

Mobility in Arlington

December 2010

What's Happening?

Arlington would like to head towards 2030 with a plan for mobility that will:

- move people and goods safely, efficiently and reliably;
- improve economic development opportunities;
- encourage health and wellness;
- promote strong neighborhoods and a sense of community; and
- improve air quality.

To meet these goals, the City has been developing two major transportation plans over the past year. The Thoroughfare Development Plan (TDP) is being updated so that it supports the City's vision and goals for the future of its roadway system. A Hike and Bike System Master Plan has been created so that Arlington residents, employees and visitors have more options for transportation and recreation. Both Plans are based on population and employment projections for the year 2030 and will take at least 20 to 30 years to fully construct.

Key Dates

Planning and Zoning Commission Public Hearing
January 19, 2011
City Hall, 101 West Abram Street
5:30 p.m.

City Council Public Hearing
February 8, 2011
City Hall, 101 West Abram Street
6:30 p.m.



Learn More About The Projects

Hike & Bike System Master Plan

Project Website:
www.arlingtontx.gov/planning/HikeandBike.html

Executive Summary (Plan Highlights):
www.greenways.com/downloads/A0.pdf

Draft Plan:
www.greenways.com/arlington_download.html

Thoroughfare Development Plan (TDP)

Project Website:
www.arlingtontx.gov/planning/TDP.html

Draft TDP Report:
www.arlingtontx.gov/planning/pdf/TDP/TDP_Final111510_B.pdf

City of Arlington
Thoroughfare Development Plan
Hike & Bike System Master Plan



About The Thoroughfare Development Plan (TDP)

The TDP is a long-range plan that the City follows when it designs and constructs new roadways or roadway reconstruction projects. The TDP:

- Provides general alignment, facility type and design guidelines for roadway facilities needed to meet projected long-term growth;
- Enables the City to preserve future corridors for transportation system development; and
- Forms the basis for the roadway capital improvement program, roadway impact fees and developer requirements.

Why Update the TDP?

- Last significant update was in the mid-1990s
- Current TDP no longer supports City's goals and vision for its future
- Must be based upon most recent population, employment and land use data
- New projects such as Cowboys Stadium, Viridian Planned Development and the Tierra Verde land use plan were not accounted for in the previous TDP



Benefits of the Proposed 2030 TDP

Improves service	➔	4% increase in roadways functioning at a high level of service (LOS), meaning less congestion
Maximizes limited resources	➔	Estimated \$128,000,000 reduction in construction costs, significant reduction in maintenance costs
Increases safety	➔	Slower speeds, reduction in crashes, designated facilities for all users, increased awareness
Provides transportation options	➔	Automobile, pedestrian, bicyclist
Improves livability, quality of life	➔	Safer neighborhoods with additional amenities
Increases economic development	➔	More attractive to developers, employers, transportation system that supports development and redevelopment
Reduces environmental impacts	➔	-338 lbs/day in volatile organic compounds (VOC), -252 lbs/day in nitrogen oxides (NOx), decreased run-off

Studies have shown safety benefits associated with travel lane conversions. A study of 13 four-lane undivided to three-lane conversions showed a 60 to 70 percent reduction in the number of vehicles traveling 5 mph faster than the posted speed limit and a total crash reduction of between 17 and 62 percent.

Source: Knapp, K.K. and K.L. Giese. Guidelines for the Conversion of Urban Four-Lane Undivided Roadways to Three-Lane Two-Way Left-Turn Lane Facilities. Center for Transportation Research and Education Iowa State University, Ames, IA, April 2001.

2030 Thoroughfare Development Plan (TDP) Facts

	Current TDP	Proposed TDP	Difference
Lane Miles of Roadway (existing and planned)	1548	1419	-129
Lane Miles of Existing Roadway	1200	1200	0
Lane Miles of Roadway to be Built By 2030	348	219	-129
Previously Planned Lane Miles that will not be Built	N/A	129	N/A
Lane Miles of Travel Lane Conversions ¹	N/A	34	N/A
Cost to build entire TDP ²	\$363 million	\$235 million	-\$128 million

¹ Travel Lane Conversions repurpose an existing automobile travel lane for uses other than automobile travel.
² Cost estimates are calculated in current dollars.

