

CITY OF TYLER

MASTER STREET PLAN



SEPTEMBER 2012



Acknowledgements



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Preface

This document serves as an update to the 2005 City of Tyler’s Master Street Plan. Like its predecessor, it is an important tool in facilitating orderly urban and rural development in the community for the next 20 to 40 year period. With an expected 40% increase in both job and population growth by 2035¹, the 2012 Master Street Plan (Plan) expands the previous planning boundary to incorporate all of Smith County.

The 2012 Master Street Plan (MSP) serves as a long range thoroughfare plan that identifies the location and type of roadway facilities that are needed to meet projected long term growth within the area. The 2012 MSP is *not* a list of construction projections but rather serves as a tool for the City to use in facilitating the preservation of future corridors for transportation system development, as the need arises.

Recognizing the need to tailor the design of a roadway as it extends from an urban to rural context, the 2012 MSP further identifies a roadway based on the area for which it serves. Utilizing the conventional hierarchical nomenclature of the 2005 Plan, appropriate ranges are established for major/minor arterials and collectors within four (4) context zones:

- Urban Core,
- General Urban,
- Suburban
- Rural.

This approach provides 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.

Not all of the roadways within the greater Planning Area are likely to be needed or constructed within the next 20, 30, 40, or even 50 years. However, one of the purposes of the MSP is to preserve needed transportation corridors (even if they will not be needed for 50 years) so that as development occurs in the future, the City of Tyler and surrounding communities will have the ability to develop appropriately sized transportation facilities to serve the needs of the citizens of the greater Tyler area.

ADOPTION OF THE MASTER STREET PLAN

While it is recognized that unforeseen developments can and do call for periodic amendments and updates to the Master Street Plan, this does not invalidate the need for the plan to be officially adopted and enforced. This thoroughfare plan will be formally considered for adoption by the Tyler City Council, in accordance with the policies and procedures of the Council. Adoption of the Master Street Plan is necessary to officially recognize and confirm the status of the plan as a part of the policies of local and state transportation agencies.

As generated from the 2009 Tyler Area MPO publication, “Demographic and Employment Inputs for Travel Demand Forecast.”

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CHAPTER 1: INTRODUCTION

1.1. PURPOSE OF 2012 MASTER STREET PLAN UPDATE

The purpose of this study is to build upon recommendations first promulgated in the 2005 Master Street Plan. Recognizing the continued growth of the region, this 2012 Master Street Plan Update (2012 MSP) builds upon past recommendations while expanding network flexibility by incorporating context sensitive roadway design standards throughout the greater Tyler Metropolitan planning area. This update does not intend to dismiss recommendations provided by the 2005 MSP, but rather build upon and further refine roadway alignments, ROW needed and avoidance of environmentally sensitive areas.

1.2. MASTER STREET PLAN DEFINED

The 2012 MSP serves as the City of Tyler's adopted thoroughfare plan which identifies transportation system improvements, including the existing and planned extension of major highways. The 2012 MSP is an important tool in facilitating orderly urban and rural development, as it identifies the location and type of roadway facilities necessary to meet projected growth within the area ensuring the mobility and access needs of the public. Development of this document takes into consideration past studies, adjacent community thoroughfare plans, adopted policies, and public input.

Recognizing the dynamic nature of the transportation system, networks are comprised of existing and planned freeways/expressways, arterials, collectors and local streets. Roadways are not static, and roadway designs are expected to change based on surrounding context and overall demand placed on the corridors. As such, the primary objective of the 2012 MSP is to ensure the preservation of adequate right-of-way (ROW) to allow the orderly and efficient expansion of roadway widths if needed to serve existing and future transportation needs.

In coordination with the above statements, the following objectives serve as the primary guidelines for this study and include:

- Preservation of existing roadway alignments and adequate rights-of-way for future long-range transportation improvements;
- Minimizing the amount of land required for street and highway purposes;
- Identifying the functional role that each street should be designed to serve in order to promote and maintain the stability of traffic and land use patterns;
- Ensuring continuity of the thoroughfare system and connectivity for all east-west and north-south traffic patterns;
- Maximizing mobility while minimizing the negative impacts of street widening and construction on neighborhoods and the overall community by recognizing where future improvements may be needed and incorporating thoroughfare needs;
- Making efficient use of available resources by designating and recognizing the corridors that will likely require improvements;

- Providing ample opportunity for public participation and community feedback to ensure proper roadway classifications, alignments and roadway design standards. Informing citizens of the streets that are intended to be developed as arterial and collector streets, so that private land use decisions can anticipate which streets will become major traffic facilities in the future; and,
- Providing information on thoroughfare improvement needs, which can be used to determine priorities and schedules in the City's Capital Improvement Program (CIP).

1.3. ELEMENTS OF A MASTER STREET PLAN

The Tyler MSP delineates a system of thoroughfare classifications, representing the location, alignment, and functional relationship for different types of roadways, including freeways, arterials, collectors and local streets. Within each of these classifications, roadways are further sub-classified to reflect the urban core, general urban, suburban and rural context for which they serve countering a "one-size-fits-all approach" to roadway design (See Chapter 2). To help streamline and simplify the implementation process, the Tyler MSP consists of an officially adopted thoroughfare system and context map that highlights where supporting design criteria and implementation policies should be enforced.

Development of the Master Street Plan involved careful consideration of the community's growth and traffic patterns, availability of right of way and impacts on surrounding land uses. Utilizing the 2005 MSP, existing roadway were evaluated, and - where needed - reclassified, removed and/or reconfigured to properly reflect the current roadway alignments and future transportation needs of the planning area.

Key tasks of the Master Street Plan update included:

- Updating and amending the 2005 MSP Plan based on past studies, public input and expected growth patterns;
- Expanding the coverage of the MSP to incorporate surrounding community's thoroughfare plans, provide for sufficient east-west connectivity, and adequately plan for increased population growth across the county;
- Reviewing and updating existing roadway cross-section standards to ensure that the standards allow for flexibility in roadway design based on context – i.e. urban core, general urban, suburban and rural land uses;
- Reviewing and updating existing roadway functional classifications to ensure that the roadways are functioning as proposed in the Master Street Plan;
- Integrating and establishing adequate design criteria for bicycle facilities as adopted by the City of Tyler and published in Chapter 17 of the Tyler City Code of Ordinances; and,
- Incorporating new projects that were added to the updated MTP for official adoption and use for transportation and land use planning purposes

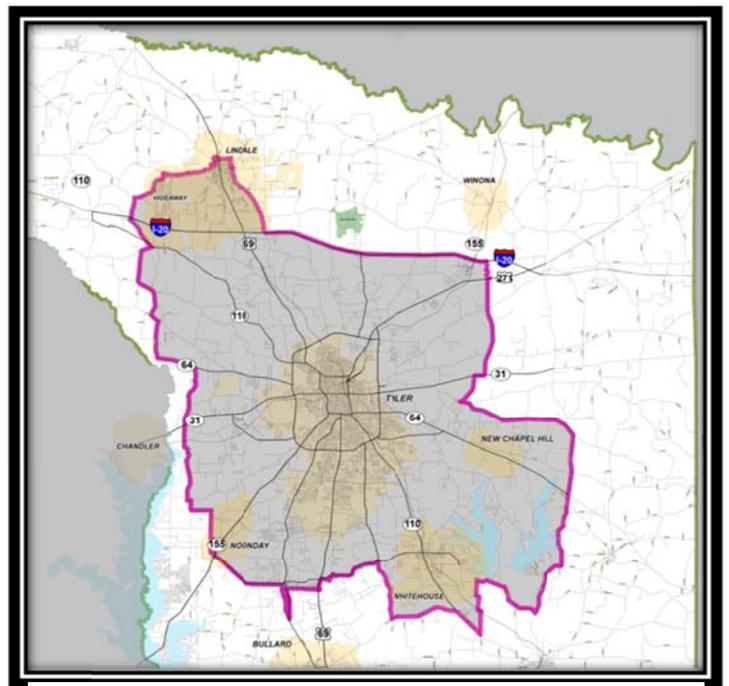
CHAPTER 2: MSP UPDATE CONSIDERATIONS

2.1 PURPOSE

The purpose of this section is to highlight those considerations that influenced the way in which the 2012 MSP was developed and ultimately adopted. The following sections highlight the project expansion area, past planning studies' findings as well as community concerns and consideration as adopted throughout the planning process. Providing a blue print for success, these areas of consideration act as the base for which the 2012 Thoroughfare Plan Map was created and related cross sections designed as defined in **Chapter 4** of this document.

