

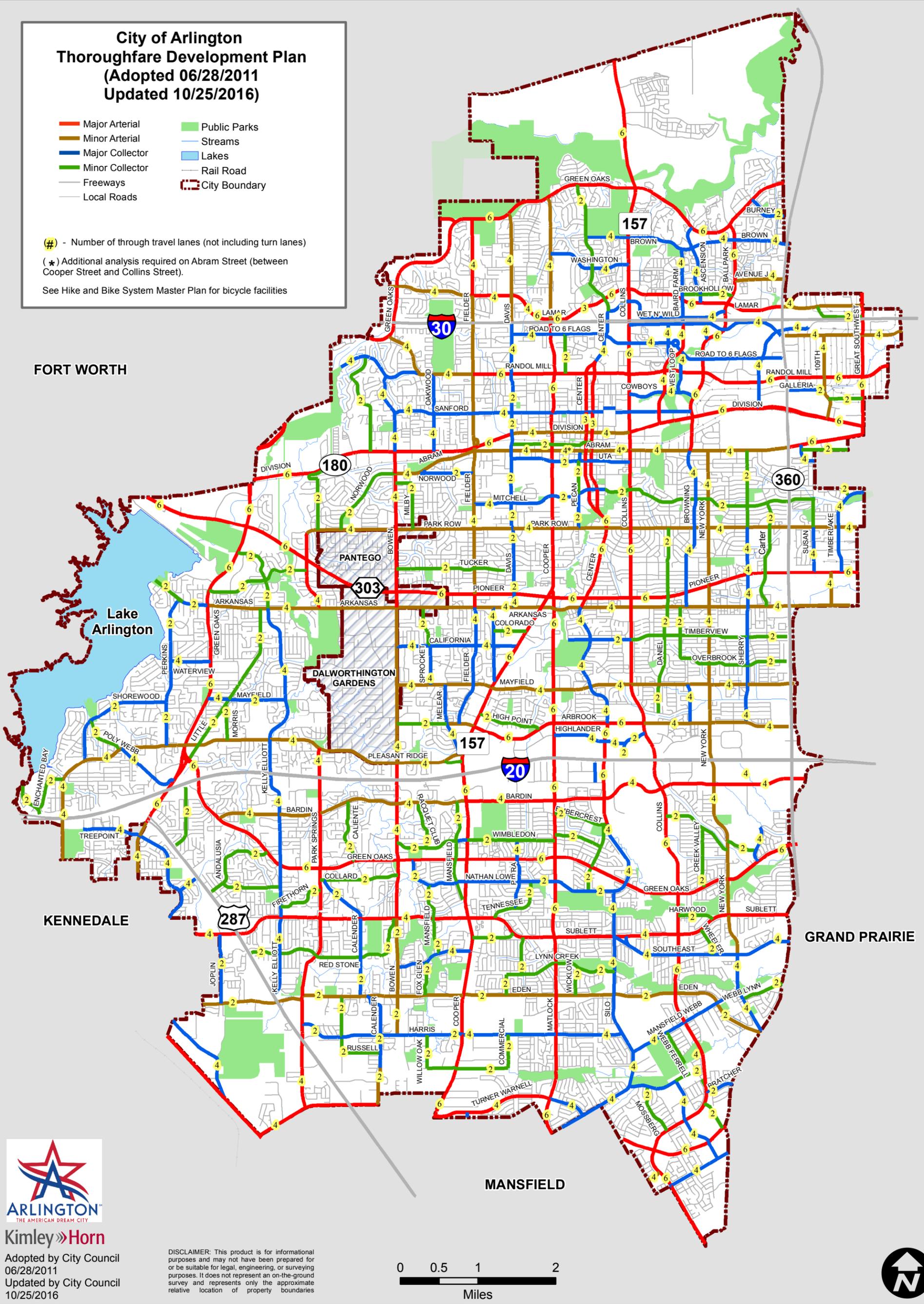
# City of Arlington Thoroughfare Development Plan (Adopted 06/28/2011 Updated 10/25/2016)

- 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).

See Hike and Bike System Master Plan for bicycle facilities



FORT WORTH

Lake  
Arlington

KENNEDALE

GRAND PRAIRIE

MANSFIELD



Kimley **Horn**

Adopted by City Council  
06/28/2011  
Updated by City Council  
10/25/2016

DISCLAIMER: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries



# Appendix B

## Flexible Design Matrix

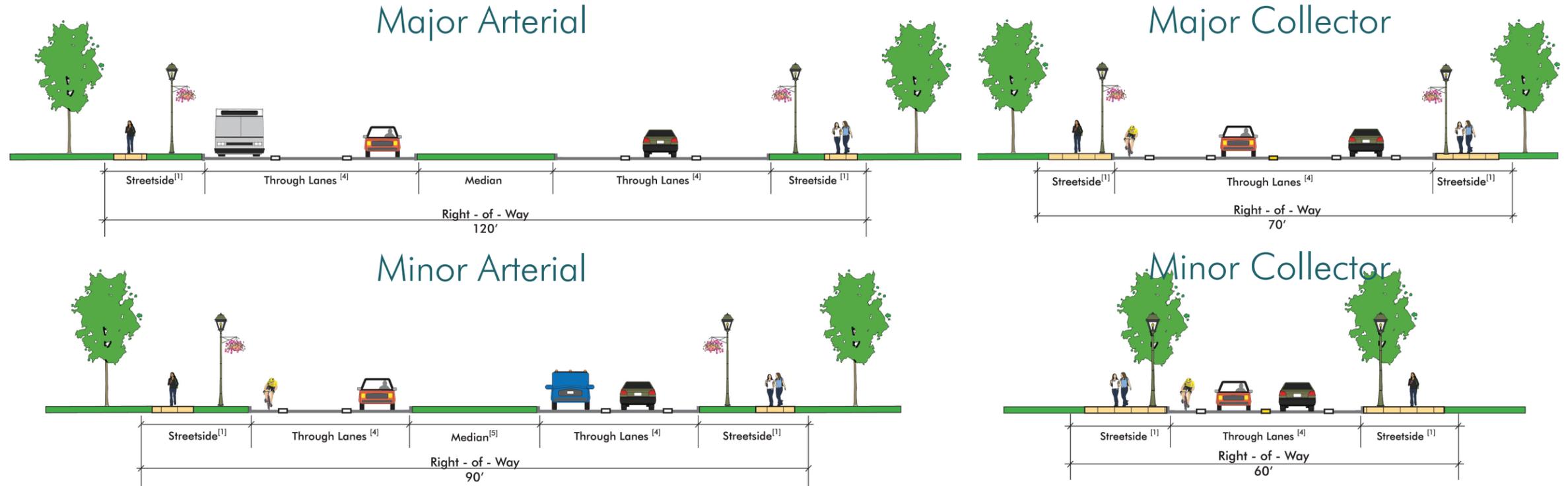
### OVERVIEW

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.arlington-tx.gov/cdp/transportation](http://www.arlington-tx.gov/cdp/transportation)

Direct questions to:  
(817) 459-6686

Last updated: 10/27/2015



	Major Arterial			Minor Arterial			Major Collector			Minor Collector		
	Suburban*	Urban*	Urban Core*	Suburban*	Urban*	Urban Core*	Suburban*	Urban*	Urban Core*	Suburban*	Urban*	Urban Core*
<b>Pedestrian Realm</b>												
Recommended Streetside Width <sup>[1]</sup>	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 <sup>[2]</sup>	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 <sup>[3]</sup>	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
<b>Travel Way Realm</b>												
Number of Through Lanes <sup>[4]</sup>	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	10 - 12 ft	11 - 12 ft	10 - 12 ft	10 - 12 ft	11 - 12 ft	10 - 12 ft	10 - 12 ft			
Median Width <sup>[5]</sup>	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 <sup>[6]</sup>	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) <sup>[7]</sup>	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) <sup>[8]</sup>	120 ft	120 ft	120 ft	90 - 100 ft <sup>[9]</sup>	90 - 100 ft <sup>[9]</sup>	90 - 100 ft <sup>[9]</sup>	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 road side 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).  
 [10] Lamar Blvd from Lincoln Dr to Ryan Plaza Dr is a 3 lane Major Arterial: 1 lane west-bound and 2 lanes east-bound.  
 [\*] Information on context zones (suburban, urban, and urban core) can be found on page 10 of the manual.