

2. CURRENT CONDITIONS

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Steering committee members providing input during the kick-off meeting.



A project consultant taking inventory of on-road conditions for bicycling and walking.

2.0 Overview

This chapter contains a description of work and a summary of existing conditions for the City of Arlington. This existing conditions analysis led the development of the Hike & Bike networks.

2.1 Current Conditions Methodology

The consultant team conducted a thorough investigation and analysis of existing conditions. The major categories of analysis are described below.

Fieldwork

The consultant team conducted an on-the-ground analysis of Arlington by examining, documenting, and photographing existing bicycle and pedestrian conditions. Special attention was paid to school areas, the Downtown area, crossings, and other destinations.

Accomplishments included:

- ~190 intersections were inventoried and photo inventoried for pedestrian crossings. Recommended pedestrian treatments were developed for each intersection.
- Over 200 miles of arterial, collector, and subcollector roads were analyzed and measured for possible on-road bicycle recommendations.
- Active bicyclists and pedestrians were observed and photographed.
- Existing, exemplary facilities were noted and photo-inventoried.

GIS Development

The consultant team collected existing GIS data layers and developed new data as well. Tasks accomplished include:

- Update/revision of existing trails/bicycle lanes
- Demographic data and map development
- Development of preliminary bicycle and pedestrian network recommendations

Existing Plan Review

Existing, relevant plans, documents, and ordinances were reviewed and summarized.

2.2 Pedestrian Conditions (Maps 2.1 and 2.2)

The City of Arlington has many pedestrian features such as sidewalks, crossing facilities, and trails. There are nearly 1,100 miles of sidewalks in the City as seen in Map 2.1. Nearly 18 miles of the Veloweb (a regional off-road bicycle path network) are complete and provide excellent, paved, multi-use trails for recreation and transportation. These facilities provide a good foundation for a more comprehensive pedestrian network throughout the region.

However, there are still several key corridors that lack sidewalks and/or have sidewalk gaps. Also, there are communities within Arlington that have plentiful sidewalks while others are lacking. This is a result of historic development patterns and more recent development regulations. These are evident and displayed in the Pedestrian Gaps map (Map 2.2).

There are many pedestrian intersection crossing treatments throughout the City of Arlington. However, most intersections lack complete and updated pedestrian solutions. Complete inventories and preliminary recommendations may be found in Appendix F.

Strengths of Existing Pedestrian Facilities

- Many intersections already contain functional pedestrian elements including pedestrian-activated signals and marked crosswalks.
 - A majority of the intersections have good visibility.
 - A majority of the intersections are signalized with pedestrian crossing signals.
 - A majority of the intersections have pedestrian access by means of sidewalks.
 - A majority of the intersections have existing marked crosswalks.
 - A majority of the intersections are accessible (contain curb ramps).
 - Many of the intersections have existing medians that can be utilized for pedestrian refuge areas.
- Downtown Arlington has excellent pedestrian accommodations within and around the Downtown core (Abram Street/Center Street/City Hall).
- The regional trail system is complete in several locations including the northern parts of Arlington (along the Trinity River and Green Oaks Blvd.) and near Cowboys Stadium.



Existing pedestrian amenities like downtown sidewalks (top), Davis Street sidewalks (middle) and the Veloweb (bottom) provide a good foundation for a more comprehensive pedestrian network.

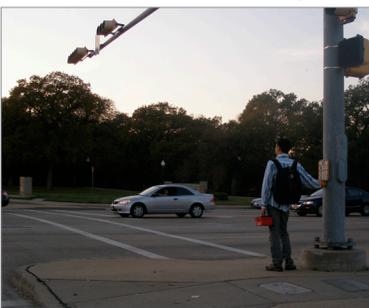


Pedestrian crossing at the Center Street Bridge.

Below: Worn foot paths may be observed where there is no sidewalk, indicating use and need.



Below: While pedestrian signals are numerous, most are not countdown signals.



- Recent bridge reconstruction projects across I-30 feature excellent pedestrian accommodations including covered walkways, architectural lighting, and murals. These provide gateways into the Entertainment District and Downtown Arlington.
- Center Street has been transformed into a walkable gateway into Downtown from the north, including the Center Street bridge.
- A number of local park greenways and trails have been developed including the Lynn Creek Greenway.

Deficiencies of Existing Pedestrian Accommodations

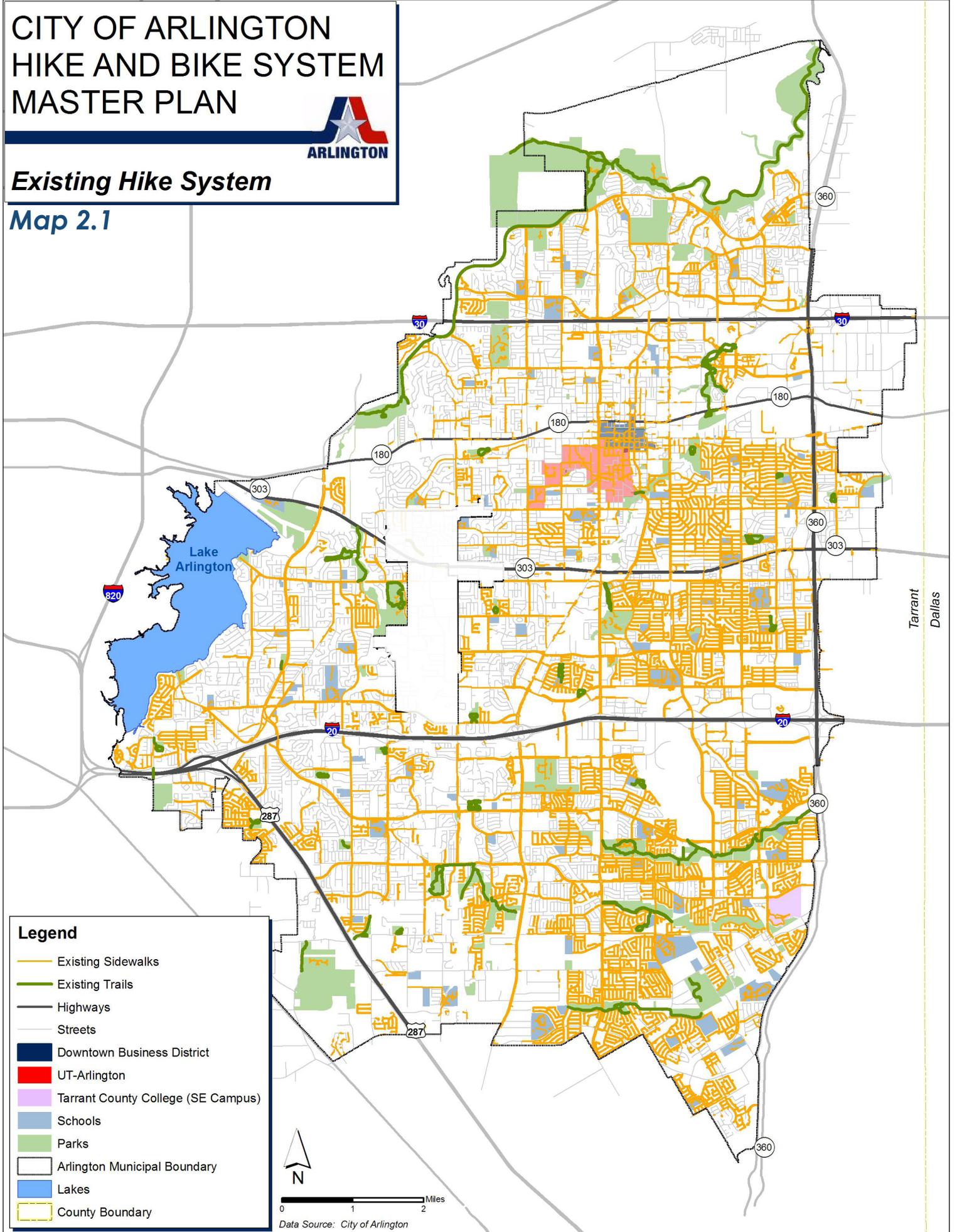
- Numerous gaps in the sidewalk system exist, leaving some neighborhoods and destinations disconnected from other areas. In many cases, worn foot paths may be observed where there is no sidewalk, indicating use and need. Key corridors that lack sidewalks and/or have significant gaps include:
 - Cooper Street
 - Pioneer Parkway
 - Abram Street
 - Division Street
 - Mansfield Webb Road
 - Sanford Street
- Safe pedestrian crossings of I-20 and I-30 are lacking. I-30 crossings are being improved with reconstructed bridges, but I-20 crossings are quite dangerous without adequate pedestrian treatments.
- Pedestrians are accommodated at most intersection crossings, but many are lacking complete treatments. Roadways such as Collins Street and Cooper Street are difficult to cross.
 - Many of the high traffic volume intersections do not have high visibility pedestrian warning signage.
 - While pedestrian signals are numerous, the majority are not countdown signals.
 - A majority of the intersections require restriping or additional striping for crosswalks and advanced stop bars.
 - A majority of the intersections require additional accessible ramps or improvements to the existing accessible ramps to meet current ADA guidelines (truncated dome warning strips).