2.2 MSP Study Area Expansion

The study area of the 2005 Master Street Plan consists of the City of Tyler and its 5-mile ETJ (**Figure 1**). To capture and properly plan for the nearly 40% increase in both job and population growth anticipated for the greater region by 2035², this MSP update explores expansion of the original project boundary to incorporate all of Smith County. Similarly, since the 2005 promulgation of the MSP, neighboring communities have adopted much of this growth incorporating similar thoroughfare plans. Given the regional influence associated with thoroughfare plans, the expanded study area also works to incorporate these community studies to ensure consistency of roadway development throughout the County.



The planning area is serviced by one interstate and several US and State Highways that provide the basic framework of the transportation facilities in the area. These roadways serve as major arterials that form the skeleton of Tyler's transportation network, facilitating movement into, within and through Smith County. Major roadways include Interstate Highway 20, US Highways 69 and 271, State Highways 64, 31, 110, 155, and Loop 323. Additionally, Toll 49 is currently under construction which is expected to be completed later this year. Although not in full use, this toll road is expected to greatly increase north-south and east-west connectivity throughout the County.

² As generated from the 2009 Tyler Area MPO publication, "Demographic and Employment Inputs for Travel Demand Forecast."

2.3 PAST PLANNING STUDIES & PUBLICATIONS

After the adoption of the 2005 MSP, a series of planning studies were conducted in and around the provided planning area including Tyler 21, the Tyler Area Metropolitan Plan (TMP) 2009 – 2035, Tyler Regional Trail Plan (RTP), and the Pedestrian Access Study. All plans were evaluated to ensure consistency of the 2012 MSP with these provided resources in terms of community vision as well as structural considerations such as sidewalk allotments and bikeway facilities as they affect pedestrian movement throughout the study area.

Given that the 2005 MSP was adopted well before any of the provided documents were ever drafted, it is only natural that the ideas, tactics and related projects differ from the current MSP. As expected, there is a high degree of overlap between the reviewed documents given the desired intent that these documents not only relate to, but also build off one another in terms of desired infrastructure as well as the desired vision of the overall planning area.

Although the general intent and focus of each planning document varies, consensus elements for system improvement include:

- Preserve community character and improve system functionality based on roadway context.
- Enhance Network Connectivity for minor (local roads and neighborhoods) and major roadway networks
- Develop a safe and highly connected network of bicycle facilities
- Reduce congestion and improve thoroughfare movement for east-west corridors (MPO 2035), southern arterials (Tyler 21), as well as traffic congestion points along Broadway and Loop 323.
- Improve pedestrian facilities via improved sidewalk/trail conditions and associated amenities.

For a more detailed description of each study, see **Appendix A**

2.4 PUBLIC INVOLVEMENT – COMMUNITY FEEDBACK

Public involvement for a document such as this is a continuous process that provides a direct platform for community input from initial concept development and review of past planning materials to final recommendation concerning roadway designations and related design standards. Findings from the meetings were taken into final consideration and ultimately vetted with our Steering Committee, in concert with the Developers’ Round Table, and incorporated within the 2012 MSP Thoroughfare Map and resulting Cross Sections (**Chapter 4**).

2.3.1 BI-MONTHLY STEERING COMMITTEE CALLS:

The 2012 MSP Steering Committee provided a key element to this planning process. Comprised of local community members, City and MPO staff, this committee met twice a month to ensure all recommendations and/or modifications were in-line with the general needs of the greater Tyler area. As an initial buffer, this committee provided review of essential materials before presentation to the general public. Additionally, this committee stood as a key platform for open communication between the Tyler Area MPO, City of Tyler, concerned stakeholders and consultants.

2.3.2 PRELIMINARY PLANNING MEETINGS:

Preliminary Planning Meetings represent the initial set of outreach activities held during this planning process. The intent of these meetings were to present stakeholders with the intended purpose of the study, as well as gain a better understanding of what was successfully achieved by past MSPs as well as identify areas for improvement. As data was collected and summarized, findings were used in proceeding events and vetted through bi-month Steering Committee meetings to ensure feedback, as understood the defined list of meetings, were accurate. Preliminary Meetings included:

- | | |
|------------------------------------|-------------------|
| - Initial Project Kick off Meeting | September 2011 |
| - Council Member Interviews | February 9, 2012 |
| - Developer Round Table Forum | February 9, 2012 |
| - Lake Tyler Forum | February 14, 2012 |

Based on provided feedback, three main categories were highlighted by these meetings providing the initial framework to the development of the 2012 MSP including:

- Roadway Context: Roadways should be developed in a manner which acknowledges that corridors serving more urban area do not have to have the same design elements as a roadway located in a more rural context. This point was most commonly emphasized in terms of drainage where curb and gutter are appropriate in more urban area, but less appropriate within the rural context.

- Increase East-West Connectivity: Increased east-west connections throughout the planning area were highlighted as an essential consideration. Although past MSPs have identified a need for these connections, the methods in which they are achieved rely heavily on non-existent or planned thoroughfares.
- Roadway Classification: A general concern regarding “too wide” of roadways was expressed where corridors should be evaluated to ensure street classifications and related design standards are appropriately designated.



2.3.3 INTERMEDIATE PLANNING MEETINGS:

The meetings were intended to “test” or gain feedback regarding the development of the 2012 MSP in terms of the methodology used to revise the thoroughfare plan and related cross sections, as well as provide a general understanding to the greater public in terms of what is being done and why. These meeting also provided the public a chance to evaluate individual corridors, as well as voice ideas concerning roadway alignments, reclassifications or removal, if warranted. Similarly, the City of Whitehouse and Lindale existing thoroughfare plans were incorporated into this study. Given that nomenclature varied slightly between regions, cities were given the opportunity to edit maps where needed.



- | | |
|------------------------|----------------|
| - Public Open House | April 3, 2012 |
| - TAC/MPO Meeting | April 27, 2012 |
| - Developer Roundtable | May 31, 2012 |

The outcome of these meetings indicated that the areas of concern identified during the preliminary phases of this process were in-line with the general concerns of the greater public.

CHAPTER 3: MSP DESIGN CONCEPTS

3.1 RELATIONSHIP BETWEEN CONVENTIONAL AND COMPLETE STREETS DESIGN

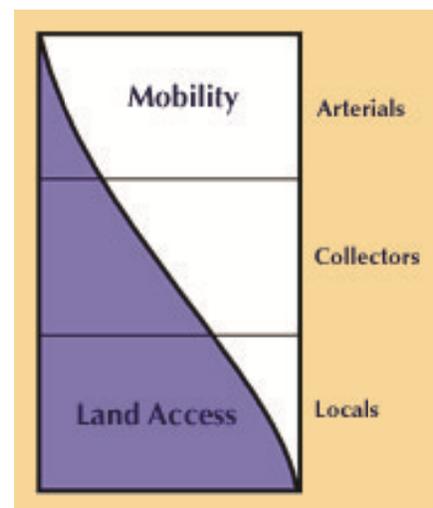
Coordinating land use and long-range transportation planning is an important consideration in ensuring orderly growth and development in the community. Understanding this relationship helps to promote orderly growth, resource stewardship and forward-looking infrastructure maintenance decision making. The transportation system impacts how land is used effecting neighborhood quality and integrity, pedestrian and bicycle mobility and safety, community aesthetics and corridor quality, accessibility of shopping and entertainment districts as well as major public facilities, and linear park and trail opportunities.

