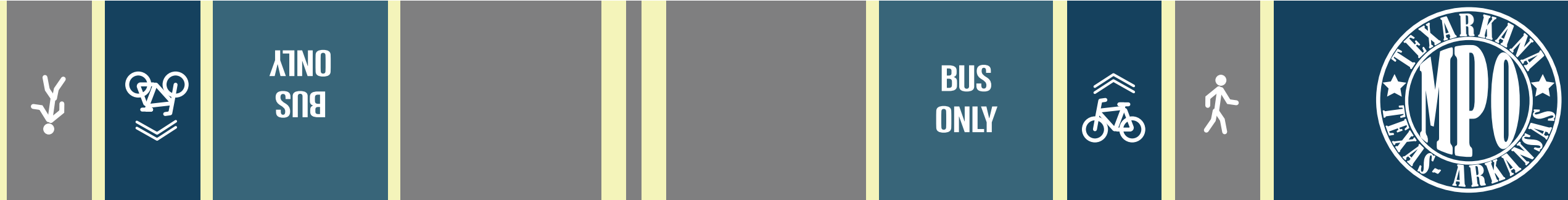
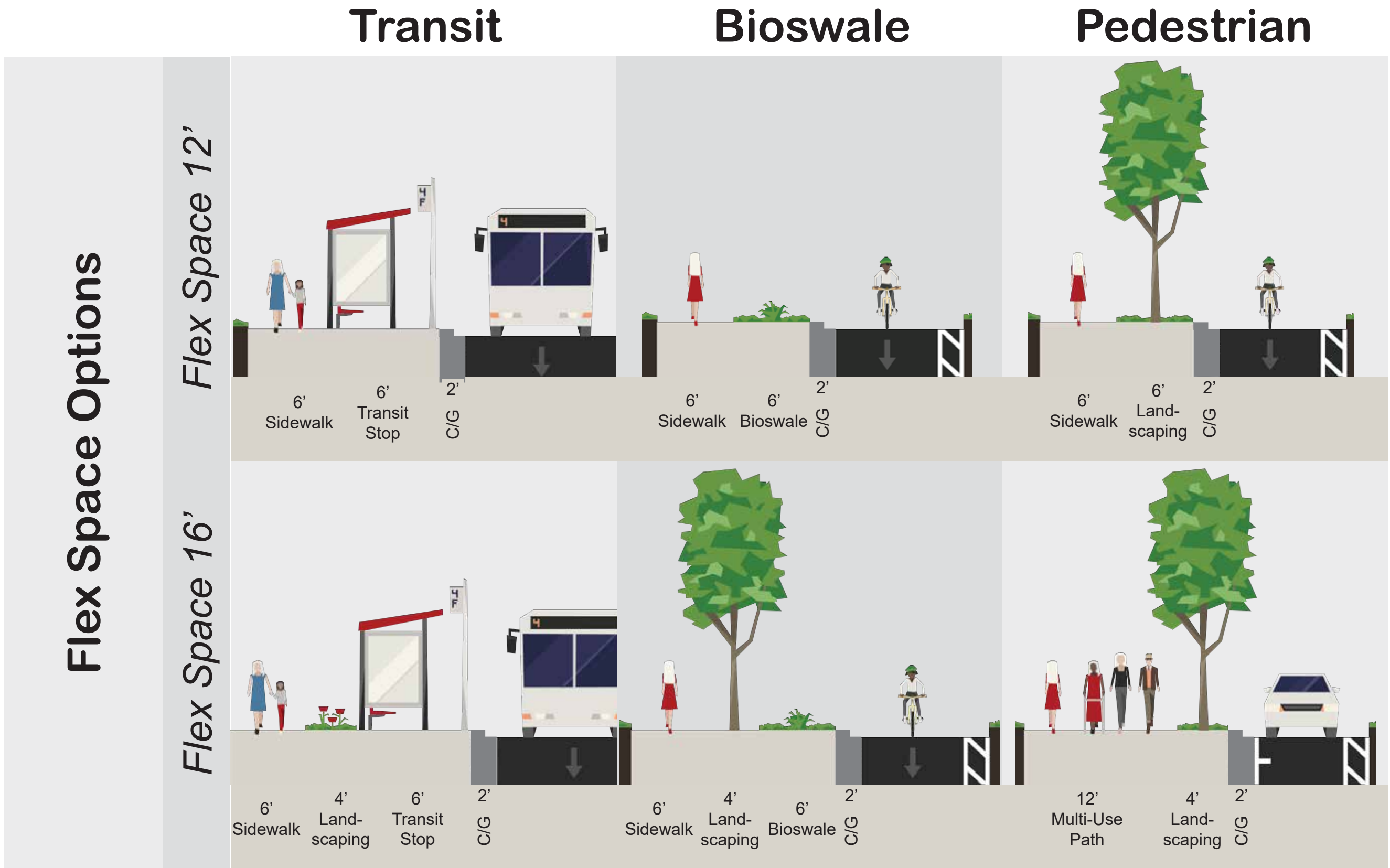
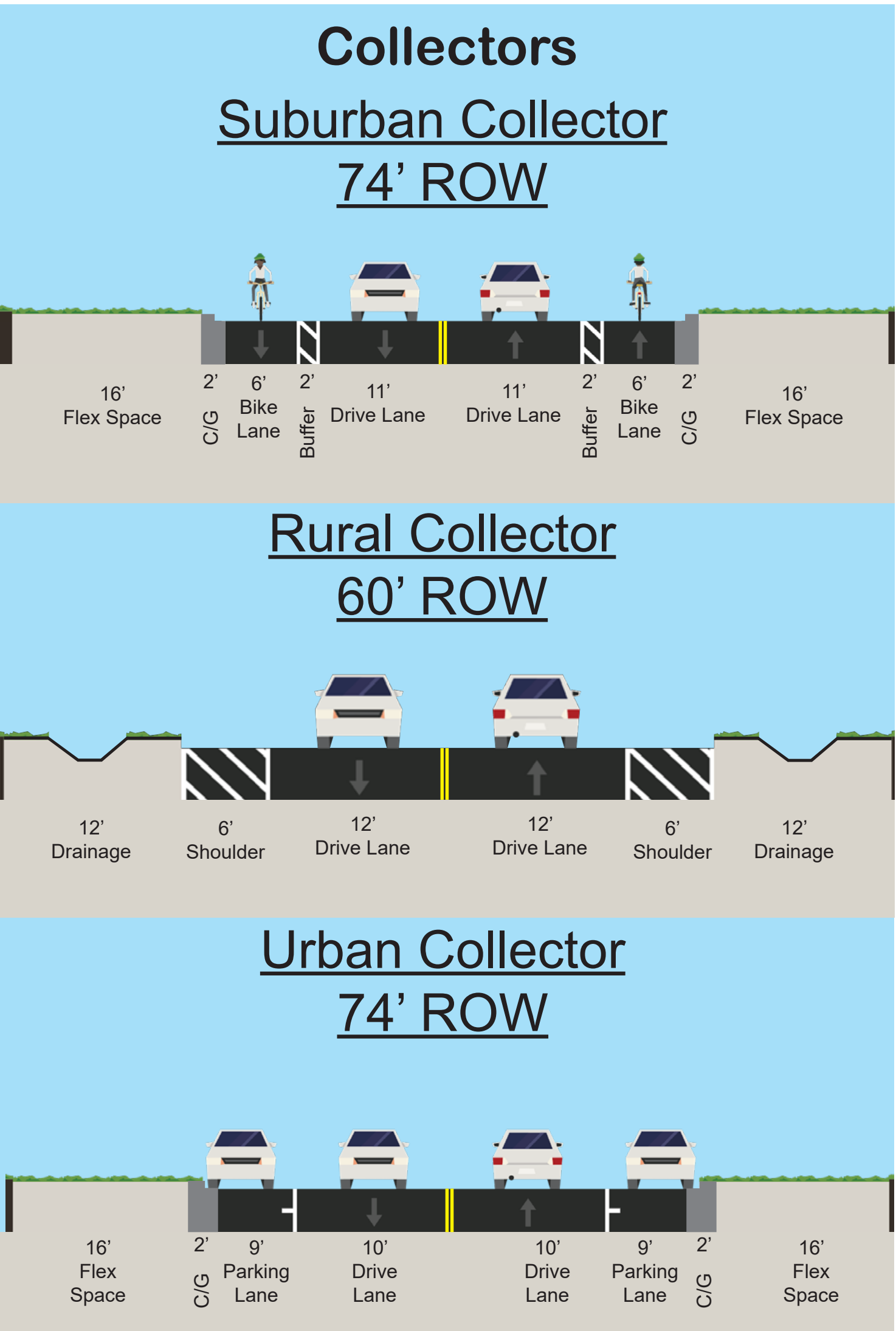