CITY OF ARLINGTON HIKE AND BIKE SYSTEM MASTER PLAN



Existing Hike System

Map 2.1



Legend

-  Existing Sidewalks
-  Existing Trails
-  Highways
-  Streets
-  Downtown Business District
-  UT-Arlington
-  Tarrant County College (SE Campus)
-  Schools
-  Parks
-  Arlington Municipal Boundary
-  Lakes
-  County Boundary



0 1 2 Miles

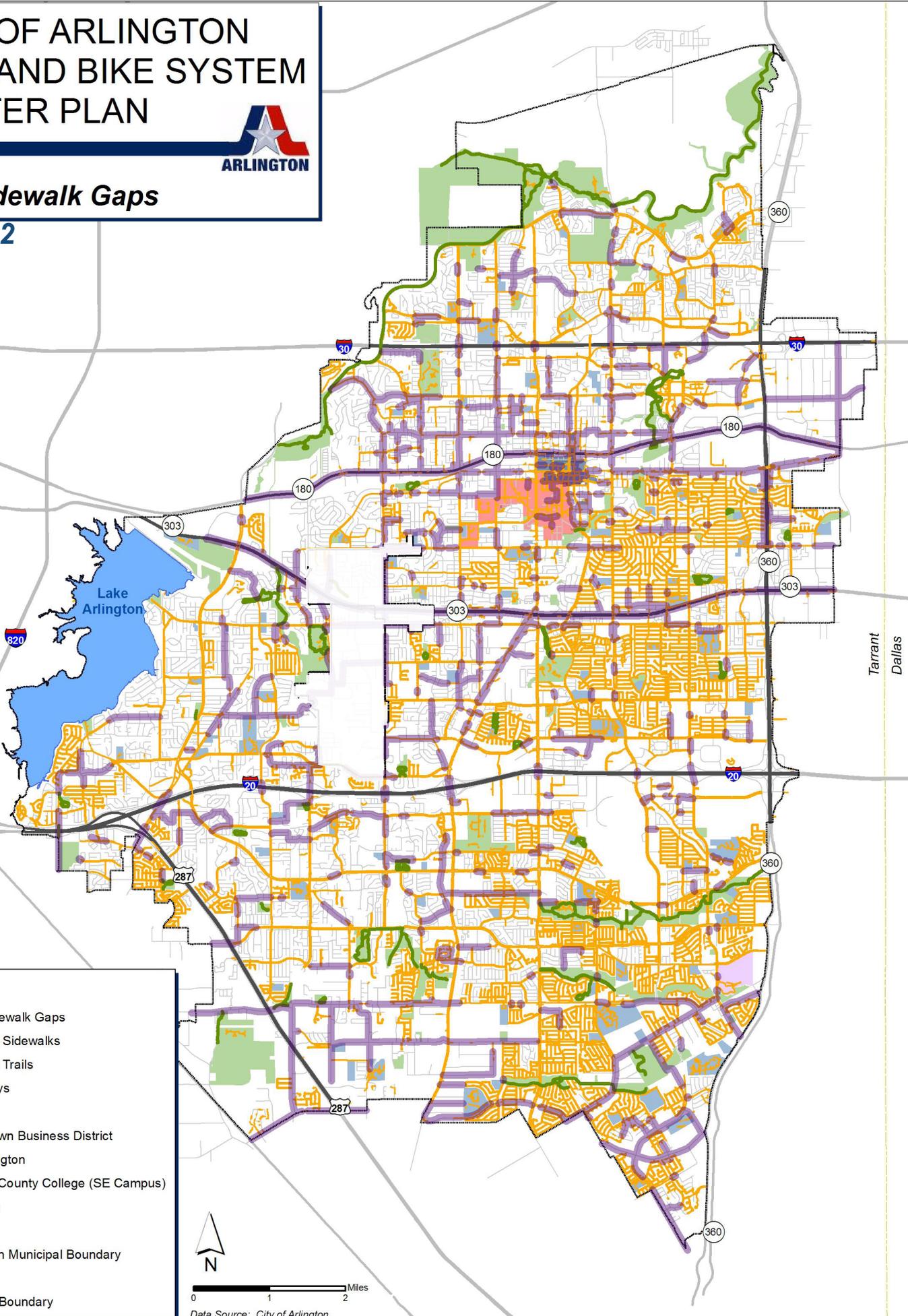
Data Source: City of Arlington

CITY OF ARLINGTON HIKE AND BIKE SYSTEM MASTER PLAN



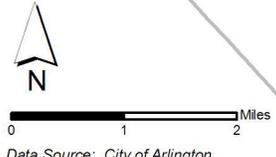
Key Sidewalk Gaps

Map 2.2



Legend

- Key Sidewalk Gaps
- Existing Sidewalks
- Existing Trails
- Highways
- Streets
- Downtown Business District
- UT-Arlington
- Tarrant County College (SE Campus)
- Schools
- Parks
- Arlington Municipal Boundary
- Lakes
- County Boundary



- Many marked crosswalks are low-visibility (two parallel stripes) and many of those are faded.
 - Some high volume intersections are not signalized and do not have controlled pedestrian crossings.
 - A majority of the existing medians are not paved or accessible and will require upgrading to be utilized as a pedestrian refuge area.
- In-roadway, mid-block pedestrian crossing signs are lacking and would be useful, especially around heavy pedestrian activity such as downtown intersections and schools.
- Pedestrians were often seen crossing roads not in the designated crosswalk.

Intersection Inventory Tables

- See Appendix F for the complete inventory of pedestrian conditions at intersections.