Currently, the Tyler MSP defined roadways using the **Conventional Roadway Classification System** which defines roadway classifications based on access and mobility (**See Section 3.2**). Although the resulting hierarchy is appropriate, related design standards have resulted in a “one-size-fits-all” system design that, while appropriate in one area, may not necessarily reflect the needs of another. For example, curb and gutter is an essential element that can be found throughout the planning area on most collector and arterial streets. It is considered an essential element for proper drainage in more urbanized areas, but is not necessarily appropriate in rural areas where drainage is more adequately supported by swales or drainage ditches.

While the Conventional Roadway Classifications have resulted in a sound and efficient hierarchical classification of roadways, this chapter introduces the concept of **Complete Streets** which amends current practices to expand roadway function past the roadway itself taking into consideration surrounding land use and its related context (**See Section 3.3**).

3.2 CONVENTIONAL ROADWAY CLASSIFICATION

The 2005 MSP and related predecessors defined the network by a hierarchical organization of streets and highways that facilitate the safe and efficient operation of vehicles along different types of facilities. It facilitates a progressive transition in the flow of traffic from the provision of access to the provision of movement. Freeway and arterial facilities are at one end of the spectrum, primarily providing the function of moving vehicles. Collector and local streets are at the opposite end of the spectrum providing access to property. The figure at right schematically illustrates how various street classifications relate to each other in terms of movement and access.



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Although there are degrees at which each roadway functions, four general classifications exist within the greater Tyler area:

- **Freeways:** These facilities include interstates, highways, freeways, tollways, expressways, parkways and loops, and provide for the rapid and efficient movement of large volumes of traffic between and across regions. Direct access to abutting property is not an intended function of these facilities. Design characteristics support a high degree of access control, and few or no at grade intersections. Within the defined study area, the Texas Department of Transportation develops and maintains these types of facilities. They include Interstate 20, which travels in an east-west direction through the north Tyler ETJ, and Toll 49, portions of which are currently under construction.
- **Arterials:** Arterials primarily provide for traffic movement within a more minor function than defined above, providing direct access to abutting property. Major arterials typically serve as connections between major generators and land use concentrations, and facilitate large volumes of traffic traveling across a community. Minor arterials typically serve as connections between local and connector streets and the major arterials, and facilitate the movement of medium level traffic volumes over shorter distances within the community. Because direct access to abutting property is a secondary function of major arterial streets, access should be carefully managed to avoid adverse impacts on the movement along these facilities.
- **Collectors:** Collector streets provide for a balance of traffic movement and property access functions. Traffic movement is often internal to localized areas, with collectors connecting residential neighborhoods, parks, churches, etc. with the arterial system. As compared to arterial streets, collectors accommodate smaller traffic volumes over shorter distances.
- **Local Streets:** Local streets function to provide access to abutting property and to collect and distribute traffic between individual parcels of land and collector or arterial streets. This street classification can also include cul-de-sacs or dead end streets.

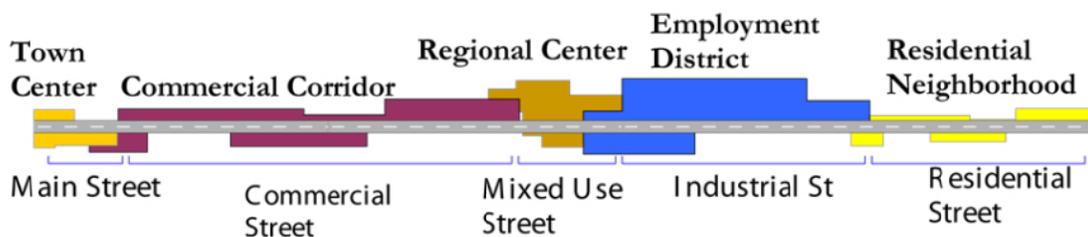
As provided by the definitions above, the nature of the defined roadways above differs based on their regional functionality. Freeways and arterials represent those roadways which are greater in context moving large volumes of motorized vehicles –and where appropriate other modes of transportation – over long distances. Collectors and local streets, on the other hand, form the local street network which provides access to residential properties, private developments and other neighborhood amenities such as parks, schools, or grocery stores.

3.3 2012 MSP COMPLETE STREETS DESIGN

The conventional roadway system – as defined above – provides an adopted nomenclature that is understood by local entities in and around the greater Tyler area. As such, it is not the

intention of this Plan to alter or drastically change the MSP street hierarchy as previously defined, but instead enhance the existing street hierarchy to more adequately reflect its surrounding environment and surrounding community. Complete Streets is a relatively new concept that is being embraced throughout Texas. Flexible design concepts allow transportation planners and roadway designers to create unique roadway designs specific to individual corridors within an MSP that enhances the relationship between transportation and land use, and alleviate unintended stresses often associated with a “one-size-fits-all” approach to thoroughfare system designs. 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.

The Functional Roadway System recognizes that a roadway is not stagnant and instead changes in character and general functionality as it transcends different land use types. It is this connection between the street and its surrounding context that allows for the inclusion of flexible and diverse roadway design options not previously provided within the prior conventional MSP system designs.



As such, this chapter focuses street classifications and related future design process via roadway context. By utilizing this new state of practice, the Tyler MPO can continue to increase mobility within the County while providing its residents and visitors increased livability and sense of community.

3.3.1 CONTEXT TYPES

The Tyler MPO study area is comprised of four different context zones (Urban Core, General Urban, Suburban, and Rural). To allow proper classification of roadways and related design standards to be applied to this 2012 MSP, it is important to understand the nature of these contexts as they relate to the roadway. A provided map of where these contexts are situated throughout the County are provided following the provided descriptions that follow.

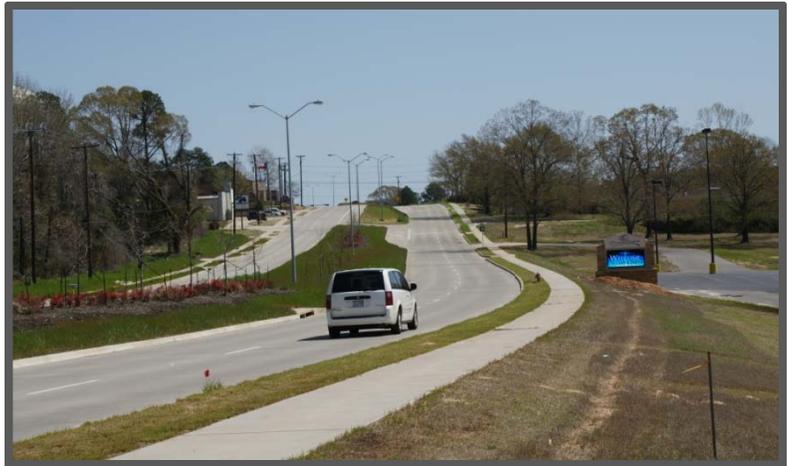
- **Urban Core:** This area is characteristically located in the center of a City and represents the community's original street network. Urban cores are typically the most dense of the context zones providing ample opportunity for walkable mixed-use developments, attached housing – such as townhouses and apartments with mixed retail, smaller office complexes and spaces for general civic activities. Due to the dense nature of the area, urban streets allow for smaller lane widths and wider sidewalks providing for a natural slowing of traffic speeds while encouraging an increase in pedestrian activity. Main Streets are typical attractions within the urban core and as such often command a strong presence of on-street parking.



- **General Urban:** 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. Parking is more typically found off street, but may be apparent in some cases. To accommodate increased speeds along these corridors, buffers are typically slightly larger than seen in the Urban Core.



- **Suburban:** This zone consists of single-family residential homes and some conventional multi-family apartments, along with an auto-oriented commercial development pattern. Lanes are typically wider in nature than the other two zones discussed and provided for the greatest widths in pedestrian buffers providing ample protection for pedestrian traffic. On-street parking can be accommodated in denser areas, but are commonly characteristic off-street.