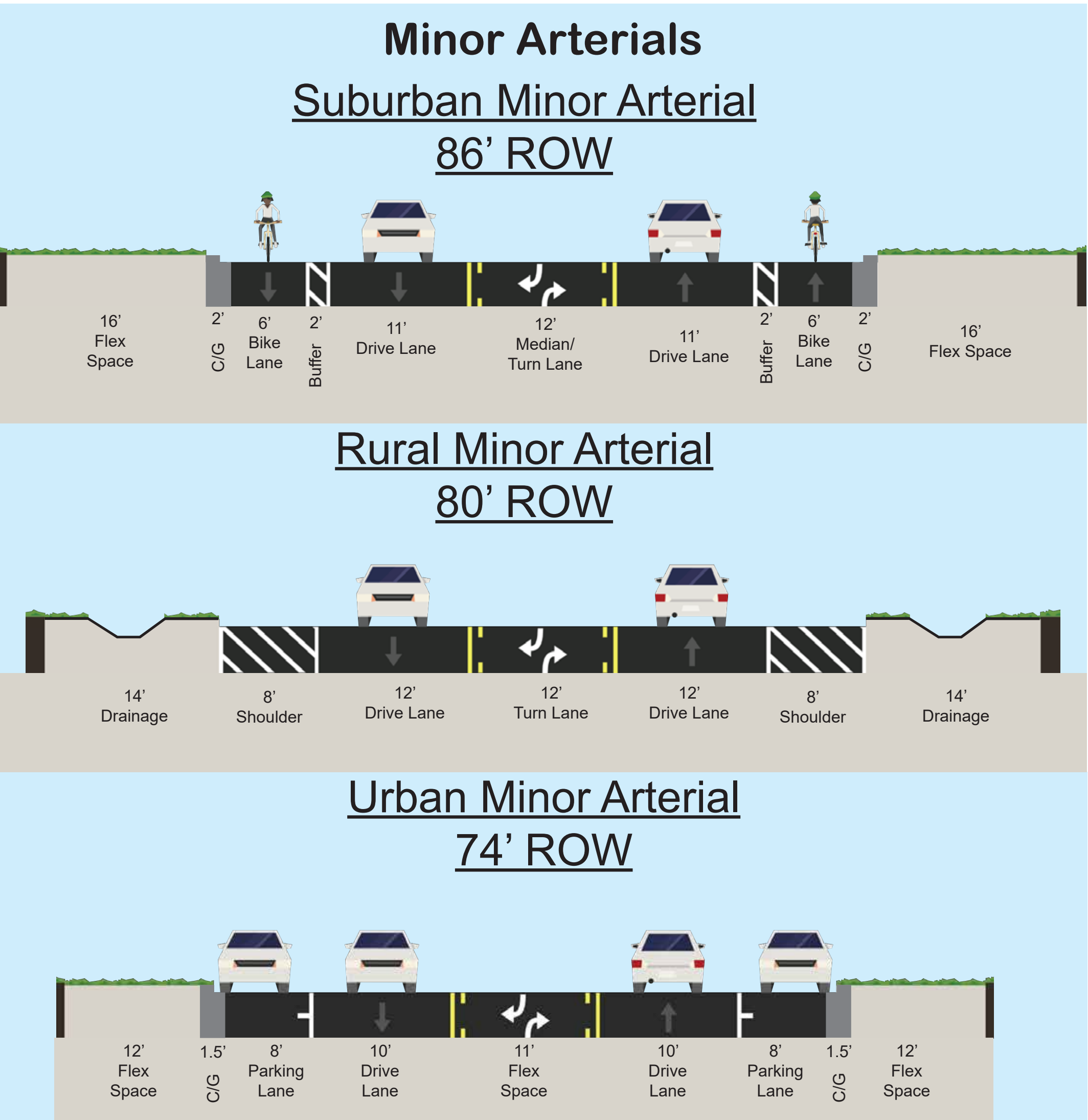
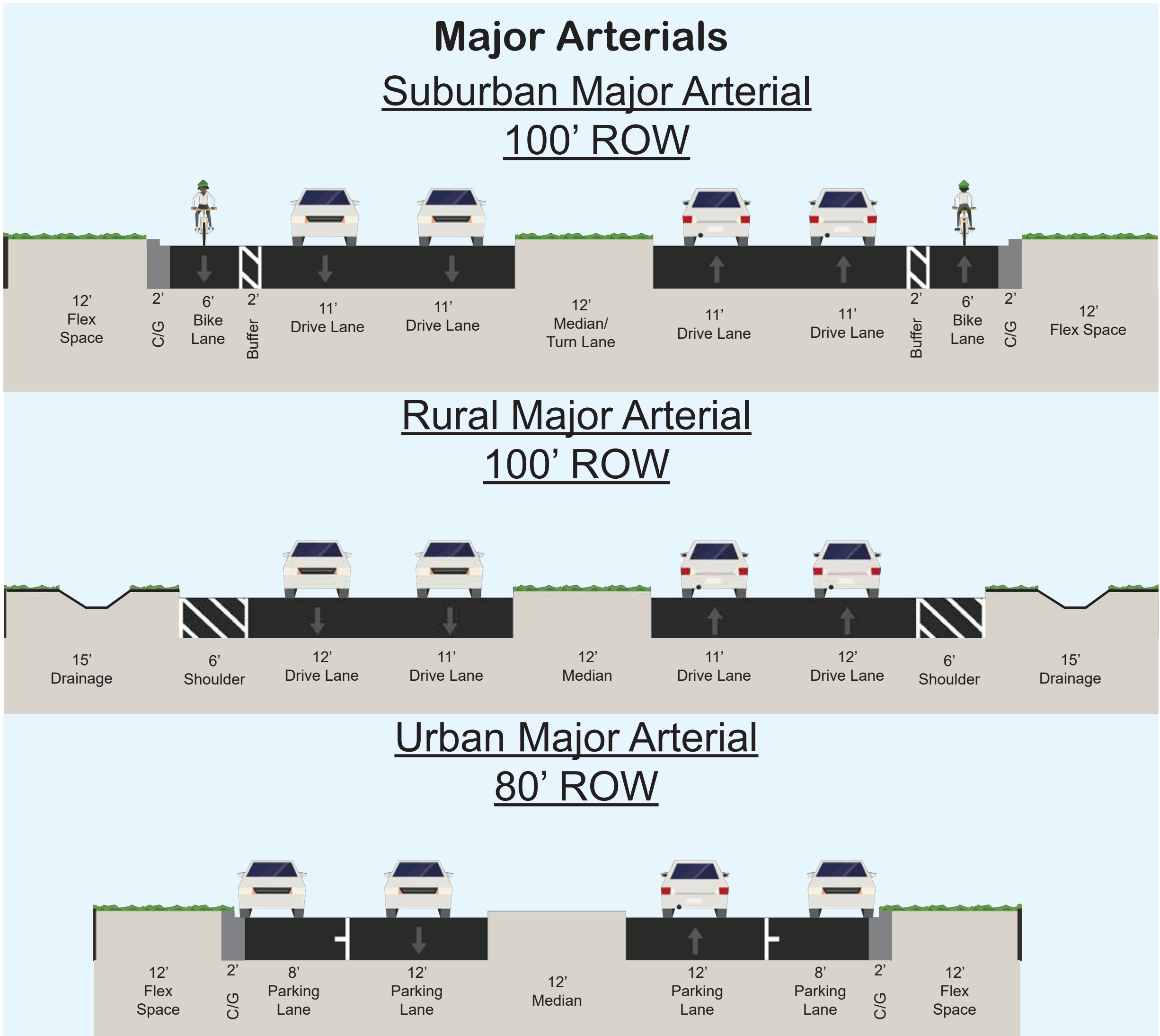