2.3 Bicycle Conditions (Map 2.3)

The City of Arlington is currently not bicycle-friendly. The City has begun taking steps to improve conditions with the development of an off-street trails system. However, the majority of roads in the City pose numerous dangers to bicyclists as they travel to and from destinations. Hazardous conditions exist along these types of corridors, including:

- Commercial corridors that are designed solely for motorized transportation
- Multiple-lane high-speed roadways
- Narrow roadways with little or no shoulders
- Dangerous railroad and driveway crossings

Furthermore, it was observed that few bicyclists wear helmets while riding and often ride in the wrong direction.

Strengths of Existing Bicycle System

- The off-street trail system features paved, multi-use paths that provides a great transportation and recreation corridor. Many roadway crossings are below-grade keeping bicycle and pedestrian traffic completely separated from vehicular roadway traffic.

Below: The existing portions of the regional trail system and existing bicycle lanes provide a strong starting point for the future bicycle network.

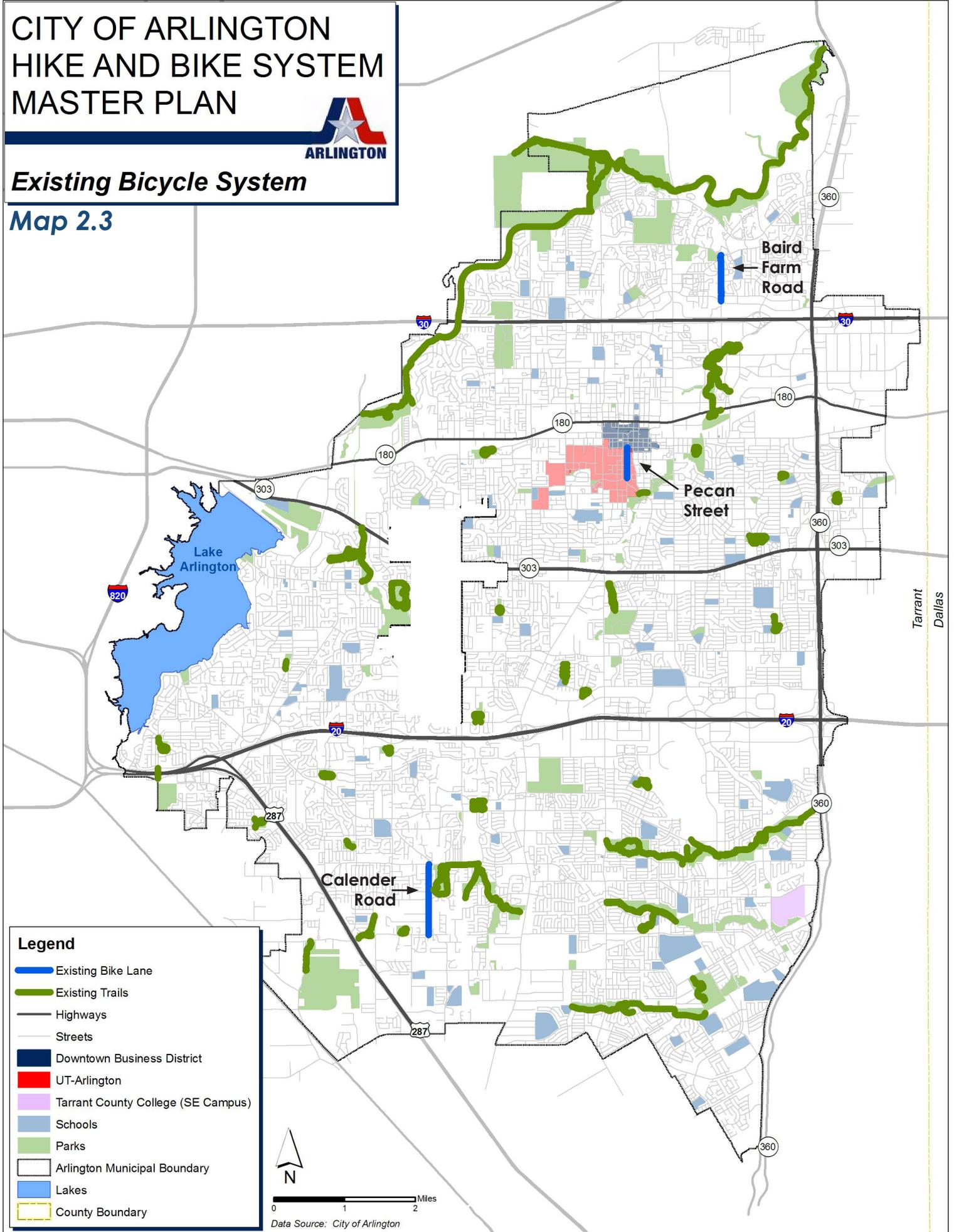


CITY OF ARLINGTON HIKE AND BIKE SYSTEM MASTER PLAN



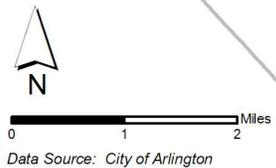
Existing Bicycle System

Map 2.3



Legend

- Existing Bike Lane
- Existing Trails
- Highways
- Streets
- Downtown Business District
- UT-Arlington
- Tarrant County College (SE Campus)
- Schools
- Parks
- Arlington Municipal Boundary
- County Boundary



Deficiencies of Existing Bicycle Facilities

- There is an overall lack of on-road bicycle facilities throughout the City of Arlington.
- Adequate and secure bike parking facilities are lacking and need to be located throughout the City through the usage of inverted U-racks.
- Bicyclists were observed not wearing helmets, riding in the wrong direction (facing traffic), and crossing roads randomly at mid-block.
- Existing bicycle lanes on Pecan Street are substandard.



Above: Example of a cyclist riding against traffic without a helmet, here along E. Sanford Street.

Strengths of Existing Road Network

- Streets within the Downtown area and UT-Arlington are on a good grid system for all transportation modes and many have low automobile speeds.
- There are significant opportunities for the addition of bicycle lanes through simple striping projects (existing roadways with wide outside lanes), restriping projects (existing roadways in which lanes can be narrowed to accommodate bicycle lanes), and travel lane conversion projects (existing roadways operating with excess capacity that could decrease the number of lanes to accommodate bicycle lanes).
- Alternative residential routes are ideal to busy parallel roads. In many cases, these roads have a wide-2 lane configuration, providing adequate space for bike lanes.



There are significant opportunities for the addition of bicycle routes on wide, lower traffic volume roadways (example roadways shown above on Sherry Street and Tucker Blvd).

Deficiencies of Existing Road Network

- There are many wide high-volume commercial roadways throughout the City with high speeds and little space for safe bicycling.
- High frequency of driveways and parking lot curb-cuts present repeated hazards to cyclists as the automobile crosses the cyclists' path of travel.
- Many roads were designed around the automobile and need to be redesigned or re-striped to become more bicycle friendly. Narrowing existing lanes could also help reduce speeding and the hazards that speeding presents to cyclists, pedestrians, and drivers.



Above: A bicyclist preparing to cross one of Arlington's many high-volume commercial roadways.

- The 4-lane, center-divided wide median roadway is common and a detriment for simple bike lane addition through restripe (because most are 23' 10" to 24' for two lanes on each side). Bike lanes could be added, but only through demolition of existing curb and reducing the size of the median (reconstruction). This effort will be more costly.
- There are also some roadways throughout the City that are too narrow for bicyclists to travel safely on them. These roads have little or no shoulder and have relatively high vehicle travel speeds which pose multiple hazards for bicyclists.

2.4 Demand and Needs Analysis

The need and demand for a more accessible, safe and functional bicycle, pedestrian and greenway system is paramount throughout Arlington. This is clearly demonstrated through fieldwork analysis, public input, demographic analyses, and user demand models. The service area and user demand analysis consider demographic characteristics, demand models of non-motorized travel, and public input.