- **Rural:** This context type complements rural living and is characterized by large lots, open space, and natural views. Residential properties tend to be widely spaced and include single-family homes, ranchettes, urban farms, barns and sheds. Streetsides incorporate more natural elements and have the flexibility to have shared use paths for biking, hiking and equestrian use instead of sidewalks.





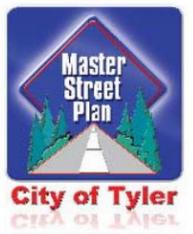
Legend

-  UDA1 Core
-  UDA1
-  Suburban
-  Rural
-  Parks
-  Railroad
-  Existing Reservoirs
-  Tyler City Boundary

Street Context Map



1 inch = 5,000 feet



Last updated: 09-12-12

3.3.2 DESIGN ELEMENTS

Creating a connection between the street and the surrounding environment is often an element of street design that is overlooked. It is this relationship however, that determines how a roadway network is used within the various context zones discussed above. To create a more harmonious environment, a palate of street design choices can be tailored to blend differing densities and street functions for the context and roadway classification they serve. It is through good street design and consensus building that streets can actually be an asset to a community rather than a barrier. The concept that “One Size Does Not Fit All” situations for street design and character is critical to creating truly great streets and communities.

To accommodate proper roadway design, the street is identified by three realms where each realm provides a certain and vital function to the overall roadway network. Within each realm, certain elements may be implemented enhancing the overall system design for not only motorized vehicles, but for the pedestrian and unconventional transport user, alike. Three general realms comprise any given corridor and include the Travelway, Pedestrian and Context realms.

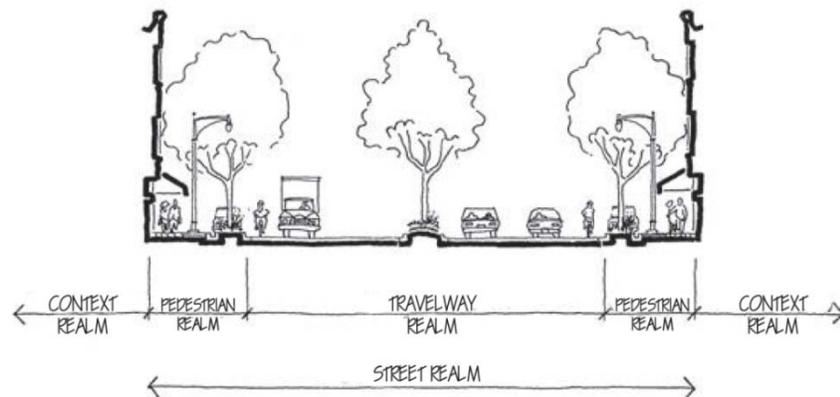


FIGURE 11-STREET REALMS IMAGE

- **Travelway Realm** - The Travelway Realm is defined by the area between the curbs. This area is reserved for faster moving automobile traffic and can in some instances be shared with bicycles, depending on the functional classification of the street. There should be a relationship between the street edge and the adjacent land use. For instance, in mixed use areas that are located adjacent to collector streets or minor arterials, on-street parking may be appropriate.
- **Pedestrian Realm** - The Pedestrian Realm is defined by the area between the curb line and the right-of-way or building line. Most of the time, this area provides the best opportunity to incorporate urban design elements. These elements should vary according to the adjacent land use. For instance, the pedestrian realm should be different for urban, suburban or rural areas



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In Urban Areas a number of amenities may be provided to draw people out and encourage strolling and relaxing. The amenities include, but are not limited to:

- Wider sidewalks,
- Tree wells,
- Street furnishings,
- Lamp posts,
- Bollards,
- Drinking fountains,
- Trash containers,
- Flower and shrub planters,
- Trees,
- Mounted maps, and
- Informational kiosks

Suburban Areas should accommodate shaded pedestrian and paved areas to create a comfortable walking environment and to reduce surface and ambient temperature. This could include a combination of trees and other shading devices such as utilizing building shadows, canopies and awnings. These areas act as “pedestrian buffers” providing a physical separation between the vehicular traffic and the pedestrian user – a concept that grows in importance as speed limits increase. Retail areas should include a sidewalk out to the curb, with trees in wells.

The Rural Context does not necessarily require the presence of a curb and gutter or sidewalk given the lower degree of use by pedestrians. To accommodate less frequent use, trails or wider shoulders are recommended to accommodate the occasional pedestrian or more importantly high speed bicycle traffic more commonly associated with more rural roadways. Medians, trails and well situated swales are also recommended for general use as well as preservation of Right-of-Way (ROW)

- **Context Realm** - The Context Realm is the area adjacent to the roadway and is entirely within private property. The Context Realm is important because it defines the “look and feel” of the area. Almost entirely dictated by building form, this realm can differ considerably between urban, suburban and rural context zones. The Context Realm seeks to describe the character and activities associated with the adjacent buildings and businesses and the configuration of the roadway and its parkway. A key concept is the compatibility between the thoroughfare and its context, both physically and operationally (Section 3.3.1).



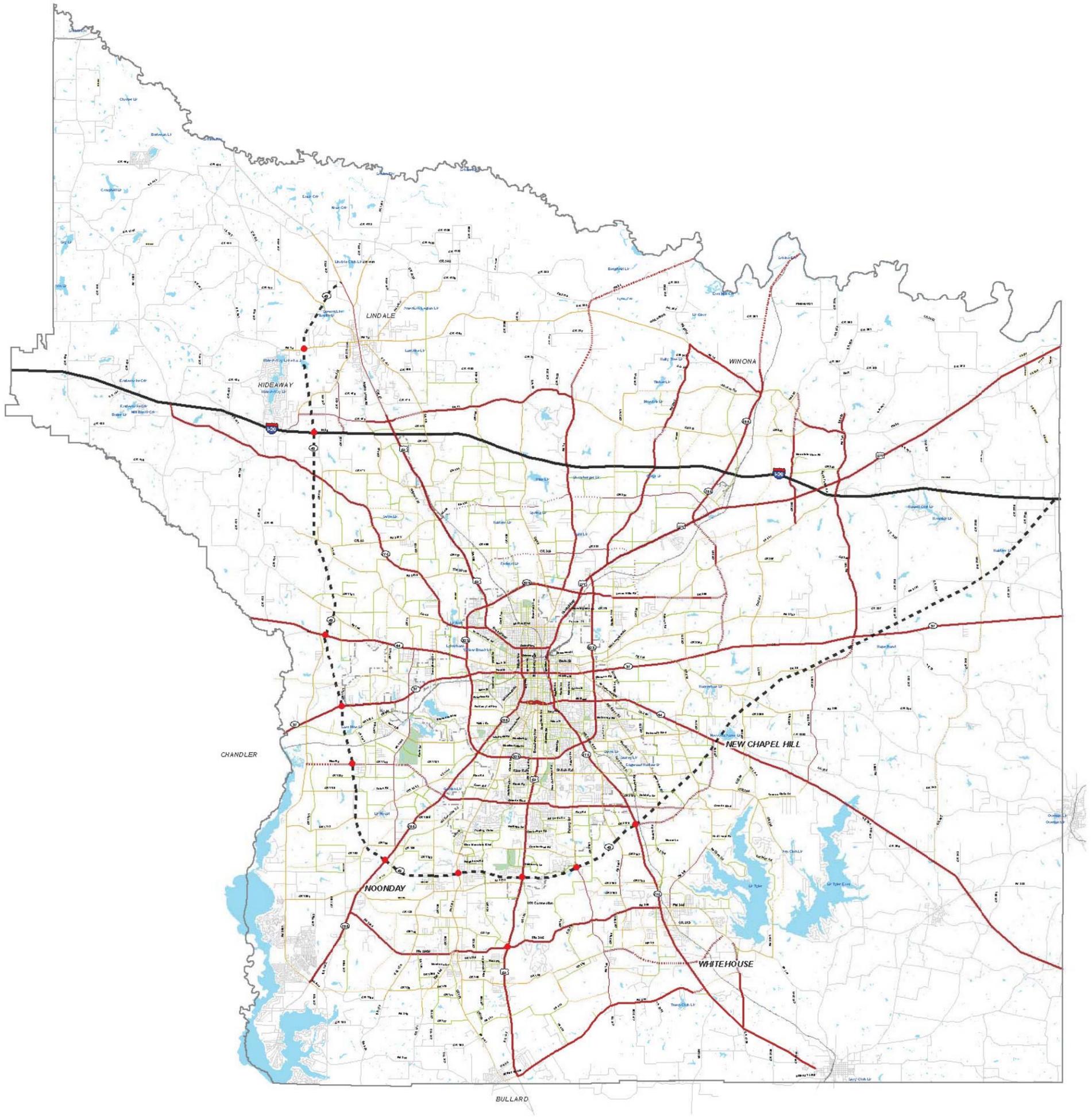
CHAPTER 4: 2012 MASTER STREET PLAN (MSP)

