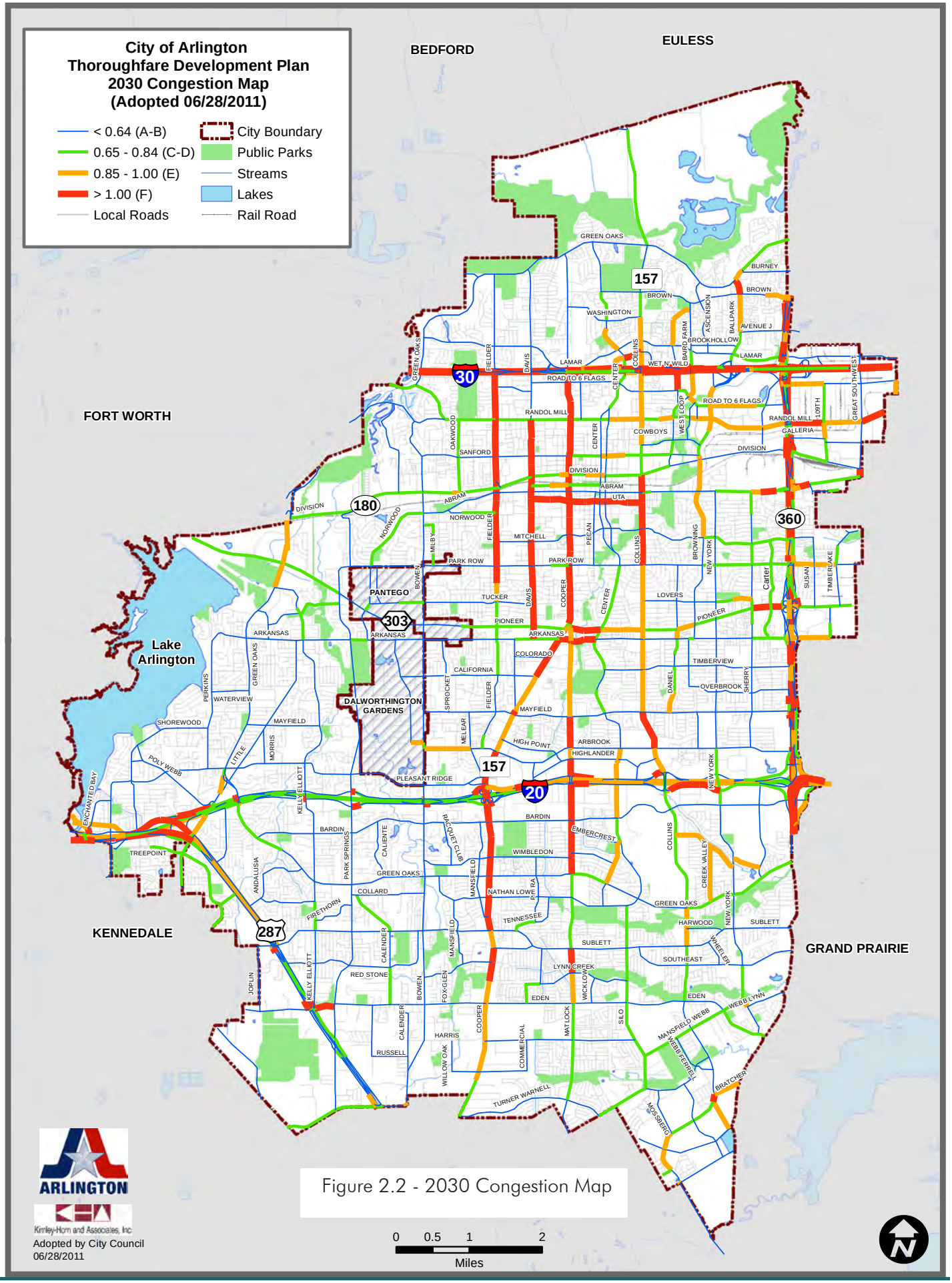


Figure 2.2 - 2030 Congestion Map

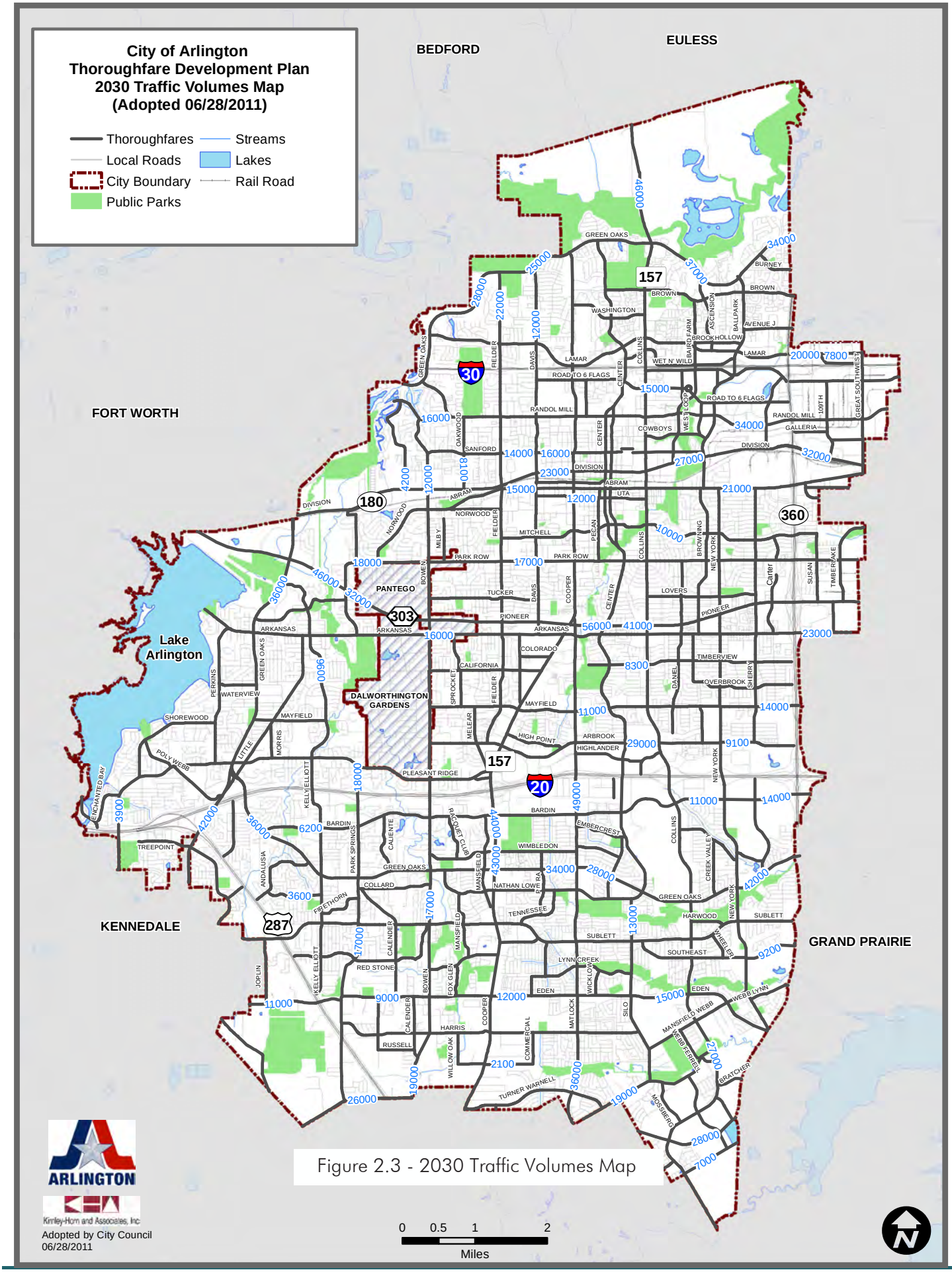


Figure 2.3 - 2030 Traffic Volumes Map

Chapter 3 – Flexible Design

3.1 Introduction

Flexible Thoroughfare Design is a relatively new concept that is being embraced by municipalities across the country. Flexible design allows for transportation planners and roadway designers to create unique characteristics specific to individual corridors. The changing dynamic that is causing this shift toward a more flexible approach to thoroughfare design is two-fold: 1) alternative modes such as transit, cycling and walking are being requested and utilized more often by citizens, necessitating a shift away from designs that focus solely on the automobile, and 2) it is now recognized that transportation decisions must not be made in a vacuum, and that other elements such as adjacent land uses types, land use densities and even socioeconomic characteristics can affect the way a thoroughfare operates.

This chapter focuses on the future design process recommended by this TDP. By utilizing this new state of practice, Arlington can continue to increase mobility within the City while providing its residents and visitors increased livability and sense of community.

3.2 Functional Classification

Most cities use a traditional functional classification system to group roadways according to the type of service they are intended to provide. This organized system assists citizens and developers in understanding the types of roadways that are planned for the City's transportation system and what those roadways might look like. Historically, street classification systems have been rigid and uncompromising, allowing little to no flexibility in their application. Street design characteristics have typically been limited to the area from curb-to-curb and focused solely on the vehicle.

However, this concept of rigidity has evolved over time as the relationship between transportation and land use has become more influential in the design and operation of our streets. Thoroughfare design practice has begun to involve a number of different design considerations that often include the streetside area (located between the building front and the curb) and that affect not only automobile users, but also pedestrians and cyclists.

While the City of Arlington has historically utilized the traditional functional classification system for its roadways, this updated TDP introduces a new functional classification system that utilizes the existing terminology (Major Arterial, Minor Arterial, Major Collector, Minor Collector), but includes additional flexibility for the design characteristics of the roadway. This allows for each roadway to be designed in a way that adapts to the surrounding built environment and that benefits all users. Pages 13 - 16 illustrate and describe this new functional classification system in greater detail.