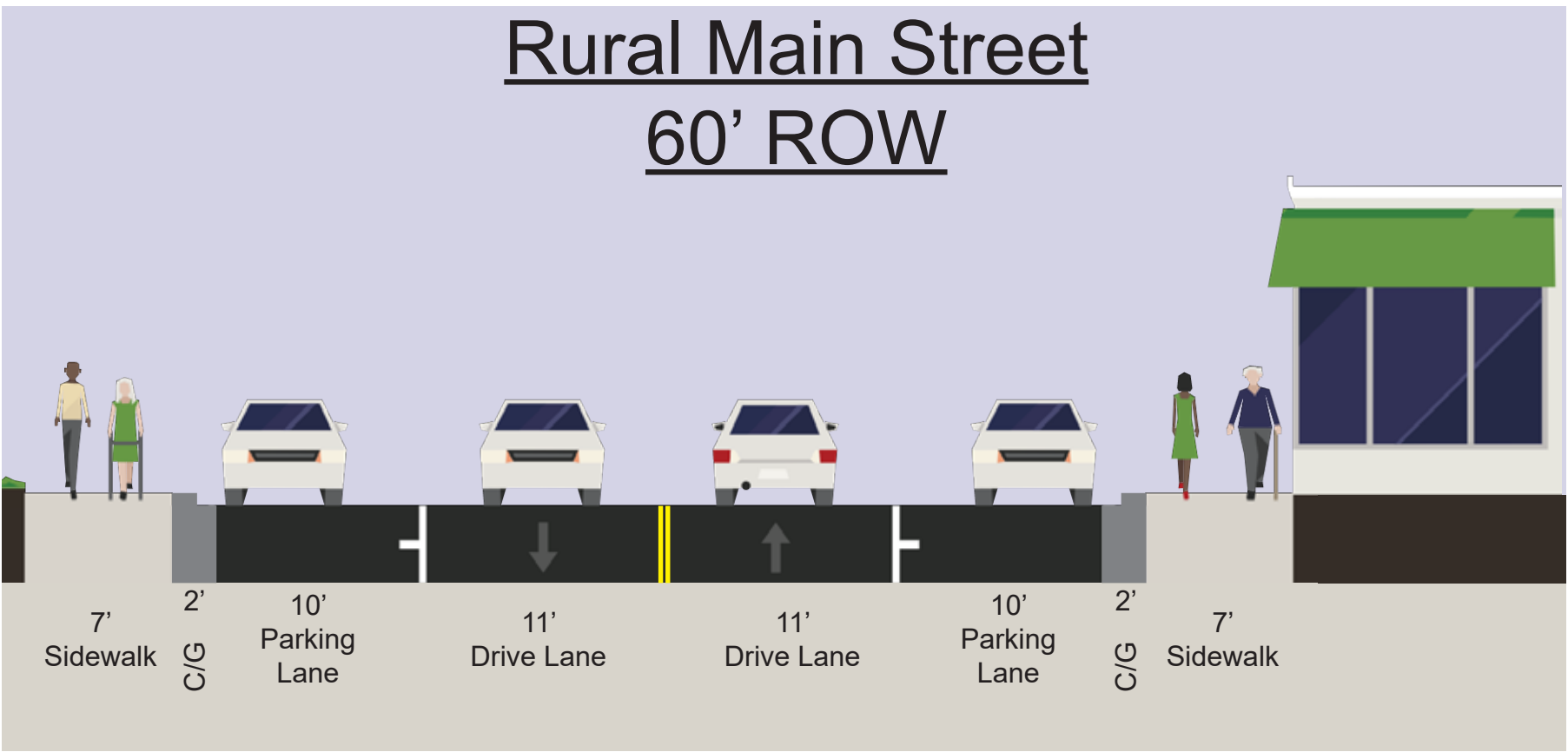
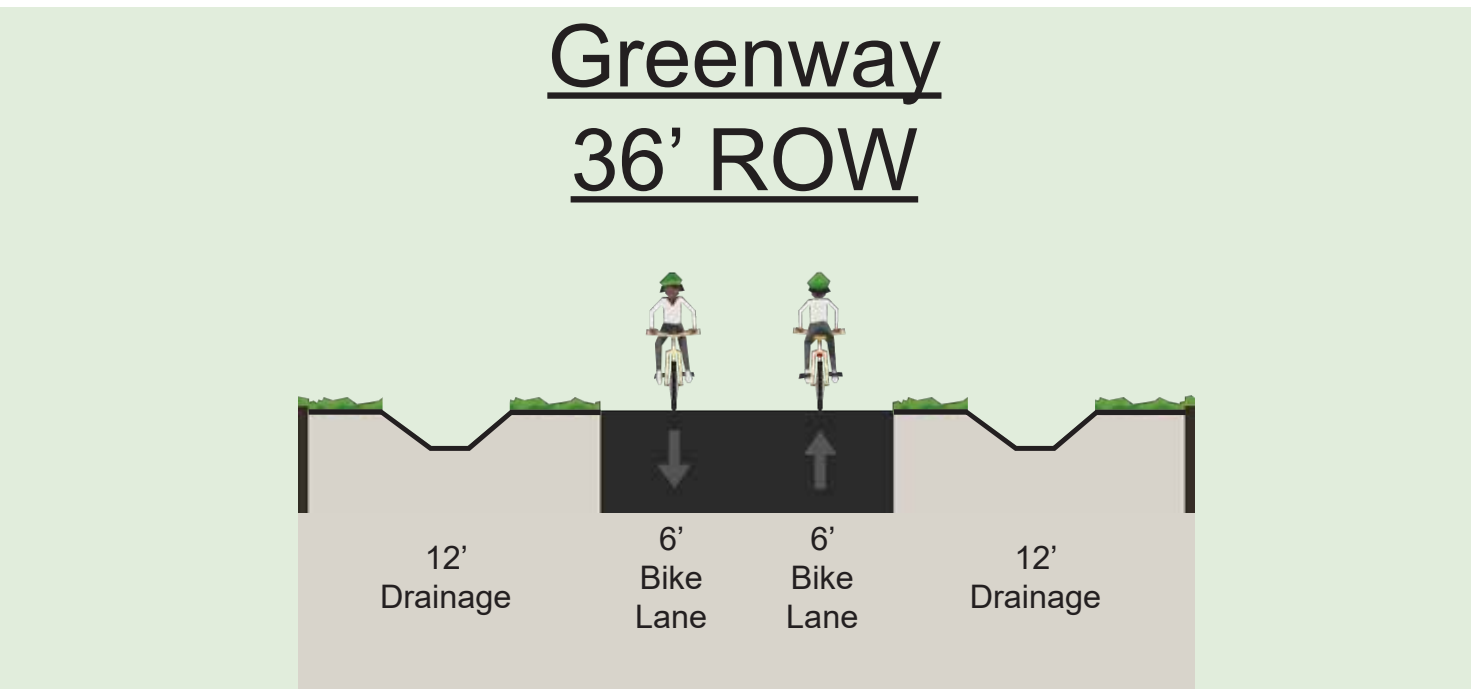
Proposed Cross Sections