4.1 THOROUGHFARE PLAN

The 2012 MSP represents an update to greater Tyler area MSP plan as previously published in 2005. The resulting thoroughfare plan utilizes prior MSP's conventional hierarchical nomenclature including Major Arterials, Minor Arterials, and Collectors throughout Smith County. Where needed, roadways were realigned, removed, or reclassified to ensure consistency with past planning studies and noted community concerns as defined in **Chapter 2** of this document. Utilizing the Complete Streets System, as discussed in **Chapter 3**, roadway classifications were further evaluated based on designated right-of-way and context. The resulting thoroughfare plan and base map for the 2012 MSP is provided.

It should be noted that the functional classification process is not an exact science. Areas of overlap exist between design guidelines and in classifying roadways as arterial, collector or local streets. Determining the predominant function of a roadway involves performing surveys of traffic origin destination patterns on each link of roadway and therefore engineering judgment based on experience must play an important role in making design decisions regarding functional classification. As a result most design guidelines have overlapping ranges allowing flexibility in choosing the most appropriate road design within the determined functional classification. (FHWA, Flexibility in Highway Design, Chapter 3).

As growth and development continues to occur, roadway traffic patterns and function may change over time. As a result a community's functional classification system should be updated at least every five years to ensure that its functional classification accurately reflects current and projected conditions.

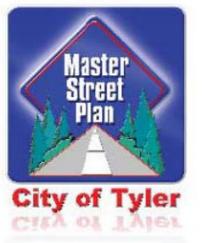


Legend

- | | | | |
|--|--------------------|--|---------------------|
| | Freeway | | Parks |
| | Major Arterial | | Railroad |
| | Minor Arterial | | Existing Reservoirs |
| | Collector | | Tyler City Boundary |
| | Proposed Collector | | Full Interchanges |
| | New Road | | |



1 inch = 6,000 feet



Last updated: 09-12-12

FIGURE 13-TYLER MASTER STREET PLAN MAP

4.1.1 THOROUGHFARE PLAN SUMMARY

Within the proposed Master Street Plan, Interstate 20 is currently the only freeway facility in the study area. Under current construction is Toll 49 which when completed provides additional toll/freeway access for increased north-south and east-west connectivity. The Toll 49 extension to Longview is provided as reference on the 2012 MSP, but is not intended to reflect actual alignment given its exact location is currently still being studied by TxDOT. However, upon its completion final alignment is to be incorporated into the 2012 MSP and all following updates.

The major arterial system in Tyler forms the backbone of the transportation system and creates a “hub and spoke” type system, with major arterials radiating in all directions from the central downtown area. Loop 323 forms a central ring around the central part of Tyler, with major arterials radiating outwards, including US 69, US 271, SH 31, SH 64, SH 110, and SH 155, as illustrated in Figure 2-9. In south Tyler, additional east-west major arterials include Grande Boulevard and SH 346 far south near the ETJ boundary. In east Tyler, new major arterial facilities are proposed in a north-south direction. While this area is primarily rural in nature, as development occurs and the area becomes urbanized, new major arterials will be needed to facilitate traffic movement and provide access to major destinations.

Minor arterials in north Tyler include Broadway Avenue north of Front Street, Lavender Road, FM 2015, Old Longview Road and FM 2767. Minor arterials in south Tyler include Shiloh Road, Rice Road and its extension to the west, Rhones Quarter Road, Old Omen Road and its extension through New Chapel Hill, Cumberland Road, Paluxy Drive, FM 848, FM 2493, Lake Placid Drive and Spur 364. Examples of collectors in the south part of town include Rieck Road, Old Bullard Road and Hollytree Drive. Collectors in the north part of town include Texas College Road, Fair Park Drive and Bonner Avenue.

Existing roadway design standards are contained in the City of Tyler’s Subdivision Regulations and should be modified based on the results of this update. Subdivision regulations include roadway design criteria and cross sectional elements for arterials, collectors and local streets. Similar standards should also be incorporated for design and roadways classifications identified within the additional areas of context as identified in the following section of this document. Provided standards should specify the total roadway widths and number of travel lanes by functional classification, including the width of travel lanes and right-of way requirements. The design standards for state-maintained highways, such as freeways, US and state highways, and Farm-to-Market (FM) roads are included in the Highway Design Division Operations and Procedures Manual, published by the Texas Department of Transportation (TxDOT), and should also be incorporated within related policies.

4.2 BICYCLE FACILITIES

The development of the Master Street Plan included identification of appropriate locations for on-street bicycle facilities as summarized in *Article V of the City of Tyler's Unified Development Code*. City of Tyler staff met with members of the local bicycling community to identify desired bicycle routes. In addition, connections were made to the proposed off-street trail system identified in the Tyler Regional Trail Plan (RTP). Minor arterial and collector facilities designated for development with on-street bicycle facilities were identified. The proposed on-street bicycle facilities, as shown in the figure below, also provide connections from the urban area roadway system to roadways in rural areas that are already sufficient for accommodating bicyclists. Higher classification roadways in rural areas typically have wide paved shoulders which accommodate bicyclists, even though they are not specifically designated as bicycle routes.



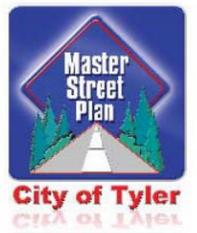
Legend

-  MSP Roads
-  Off Road Trails
-  On Road Facilities
-  Parks
-  Railroad
-  Existing Reservoir
-  Tyler City Boundary
-  Fill Interchanges



1 inch = 6,000 feet

Bicycle and Trail Plan



Last updated: 09-12-12

FIGURE 14-TYLER BICYCLE AND TRAIL MAP

4.3 PROPOSED ROADWAY CROSS SECTIONS

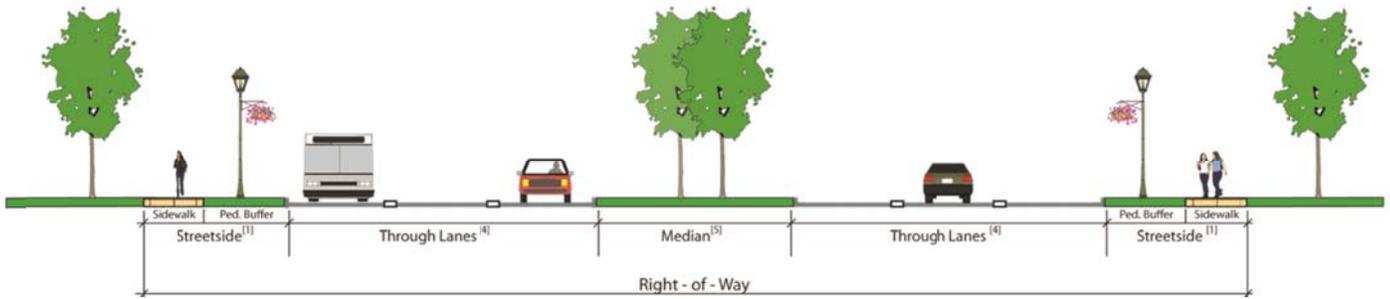
Recognizing the need of a roadway to change as it traverses areas that range from urban to rural environments; the 2012 MSP further refines the roadway classifications. Four sub-classifications, as defined by area context, provide for greatest flexibility in roadway design and are summarized in the table below.