Demand Analysis

A variety of demand models are often used to quantify usage of existing bicycle and pedestrian facilities, and to estimate potential usage of new facilities. The purpose of these models is to provide an overview of the potential demand for bicycling and walking in Arlington. As with all models, the results show a range of accuracy that can vary based on a number of assumptions and available data. The models used for this study have been used across the nation and incorporate information from existing publications as well as data from the U.S. Census. All data assumptions and sources are noted in the tables following each section of the analysis.

U.S. Census data provides a useful baseline for quantifying demand. Overall, across the State of Texas, walking and bicycling to work has decreased over the past 20 years. In the 1990 Census, the State of Texas experienced 0.2% of its population bicycling to work and 2.6% walking to work. In 2000, the percentages were 0.2% for bicycling and 1.9% for walking. In 2005-2007, the percentages were 0.2% again for bicycling and 1.8% for walking.

When focused solely on the City of Arlington, the pedestrian mode share has declined over the past couple decades. It was 1.7% in 1990; 1.6% in 2000; and 1.2% in 2005-2007. The bicycle mode share in 1990, 2000, and 2005-2007 was 0.2%. Combined bicycle and

pedestrian mode share was 2.1% in 1990 and 1.4% in 2000, with 2,345 walking or bicycling to work in 1990 and 1,648 doing the same in 2000. The 1990-2000 Census trend data is shown in the following table:

Sources:

1. US Census 1990
2. Census Transportation Package
http://ctpp.transportation.org/profiles_2005-2007/Part1_Profile1/Place/Part%201%20Profile%201_Arlington%20city,TX.xls
3. Census Transportation Package
http://ctpp.transportation.org/profiles_2005-2007/Part1_Profile1/State/Part%201%20Profile%201_Texas.xls

Table 2.1: City of Arlington Mode Share (2000 & 2005-2007)

City of Arlington 2000		
Total Workers:	172,355	100%
Drove alone	141,150	81.9%
Carpooled	21,585	12.3%
Bus or trolley bus	95	0.1%
Streetcar or trolley car	0	0.0%
Subway or elevated	50	0.0%
Railroad	55	0.0%
Ferryboat	0	0.0%
Taxicab	65	0.0%
Motorcycle	240	0.1%
Bicycle	295	0.2%
Walked	2,760	1.6%
Other Means	1,410	0.8%
Worked at Home	4,655	2.7%
City of Arlington 2005-2007		
Total:	175,525	
Drove alone	145,907	83.1%
Carpooled	19,400	11.0%
Bus or trolley bus	129	0.1%
Streetcar or trolley car	0	0.0%
Subway or elevated	59	0.0%
Railroad	288	0.2%
Ferryboat	0	0.0%
Taxicab	19	0.0%
Motorcycle	203	0.1%
Bicycle	292	0.2%
Walked	2,034	1.2%
Other Means	1,226	0.7%
Worked at Home	5,968	3.4%

Source: Census Transportation Package
http://ctpp.transportation.org/profiles_2005-2007/Part1_Profile1/Place/Part%201%20Profile%201_Arlington%20city,TX.xls

It is important to note that the Census and American Community Survey (ACS) data only counts trips to work, and does not capture Arlington's significant amount of travel to schools, other utilitarian travel, or recreation. The model in the following section uses Census data as a baseline, along with documented sources to incorporate the full range of bicycle and pedestrian mobility in Arlington.

Demand Models

The Arlington bicycle and pedestrian demand models consist of several variables including commuting patterns of working adults, and predicted travel behaviors of area college students and school children. For modeling purposes, the study area included all residents within the City of Arlington 2005-2007 (See following maps for population density). The information was ultimately aggregated to estimate the total existing demand for bicycle and pedestrian facilities in the city. Tables identify the variables used in the model. Data regarding the existing labor force (including number of workers and percentage of bicycle and pedestrian commuters) was obtained from the 2005-2007 U.S. Census American Community Survey (ACS). The 2005-2007 Census was also used to estimate the number of children in Arlington. This figure was combined with data from National Safe Routes to School surveys to estimate the proportion of children riding bicycles or walking to and from school. College students constituted a third variable in the model due to the presence of UT-Arlington. Data from the Federal Highway Administration regarding bicycle mode share in university communities was used to estimate the number of students bicycling to and from campus. It was assumed that 100% of college students are pedestrians at some point each day. Finally, data regarding non-commute trips was obtained from the 2001 National Household Transportation Survey to estimate bicycle and pedestrian trips not associated with traveling to and from school or work.

Existing Pedestrian Demand

Pedestrian demand can best be understood by knowing each person is a pedestrian at some point during their day. This can involve a walk through a parking lot or walk to a bus stop. The following table estimates daily pedestrian activity in Arlington. Potentially over 244,000 walking trips occur each day with non-commuting trips making up the majority of existing pedestrian demand.

Table 2.2: Aggregate Estimate of Existing Daily Pedestrian Activity in Arlington

Variable	Figure	Calculations
Employed Adults, 16 Years and Older		
a. Study Area Population ⁽¹⁾	356,764	
b. Employed Persons ⁽²⁾	175,525	
c. Pedestrian Commute Percentage ⁽²⁾	1.2%	
d. Pedestrian Commuters	2,034	(b*c)
School Children		
e. Population, ages 6-14 ⁽³⁾	54,021	
f. Estimated School Pedestrian Commute Share ⁽⁴⁾	11%	
g. School Pedestrian Commuters	5,942	(e*f)
College Students		
h. Full-Time College Students ⁽⁵⁾	24,810	
i. Pedestrian Commute Percentage ⁽⁶⁾	100%	
j. College Pedestrian Commuters	24,810	(h*i)
Work and School Commute Trips Sub-Total		
k. Daily Commuters Sub-Total	32,786	(d+g+j)
l. Daily Commute Trips Sub-Total	65,572	(k*2)
Other Utilitarian and Discretionary Trips		
m. Ratio of "Other" Trips in Relation to Commute Trips ⁽⁷⁾	2.73	ratio
n. Estimated Non-Commute Trips	179,012	(l*m)
Total Estimated Pedestrian Trips	244,584	(l+n)

Notes:

Census data collected from 2005-2007 U.S. Census American Community Survey (ACS) for Arlington.

(1) 2005-2007 ACS

(2) 2005-2007 ACS

(3) 2005-2007 ACS

(4) Estimated share of school children who commute by bicycle or foot, as of 2000 (source: National Safe Routes to School Surveys, 2003).

(5) Source: Wikipedia for UT-Arlington.

(6) Assuming all college students are pedestrians at some point each day.

(7) 27% of all trips are commute trips (source: National Household Transportation Survey, 2001).

Existing Bicycle Demand

The following table summarizes estimated existing daily bicycle trips in Arlington. The table indicates that over 28,000 trips are potentially made on a daily basis. The model also shows that non-commuting trips comprise the vast majority of existing bicycle demand. The Plan was not built around this number of estimated trips, but it is a useful tool to illustrate potential existing demand.