The proposed cross sections are designed to promote resilience, improve traffic safety, and encourage more active transportation throughout the region.



Texarkana Thoroughfare Plan Proposed Cross Sections



SUBDIVISION REGULATIONS

Reserving right-of-way for new roads is one of the most common methods for implementation of a thoroughfare plan. Allows for the incremental reservation of necessary right-of-way for construction of roads, sidewalks and bike lanes.



CAPITAL IMPROVEMENT PROGRAM

Allows for implementation through acquisition and construction of capital projects.

CIP FUNDING OPTIONS



• **MPO** – the Texarkana MPO is responsible for distribution of federal and state transportation funds through Metropolitan Transportation Plan implementation.



• **Local** – the funding not provided by the federal and state programs is typically left for the local government. Funding sources include: property and sales taxes, municipal bonds, grants, and public-private partnerships.



• **Hazard Mitigation Programs** – transportation projects can support hazard mitigation and non-transportation related fundings for construction.

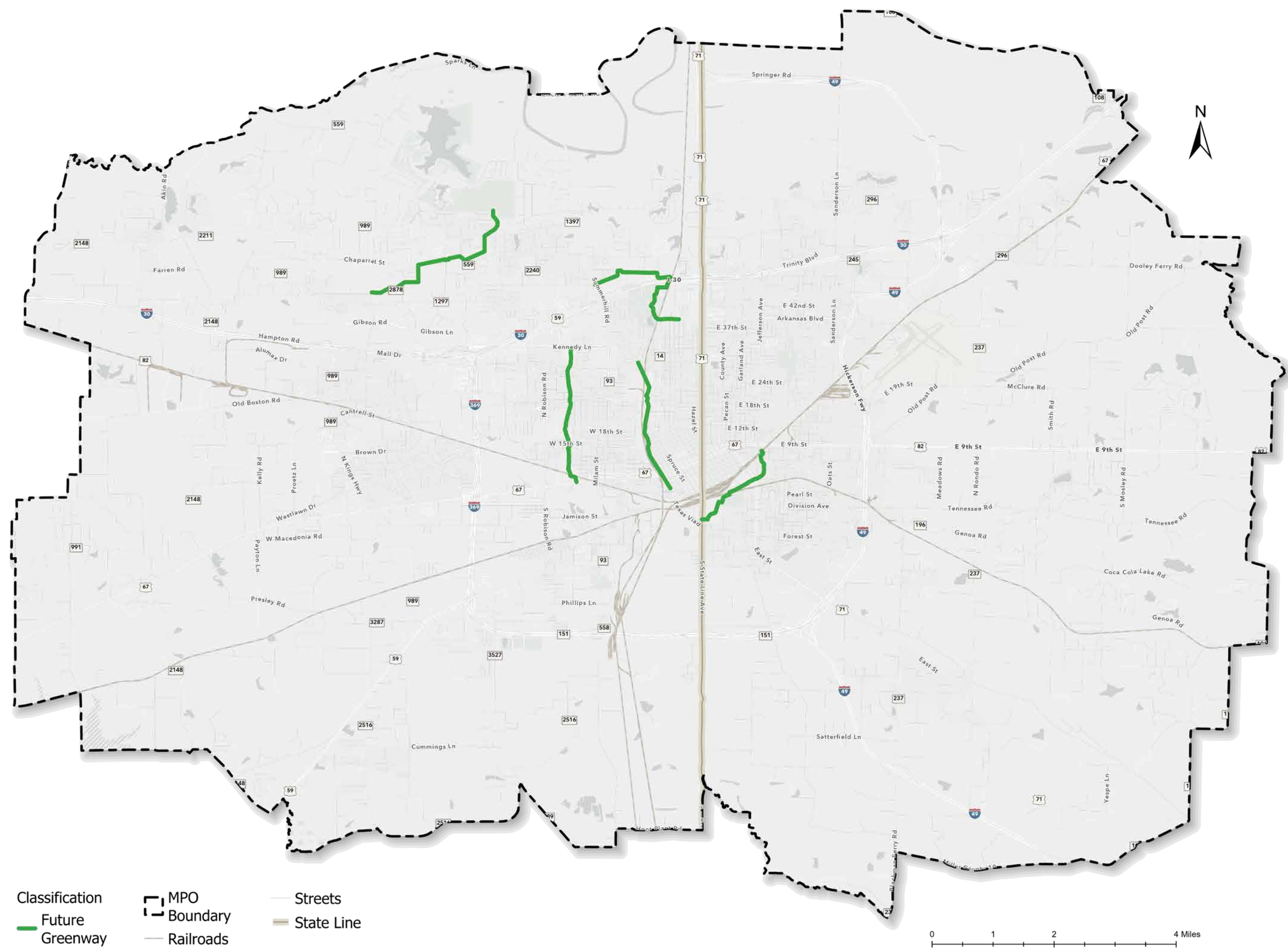


• **Infrastructure Investment and Jobs Act** – the IIJA provides billions of dollars in funding for transportation projects over the next 5 years, especially resilience and safety improvements.