3.3 Street Context and Development Policy

Along with the more flexible functional classification design standards, the street context, or character of the area adjacent to the roadway will play an important role in the way a street looks. One type of street design will not satisfy all of the different needs within the City and therefore it is important that the design standards offer flexibility to allow for these distinctions. There is no "one size that fits all" in the framework of street design.

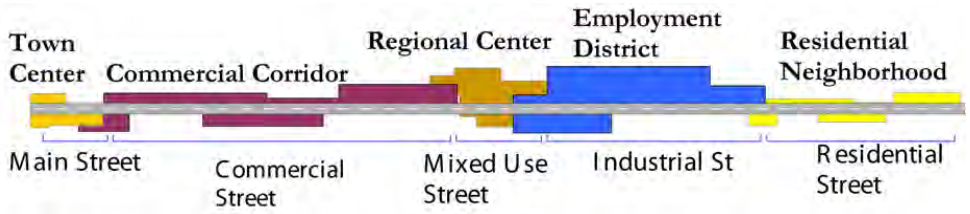


Figure 3.1 – "One Size Does Not Fit All" This graphic illustrates how a roadway may cross through a number of different context types. As the context changes, so should the street design.

The City of Arlington is broken into three different context zones (Suburban, General Urban and Urban Core) to allow for flexible design standards to be applied to the various area types within the City (See Figure 3.2 on page 11).

Suburban

Distinguishing Characteristics: This zone consists of single-family residential homes and conventional multi-family apartments, along with an auto-oriented commercial development pattern. This zone also includes industrial areas and businesses that have potential to create adverse visual, noise, or other impacts to adjoining public and residential properties.

Typical Building Height: Structures can be 1 to 3 stories for residences, while commercial buildings are typically 1 to 2 stories. Industrial buildings are typically 2 to 3 stories with some variation.

Average Target Residential Density: Typical densities are around 3 to 8 units/acre (single family) and 16 units/acre (multi-family).

Type of Public Open Space: Parks and greenbelts dominate the open spaces.

General Urban

Distinguishing Characteristics: This zone includes a mix of housing types (including attached units), with a range of commercial and civic activity at the neighborhood and community scale.

Typical Building Height: Structures can be 2 to 4 stories.

Average Target Residential Density: Typical densities are around 8 to12 units/acre (single family) and 16 to 32 units/acre (multi-family).

Type of Public Open Space: Parks and greenbelts dominate the open spaces.

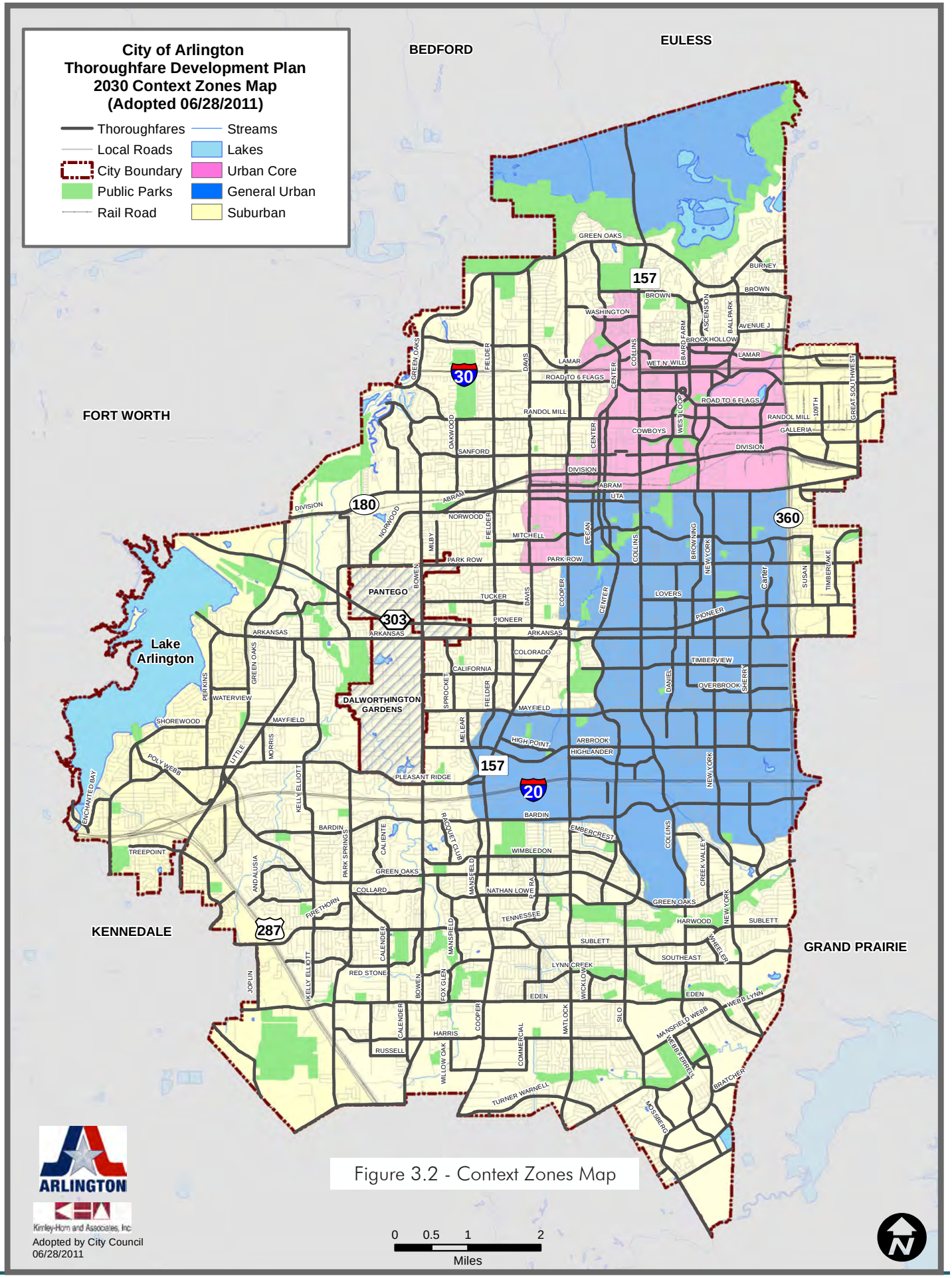
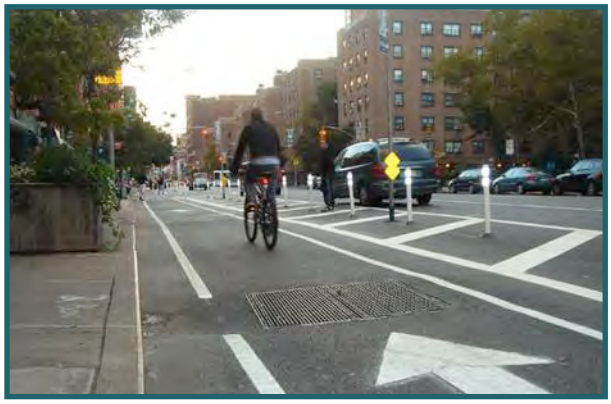


Figure 3.2 - Context Zones Map



Urban Core

Distinguishing Characteristics: This zone includes attached housing types such as townhouses and apartments mixed with retail, workplace, civic activities, and walkable mixed-use developments.

Typical Building Height: Structures are typically 3 to 5 stories with some variation

Average Target Residential Density: Typical densities are around 8 to12 units/acre (single family) and 40 units/acre (multi-family).

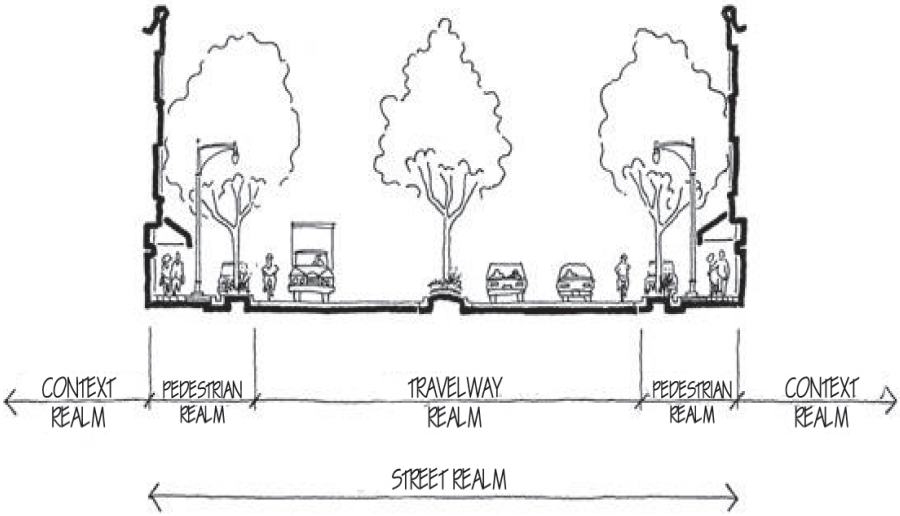
Type of Public Open Space: Parks, plazas and squares, and boulevard median landscape dominate the open spaces.

3.4 Design Elements

As mentioned previously, street design has historically focused only on the area located between the curbs and has centered design criteria around the private automobile. However, emerging practice places emphasis on other aspects of the street in addition to the travel way. For example, pedestrian and bicycle infrastructure is being implemented more frequently in neighborhoods to encourage healthy living and exercise, and in more commercial locations to spur increased economic development.