2030 Thoroughfare Development Plan (TDP) Performance

	Current TDP	Proposed TDP	Difference
Daily Vehicle Miles Traveled	13,860,000	13,022,000	-838,000
Daily Vehicle Minutes Traveled (per capita)	65	66	+1
Level of Service (LOS) A-D ¹	81%	85%	+4%
Level of Service (LOS) E-F ¹	19%	15%	-4%

¹ Level of Service (LOS) is a tool that is used to measure the level of traffic congestion along specific roadways and within the entire transportation network. 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 traffic is desired to create a pedestrian-friendly environment.

About The Hike & Bike System Master Plan

The goal of the project is to create a city-wide master plan to guide the development of a comprehensive system of off-street trails and on-street facilities that will:

- Connect users to key destinations throughout the City;
- Provide connections to adjacent cities;
- Provide opportunities for a wide variety of recreational activities;
- Encourage alternative modes of transportation; and
- Improve safety for pedestrians, bicyclists and drivers.

The Plan includes recommendations for on-street bike facilities, off-street trails, sidewalks and intersection improvements. It also includes recommendations for programs, polices and education related to hike and bike facilities in Arlington. The recommendations included in the Plan will be constructed over the next 20 – 30 years. Grant funding will be sought for many of the facilities.

Master Plan Action Steps

- Reduce number of bicycle and pedestrian accidents
- Increase miles of bike lanes
- Double 2000 Census bicycle/pedestrian commute rate by 2015
- Complete 5 high priority hike and bike projects by 2011
- Complete top 10 hike and bike priority projects by 2015
- Become a 'Bicycle-Friendly Community' by 2012
- Adopt a Complete Streets Policy
- Launch Hike and Bike Education and Encouragement Program
- Launch Bicyclist, Pedestrian, and Motorist Enforcement Program
- Launch Bicycle Facility Development Program

"The CDC determined that creating and improving places to be active could result in a 25 percent increase in the number of people who exercise at least three times a week."

-U.S. Department of Health and Human Services, Centers for Disease Control and Prevention



Benefits for Residents, Businesses and Visitors

- Better safety for cyclists, pedestrians and drivers
- More transportation choices
- More opportunities for recreational hiking and cycling
- More opportunities for utilitarian transportation by bike or foot
- Improved air quality
- More neighborhood amenities
- Stronger neighborhoods and sense of community
- Improved economic development potential through opportunities for pedestrian and bicycle friendly projects

Hike & Bike System Master Plan Facts

	Existing Today	Recommended Additions	Total
Miles of On-Street Bicycle Facilities*	2	162	164
Miles of Off-Street Trails**	30	110	140
Total Miles of Bicycle Facilities	32	272	304
Miles of Sidewalks	1100	149	1249
Intersections Recommended for Improvements	N/A	190	190

* On-street bicycle facilities include bike lanes, shared lanes, paved shoulders, signed bike routes, and wide outside lanes. Does not include loop trails located inside parks.

** Off-street trails include sidepaths (multi-use paths that are located adjacent to the roadway) and greenways (multi-use paths that are completely separated from vehicular traffic).

Public Survey Results*

- 53% of respondents rated pedestrian conditions in Arlington as 'Poor'.
- 69% of respondents rated bicycling conditions as 'Poor'.
- 91% of respondents said that improving walking and biking conditions in Arlington is very important to them.
- 88% of respondents said they would walk more often if more sidewalks, trails, and safe roadway crossings were provided for pedestrians.
- 94% of respondents said they would bike more often if more bicycle lanes, trails, and safe roadway crossings were provided for bicyclists.
- 86% of respondents rated a lack of sidewalks and trails as the biggest factor discouraging walking in Arlington.
- 92% of respondents rated a lack of bicycle lanes, shoulders, or paths as the biggest factor discouraging biking in Arlington.



* Approximately 460 respondents

Make Your Voice Heard

Project Manager

Alicia Winkelblech
817-459-6686
alicia.winkelblech@arlingtontx.gov



Planning and Zoning Commission

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To contact one or more of the P&Z Commissioners by email, send your comments to planningdevelopment@arlingtontx.gov. Please be sure to include the name of the recipient(s) so the email is delivered properly.

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To contact one or more of the Council members by email, send your comments to ellen.brook@arlingtontx.gov or patrick.embry@arlingtontx.gov. Please be sure to include the name of the recipient(s) so the email is delivered properly.

To find out which Council member represents you please visit the following website.
www.arlingtontx.gov/citycouncil/index.html