• **Maintenance Funding** – funding sources include: roadway maintenance fees, federal grants, property and sales taxes, and parking fees.

The Thoroughfare Plan includes several greenway projects:

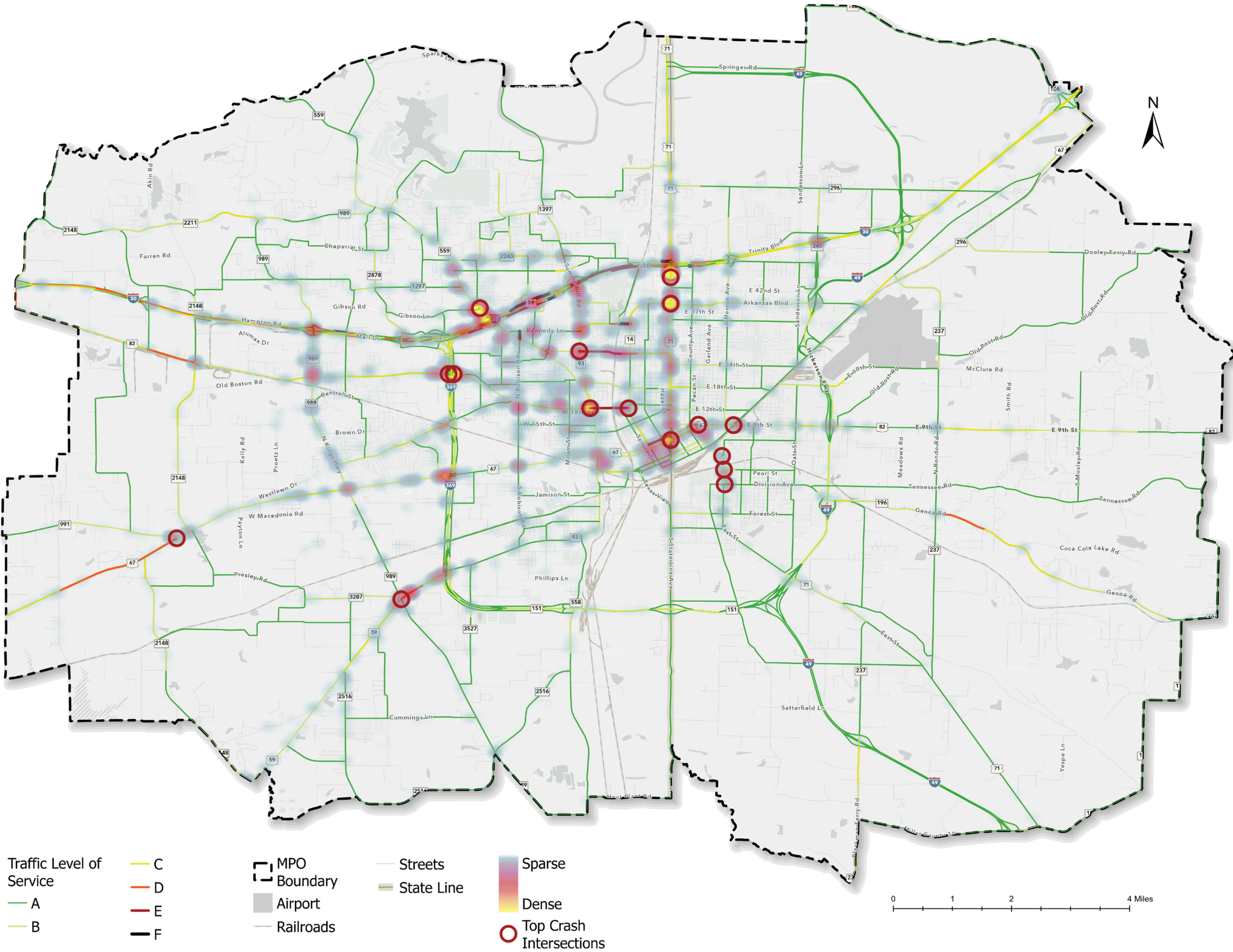


Greenways and trails offer many benefits to the community including:

- Safe neighborhood connections
- Increased opportunities for recreational activity
- Preservation of critical habitats and environmental areas
- Strengthening the local economy

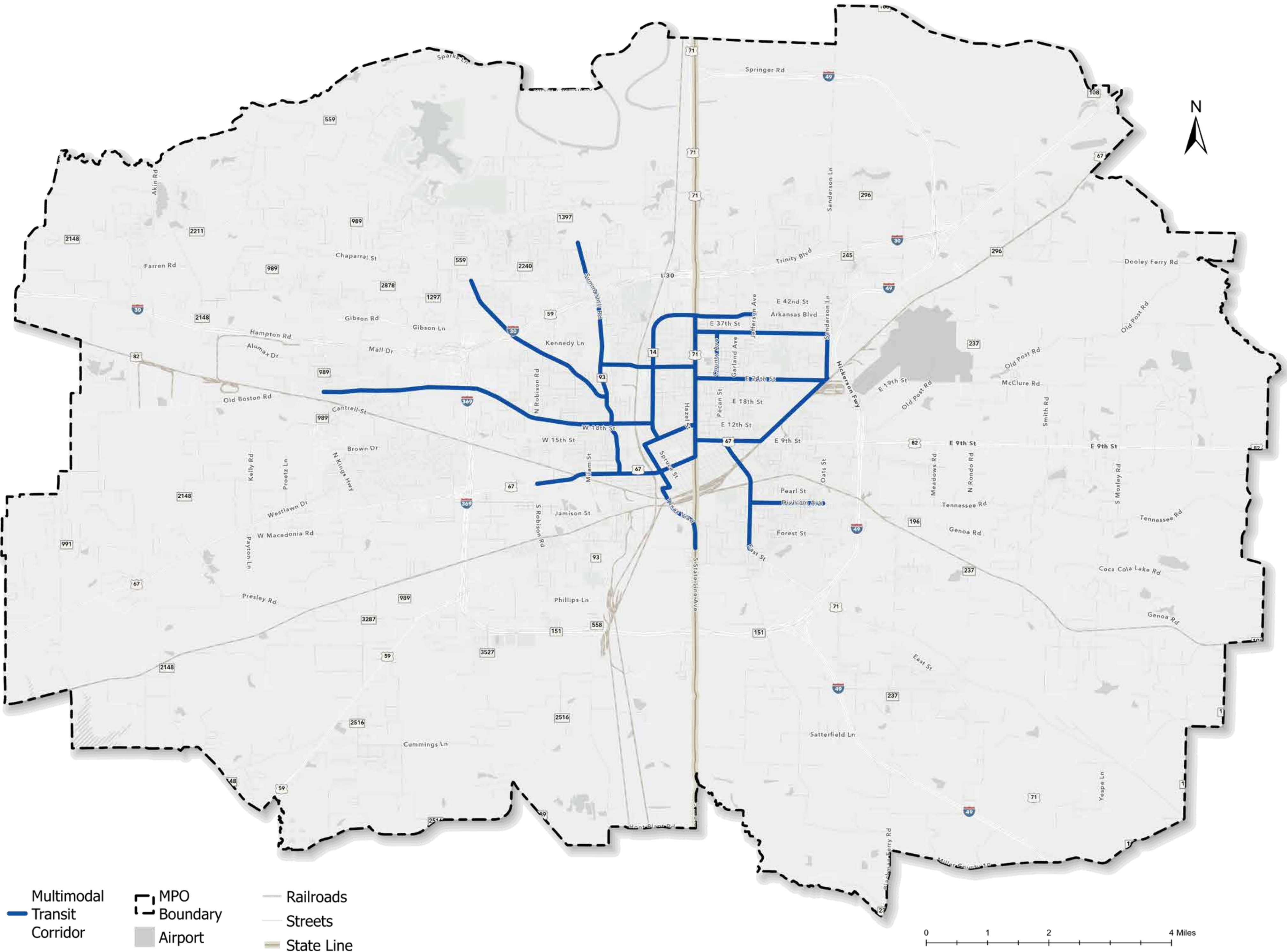
This intersection analysis highlights major intersections that exhibit the highest crash rates and lowest level of service. Future projects can account for these intersections with traffic management improvements like crosswalks and other amenities.