Context Area	Roadway Classifications
Urban Core	<ul style="list-style-type: none"> Urban Major Arterial Urban Minor Arterial General Urban Collector
General Urban	<ul style="list-style-type: none"> General Urban Major Arterial General Urban Minor Arterial General Urban Collector
Suburban	<ul style="list-style-type: none"> Suburban Major Arterial Suburban Minor Arterial Suburban Collector
Rural	<ul style="list-style-type: none"> Rural Major Arterial Rural Minor Arterial Rural Collector

FIGURE 15-CONTEXT FUNCTIONAL CLASSS RELATIONSHIP TABLE

Within each context area, a different set of design criteria are specified for each roadway classification as highlighted above. The following exhibits represent the proposed 2012 MSP cross sections. The tables associated with each cross section show how flexible design elements can be used to tailor each roadway to their appropriate context.

Major Arterial



Pedestrian Realm	Urban Core	Urban	Suburban
Recommended Street side Width			
Recommended Sidewalk Width	4' - 5'	4' - 5'	4' - 5'
Recommended Pedestrian Buffer Width	6' - 8.5'	5' - 6'	6' - 9'
Travel Way Realm			
Recommended Travel Way Width			
Design Speed	50+	50+	50+
Number of Through Lanes	4	6	6
Lane Width	11' - 12'	11' - 12'	11' - 13'
Roadway Curb & Gutter Standard	1.5'	1.5'	1.5'
Street Accessory Elements			
Recommended Accessory Elements Widths			
Median Width	16' - 18'	18'	16' - 20'
Median Curb & Gutter Standard	0'; 2.5'	0'; 2.5'	0'; 2.5'
On-Street Parking Width	-	-	-
Capacity			
Bike Lanes (minimum)	-	-	-
Ranges - Right-of-Way (ROW)	90 - 115	110 - 130	110 - 130

[1] Street side includes the sidewalk and buffer; additional curb and gutter are considered part of the travel way and an extension of outer travel lanes.

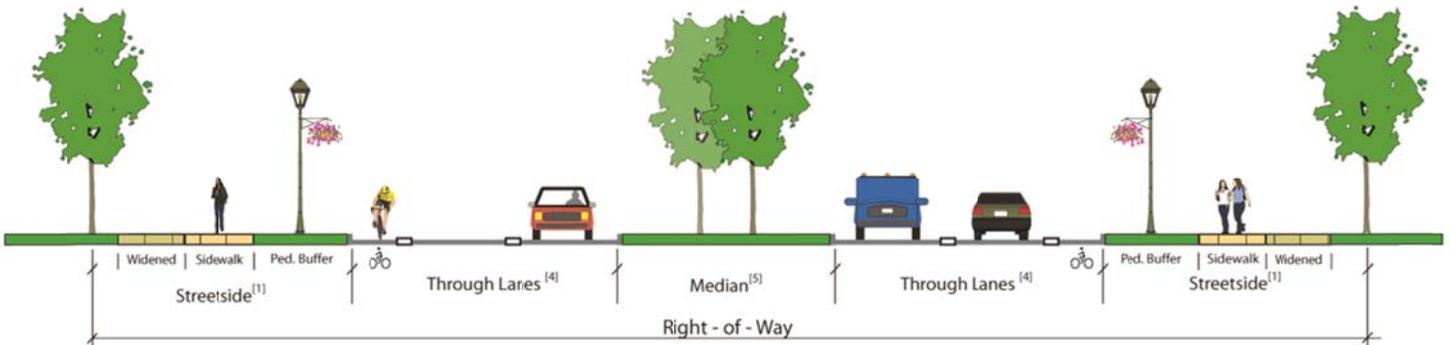
[2] Minimum sidewalk widths must be at least 4' in width as provided in the Tyler area 2010 Pedestrian Access Study, except where the sidewalk is tied to the curb. In those cases, it needs to be 5'.

[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffers can have tree wells.

[4] Number of through lanes for thoroughfares are identified on the MSP Map.

[5] Raised medians identified by additional 2.5' curb & gutter treatment.

Minor Arterial



Pedestrian Realm	Urban Core	Urban	Suburban
Recommended Street side Width			
Recommended Sidewalk Width	4' - 5'	4' - 5'	4' - 5'
Recommended Pedestrian Buffer Width	6' - 8.5'	5' - 6'	6' - 9'
Travel Way Realm			
Recommended Travel Way Width			
Design Speed	50 ⁺	50 ⁺	50 ⁺
Number of Through Lanes	4	6	6
Lane Width	11' - 12'	11' - 12'	11' - 13'
Roadway Curb & Gutter Standard	1.5'	1.5'	1.5'
Street Accessory Elements			
Recommended Accessory Elements Widths			
Median Width	16' - 18'	18'	16' - 20'
Median Curb & Gutter Standard	0'; 2.5'	0'; 2.5'	0'; 2.5'
On-Street Parking Width	-	-	-
Capacity			
Bike Lanes (minimum)	-	-	-
Ranges - Right-of-Way (ROW)	90 - 115	110 - 130	110 - 130

[1] Street side includes the sidewalk and buffer; additional curb and gutter are considered part of the travel way and an extension of outer travel lanes.

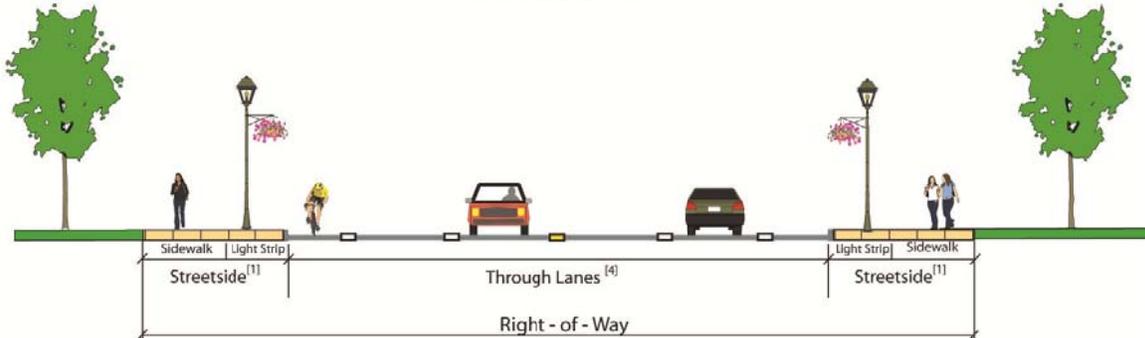
[2] Minimum sidewalk widths must be at least 4' in width as provided in the Tyler area 2010 Pedestrian Access Study, except where the sidewalk is tied to the curb. In those cases, it needs to be 5'.

[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffers can have tree wells.

[4] Number of through lanes for thoroughfares are identified on the MSP Map.

[5] Raised medians identified by additional 2.5' curb & gutter treatment.

Collector



Pedestrian Realm	Urban Core	Urban	Suburban
Recommended Street side Width ^[1]			
Recommended Sidewalk Width ^[2]	4' - 5'	4' - 5'	4'-5'
Recommended Pedestrian Buffer Width/Lighting Strip ^[3]	0'; 3'	0'; 3'	6' - 10'
Travel Way Realm			
Recommended Travel Way Width			
Design Speed	20 - 35	20 - 35	20 - 35
Number of Through Lanes ^[4]	4	4	4
Lane Width	11'	11'	11'
Roadway Curb & Gutter Standard	2.5'	2.5'	2.5'
Street Accessory Elements			
Recommended Accessory Elements Widths			
Median Width ^[5]	-	-	-
Median Curb & Gutter Standard	-	-	-
On-Street Parking Width	0'	0'	0'
Bike Lanes (minimum)	0; 5'	0; 5'	0; 5'
Ranges - Right-of-Way (ROW)	60 - 70	60 - 70	60 - 70

[1] Street side includes the sidewalk and buffer; additional curb and gutter are considered part of the travel way and an extension of outer travel lanes.