Table 2.3: Aggregate Estimate of Existing Daily Bicycling Activity in Arlington

Variable	Figure	Calculations
Employed Adults, 16 Years and Older		
a. Study Area Population ⁽¹⁾	356,764	
b. Employed Persons ⁽²⁾	175,525	
c. Bicycle Commute Percentage ⁽²⁾	0.2%	
d. Bicycle Commuters	292	(b*c)
School Children		
e. Population, ages 6-14 ⁽³⁾	54,021	
f. Estimated School Bicycle Commute Share ⁽⁴⁾	2%	
g. School Bicycle Commuters	1,080	(e*f)
College Students		
h. Full-Time College Students ⁽⁵⁾	24,810	
i. Bicycle Commute Percentage ⁽⁶⁾	10%	
j. College Bicycle Commuters	2,481	(h*i)
Work and School Commute Trips Sub-Total		
k. Daily Commuters Sub-Total	3,853	(d+g+i)
l. Daily Commute Trips Sub-Total	7,706	(k*2)
Other Utilitarian and Discretionary Trips		
m. Ratio of "Other" Trips in Relation to Commute Trips ⁽⁷⁾	2.73	ratio
n. Estimated Non-Commute Trips	21,037	(l*m)
Total Estimated Bicycle Trips	28,743	(l+n)



Above: Bicycles parked outside Arlington's Dunn Elementary School

Notes:

Census data collected from 2005-2007 U.S. Census American Community Survey (ACS) for Arlington.

- (1) 2005-2007 ACS
- (2) 2005-2007 ACS
- (3) 2005-2007 ACS
- (4) Estimated share of school children who commute by bicycle, as of 2000 (source: National Safe Routes to School Surveys, 2003).
- (5) Source: Wikipedia for UT-Arlington.
- (6) Review of bicycle commute share in 7 university communities (source: National Bicycling & Walking Study, FHWA, Case Study #1, 1995).
- (7) 27% of all trips are commute trips (source: National Household Transportation Survey, 2001).

2.5 Demographic Analysis

Through analyses of demographic information, user need and demand can be better understood. Regardless of the availability or condition of existing bicycle and pedestrian facilities, a number of residents walk throughout Arlington to destinations such as work, shopping centers, parks, and neighbors' homes. During fieldwork, pedestrians and bicyclists were observed throughout different areas of Arlington. US Census demographic data provides geographic information regarding the means of transportation to work and percent of population not owning a vehicle.

The following analyses use 2000 census data. These maps and analyses should be updated when 2010 census data becomes available.

Vehicle Ownership (Map 2.4)

When considering the City of Arlington as a whole, 5.6% of the working population did not own a vehicle in 2000. A more detailed geographic investigation of US census data provides a further understanding of need. Map 2.4 (% Not Owning a Vehicle by Block Group) presents a geographic view of the percentage of workers that do not own a vehicle and would thus be more dependent on alternative means of transportation. The darker shades of green and blue show block group areas where higher percentages of the working population do not own a vehicle. The highest percentages are found within the Downtown core and UT-Arlington area and range between 12-57%. Overall, the area contained by I-30 and Hwy 303 contains some of the highest percentages per block group in the City.

Bicycle and Pedestrian Mode Share (Maps 2.5 and 2.6)

The City of Arlington Percent Working Population Biking and Walking to Work maps (Maps 2.5 and 2.6) present a geographic view of the percentage of pedestrian and bicycle commuters by block group. The darker shades of green and blue show areas in which higher numbers of people are already walking or biking to work.

The highest percentages of those walking to work are confined to the Downtown/UT-Arlington area. Anywhere between 5-53% of workers walk to work in the Downtown. Other pockets of relatively high walking commuters can be found between the I-30 and Hwy 303 corridor, mainly in central to eastern Arlington.

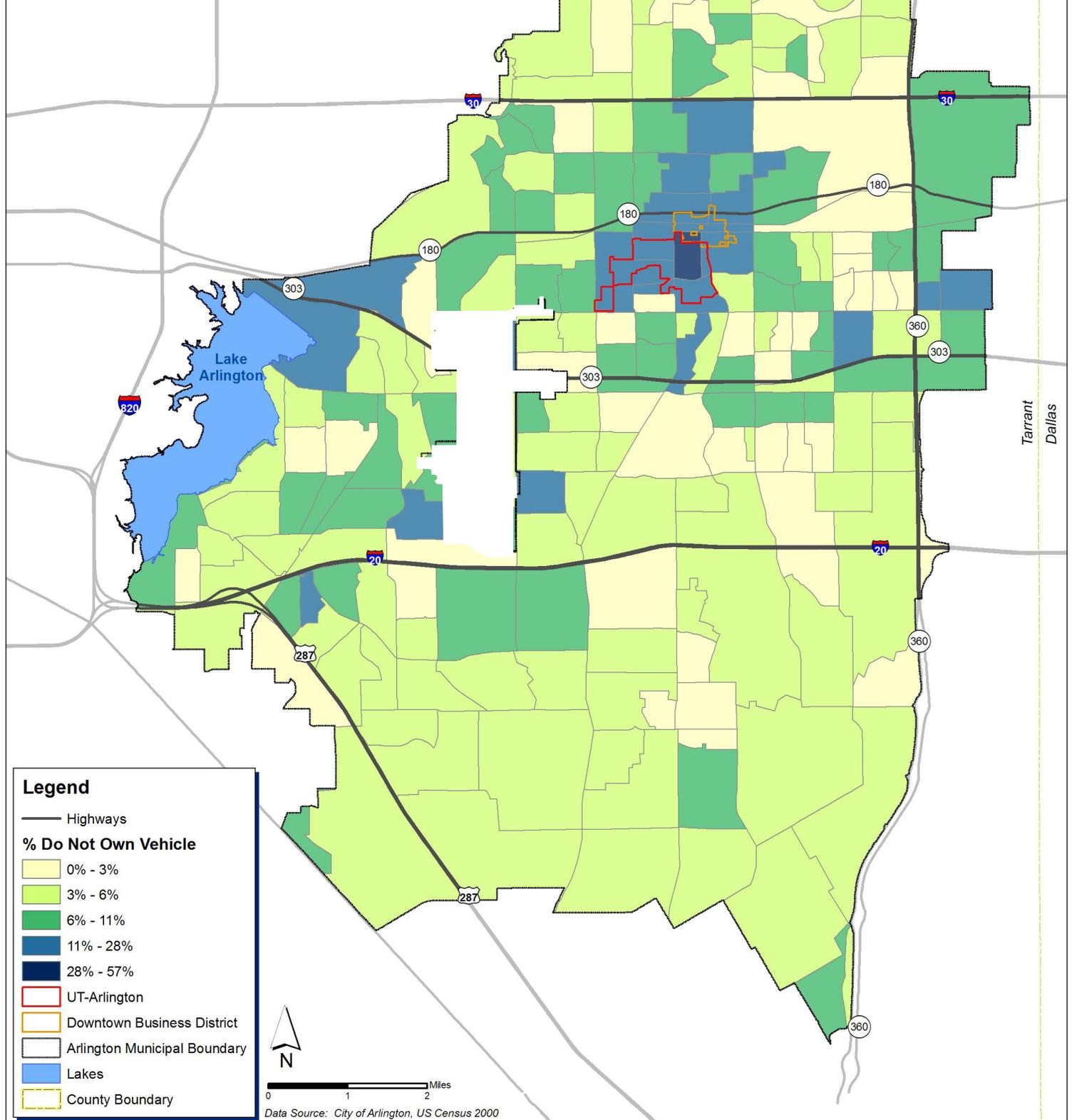
The higher percentages of those biking to work are more geographically sporadic. Still, the highest block group percentages are found mostly in the immediate Downtown and UT-Arlington area.