Hot Spot Intersections		
FM 991	and	US Highway 67/W 7th St
FM 989	and	US Highway 59
New Boston Road	and	N Bishop Road
New Boston Road	and	Sowell Lane
Gibson Lane	and	Richmond Road
Hickory Street	and	E 9th Street
State Line Avenue	and	E 49th Street/W 52nd Street
New Boston Road	and	Summerhill Road/ FM1397
New Boston Road	and	Texas Boulevard
College Drive	and	Summerhill Road/FM 1397

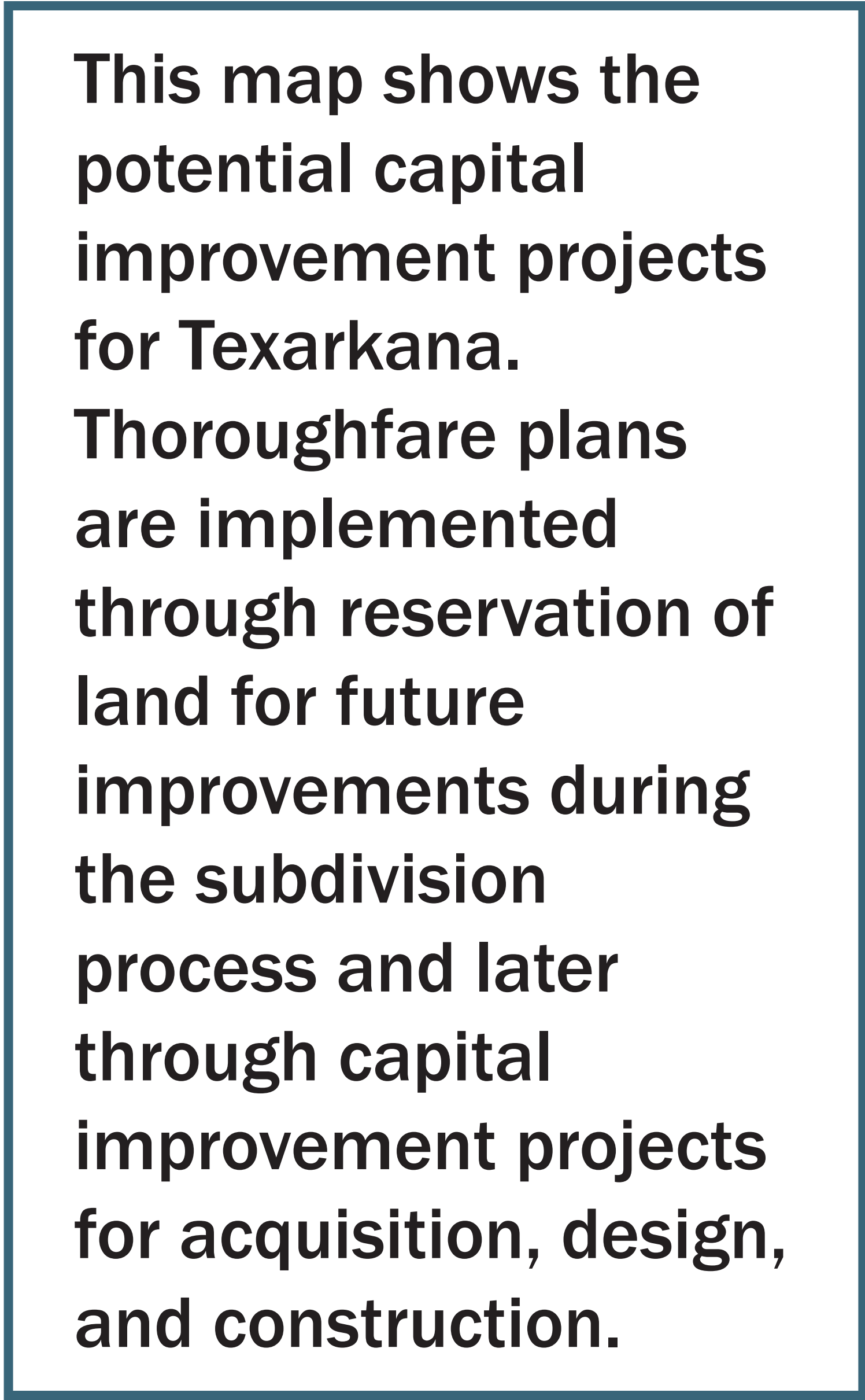


Project prioritization helps the MPO and local jurisdictions determine which projects should implemented first. Establishing a framework for project prioritization encourages accountability and adaptability in both the planning and decision-making processes. This tool prioritizes projects that align with regional plans for multimodal systems including transit amenities and active transportation improvements like sidewalks and bike lanes.