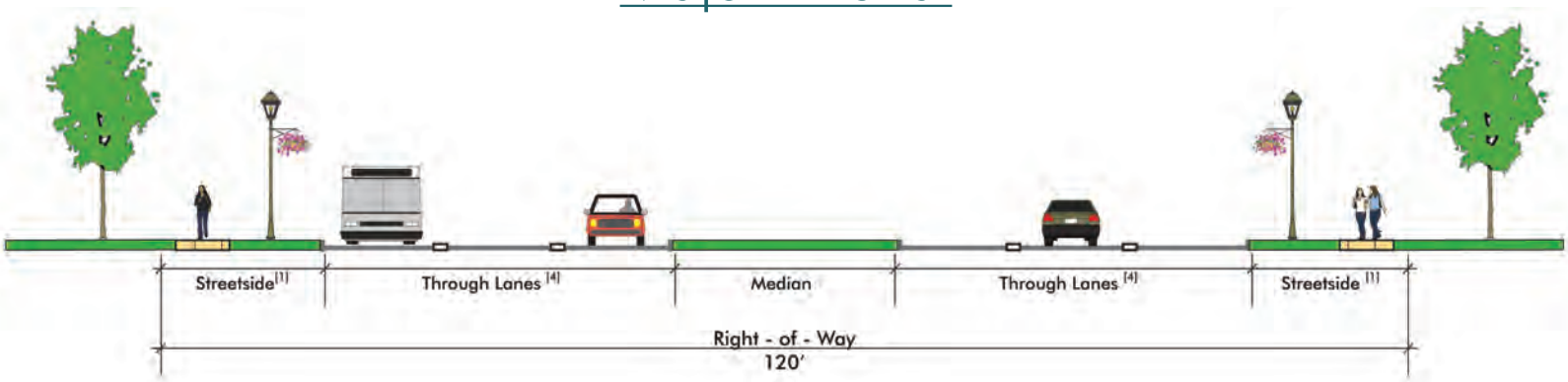
When planning future thoroughfares, it is essential to identify all aspects of the corridor in order to maximize efficiency of the roadway system and the value of the surrounding property. Three separate realms have been identified within the Thoroughfare Development Plan to be taken into consideration when planning for roadways. These realms are the travel way realm, the pedestrian realm and the context realm, as shown in Figure 3.3 below.

Figure 3.3 – Anatomy of the Street, identifying the different realms



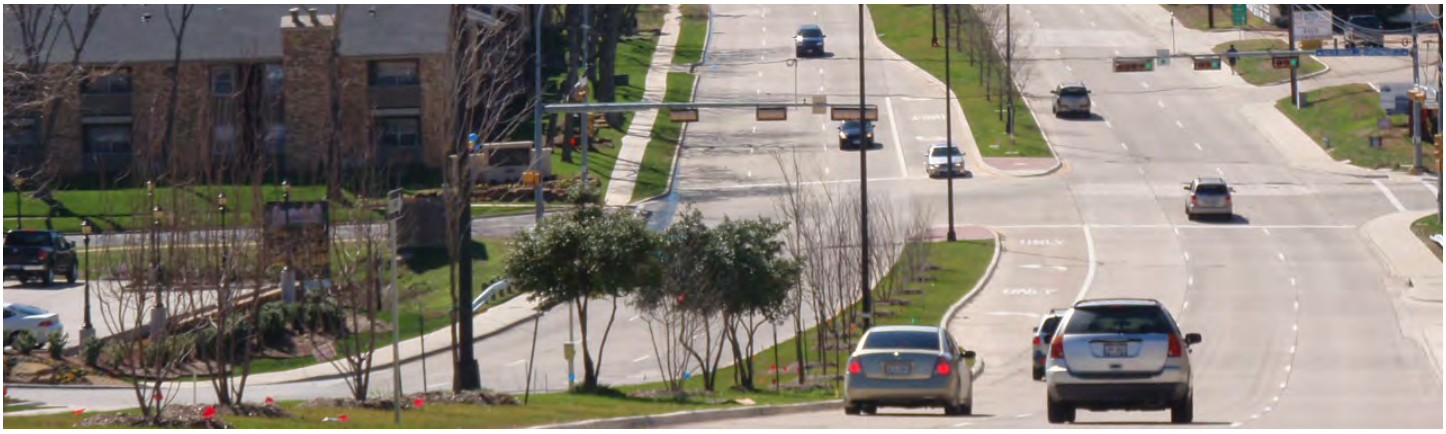
Each of the realms are identified in the flexible design matrices (see Pages 13 - 16 or Appendix B) and have specific guidelines on how each of the thoroughfares can be designed. Flexibility is enabled in the design matrix to allow developers and roadway designers the ability to adapt their vision of the corridor to the surrounding built environment.

Major Arterial

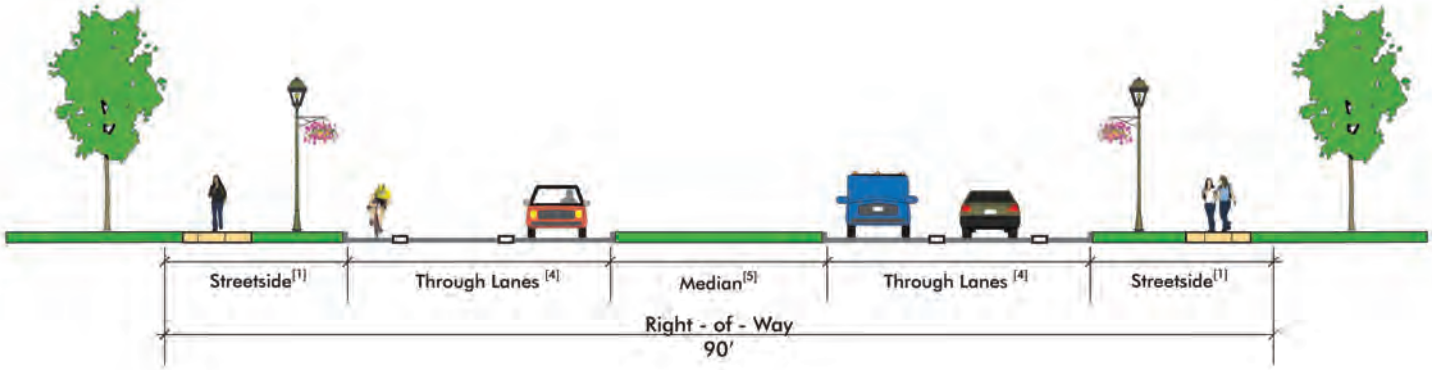


Pedestrian Realm	Suburban	Urban	Urban Core
Recommended Streetside Width [1]	14 - 26 ft	15 - 27 ft	15 - 27 ft
Recommended Sidewalk Width [2]	4 - 10 ft	6 - 12 ft	6 - 12 ft
Recommended Pedestrian Buffer Width [3]	8 -14 ft	7 - 13 ft	7 - 13 ft
Travel Way Realm			
Number of Through Lanes [4]	4 - 6	4 - 6	4 - 6
Design Speed (MPH)	35 - 45	35 - 45	35 - 45
Lane Width	11 - 12 ft	11 - 12 ft	11 - 12 ft
Median Width	16 - 20 ft	16 - 20 ft	16 - 20 ft
On-Street Parking Width [5]	8 - 9 ft	8 - 9 ft	8 - 9 ft
Bike Lanes (minimum) [6]	6 ft	5 - 6 ft	5 - 6 ft
Right-of-Way (ROW) [7]	120 ft	120 ft	120 ft
Anticipated Traffic Volumes	20,000-50,000	15,000-50,000	15,000-40,000

[1] Streetside width includes sidewalk, pedestrian buffer and 1' buffer on outside edge of sidewalk.
[2] Minimum width requirement for a suburban sidewalk is 4', however 6' is preferred as minimum if ROW permits.
[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffer can have tree wells. Buffer includes width needed for the curb.
[4] Number of through lanes for thoroughfares are identified on the TDP Map.
[5] When combined with bike lanes parallel parking can be 8', but 9' is preferred if ROW permits.
[6] For urban contexts, bike lanes can be 5' when combined with on-street parking, and 6' without adjacent on-street parking. Refer to Hike and Bike System Plan for additional details.
[7] Along roadways where previously dedicated right-of-way (ROW) is wider than the current required ROW, additional ROW may be required to transition roadside elements (such as utilities) to the narrower roadway cross section.