CITY OF ARLINGTON HIKE AND BIKE SYSTEM MASTER PLAN



% Do Not Own Vehicle

Map 2.4



Legend

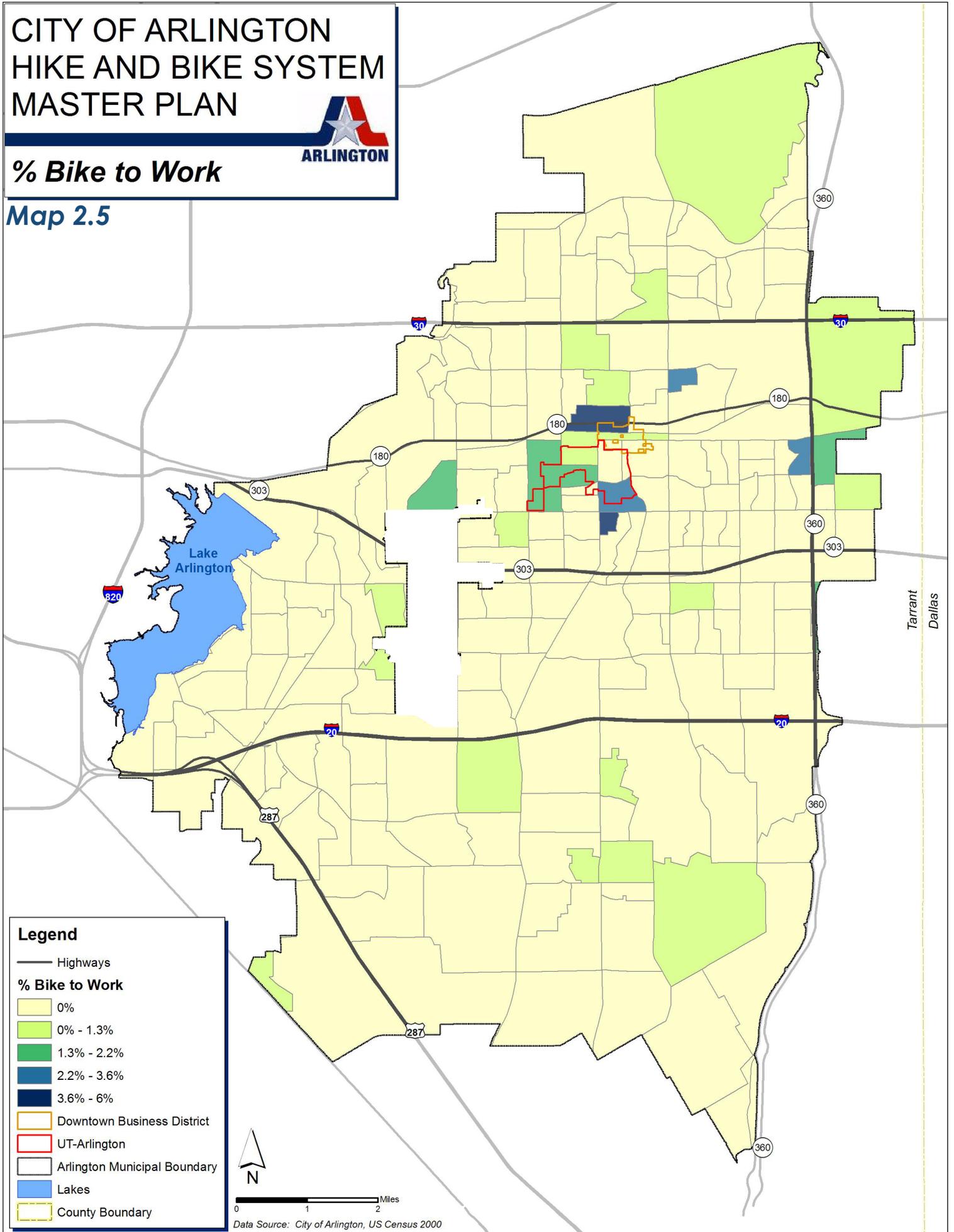
- Highways
- % Do Not Own Vehicle**
- 0% - 3%
- 3% - 6%
- 6% - 11%
- 11% - 28%
- 28% - 57%
- UT-Arlington
- Downtown Business District
- Arlington Municipal Boundary
- Lakes
- County Boundary

CITY OF ARLINGTON HIKE AND BIKE SYSTEM MASTER PLAN



% Bike to Work

Map 2.5



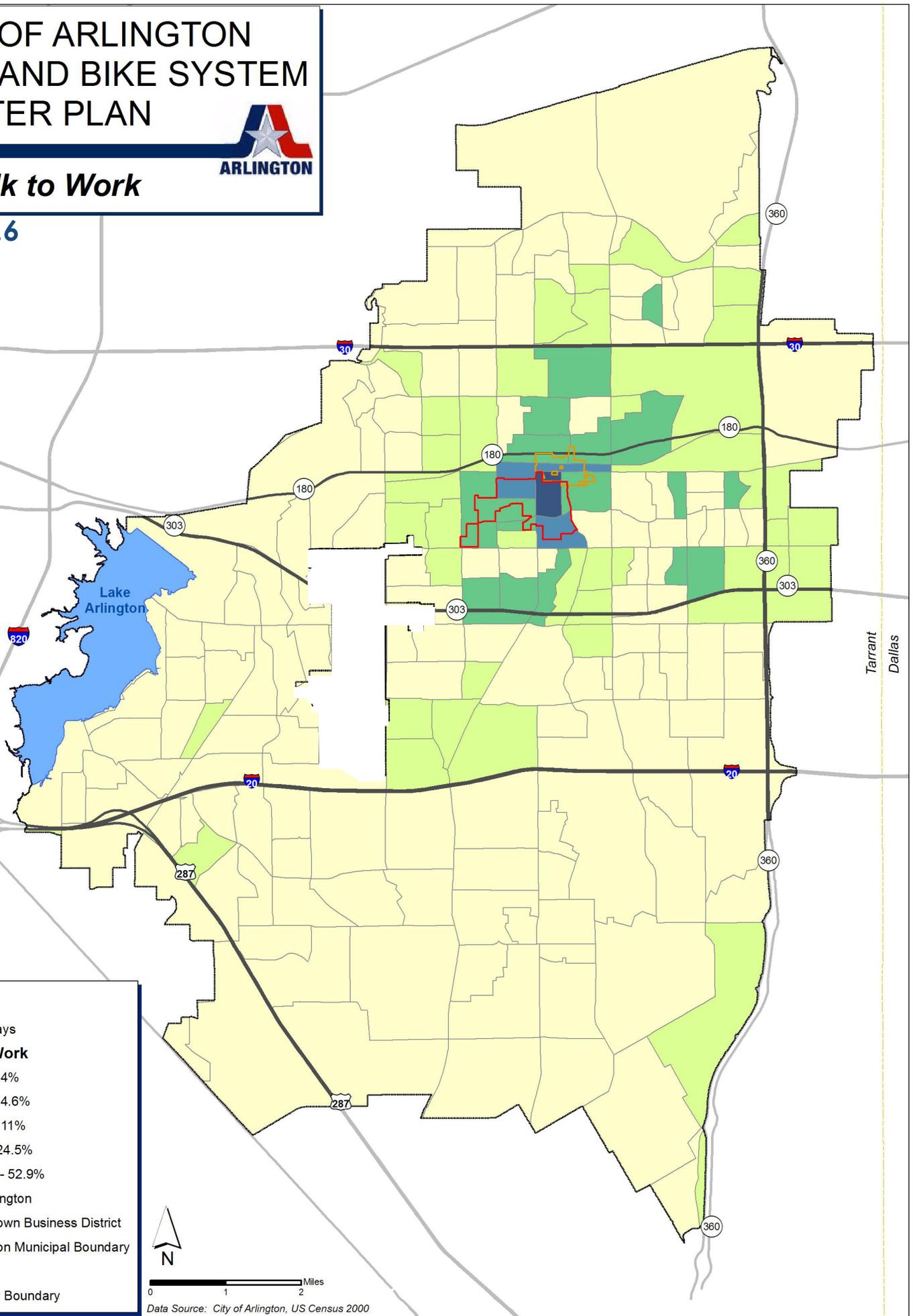
Data Source: City of Arlington, US Census 2000