Priority Corridor	Limits From	Limits To	Length
14th St	Stateline Ave	Elm St	1 mi
College Dr	Summerhill Rd	N Stateline Ave	1.5 mi
County Ave	E 24th St	E 35th St	2 mi
Division St	US Hwy 71	Oats St	1.2 mi
E 24th St	N Stateline Ave	E Broad St	2 mi
E 9th St	N Stateline Ave	E Broad St	1 mi
E Broad St	E 9th St	Sanderson Ln	1.6 mi
E New Boston Rd	FM 989	Hwy 14	7 mi
Elm St	14th St	S Stateline Ave	1 mi
Hwy 14	14th St	Jefferson Ave	4 mi
N Stateline Ave	Hwy 14	E 7th St	2.8 mi
Richmond Rd	Summerhill Rd	Galleria Oaks	3.8 mi
S Stateline Ave	4th St	Euclid	2 mi
Sanderson Ln	E Broad St	E 35th St	2 mi
Summerhill Rd	US Hwy 67	Summerfield Dr	4.5 mi
US Hwy 71	E 9th St	Euclid St	1.3
W 7th St	N Robinson Rd	N Stateline Ave	3.7 mi



A diagram of a 10-foot wide sidewalk. From left to right, it features: a 2-foot grey section with a white wheelchair icon; a 2-foot dark blue section with a white bicycle icon; a 2-foot teal section with the text 'BUS ONLY' in white; a 2-foot grey section; a 2-foot yellow section; a 2-foot grey section; a 2-foot teal section with the text 'BUS ONLY' in white; a 2-foot grey section with a white wheelchair icon; a 2-foot grey section with a white pedestrian icon; and a 2-foot dark blue section with the MPO logo (a circular seal with 'METRO PARK ORANGE' around the perimeter and 'MPO' in the center).