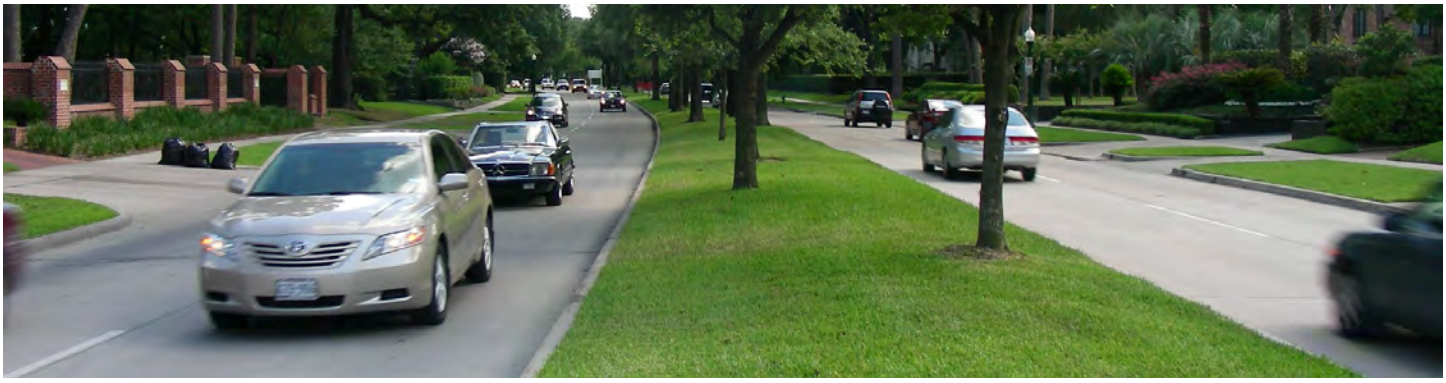


Minor Arterial

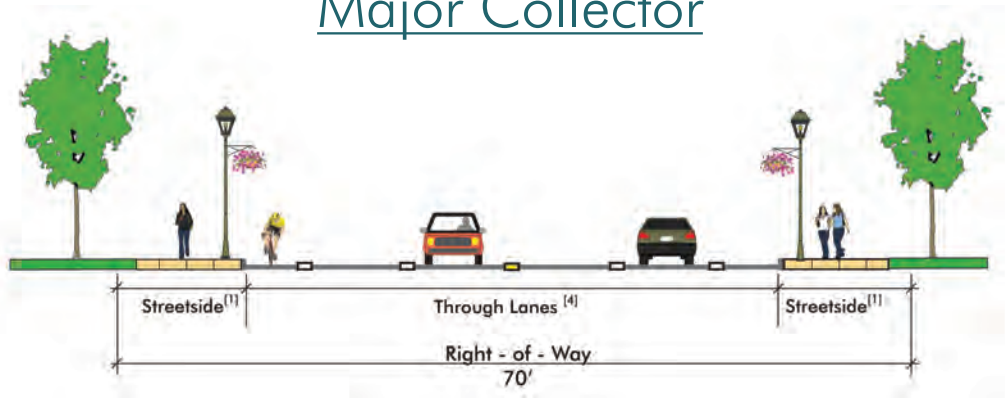


Pedestrian Realm	Suburban	Urban	Urban Core
Recommended Streetside Width [1]	9 - 23 ft	11 - 25 ft	11 - 25 ft
Recommended Sidewalk Width [2]	4 - 10 ft	6 - 14 ft	6 - 16 ft
Recommended Pedestrian Buffer Width [3]	4 - 12 ft	4 - 10 ft	4 - 8 ft
Travel Way Realm			
Number of Through Lanes [4]	2 - 4	2 - 4	2 - 4
Design Speed (MPH)	30 - 40	30 - 40	30 - 40
Lane Width	11 - 12 ft	11 - 12 ft	10 - 12 ft
Median Width [5]	0 - 16 ft	0 - 16 ft	0 - 16 ft
On-Street Parking Width [6]	8 - 9 ft	8 - 9 ft	8 - 9 ft
Bike Lanes (minimum) [7]	6 ft	5 - 6 ft	5 - 6 ft
Right-of-Way (ROW) [8][9]	90 - 100 ft	90 - 100 ft	90 - 100 ft
Anticipated Traffic Volumes	20,000-35,000	10,000-35,000	15,000-30,000

[1] Streetside width includes sidewalk, pedestrian buffer and 1' buffer on outside edge of sidewalk.
[2] Minimum width requirement for a suburban sidewalk is 4', however 6' is preferred as minimum if ROW permits.
[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffer can have tree wells. Buffer includes width needed for the curb.
[4] Number of through lanes for thoroughfares are identified on the TDP Map.
[5] Median for 2 lane option can be a two-way left turn lane if desired.
[6] When combined with bike lanes parallel parking can be 8', but 9' is preferred if ROW permits.
[7] For urban contexts, bike lanes can be 5' when combined with on-street parking, and 6' without adjacent on-street parking. Refer to Hike and Bike System Plan for additional details.
[8] Along roadways where previously dedicated right-of-way (ROW) is wider than the current required ROW, additional ROW may be required to transition roadside elements (such as utilities) to the narrower roadway cross section.
[9] 100' of ROW is required only in specified instances; Eden Rd and Bowen Rd from Sublett to Calender Rd are the only thoroughfares designated as 100' (See TDP map for details).



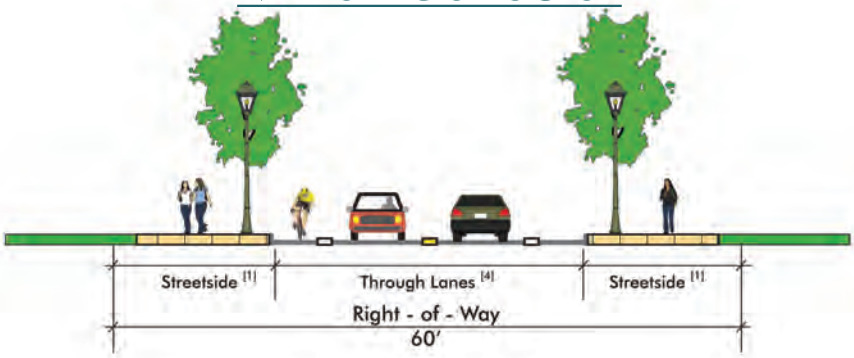
Major Collector



Pedestrian Realm	Suburban	Urban	Urban Core
Recommended Streetside Width [1]	9 - 23 ft	9 - 25 ft	9 - 25 ft
Recommended Sidewalk Width [2]	4 - 10 ft	4 - 14 ft	4 - 16 ft
Recommended Pedestrian Buffer Width [3]	4 - 12 ft	4 - 10 ft	4 - 8 ft
Travel Way Realm			
Number of Through Lanes [4]	2 - 4	2 - 4	2 - 4
Design Speed (MPH)	25 - 35	25 - 35	25 - 35
Lane Width	11 - 12 ft	10 - 12 ft	10 - 12 ft
Median Width [5]	0 - 16 ft	0 - 16 ft	0 - 16 ft
On-Street Parking Width [6]	8 - 9 ft	8 - 9 ft	8 - 9 ft
Bike Lanes (minimum) [7]	5 - 6 ft	5 - 6 ft	5 - 6 ft
Right-of-Way (ROW) [8]	70 ft	70 ft	70 ft
Anticipated Traffic Volumes	1,500-30,000	1,500-25,000	1,500-25,000

[1] Streetside width includes sidewalk, pedestrian buffer and 1' buffer on outside edge of sidewalk.
[2] Minimum width requirement for a suburban sidewalk is 4', however 6' is preferred as minimum if ROW permits.
[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffer can have tree wells. Buffer includes width needed for the curb.
[4] Number of through lanes for thoroughfares are identified on the TDP Map.
[5] Raised medians are rarely used on collectors and are mainly introduced for aesthetics. For 2 lane option median can be a center two-way left turn lane if desired.
[6] When combined with bike lanes parallel parking can be 8', but 9' is preferred if ROW permits.
[7] For urban contexts, bike lanes can be 5' when combined with on-street parking, and 6' without adjacent on-street parking. Refer to Hike and Bike System Plan for additional details.
[8] Along roadways where previously dedicated right-of-way (ROW) is wider than the current required ROW, additional ROW may be required to transition roadside elements (such as utilities) to the narrower roadway cross section.

Minor Collector



Pedestrian Realm	Suburban	Urban	Urban Core
Recommended Streetside Width [1]	9 - 19 ft	9 - 19 ft	9 - 19 ft
Recommended Sidewalk Width [2]	4 - 8 ft	4 - 10 ft	4 - 12 ft
Recommended Pedestrian Buffer Width [3]	4 - 10 ft	4 - 8 ft	4 - 6 ft
Travel Way Realm			
Number of Through Lanes [4]	2 - 3	2 - 3	2 - 3
Design Speed (MPH)	30	30	30
Lane Width	11 - 12 ft	10 - 12 ft	10 - 12 ft
Median Width [5]	N/A	N/A	N/A
On-Street Parking Width [6]	8 - 9 ft	8 - 9 ft	8 - 9 ft
Bike Lanes (minimum) [7]	5 - 6 ft	5 - 6 ft	5 - 6 ft
Right-of-Way (ROW) [8]	60 ft	60 ft	60 ft
Anticipated Traffic Volumes	1,500-30,000	1,500-25,000	1,500-25,000

[1] Streetside width includes sidewalk, pedestrian buffer and 1' buffer on outside edge of sidewalk.
[2] Minimum width requirement for a suburban sidewalk is 4', however 6' is preferred as minimum if ROW permits.
[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffer can have tree wells. Buffer includes width needed for the curb.
[4] Number of through lanes for thoroughfares are identified on the TDP Map.
[5] No medians or center turn lanes are possible on minor collectors.
[6] When combined with bike lanes parallel parking can be 8', but 9' is preferred if ROW permits.
[7] For urban contexts, bike lanes can be 5' when combined with on-street parking, and 6' without adjacent on-street parking. Refer to Hike and Bike System Plan for additional details.
[8] Along roadways where previously dedicated right-of-way (ROW) is wider than the current required ROW, additional ROW may be required to transition roadside elements (such as utilities) to the narrower roadway cross section.

Chapter 4 – Planning Process

4.1 Introduction

The following planning, design, and approval process provides the framework for developing a more integrated approach to roadway design by planners, engineers and designers. This process can be used for all new and retrofit street projects within the City. A single comprehensive design process that guides all aspects of street design allows for a convenient and streamlined process for everyone involved.

The land use and surrounding context should help direct the design for streets and street networks. The design should take into consideration a multi-modal approach based on the goals and priorities of each specific corridor. The City should take the following items into consideration when designing the transportation network:

- Safety and accessibility for all users
- Interconnected networks for all modes of transport
- Speed management
- Consideration of landmarks, views, vistas, and gateways
- Legibility and efficiency
- Environmental conditions

4.2 Identifying Priority Elements

The most difficult element of thoroughfare design is balancing the desired design elements with the right-of-way constraints. This balancing act is the reason flexibility is so important during the planning stage of thoroughfare design. In the past, the process of choosing the appropriate design standards for a particular roadway was simple because only one option was available for each roadway type. This simplified the process for the roadway designer, but lacked the flexibility that is often needed to provide multi-modal options for the thoroughfare. The priorities along a specific corridor are typically tied to the land use and development patterns found along the corridor. Two streets with the same number of lanes and right-of-way may have completely different priorities. The ITE CSS Manual discussed in Chapter 3 states that, "Dimensions, whether for elements in the streetside, traveled way, or intersection, should not be applied arbitrarily but should be based on specific rationale". This rationale can be based on a number of different priority elements. Allowing flexibility in the design process ensures that the goals and priorities for each specific corridor are met.

Table 4.1 identifies elements of the thoroughfare that may have differing priorities depending on the road type and context. Higher-priority design elements are those that help the thoroughfare meet the vision and context sensitive objectives of the community. Lower-priority elements have less influence on achieving the objectives and can be relinquished in cases of insufficient right-of-way. Using this matrix can assist in choosing the appropriate priority elements for the design of roadways in the City of Arlington.

PRIORITY ELEMENTS

Design Elements	Street Types					
	Arterial			Collector		
	Urban Core	General Urban	Suburban	Urban Core	General Urban	Suburban
Travel Way Realm						
Number and width of travel lanes						
Vehicular capacity						
Design for large vehicles						
Medians						
Bicycle lanes						
Multimodal intersection design						
Pedestrian Realm						
Wide sidewalks with amenities						
On-street parking						
Transit priority operations						
Context Realm						
High amenity transit facilities						
Urban design features						
Other Elements						
Interconnected street system						
Access management						

High Priority
Medium Priority
Low Priority

Note: Chart to be used in prioritizing the above design elements when Right-of-Way is limited.

Table 4.1 – Priority Elements of the Street

4.3 Thoroughfare Design Stages

The thoroughfare design process is a simplified process that allows for a more flexible approach to roadway design. The process can include collaboration with the public, stakeholders and a multidisciplinary team of professionals (both public and private sectors) if needed, depending on the complexity of the surrounding context and needs. Within the City of Arlington, inter-departmental coordination needs to occur throughout the process to ensure that the goals and priorities of the corridor are achieved. The design process applies to all street design scenarios and entails five steps:

- Step 1: Determine TDP Functional Class and Number of Lanes
- Step 2: Determine Context Realms
- Step 3: Identify Right-of-Way (Existing and/or Future)
- Step 4: Select Priority Elements for Thoroughfare
- Step 5: Finalize Design

Step 1: Determine TDP Functional Class and Number of Lanes

The Thoroughfare Development Plan identifies every arterial and collector within the City of Arlington as either a major or minor facility. Together with the functional classification, the number of through travel lanes for each facility has also been specified based on the projected future needs acquired from the travel demand model. Refer to Figure 1.1 for the detailed TDP map.

Step 2: Determine Context Realms

Once the functional class and number of lanes have been identified, it is important to determine in which context realms the thoroughfare is located: Urban Core, General Urban or Suburban. Refer to Section 3.3 for more detail on the context zones as well as a map describing the different locations of the zones.

Step 3: Identify Right-of-Way (Existing and/or Future)

In this step, it must be determined whether the existing right-of-way is sufficient or if additional right-of-way must be acquired to fulfill the requirements of the corridor. During this step, use the flexible design matrix (pages 13 - 16 or Appendix B) to determine potential dimensions of the thoroughfare.

Step 4: Select Priority Elements for Thoroughfare

After the initial three steps have been completed, and the priority elements table found in Section 4.2 has been consulted, we can now develop the priority elements that need to be included in the design of the roadway. This step will not only identify the characteristics of the travel way and the streetside, but will also rely more heavily on the surrounding land uses and built environment. Coordination with relevant stakeholders is important during this stage of the planning process to ensure a community-supported and easily implementable design. The following list includes examples of questions that can be asked during this step to identify priorities.

- Is this a corridor heavily used by cyclists and pedestrians?
- Are commercial vehicles frequent?
- Are there businesses located on this corridor? Are they auto-oriented (big-box) or pedestrian-oriented (street frontage)?
- Is this a residential location with parks and schools near-by?
- Do people require on-street parking to access homes or businesses?
- Is transit used on this corridor?
- Is this thoroughfare affected by special event traffic?

Step 5: Finalize Design

The previous steps lead to the final step which is to finalize the new thoroughfare design of the studied corridor.

Chapter 5 – Implementation

5.1 Introduction

Implementation of the TDP recommendations is key to making sure the City reaps all of the benefits associated with the Plan. It is expected that by 2030, an additional 243 lane miles of roadway, shown in Figure 5.1 will be needed to serve the increasing demand on the transportation network. It is important to note that this additional capacity was included in the previous TDP. This updated TDP recommends 105 fewer lane miles of roadway than the previous Plan, but still maintains acceptable levels of service and travel times. The total projected cost of the improvements included in this TDP is nearly $231 million, approximately $132 million less than the previous TDP. Figure 5.2 and Table 5.2 represent all changes that were made between the previous TDP and this TDP.

5.2 Arlington Thoroughfare Prioritization Process

The Arlington thoroughfare prioritization process is a comprehensive approach used to evaluate roadway projects expected to occur between 2010 and 2030 based on criteria used to measure mobility, livability and environmental concerns. It allows the City to make smart, strategic mobility investments that involve multi-modal solutions. This process helps the community and the City recognize problems, select solutions and prioritize their implementation in both the short and long term.

The purpose of the prioritization process is to allow the City to have a clear understanding of the methodology for the prioritization of thoroughfare projects. Having a standardized process legitimizes the evaluation and puts every project at the same starting point. Table 5.1 identifies nine different evaluation criteria and their respective measures of effectiveness (MOEs) and potential scoring criteria that can be used to evaluate projects within Arlington. Initially, each of the nine evaluation criteria will be assigned an equal weight; however, the City will have the opportunity to adjust the weighting based on changing community goals and opportunities. For example, if one of the criteria, such as accident rate, becomes a more important goal, then the accident rate criteria can be weighted more heavily to adjust to the changing community desires. The resulting ranking will determine which projects provide the greatest benefit to the City based on factors such as mobility, cost-effectiveness, and air quality. It is important to note that Table 5.1 is for illustrative purposes only to provide an example of how roadway projects can be evaluated and prioritized.

5.3 Implementation Steps

Interdepartmental Coordination: Implementation of this TDP must be a coordinated effort between the various departments at the City of Arlington to maximize resources and ensure desired outcomes for future thoroughfares and the transportation network as a whole. Coordinating TDP implementation with other roadway work such as utility, drainage and resurfacing projects will provide opportunities for cost effective, streamlined implementation. By including the Community Development and Planning, Public Works and Transportation, Parks and Recreation and other relevant departments in the implementation process, projects can be planned and constructed in a streamlined, efficient and effective manner.

Plan/Document Coordination: The development of the Hike and Bike System Master Plan was closely coordinated with the development of this TDP. This coordination should be continued over time as both plans are updated. Other documents such as the Design Criteria Manual, the Roadway Impact Fee Program and the Capital Improvement Program must be updated to reflect the recommendations included in the new TDP.

Additional Analysis: There are a few thoroughfares that are recommended for additional analysis once the TDP is adopted. This strategy will allow more in-depth study that is not feasible during the TDP update process. If additional analysis changes the recommendations for a specific roadway, the TDP will need to be amended through City Council action. Areas recommended for additional analysis include; Abram Street from Cooper Street to Collins Street, the Bowen Road extension south of Sublett and Eden Road from the western city limit to the eastern city limit.

TDP Update: The TDP should be updated every five years, at a minimum, to ensure the document is responding appropriately to changes in growth and development patterns. The latest demographic and land use data for the City and the region should be incorporated into every update. Close attention should be paid to transportation investments that have taken place or are anticipated in other parts of the Dallas-Fort Worth area.

	POINTS	10	8	6	4	2
1	Functional Classification	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Residential
2	Accident Rate (within project limits)	50+	36 - 50	21 - 35	6 - 20	0 - 5
3	Traffic Volume Growth (VPD Increase)	20,000 +	15,000 - 20,000	10,000 - 15,000	5,000 - 10,000	0 - 5,000
4	Supports Multiple Modes (Cars, Bicycles, Pedestrians, Transit)	4 Modes		3 Modes		2 Modes
5	Funding	Funded by Other (Private or Public Entity)	Funded 25% by City	Funded 50% by City	Funded 75% by City	Funded by City
6	Congestion Reduction (% V/C Reduced)	50% reduction	40% reduction	30% reduction	20% reduction	10% reduction
7	Context Location	Urban Core		General Urban		Suburban
8	Coordination	Project limits are identified on Bike Plan		Project limits are identified on Sidewalk Plan		Project is on NCTCOG Long Range Plan
9	Connection to Amenities (schools, libraries, shopping, etc)	Within 1/4 mile	Within 1/2 mile	Within 1 mile	Within 2 miles	Within 5

Table 5.1 - Example Prioritization Matrix for Arlington thoroughfares. Note: This table is for illustrative purposes only to provide an example of how roadway projects can be evaluated and prioritized.

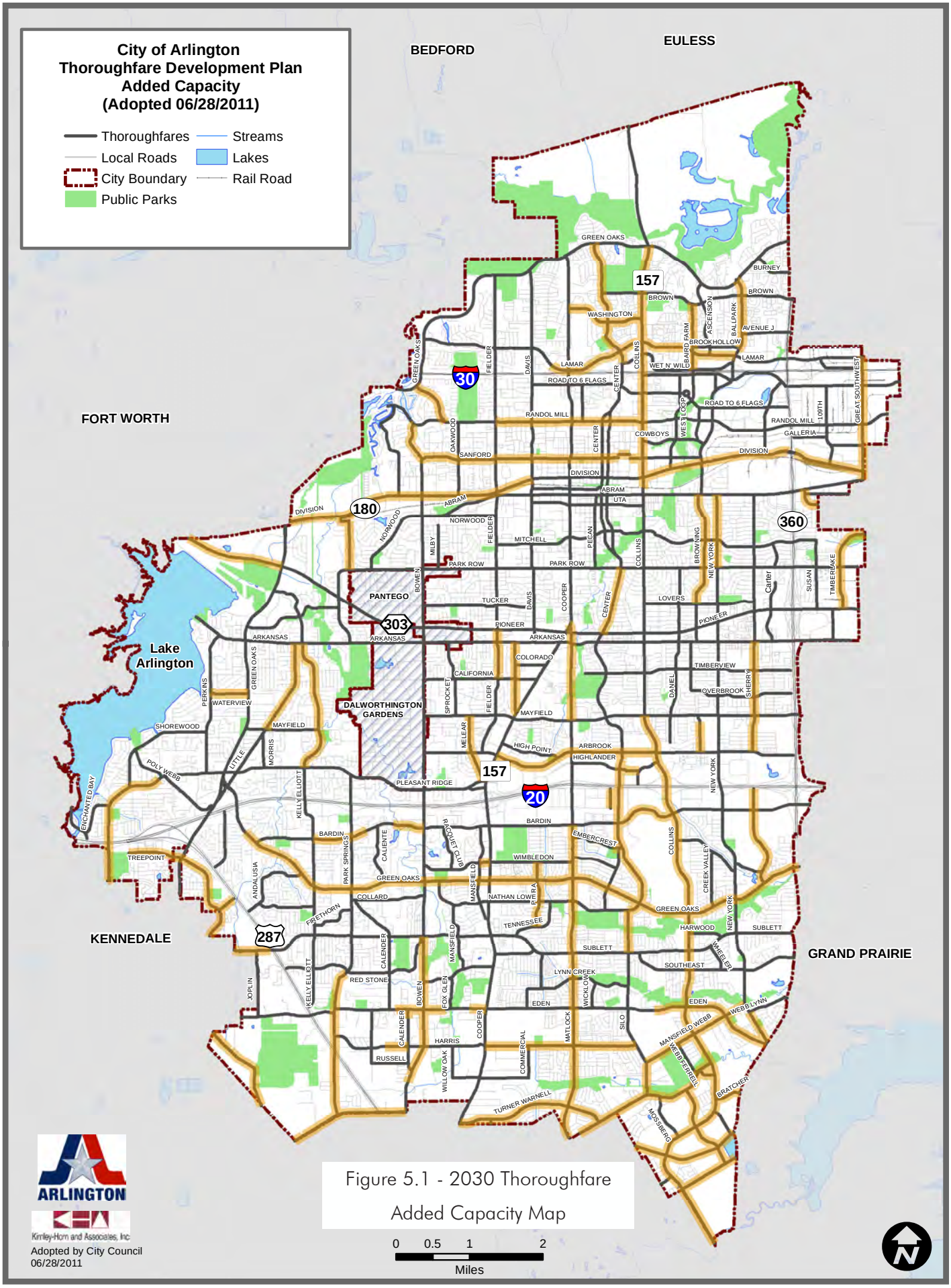
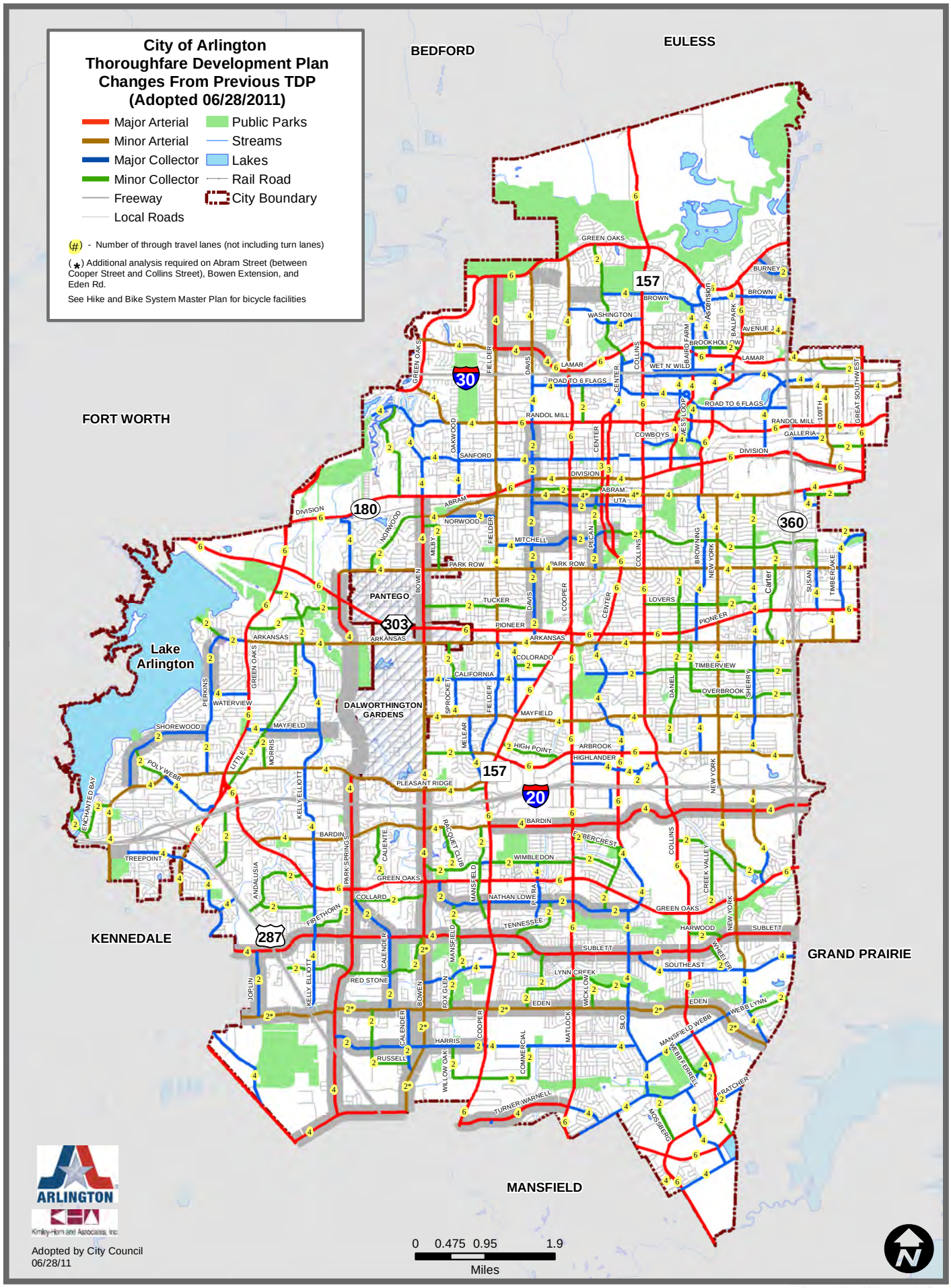


Figure 5.1 - 2030 Thoroughfare Added Capacity Map


City of Arlington
Thoroughfare Development Plan
Changes From Previous TDP
(Adopted 06/28/2011)
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Freeway
Local Roads
Public Parks
Streams
Lakes
Rail Road
City Boundary
(#) - Number of through travel lanes (not including turn lanes)
(*) Additional analysis required on Abram Street (between Cooper Street and Collins Street), Bowen Extension, and Eden Rd.
See Hike and Bike System Master Plan for bicycle facilities
BEDFORD
EULESS
FORT WORTH
KENNEDALE
GRAND PRAIRIE
MANSFIELD
Lake Arlington
PANTEGO
DALWORTHINGTON GARDENS
ARLINGTON
Kimley-Horn and Associates, Inc.
Adopted by City Council
06/28/11
0 0.475 0.95 1.9
Miles

City of Arlington
Thoroughfare Development Plan Update

Recommended Changes				
Street	**From - To**	**Existing Lanes**	**Current TDP**	**Recommended Change**
Bardin Rd	Cooper St - Future Center St	4 Lanes	6 lane MjA	4 lane MjA
	Future Center St - Collins St	0 Lanes		
	Collins St - East City Limit	4 Lanes		
Beady Rd	Davis Dr - Dead end (private property)	2 Lanes	4 Lane MjC	Remove from TDP
Bowen Rd	Division St - Arkansas Ln	4 Lanes	6 lane MjA	4 lane MjA
	Pleasant Ridge Rd - Sublett Rd	4 Lanes		
	Sublett Rd - Calender Rd*	0 Lanes		2 lane MnA
	Calender Rd - South City Limit*	2 Lanes		
Brown Blvd	Cooper St - Lincoln Dr	2 Lanes	4 lane MjC	Remove from TDP
Burney Rd	Green Oaks Blvd - East City Limit	2 Lanes	4 lane MjC	2 lane MjC
Calender Rd	Collard Rd - Eden Rd	2 Lanes	4 lane MjC	2 lane MjC
	Eden Rd - Bowen Rd	2 Lanes		
Davis Dr	Randol Mill Rd - Pioneer Pkwy	2 Lanes	4 lane MjC	2 lane MjC
Eden Rd	West City Limit - Curry Rd*	2 Lanes	6 lane MjA	2 lane MnA
	Curry Rd - Greens Grove Rd*	0 Lanes		
	Greens Grove Rd - Forest Park Dr*	2 Lanes		
	Forest Park Dr - Cooper St*	0 Lanes		
	Cooper St - Periwinkle Dr*	2 Lanes		
	Periwinkle Dr - East City Limit*	0 Lanes		
Fielder Rd	Green Oaks Blvd - Lamar Blvd	4 Lanes	6 lane MjA	4 lane MjA
Harris Rd	Park Springs Blvd - 2000' east of Ledbetter Rd	2 Lanes	4 lane MjC	2 lane MjC
	2000' east of Ledbetter Rd - Calender Rd	0 Lanes		
	Calender Rd - Cooper St	2 Lanes		
Joplin Rd	Sublett Rd - Eden Rd	2 Lanes	4 Lane MjC	2 lane MjC
Lamar Blvd	Fielder Rd - I-30 WB Ramp	4 Lanes	6 lane MjA	4 lane MjA
Mayfield Rd	Little Rd - Woodside Dr	2 Lanes	4 lane MjC	2 lane MjC
	Woodside Dr - Indian Trail	2 Lanes		Remove from TDP
Mitchell St	Davis Dr - Mary St	4 Lanes	4 lane MjC	2 lane MjC
Nathan Lowe Rd	Green Oaks Blvd - Silo Rd	2 Lanes	4 lane MjC	2 lane MjC
Norwood Ln	Abram St - Fielder Rd	4 Lanes	4 lane MjC	2 lane MjC
Park Springs Blvd	Park Row Dr - Arkansas Ln	4 Lanes	6 lane MjA	4 lane MjA
	Arkansas Ln - Pleasant Ridge Rd	0 Lanes		Remove from TDP
	Pleasant Ridge Rd - Toby Ct	4 Lanes		4 lane MjA
	Toby Ct - Eden Rd	0 Lanes		
	Eden Rd - Turner Warnell Rd	2 Lanes		
Pecan Rd	Mitchell St - Park Row Dr	4 Lanes	4 lane MjC	2 lane MjC
Perkins Rd	Perkins Place - Waterview	4 Lanes	4 lane MjC	2 lane MjC
Shorewood Dr	Perkins Rd - Saddle Ridge Rd	2 Lanes	4 lane MjC	2 lane MjC
	Saddle Ridge Rd - Bowman Springs Rd	4 Lanes	4 lane MjC	
	Bowman Springs Rd - Bowman Springs Rd	2 Lanes	4 lane MjC	
Sublett Rd	West City Limit - East City Limit	4 Lanes	6 lane MjA	4 lane MjA
Treepoint Dr	Bowman Springs Rd - Silber Rd	0 Lanes	4 lane MjC	Remove from TDP
Turner Warnell Rd	West City Limit - Matlock Rd	2 Lanes	6 lane MjA	4 lane MjA
UTA Blvd / E. Border St	Davis Dr - Mesquite St	4 Lanes	4 lane MjC	2 lane MjC

* Additional Analysis Required

MjA - Major Arterial
MnA - Minor Arterial
MjC - Major Collector
MnC - Minor Collector

Table 5.2 - Thoroughfare Development Plan Update Recommended Network Changes

Travel Lane Conversions

Table 5.3 below highlights all of the travel lane conversions that are included in Table 5.2, "Recommended Changes". A travel lane conversion repurposes an existing automobile travel lane for other uses other than automoble travel. Many of the travel lane conversions consist of converting four lane minor collector streets to three lanes, with the center lane for turning traffic. This converison increases efficiency of vehicular traffic, thus allowing for marked bike lanes. Figure 5.3 below illustrates a four-lane-to-three-lane travel lane conversion.

Figure 5.3 - Example Travel Lane Conversion

Travel Lane Conversions							
Street	**From**	**To**	**Existing Lanes**	**Current TDP**	**Recommended Change**	**Lane Conversion**	**Length (Mile)**
Mitchell St	Davis Dr	Mary St	4 Lanes	4 lane MjC	2 lane MjC	4 - 3 Lane	1.7
Norwood Ln	Abram Rd	Fielder Rd	4 Lanes	4 lane MjC	2 lane MjC	4 - 3 Lane	0.7
Pecan Rd	Mitchell St	Park Row Dr	4 Lanes	4 lane MjC	2 lane MjC	4 - 3 Lane	0.7
Perkins Rd	Perkins Place	Waterview Dr	4 Lanes	4 lane MjC	2 lane MjC	4 - 3 Lane	2.0
Shorewood Dr	Saddle Ridge Rd	Bowman Springs Rd	4 Lanes	4 lane MjC	2 Lane MjC	4 - 2 Lane	0.3
UTA Blvd / E. Border St	Davis Dr	Mesquite St	4 Lanes	4 lane MjC	2 lane MjC	4 - 3 Lane	1.5

Table 5.3 - Arlington's Travel Lane Conversions

Appendix A

Public Participation Process

Public participation can be one of the most beneficial elements of an entire planning process. Traditional planning in the United States has historically left planning decisions to the professionals, assuming their education and experience was all that was needed to identify the best solution. The difficulty with this model is that the desired outcome differs based on where the perspective is coming from. It is now recognized that citizens and local stakeholders are an important component of the planning process since they are extremely familiar with the area in which they live and work. Involving the public from the beginning of the planning process can help maintain focus on what is important for the community. It can also allow for easier implementation once the plan is complete due to the acceptance of the plan as one developed by the community that benefits the community as a whole.

Two public open houses were held to gather public input during the development of the TDP and attendance was well above what is typically expected for meetings of this format. The first open house, held on June 29th and 30th, 2010, was used to educate the residents about the TDP, its goals and objectives and the schedule. It was also used to gather public input related to existing conditions and what residents would like to see in the future. Over 100 written comments were received from the public regarding street improvements and thoroughfare issues in Arlington. Along with written comments, a number of maps were available on tables to be commented on with markers. Figure A.1 shows an example of map comments provided through the participation process.

The second public open house, held on September 30th, 2010, was used to further educate the public regarding the purpose, goals and objectives of the TDP and to gather feedback on the zzzzzzzzzzzzzzzzzzz recommendations for the new TDP. Comment forms and maps were again used to gather public input. This information was used to help finalize the recommendations in the TDP.

In addition to the open houses, several Town Hall and community meetings offered opportunities for the public to gain an understanding of the TDP project and provide their comments. Throughout the life of the project, a TDP website also provided up-to-date project information and opportunities to submit comments or questions.

Figure A.1 - Map From Public Open House

Figure A.2 - Image From Public Open House

Appendix B

Flexible Design Matrix

OVERVIEW

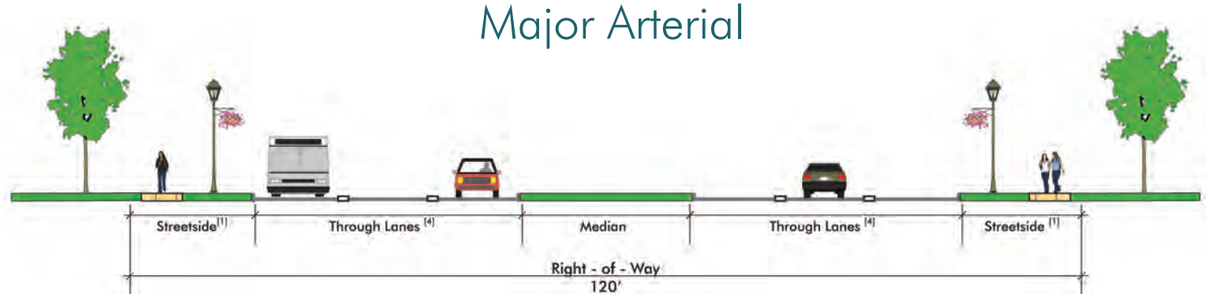
The Thoroughfare Development Plan (TDP) is a long-range plan that identifies the location and type of roadway facilities that are needed to meet projected long-term growth within the City. The TDP serves as a tool to enable the City to preserve future corridors for transportation system development as the need arises. It also forms the basis for Arlington's roadway capital improvement program, roadway impact fees, and developer requirements. The TDP provides detailed information related to roadway classification, right-of-way requirements, design criteria, and number of through travel lanes for each thoroughfare within the City.

Full TDP Report available at www.arlingtontx.gov/planning/Transportation.html

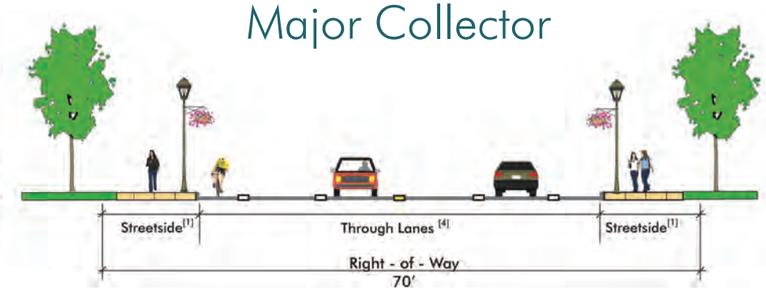
Direct questions to:
(817) 459-6686

Last updated: 06/28/2011

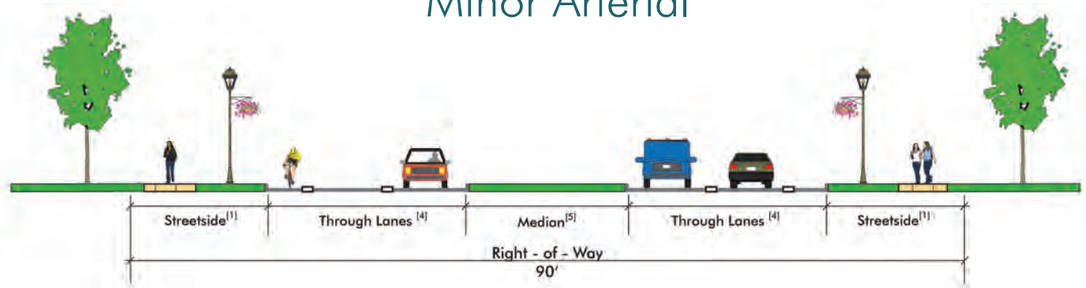
Major Arterial



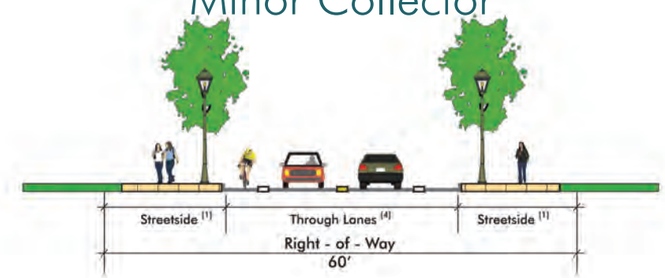
Major Collector



Minor Arterial



Minor Collector



	Major Arterial			Minor Arterial			Major Collector			Minor Collector		
Pedestrian Realm	Suburban*	Urban*	Urban Core*	Suburban*	Urban*	Urban Core*	Suburban*	Urban*	Urban Core*	Suburban*	Urban*	Urban Core*
Recommended Streetside Width [1]	14 - 26 ft	15 - 27 ft	15 - 27 ft	9 - 23 ft	11 - 25 ft	11 - 25 ft	9 - 23 ft	9 - 25 ft	9 - 25 ft	9 - 19 ft	9 - 19 ft	9 - 19 ft
Recommended Sidewalk Width [2]	4 - 10 ft	6 - 12 ft	6 - 12 ft	4 - 10 ft	6 - 14 ft	6 - 16 ft	4 - 10 ft	4 - 14 ft	4 - 16 ft	4 - 8 ft	4 - 10 ft	4 - 12 ft
Recommended Pedestrian Buffer Width [3]	8 -14 ft	7 - 13 ft	7 - 13 ft	4 - 12 ft	4 - 10 ft	4 - 8 ft	4 - 12 ft	4 - 10 ft	4 - 8 ft	4 - 10 ft	4 - 8 ft	4 - 6 ft
Travel Way Realm												
Number of Through Lanes [4]	4 - 6	4 - 6	4 - 6	2 - 4	2 - 4	2 - 4	2 - 4	2 - 4	2 - 4	2 - 3	2 - 3	2 - 3
Target Speed (MPH)	35 - 45	35 - 45	35 - 45	30 - 40	30 - 40	30 - 40	25 - 35	25 - 35	25 - 35	30	30	30
Lane Width	11 - 12 ft	11 - 12 ft	11 - 12 ft	11 - 12 ft	11 - 12 ft	10 - 12 ft	11 - 12 ft	10 - 12 ft	10 - 12 ft	11 - 12 ft	10 - 12 ft	10 - 12 ft
Median Width [5]	16 - 20 ft	16 - 20 ft	16 - 20 ft	0 - 16 ft	0 - 16 ft	0 - 16 ft	0 - 16 ft	0 - 16 ft	0 - 16 ft	N/A	N/A	N/A
On-Street Parking Width [6]	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft	8 - 9 ft
Bike Lanes (minimum) [7]	6 ft	5 - 6 ft	5 - 6 ft	6 ft	5 - 6 ft	5 - 6 ft	5 - 6 ft	5 - 6 ft	5 - 6 ft	5 - 6 ft	5 - 6 ft	5 - 6 ft
Right-of-Way (ROW) [8]	120 ft	120 ft	120 ft	90 - 100 ft [9]	90 - 100 ft [9]	90 - 100 ft [9]	70 ft	70 ft	70 ft	60 ft	60 ft	60 ft
Anticipated Traffic Volumes	20,000 - 50,000	15,000 - 50,000	15,000 - 40,000	20,000 - 35,000	10,000 - 35,000	15,000 - 30,000	1,500 - 30,000	1,500 - 25,000	1,500 - 25,000	1,500 - 30,000	1,500 - 25,000	1,500 - 25,000

[1] Streetside width includes sidewalk, pedestrian buffer and 1' buffer on outside edge of sidewalk.
[2] Minimum width requirement for a suburban sidewalk is 4', however 6' is preferred as minimum if ROW permits.
[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffer can have tree wells. Buffer includes width needed for the curb.
[4] Number of through lanes for thoroughfares are identified on the TDP Map.
[5] Median for 2 lane option can be a two-way left turn lane if desired. No medians or center turn lanes are possible on minor collectors.
[6] When combined with bike lanes parallel parking can be 8', but 9' is preferred if ROW permits.
[7] For urban contexts, bike lanes can be 5' when combined with on-street parking, and 6' without adjacent on-street parking. Refer to Hike and Bike System Plan for additional details.
[8] Along roadways where previously dedicated right-of-way (ROW) is wider than the current required ROW, additional ROW may be required to transition roadside elements (such as utilities) to the narrower roadway cross section.
[9] 100' of ROW is required only in specified instances; Eden Rd and Bowen Rd from Sublett to Calender Rd are the only thoroughfares designated as 100' (See TDP map for details).
[*] Information on context zones (suburban, urban, and urban core) can be found on page 10 of the manual.

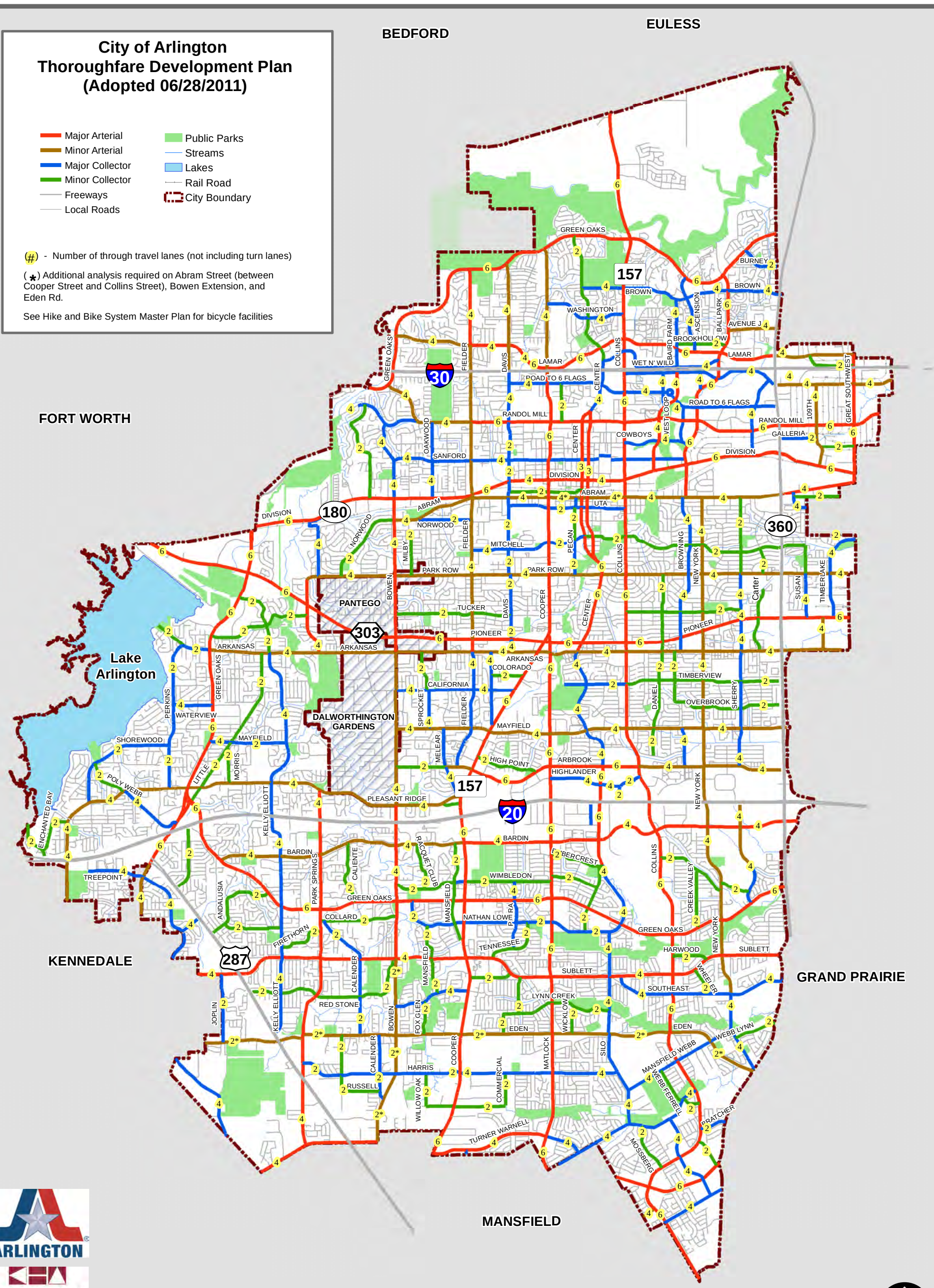
City of Arlington
Thoroughfare Development Plan
(Adopted 06/28/2011)

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Freeways
- Local Roads
- Public Parks
- Streams
- Lakes
- Rail Road
- City Boundary

(#) - Number of through travel lanes (not including turn lanes)

(*) Additional analysis required on Abram Street (between Cooper Street and Collins Street), Bowen Extension, and Eden Rd.

See Hike and Bike System Master Plan for bicycle facilities



Adopted by City Council
06/28/2011