CITY OF ARLINGTON HIKE AND BIKE SYSTEM MASTER PLAN



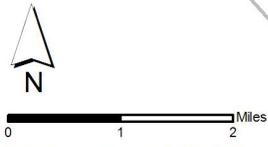
% Walk to Work

Map 2.6



Legend

- Highways
- %Walk to Work**
- 0% - 1.4%
- 1.4% - 4.6%
- 4.6% - 11%
- 11% - 24.5%
- 24.5% - 52.9%
- UT-Arlington
- Downtown Business District
- Arlington Municipal Boundary
- Lakes
- County Boundary



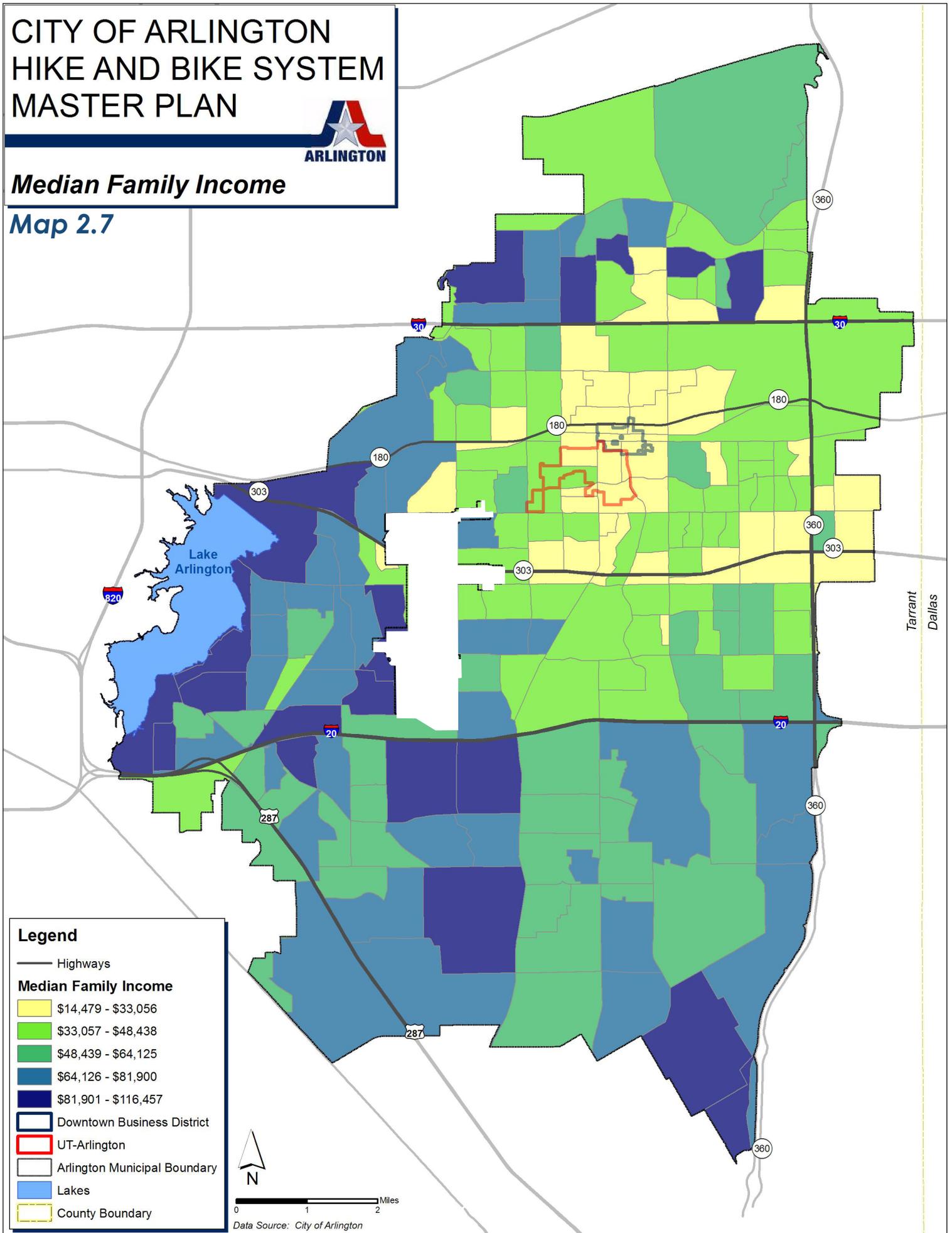
Data Source: City of Arlington, US Census 2000

CITY OF ARLINGTON HIKE AND BIKE SYSTEM MASTER PLAN



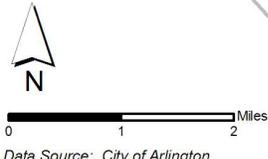
Median Family Income

Map 2.7



Legend

- Highways
- Median Family Income**
- \$14,479 - \$33,056
- \$33,057 - \$48,438
- \$48,439 - \$64,125
- \$64,126 - \$81,900
- \$81,901 - \$116,457
- Downtown Business District
- UT-Arlington
- Arlington Municipal Boundary
- Lakes
- County Boundary



Median Family Income (Map 2.7)

The Arlington Median Family Income map (Map 2.7) presents income levels at the block group level. While this isn't a direct representation of bicycle and pedestrian use, it does indicate higher potential need for walkable and bikable spaces. As gas prices rise in the future, there may be increased need for bicycle and pedestrian travel, especially among lower-income groups. Lower-income areas are most commonly found between I-30 and Hwy 303, in and around Downtown, and east of Downtown.

2.6 Existing Plan Summaries

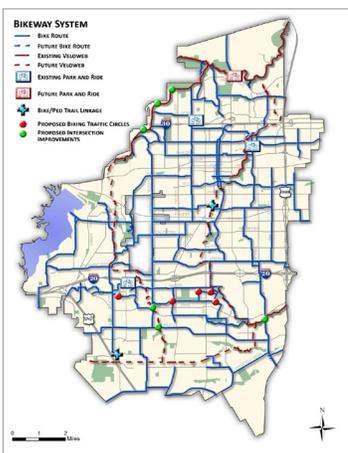
There are a number of relevant planning documents and ordinances both locally and regionally. While these documents address some bicycle and pedestrian elements and requirements, there is still significant need to enhance these components to make Arlington grow in a more bicycle and pedestrian friendly manner.

For summaries of the City of Arlington Zoning Ordinance, Subdivision Regulations, Design Criteria Manual, and Comprehensive Plan, please refer to Chapter 6: Hike & Bike Policies.