Routes in Need of Improvement

Richmond Road

Interstate 30

New Boston Road

Most Used Modes of Transportation



#1 - Car



#2 - Public Transportation

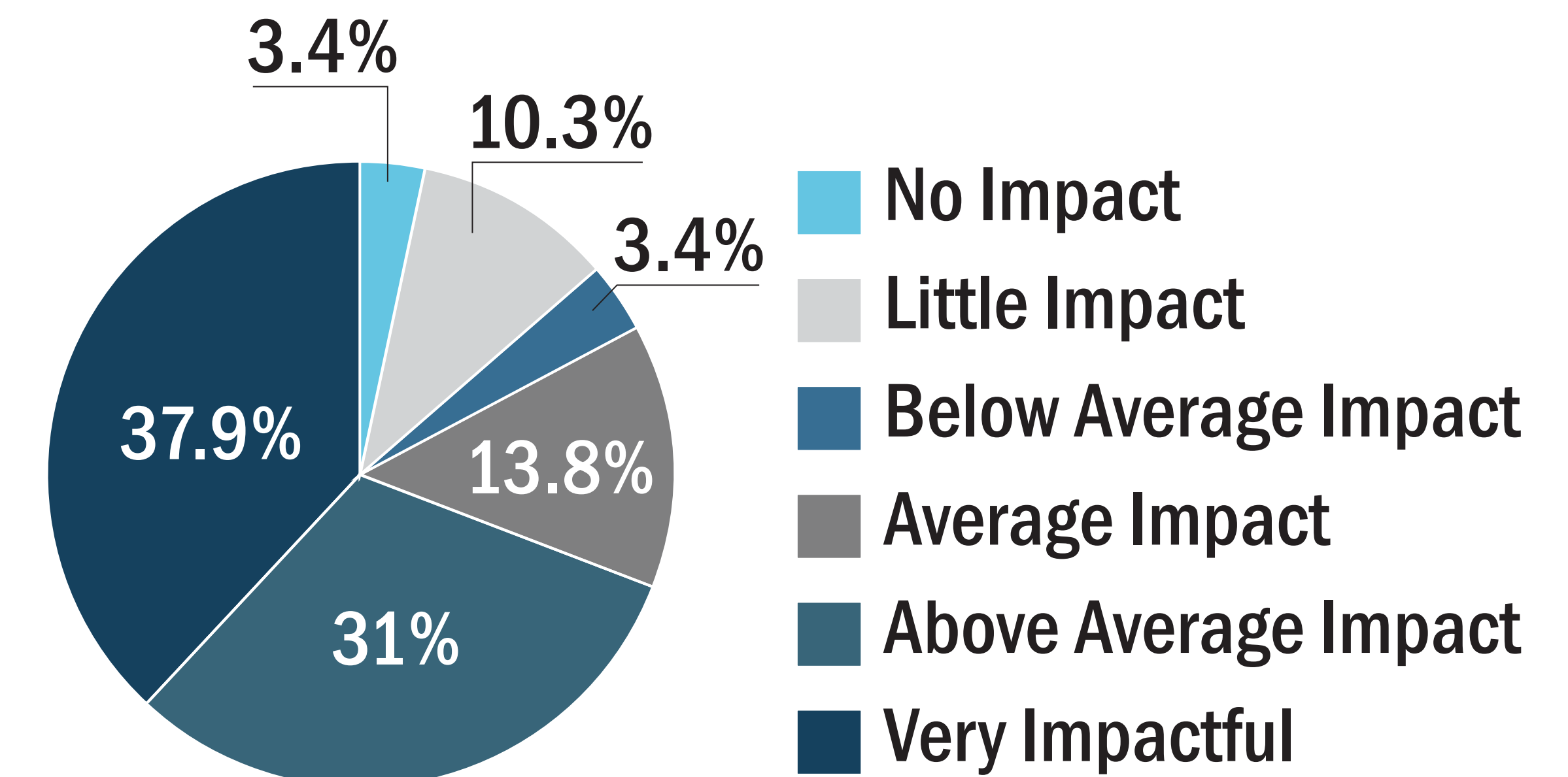


#3 - Bike



#4 - Walk

Traffic Signal Timing Impact on Travel Decisions



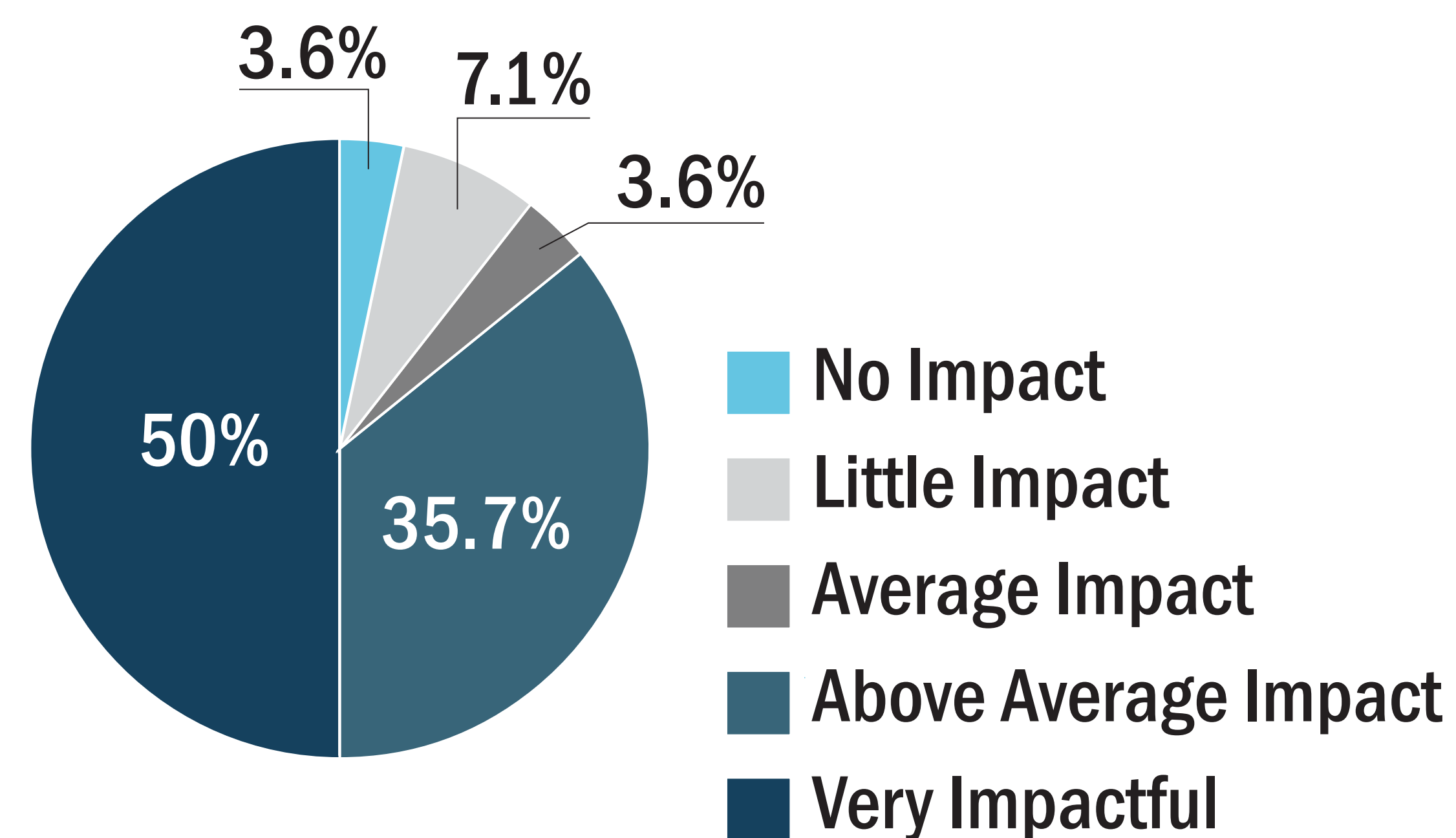
Safety Concerns Mentioned Most Frequently

Maintenance & Road Disrepair

Speed Limit

Congestion

Impact of Safety Concerns on Travel Decisions



Community Improvement Considerations



#1 - Improved Infrastructure



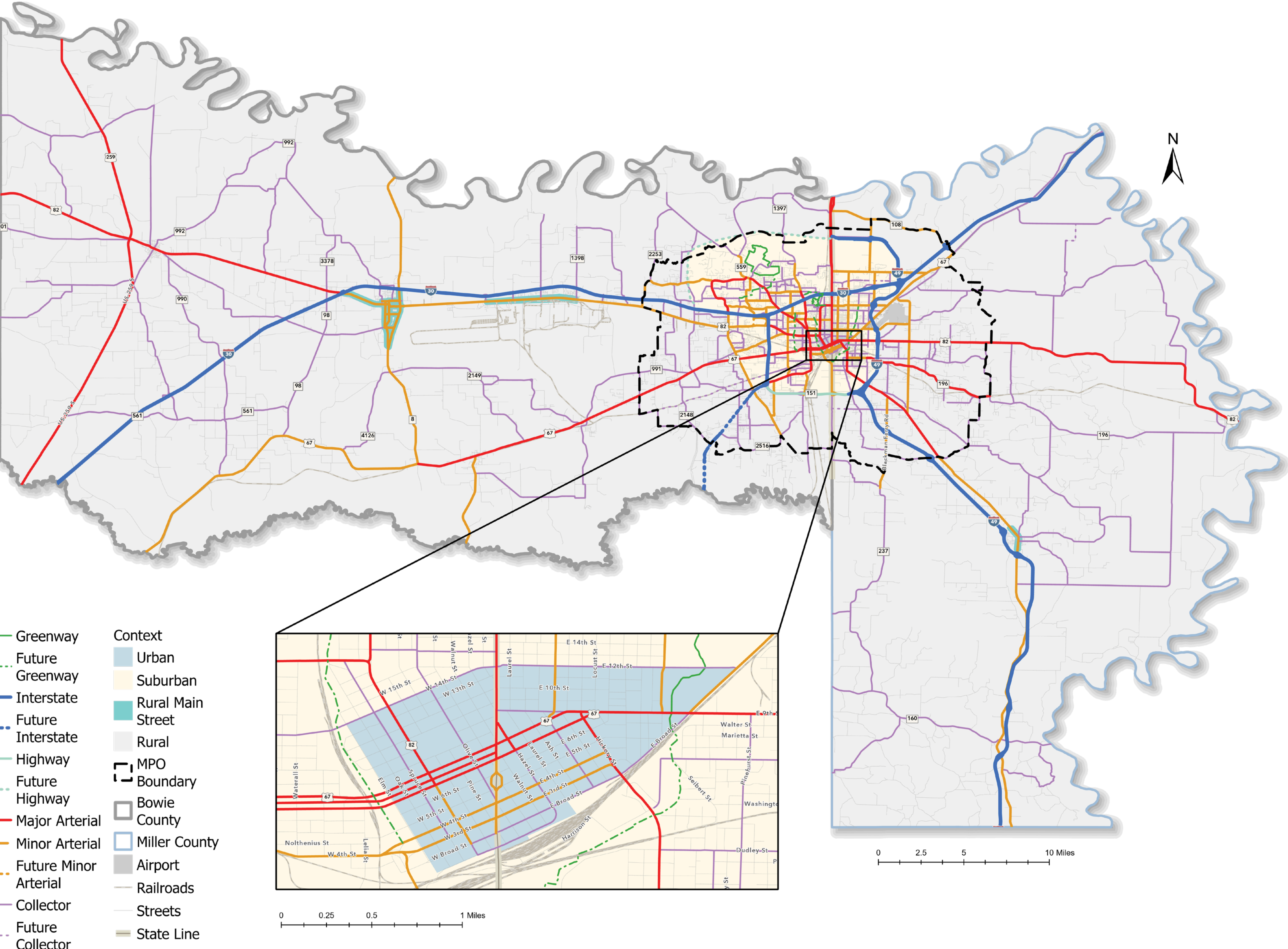
#2 - Improved Pedestrian Facilities



#3 - Increased Bike Infrastructure



#4 - Road Network Connectivity



What is a Thoroughfare Plan?

The Regional Thoroughfare Plan is a strategic planning document that will serve as a master guide to implement complete streets projects, active transportation networks, and traffic management solutions through 2050.