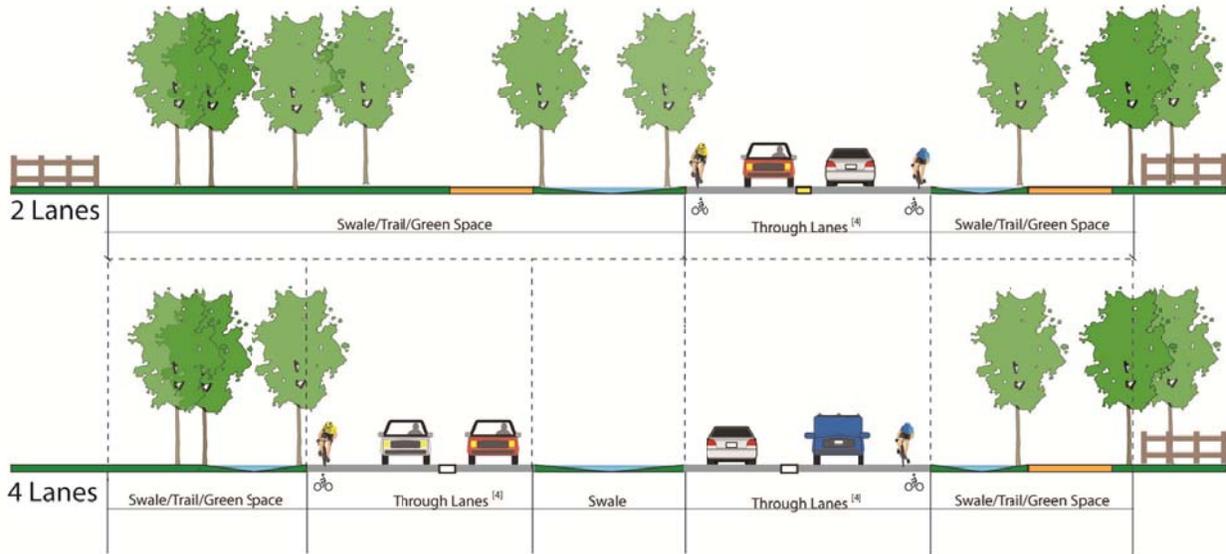
[2] Minimum sidewalk widths must be at least 4' in width as provided in the Tyler area 2010 Pedestrian Access Study, except where the sidewalk is tied to the curb. In those cases, it needs to be 5'.

[3] Urban and Urban Core can adequately accommodate 3' lighting strips; In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffers can have tree wells

[4] Number of through lanes for thoroughfares are identified on the MSP Map.

[5] Raised medians identified by additional 2.5' curb & gutter treatment

Rural



	Major Arterial	Minor Arterial	Collector	
Green Space				
Recommended Street side Width ^[1]		A	B	
Green Space/Buffer/Swale	15' - 25'	14.5' - 27'	15' - 27'	5' - 17'
Multiuse Trail	0'; 10'	0'	0'	0'
Travel Way Realm				
Recommended Travel Way Width				
Design Speed	55 ⁺	45 - 55	45 - 55	30 - 40
Number of Through Lanes ^[4]	4	2 - 4	2 - 4	2 - 4
Lane Width	12'	12'	12'	11' - 12'
Paved Shoulder	6' - 8'	4' - 6'	4' - 6'	2'
Street Accessory Elements				
Recommended Accessory Elements Widths				
Median/Swale Width ^[5]	20'	20'	20'	0'; 12' - 15'
Bike Lanes (minimum) ^[6]	-	-	0'; 5'	0'; 5'
Ranges - Right-of-Way (ROW)	110 - 130	90 - 105	90 - 115	60 - 70

[1] Rural street side include a green space with may be used in combination with or in lieu of a multiuse trail. Multiuse trails provide an off-street, adjacent facility for long distance bikers, hikers or the like.

[2] Minimum sidewalk widths must be at least 5' in width as provided in the Tyler area 2010 Pedestrian Access Study.

[3] In suburban locations, buffer is typically fitted with landscaping such as grass, while in urban locations buffers can have tree wells.

[4] Number of through lanes for thoroughfares are identified on the MSP Map.

[5] Medians/Swale designation provide ample space for responsible roadway expansion from 2 to 4 lane corridors.

[6] Bike lane dimensions may be used in conjunction with travel way's paved shoulder as warranted.

CHAPTER 5 POLICIES

5.1 LEVEL OF SERVICE

Capacity defines the volume of traffic that can be accommodated by a roadway at a specified “level-of-service.” Capacity is affected by various geometric factors including roadway type (e.g. divided or undivided), number of lanes, lane widths, and grades. Level-of-service (LOS), which is a measure of the degree of congestion, ranges from LOS A (free flowing) to LOS F (a congested, forced flow condition). LOS C is considered to be the minimum acceptable level of service for design and evaluation purposes, while LOS D is considered acceptable for long-term planning due to the uncertainty of study assumptions. Due to increasing congestion in many cities, LOS D is gaining acceptance as a level of service for design and evaluation. The City of Tyler is recommending that LOS D be the planning standard for all roadway planning. Capacity ranges at LOS D are defined by facility type and context Type below.

24 Hour Capacity for Divided or One-Way Roads					
Context Type	Freeway	Principal Arterial	Minor Arterial	Collector	Local
Urban Core	16,400	4,600	4,600	3,800	3,800
Urban	17,200	5,400	5,200	4,200	4,200
Suburban	17,800	6,000	5,800	4,600	4,600
Rural	18,400	6,600	6,200	4,800	4,800

24 Hour Capacity for Undivided Roads					
Context Type	Freeway	Principal Arterial	Minor Arterial	Collector	Local
Urban Core	NA	4,200	4,200	3,400	3,400
Urban	NA	5,000	4,800	3,800	3,800
Suburban	NA	5,600	5,200	4,200	4,200
Rural	NA	6,000	5,600	4,400	4,400

FIGURE 21-24 HOUR CAPACITY TABLES

5.2 CONNECTIVITY

Studies have shown that an interconnected street network has wide-reaching benefits that affect transportation, the environment, and overall quality of life. These benefits include:

- Accommodating short “local trips” on local streets
- Providing for direct travel routes
- A reduction in local traffic demand on major roadways (freeways and thoroughfares)
- Providing a framework of streets that supports development patterns
- Encouraging and providing infrastructure for non-vehicular travel modes such as walking and bicycling

- Providing a framework for transit services

The creation of an integrated street network will not be possible if neighborhoods (subdivisions) continue to develop without being required to connect to one another. Throughout the MPO urbanized area, the following should be applied to new subdivisions so that the number of dead-end streets is limited and that opportunities are provided for the creation of an interconnected street network.

- Require all subdivisions smaller than 100 dwelling units to include at least one stub-out street to extend and connect with future streets
- Require all subdivisions larger than 100 dwelling units to include at least two stub-out streets to extend and connect with future streets; more stub-out streets may be required based on the size of the development
- Require new subdivisions to connect to or continue all collector and local streets stubbed to the boundary of an adjacent previously approved but un-built subdivision or existing development

5.3 Street Spacing

In addition to guidelines that require sidewalks, traffic impact analyses, and connections between neighborhoods, overall future street spacing guidelines are recommended. **Figure 21** illustrates the relationship between land use intensity and collector street spacing:

Land Use/Type of Collector Street	Intensity	Access Function	Approximate Street Spacing
Low Intensity Residential	Less than 2 dwelling units per acre	High	3,000 to 6,000 ft apart
Medium Intensity Residential	2 to 4 dwelling units per acre	High	1,500 to 3,000 ft apart
High Intensity Residential	More than 4 dwelling units per acre	High	750 to 1,500 ft apart
Activity Center	n/a		750 to 1,500 ft apart

FIGURE 22-STREET SPACING CRITERIA

APPENDIX A: PAST PLAN SUMMARY REVIEW

PAST TRANSPORTATION PLANNING RELATED ISSUES:

This document serves as an update to the City of Tyler's Master Street Plan (MSP) first adopted in April of 2005. As a visionary document, this Plan establishes the basic blueprint for responsible street cross section design standards as well as identifies where such recommendations are best suited within the study area's greater network. The purpose of the Master Street plan (MSP) is to provide the functional street classification for which future roadways will be developed and existing roadways modified.

2005 MSP objectives include:

- 1) Preservation of adequate rights-of-way for future long-range transportation improvements.
- 2) Recognize and designate the major streets that will likely require improvements
- 3) Minimize amount of Land required for street and highway purposes
- 4) Identify the functional role that each street should be designed to serve in order to promote and maintain the stability of traffic and land use patterns
- 5) Identify where arterial and collector streets are anticipated to be built
- 6) Ensure continuity of thoroughfare system and connectivity between existing developments
- 7) Maximize mobility while minimizing the negative impacts of street widening and construction on neighborhood areas and the overall community by recognizing where future improvements may be needed and incorporating thoroughfare needs
- 8) Determine priorities via City's Capital Improvements Program (CIP).

The stated objectives are intended to coincide and further direct additional planning efforts within the region. Relevant plans taken into account in shaping this transportation study and further refine or redirect stated objectives include:

- **Tyler 21- Adopted in 2007**

- Study Area: Tyler Urbanized Area which includes member cities of Nooday, New Chapel Hill, Whitehouse, Hideaway, and Lindale.
- Represents the City of Tyler's 20-year comprehensive plan which documents the general vision, goals and objectives for the city's transportation network as well as a variety of other topics including the City's downtown revitalization and historic preservation. This document reflects the increased desire of the community to establish a multimodal transportation network that reduces dependence on vehicular travel while encouraging context sensitive roadway designs further

enhancing the networks aesthetic appeal and functionality of roadway. Related guiding principals include:

- Provide continuous bicycle and pedestrian routes and trails that connect city destinations
- Preserve potential new transportation corridors and work with regional partners to support efficient transportation throughout East Texas.

- **Tyler Area Metropolitan Transportation Plan (MTP) 2009- 2035 – Adopted December 2009**

- Study Area: Tyler Urbanized Area which includes member cities of Nooday, New Chapel Hill, Whitehouse, Hideaway, and Lindale.
- The Metropolitan Transportation Plan was developed in conjunction with the 2005 MSP and is intended to highlight the specific transportation projects pertinent to the success of the greater transportation network. This Plan was produced to address the issue of street utilization (congested roadway vs. under-utilized roadways) as highlighted in the Tyler 21 Report and evaluated within the MPT via a 4-step Regional Demand Model Process. Both short-term 2012 and longer term committed project were identified.

- **Tyler Regional Trail Plan (RTP) – Adopted in 2009; Amended and Revised in 2011.**

- Study Area: Tyler Urbanized Area which includes member cities of Nooday, New Chapel Hill, Whitehouse, Hideaway, and Lindale.
- Works to identify a system of interconnected trails and open spaces which not only enhance the regions recreational opportunities, but also seconds as an alternative transportation system for non-motorized vehicle – bicyclist and walkers. As a long term planning document, the Regional Trail Plan identifies key areas where trails are anticipated to be most successful and, acting as a tool, provides a framework for implementation by local municipalities affected by certain corridor recommendations.

Like the MSP, the RTP provides a hierarchy of eight (8) trail types which include Gateways, Primary, Secondary, Neighborhood/Interpretive, Conservation/Interpretive, Equestrian, All Terrain Vehicles, and High Speed Hike & Bike corridors. All cross sections are proposed with the intent of responsible implementation and design standards that minimize the amount of adverse impact on the surrounding environment by including the preservation and use of native vegetation, meandering trail lines with scenic views, uniformed signage standards and lighting fixtures only where appropriate. The report also identifies key project

areas where proposed trail classifications should be implemented as summarized in **Appendix X (See page 19 of my Existing Doc Write-up)**.

- **Pedestrian Access Study – Adopted in 2010**
 - City of Tyler, Texas
 - Recognizing the importance of continued community interaction, the plan seeks to enhance the pedestrian experience via improved pedestrian networks, increased accessibility to transit stops, and enhanced connectivity between schools, parks as well as other residential amenities within the pedestrian network. Needed improvement included:
 - Improved sidewalks and related sidewalk amenities (lighting, shading and water fountains)
 - Improved Access round the Medical District
 - Enhanced security features such as lighting, painted crossing, pedestrian buffers or “setbacks, and adequately timed crossing signals.
 - Better connection between major employers, attractions and recreational activities
 - Consideration of pedestrian traffic during rush hour traffic (i.e. bus stop locations).

During the implementation or development of the pedestrian network, the Plan also provides that the following elements also be considered:

- Sidewalks widths at a proposed minimum of 5’. Wider sidewalks – 14’ – appropriate in commercial or mixed-use corridors
- All signage and environmental enhancements built to the human scale of a “comfortable height-to-width ratios” of 1:3 and 1:2 “as measured from building fronts or large trees” (P.32).
- Low-intensity pedestrian lighting
- Shading to be provided in coordination with City of Tyler Parks Department five (5) year tree planting plan. Street trees “planted on 40’-50’ centers” to create a “canopy effect” (P. 32).
- Street furniture and public art to be located along routes
- Safe crossings at arterial roadways established
- Way finding provided at key intersections along points. Geocaching – a high-tech treasure hunting game – proposed as possible outcome of increased signage.
- Enhanced traffic calming devices where increased pedestrian traffic exist. Woonerfs – “where pedestrians and cyclists have legal priority over motorist” was provided as a possible solution (P. 34).

FINDINGS:

Given the 2005 MSP was adopted well before any of the provided documents were ever drafted, it is only natural that the ideas, tactics and related projects differ from the current MSP. However, as expected there is a high degree of overlap between the reviewed documents given the desired intent that these documents not only relate to each other, but also build off one another in terms of desired infrastructure and general vision to the overall planning area. Although the intent and general focus of each planning document vary, consensus for system improvement include:

- 1) Preserve community character and improve system functionality based on roadway context.
- 2) Enhance Network Connectivity for minor (local roads and neighborhoods) and major roadway networks
- 3) Develop a safe and highly connected network of bicycle facilities
- 4) Reduce congestion and improve thoroughfare movement for east-west corridors (MPO 2035), southern arterials (Tyler 21), as well as traffic congestion points along Broadway and Loop 323.
- 5) Improve pedestrian facilities via improved sidewalk/trail conditions and associated amenities.
- 6) Improve transit service by increasing probably access points and headway timings of existing transit service

Using this review as a basis of the 2011 MSP update, there are a number of areas in which the current, 2005 MSP, can be strengthened to incorporate those ideas reflected in the documents reviewed. The following provide a preliminary list of recommendations for areas of improvement within the 2011 MSP update. These recommendations are not final and are expected to mature through the MSP update planning process.

- Street Hierarchy – A Context Sensitive Design: Current 2005 MSP cross sections are based on traditional traffic planning measure that account for both access and mobility. Although this approach is sound, it maintains a “one size fits all” assumption where a proposed residential collector is the same regardless if the traffic it is serving is more rural or urban in context.
- Plan Alignment – A Standardization of Nomenclature: With the development of multiple plans comes the development of multiple terms, definitions and interpretations of the two. Where street hierarchy is defined, it is important that how it is defined and where it is geographically assigned is aligned with the intent existing documents, such as the MTP 2035.
- Plan Incorporation – An Incorporation of Past Plan Recommendation: All plans provided in this summary have been adopted by the City of Tyler and are

considered active, and hence, implementable plans. As such, it is imperative that the 2011 MSP Updated properly incorporate recommendation to fully enhance and build upon the transportation network (i.e. Regional Trail Plan and Pedestrian Access Study).