Mobility 2030 Plan (2007-2009)

The North Central Texas Council of Governments' Mobility 2030 Plan establishes policies and priorities for the multi-modal transportation system for the North Texas region. This Plan sets forth many goals to improve the bicycle and pedestrian transportation systems and recommends 286 miles of new bicycle and pedestrian routes in the Dallas-Fort Worth area. Section 15 of the Mobility 2030 Plan, the Pedestrian/Bicycle System, provides the following goals to improve these modes of transportation:

- Improving safety and mobility for current trips made solely by non-motorized alternative means or which access transit by non-motorized means;
- Increasing the service area of bicycle and pedestrian facilities in order to increase the share of trips taken solely by non-motorized means; and
- Making further progress toward the regional commuting goal of an eight percent combined alternative transportation mode share.



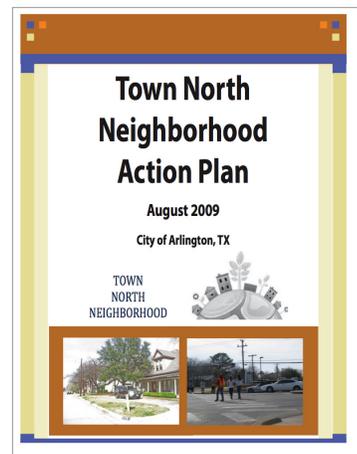
This section thoroughly examines existing conditions, needed facilities and policies, and different facility type recommendations for the region. The Arlington Hike and Bike System Master Plan will compliment this Mobility 2030 Plan and will build upon it in detail for the City of Arlington.

Arlington Bikeway System Plan (and Map)

The City of Arlington generated a citywide comprehensive bikeway system map that identified mapped corridors for bike routes, Veloweb trails, trail linkages, and proposed intersection improvements. This map served as a starting point for recommendations made in the Hike and Bike Master Plan.

Town North Neighborhood Action Plan (2009)

This Plan details goals and policies for the neighborhood of Town North in Arlington. The Plan offers guidance and recommendations on how this neighborhood wants to continue to develop while maintaining its current character. These recommendations include goals for improving traffic, bicycle safety, and neighborhood appeal. Traffic calming measures on several streets are recommended as well as specific programs to improve bicyclist's safety within the neighborhood. These recommendations are integral within the Arlington Bicycle and Pedestrian Master Plan.



South Davis Neighbors-A Neighborhood Action Plan (2002)

While this Plan is dated, it still has relevance to planning within this small area of Arlington. The South Davis Neighborhood Action Plan highlights specific goals and policies that this area set forth to guide future development and existing conditions. Within these recommendations are several mentions of pedestrians and safety. This Plan recommends traffic calming measures on several streets and a connected sidewalk system throughout the neighborhood to improve pedestrian safety. These recommendations are relevant for the Arlington Hike and Bike System Master Plan.

Historic North Central Community Neighborhood Action Plan (2002)

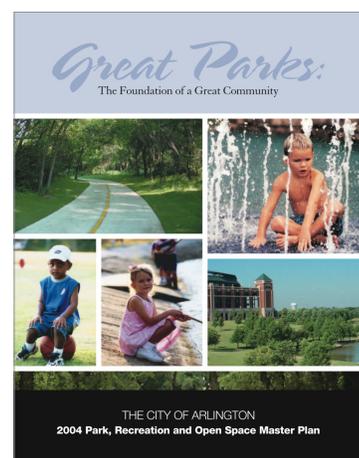
This Plan set forth a blueprint for this historic neighborhood within Arlington. The Plan addresses the need to protect the assets of the neighborhood and recommends ways to meet the identified needs through long-term goals. Within these goals are recommendations to improve pedestrian safety and traffic calming throughout the neighborhood.

Park, Recreation, and Open Space Master Plan (2004)

In 2004 the City of Arlington Parks, Recreation, and Open Space Master Plan was developed to assess the current conditions and provide recommendations for improvement for the many parks within the City. This Plan realizes the importance of bicyclists and pedestrians to parks and the surrounding neighborhoods. A few excerpts from this Plan:

“It is the policy of the Arlington Parks and Recreation Department to actively promote pedestrian and non-vehicular linkages between parks, neighborhoods, and commercial centers throughout the city. The Department will place a strong emphasis on linear park acquisition and development, continued development of the Veloweb (a regional trail system) and pedestrian improvements to and from commercial centers, schools and neighborhoods.”

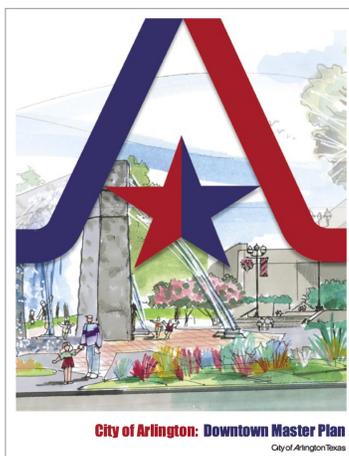
“Emphasize linear park acquisition and development. These



parks are settings for popular and easily accessible recreation opportunities, and they preserve critically important floodways and wildlife habitat.”

“Improve accessibility to parks for all citizens.”

“Making our parks and park facilities accessible means looking for opportunities to develop pedestrian connections to schools, neighborhoods and commercial activity centers.”



Downtown Arlington Master Plan (2004)

The Downtown Plan helps to establish a vision and future for the center city area by identifying challenges and opportunities to revitalizing the downtown area as it once was. Interwoven throughout this Plan are recommendations for a better pedestrian and bicycle network to encourage and promote these methods of travel while enhancing the downtown area. Below are some of these goals:

“Create a community with multi-modal mobility that encourages pedestrians, bicycles, automobiles, and some form of public and/or private transportation.”

“Create a community of neighborhoods with easy pedestrian access to a system of parks, open spaces, trails and gathering places promoting interactions within and among neighborhoods.”

“Encourage and promote areas that advocate for pedestrian design and amenities.”

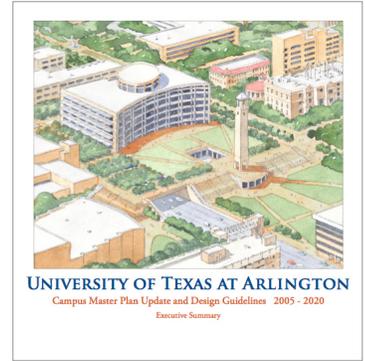
Additional excerpts in support of bicycling and walking:

“Encourage walking. An excellent way to encourage customers to use one parking space while visiting several businesses is to encourage walking. One way to do this is by improving site design and architecture to make walking a pleasant, safe experience.”

UT-Arlington Campus Master Plan (2007)

The UT-Arlington Campus Master Plan promotes walking and biking connectivity with the Downtown and within the campus. As part of its conceptual design, it emphasizes the importance of sidewalks on all streets with shade trees along the routes. It also recommends the development of bikeways on campus to complement the enhancement of pedestrian amenities. Campus streets would be improved and reconfigured to include bike lanes and wider sidewalks. Some specific design recommendations include:

- Cooper and Abram – Becomes a gateway into the campus with mixed-use and walkable spaces around.
- Pedestrian Bridge over Cooper – Improvements are made to the pedestrian bridge to increase the image and visibility of the campus from Cooper Street.
- South Oak Street/Secondary Streets – These roads are closed on campus providing a shaded network of sidewalks for pedestrians.
- Southern Gateway – Cooper Street and Nedderman Drive becomes a gateway that slows traffic and creates space for pedestrians.



2.7 Public Input

Another expression of need and demand comes from public involvement throughout the Hike & Bike planning process. Public input was gathered through several means, including Steering Committee meetings, public workshops, and a comment form (made available online and through distribution). Four hundred fifty-eight people completed the comment form. For the full report, see Appendix A. Key results are shown below:

