

CITY OF DALLAS

THOROUGHFARE PLAN



*DEPARTMENT OF TRANSPORTATION
CITY HALL, ROOM L1B5
DALLAS, TX 75201
214/670-4038*

CITY OF DALLAS
THOROUGHFARE PLAN



DEPARTMENT OF TRANSPORTATION
CITY HALL, ROOM LIBS
DALLAS, TX 75201
214/670-4038

Updated: June, 1993

ORDINANCE NO. 20860

An ordinance incorporating all previous amendments to, and providing the reorganization of, THOROUGHFARE PLAN - CITY OF DALLAS TEXAS (ORDINANCE NO. 15277), a long range plan for improving the flow of traffic throughout the City of Dallas; providing for the classification of various types of roadways and their minimum standards; providing for a description of designated routes, existing and projected, of the various roadways providing a roadway map; providing for its review and amendments; providing a severability clause; and providing an effective date.

WHEREAS, fourteen years have passed since the last adoption a comprehensive Thoroughfare Plan for the City; and

WHEREAS, the City's growth since 1976 has made a comprehensive overhaul of the Thoroughfare Plan necessary due to an increased demand upon the City's transportation system; and

WHEREAS, the city council authorized the city manager to develop a new Thoroughfare Plan on July 23, 1986; and

WHEREAS, the city plan commission and the city council, in accordance with the provisions of the Charter of the City of Dallas, applicable ordinances of the City have given the required notices and have held the required public hearings to amend the Thoroughfare Plan; and

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WHEREAS, the city council finds that it is in the public interest to adopt the new Thoroughfare Plan; Now therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the city council hereby adopts the Thoroughfare Plan that is attached to and made a part of this ordinance for all purposes, which plan classifies the various roadways and prescribes minimum standards for each type of roadway, together with the map showing the Thoroughfare Plan of present roadways, projected roadways, and the character of roadways throughout the City of Dallas. In the event of a conflict the text of the plan and the map, the text controls.

SECTION 2. That this plan shall be known and may be cited as THOROUGHFARE PLAN - CITY OF DALLAS, TEXAS.

SECTION 3. That it is hereby declared to be the intent and purpose of the city council in enacting this ordinance that:

- (1) the plan and standards specified in this ordinance for the designation and improvement of roadways throughout the City of Dallas must be used and adhered to in the improvement, development, extension, and creation of existing and new roadways;
- (2) the final alignment and improvement standards of any designated roadway must be determined by application of and in compliance with current engineering criteria as approved by the director of public works; and

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(3) the required rights-of way must be dedicated to the City of Dallas when a tract of land that includes all or any portion of a designated roadway is being platted or replatted, or when an existing plat for such a tract is being amended or corrected.

SECTION 4. That the director of transportation shall revise the map of the plan if necessary to accurately reflect the text of the plan and shall provide the city secretary with the revised map.

SECTION 5. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of CHAPTER 1 of the Dallas City Code, as amended.

SECTION 6. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FROM:

ANALESIE MUNCY, City Attorney

By Chris Bowers
Assistant City Attorney

Passed JAN 23 1991

0686N

CITY OF DALLAS
THOROUGHFARE PLAN



DEPARTMENT OF TRANSPORTATION

CITY HALL, ROOM LIBS
DALLAS, TX 75201
214/670-4038

Revised: May 12, 1993

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EXECUTIVE SUMMARY

INTRODUCTION

The City of Dallas Thoroughfare Plan has not been comprehensively reviewed and updated on a city wide basis since it was adopted by the City Council in 1965. This 25-year period has been one of dramatic growth, development, and change in the economic, physical, and political fabric of the City.

Need for Re-evaluation of the Plan

Not only has the City of Dallas changed dramatically in the 25-years since the last comprehensive evaluation of the Thoroughfare Plan, but there have, also, been a number of trends that were not anticipated at that time. The 1965 Plan did not fully anticipate certain land use patterns, including the development of urban and suburban centers, rapid growth in the suburbs, development of the exurbs, and the stabilization of inner city neighborhoods. As a result of the Planning Policies in 1984, it became clear that maintaining mobility through an adequate system of thoroughfares was essential to insure the future development and vitality of the City, its economic base, and the quality of life of its citizens. In July 1986, Council Resolution #862332 authorized the City Manager to develop and prepare a new Thoroughfare Plan.

Purpose of the Plan

The legal requirements for the Thoroughfare Plan are governed by the City Charter and the Development Code. Administratively, the Thoroughfare Plan serves a number of functions. It is the blueprint that establishes terminology, standards, and general principles, and guides decision-making for all aspects of roadway planning, funding, construction, reconstruction, operation, and maintenance. It, also, serves as a long-range tool to identify 20-year needs in urbanized areas and establishes an appropriate roadway pattern for undeveloped areas.

Historical Perspective

The history of thoroughfare planning at the City of Dallas probably began with the Kessler Plan in 1911, and continued with Ulrickson Plan in 1927, the Harland Bartholomew Plan in 1943, the Master Plan Committee report in 1957, and the first Thoroughfare Plan adopted by ordinance in 1965.

Geographic Area Concerns

Like other major cities, Dallas has experienced several different phases of development since its beginnings in the mid-1800s. The character of development may be significantly different from one part of the City to another depending on when the area developed and the popular land development trends of that era. It is to be expected that in a city of almost 400 square miles that different communities in Dallas would have different views of transportation planning and priorities for improving mobility.

The inner-city neighborhoods, developed in the early part of the 20th century were designed on a dense grid during the last 30-40 years, new neighborhoods developed around a one-mile grid of arterial streets. The problems described at community meetings have been as diverse as the neighborhoods themselves. However, one cohesive principle has been that neighborhoods should not be sacrificed by widening road for the sake of mobility. Improvements should be focused on the arterial street with emphasis on traffic management techniques for moving traffic around neighborhoods and managing traffic within them.

Construction versus Management

In its simplest term, the traditional approach taken by transportation planners to solve existing and forecast transportation deficiencies has been to recommend the expansion of the system to accommodate the growing automobile demand.

In recent years, however, several factors have brought about a nationwide shift from the traditional approach to capacity problems. This shift toward conservation of financial, energy, and environmental resources has resulted in new management and efficiency ethic which emphasizes cost-effective, short-range, service-oriented, solutions to transportation problems and recognizes the validity of mass transit, bicycling, and walking as alternatives to the automobile.

The transportation planning process in Dallas, as in many other urban areas, reflects a persistent tension between the traditional long-range, facility-oriented approach to solving transportation problems and the recent shorter-range, service-oriented approach. It is within this context of competing transportation planning philosophies that the new Thoroughfare Plan for Dallas has been formulated. The development of this plan recognizes the validity of each transportation planning viewpoint in terms of practical application to solving Dallas' problems. The new plan recognizes that some capacity deficiency problems can only be solved with new construction, while others must be solved with TSM-type improvements.

Focus of Transportation Planning for the 1990's:

Freeways -- the highway department plans to widen or rebuild seven critical freeway corridors in Dallas in the next 10-15 years. The next five years will be critical to the development of a community consensus of these freeways.

Regional Arterials – fourteen arterial corridors have been identified for coordinated application of traffic management measures. These thoroughfares carry high traffic volumes, serve major traffic generators, and have the potential to provide a relief for the freeway.

Critical Intersections -- intersections have been identified that have capacity deficiencies and/or safety related problems. These intersections require detailed evaluation to determine appropriate mitigation measures.

Flood Plains – several proposed roadways that cross various flood plains have significant cost and environmental implications. Further examination of the need for these roadways is appropriate.

FRAMEWORK

The four elements that form the framework for the Thoroughfare Plan are as follows:

- (1) Goals and Policies
- (2) Functional Classifications
- (3) Dimensional Classifications
- (4) Maps and Listings

GOALS AND POLICIES

The ultimate goal of the Thoroughfare Plan is to improve the quality of life in the City by assuring safe, efficient, and convenient access to community resources. This is accomplished through the provision of a street system at the lowest possible cost consistent with the protection of the health, safety, and general welfare of the community.

The goals, objectives, and policies for the Thoroughfare Plan were drawn from the 1983 Planning Policies, as well as concerns expressed by the Citizens' Advisory Committee, and comments from town hall and neighborhood meetings held at the beginning of the process.

Three basic goals form the foundation for the objectives and policies that will guide the development and implementation of the Thoroughfare Plan:

Mobility/Safety - The opportunity for all citizens to travel safely, conveniently, and quickly to any part of the City.

Quality --The protection and enhancement of the urban environment.

Efficiency --The ability to use transportation resources effectively and efficiently.

It is inherent in the application of these to a specific street that all of the goals cannot be equally achieved. When determining the proper plan designations, and subsequently making decisions regarding design/construction, operation, and maintenance of the street, factors such as historical context and community value must be carefully examined to establish the proper weight for each goal when they are in conflict.

FUNCTIONAL CLASSIFICATION

Functional classification is the process by which streets are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this is the recognition that individual roads and streets do not serve travel independently. Since most travel involves movement through a network of roads, it is necessary to determine how travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by identifying the part that any particular road will play in serving the flow of trips through a street network. The basic functional classes are as follows:

- Arterial Streets – Arterial streets provide the links between areas of the cities. They typically define neighborhoods and serve the main function of movement from one part of the city to another.
- Collector Streets – Collector streets provide the links between the local streets and arterials. They penetrate neighborhoods and serve the function of collecting or distributing traffic between the arterial and local streets.
- Local Street -- Local streets are usually contained within a neighborhood and provide access to adjacent property which is the origin or destination of every trip. The local streets serve the function of internal circulation for all types of development.

DIMENSIONL CLASSIFICATION

Dimensional classification establishes the basic physical dimensions of a thoroughfare, including the number of lanes, right-of-way width, and pavement width. The dimensional classification that is applied to a road determines the design configuration for the road when it is funded for construction or reconstruction. The plan contains four dimensional classification categories: (1) standard, (2) minimum, (3) existing, and (4) special roadway sections:

- Standard Roadway Sections -- Standard roadway sections are based on desirable criteria as defined by current state-of-the-art in transportation engineering. The standard sections should be used in all newly developed areas, and wherever possible, in existing areas.
- Minimum Roadway Sections -- Minimum roadway sections are based on desirable criteria as defined by current state-of-the-art in transportation engineering. The standard sections should be used in all newly developed areas, and wherever possible, on existing areas.
- Existing Roadway Sections -- Thoroughfares that do not meet the dimensional requirements of the standard or minimum roadway sections may be retained with their existing pavement and right-of-way width if no change is desirable due to community concerns or physical constraints.
- Special Roadway Sections -- Special roadway sections are defined on a case-by-case basis when a unique design is needed that does not fit within either the standard or minimum categories. Circumstances warranting a special roadway section might include a five-lane roadway, one-way streets, or other types of alternatives.

MAPS AND LISTINGS

A map of the new Thoroughfare Plan and the specific street segment listings for the Thoroughfare Plan are found in the final section of this report. Streets are listed alphabetically with the limits of the street segment, the proposed functional and dimensional classifications, the existing cross sections, and the old plan designation.

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1 BACKGROUND

1.1 INTRODUCTION

1.1.1 Need for Reevaluation of the Plan

The City of Dallas Thoroughfare Plan has not been comprehensively reviewed and updated on a city wide basis since it was adopted by the City Council in 1965. This 25-year period has been one of dramatic growth, development, and change in the economic, physical, and political fabric of the City.

The 1965 Plan did not fully anticipate several important trends that have played a critical role in shaping land over the past two decades:

Urban and Suburban Activity Centers

Although the Central Business District has remained a strong employment center, there has been a trend toward decentralization of employment to urban and suburban activity centers such as the Park Central, Preston Center, and Market Center areas. Commercial activity centers put a tremendous strain on the thoroughfare system if the street plan and road improvement schedule are not adjusted to respond to the concentration of development.

Suburban Growth

Residential and commercial development has occurred more rapidly than expected in the northern half of the City and in the surrounding suburbs. The City had lagged behind land development in the construction of thoroughfares to serve this area, but in recent years has caught up. However, since Dallas is a strong employment center, the magnitude of suburban development contributes to congestion on City streets and, especially, on the freeway system.

Stabilization of Inner City Neighborhoods

Dallas has seen a renaissance in many of its inner city communities. Instead of wholesale redevelopment of these areas to higher densities, there has been a strong movement toward the stabilization and renovation of inner city neighborhoods in East Dallas, Oak Lawn, Oak Cliff, and others. The renewed interest in inner city neighborhoods and lifestyles reflects changing community values that are essential to include in the thoroughfare planning process.

In response to the pressure of growth in the early 1980's and a desire to protect and enhance the best features of Dallas, the City Council adopted a set of comprehensive Planning Policies in July 1984. This document contains over 140 policies which are intended to guide the development of the City in the areas of transportation, housing and neighborhoods, development standards, and public infrastructure. One of these policies specifically calls for the preparation of "a citywide growth policy plan, which generally defines growth centers, stable areas and redevelopment areas, as well as the major transportation infrastructure improvements needed to support the plan," see Appendix A.

In July 1986, the City Council acknowledged that maintaining mobility through an adequate system of thoroughfares is essential to insure the future development and vitality of the City, its economic base, and the quality of life of its citizens. Council Resolution #862332 authorized the City Manager to develop and prepare a new Thoroughfare Plan.

1.1.2 Purpose of the Plan

The legal requirements for the Thoroughfare Plan are governed by the City Charter and the Development Code (see Appendix B). The Thoroughfare Plan is specifically addressed in Chapter 15, Section 8 in the City Charter which states that the City Council will adopt a Thoroughfare Plan by ordinance and that any change in that ordinance requires a public hearing, and notification of all property owners within 200 feet of the area of the proposed change. The Development Code then adds a requirement that an additional notification and public hearing be held for the City Plan Commission prior to Council consideration.

The City undertakes thoroughfare planning, in general, to fulfill its requirements under the Charter to protect the "...comfort, convenience and welfare of the inhabitants of the city" and to "regulate and control the use, for whatever purpose, of the streets and all other public places" (Chapter 2, Section1).

In practice, the Thoroughfare Plan should be thought of as a blueprint that establishes a set of terminology, standards, and general principles that guide decision-making for all aspects of roadway planning, funding, construction/reconstruction, operation, and maintenance of the City's primary roadway system. Through its adoption, the Council establishes a set of procedures, as well as physical and operational standards that everyone—the single family homeowner, renter, land developer, businessman, elected official, and city or other agency staff person—should use in day to day practice to coordinate the development, operation and maintenance of the thoroughfare system.

As a long-range planning tool, it is intended to identify street needs for the next twenty years within the developed urban area, and to establish a desirable thoroughfare system for undeveloped areas based on anticipated development patterns.

There are a variety of benefits to be derived from thoroughfare planning, but the primary objective is to enable the urban street system to be progressively developed in a manner which will adequately serve anticipated future travel demands while creating a pleasing and efficient urban community. The complexity of the urban environment requires that the thoroughfare plan be compatible with other components of the urban planning and development process (i.e. housing, urban design, land use).

Transportation planning should contribute to the fulfillment of overall community goals, not dictate these goals. If the Thoroughfare Plan and its implementation are responsive to travel needs and reflect community values, then businesses and residents will be able to locate and invest in the City with confidence. They will know how the street system will be operated and that the City is committed to maintaining adequate levels of mobility. Over the long term, the plan will also minimize the cost of building roads and their impact on adjacent properties.

1.1.3 Historical Perspective

The history of thoroughfare planning at the City of Dallas probably began with the Kessler Plan in 1911. George Kessler, a landscape architect, was commissioned to produce a parks and boulevards improvement plan for the City. In his plan, Kessler proposed a system of crosstown boulevards to link his proposed parks and to relieve congestion in the business district by routing traffic around rather than through congested areas. The plan also stressed the need to meet traffic conditions and provide ease of access to residential areas.

In 1927, the Ulrickson Committee produced Dallas' second major plan. In this plan, safety and congestion were major considerations, as well as "a woeful lack of adequate thoroughfares radiating from the heart of the business section to the various residential sections." The first project recommended by the plan was Central Boulevard, later upgraded to Central Expressway.

Administratively, the Thoroughfare Plan serves a number of functions and purposes.

Function:

- Identifies general alignment of thoroughfares.
- Specifies right-of-way requirements and protects it through the platting and building permit processes.
- Specifies basic design elements such as pavement width, parkway width, and median width.
- Identifies the relative importance of thoroughfares and their role in providing mobility.
- Establishes a philosophy for the development on the thoroughfare system on a citywide basis and for particular areas with special concerns.

Purpose:

- To facilitate communication between city staff, elected and appointed officials, and the community.
- To facilitate effective design, operation, and maintenance of the primary road system.
- To assist citizens in making decisions about the location of their home or business and the disposition of property.

In, 1943, the firm of Harland Bartholomew & Associates was hired to prepare a master plan for the City of Dallas. The Bartholomew Plan was the first application of modern transportation planning techniques to Dallas' problems. Existing traffic volumes were depicted on a traffic flow map, and future automobile registration was estimated from past trends. Two of the major aspects of the Bartholomew Plan were the recommendation of a street system having a one-mile grid of major thoroughfares and the emphasis on basic principles of street planning. Among these basic principles was the idea of functional classification of roadways.

Interestingly, the Bartholomew Plan shows the "possible limits of future urbanization" along a line about a mile outside of the current Loop 12. The plan estimated that there might be as many as 220,000 passenger cars in the Dallas area by 1970; in fact there were almost 918,000 vehicles registered in Dallas County in 1970.

The next major plan for thoroughfares was in 1957, when a Master Plan Committee issued its report, "Thoroughfares – A Master Plan Report." This report followed the development of traffic planning techniques by considering population, employment, land use traffic volumes (existing and future), travel times, and trip origins/destinations in a quantitative manner. The 1957 Plan came closer to predicting the growth in the Dallas area from 1957 to 1980 than did the Bartholomew Plan in predicting the growth to 1970. The 1957 Plan underestimated the effect of suburbanization, however, and failed to anticipate the growth of employment along LBJ Freeway and Far North Dallas.

The recommendations of the 1957 Plan reinforced the basic principles that would guide development of the street system for the next three decades:

“...residential neighborhoods would be bounded by major thoroughfares which connect it with other neighborhoods, places of employment and the central business district. Within the neighborhood, secondary thoroughfares are located approximately midway between the major thoroughfares and bisect the neighborhood area in both directions. While secondary thoroughfares have a continuous alignment through the area, the minor streets are curvilinear and discontinuous so as to discourage all traffic except that which may originate or have a destination within the neighborhood.”

It was not until 1965 that the City Council adopted the first official thoroughfare plan for Dallas, “Thoroughfares – A Guide Plan for Streets.” The plan was to serve as a guide for street improvements, be flexible enough to be amended, and be revised periodically. It consisted of three parts: classifications and standards, written descriptions of each thoroughfare route, and a thoroughfare map.

By 1972, there had been 179 amendments to the 1965 Plan, and the Director of Planning issued a report compiling all amendments as a supplement to the plan. In 1976, the City Council directed that the plan be re-edited and published as an inclusive document containing all of the previous adopted revisions. The revised plan was then adopted by the City Council as Ordinance No. 15277.

The present Dallas Thoroughfare Plan has been amended incrementally numerous times in response to changing development patterns and neighborhood issues. The plan which was conceived in 1957 and adopted in 1965, has not had a comprehensive evaluation during the last three decades, yet that period has been one of significant growth, development, and change in the economic and physical fabric of the city.

1.1.4 Geographic Area Concerns

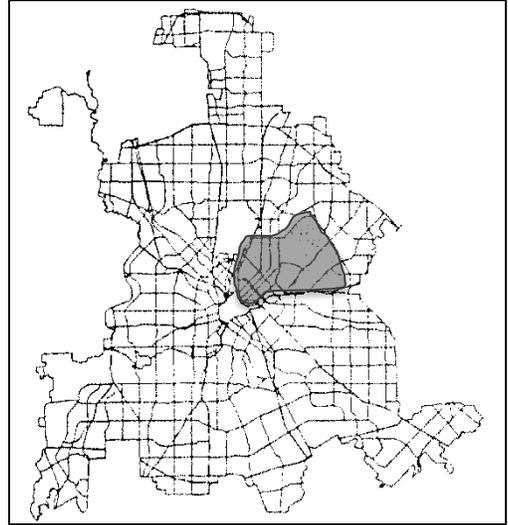
Like other major cities, Dallas has experienced several different phases of development since its beginnings in the mid-1800's. The character of development may be significantly different from one part of the City to another depending on when the area developed and the popular land development trends of that era. It is to be expected that in a city of almost 400 square miles that different communities in Dallas would have different views of transportation planning and priorities for improving mobility.

The inner-city neighborhoods, developed in the early part of the 20th century were designed on a dense grid system. During the latter half of this century, new neighborhoods developed around a one-mile grid of arterial streets. The problems described at community meetings have been as diverse as the neighborhoods themselves. However, one cohesive principle has been that neighborhoods should not be sacrificed by widening roads for the sake of mobility. Traffic management techniques have been emphasized as a key to moving traffic around neighborhoods and managing traffic within them. This section summarizes some of the priorities relevant to specific areas of the City.

East Dallas

East Dallas is generally bounded by North Central Expressway, Mockingbird Lane, Buckner Boulevard and East R.L. Thornton Freeway. It is composed primarily of residential land uses with higher density commercial developments along the North Central Expressway corridor.

The East Dallas community has been particularly concerned about thoroughfare planning for their area; during the last decade, residents have strongly opposed any street widenings. A report issued by the East Dallas Thoroughfare Task Force (1980), a group of business and resident representatives, is a good source of the community's feelings toward thoroughfare planning. Their position is that the existing pavement widths are adequate to serve peak traffic demands generated by residential and commercial development in the community. Major street widenings would only increase the amount of through traffic, disrupt existing business and residential uses, and increase pressures for higher density redevelopment. One of their strongest points of contention is that "focusing" traffic on a few streets, as is done in suburban areas, is inappropriate in older East Dallas. Many feel that spreading traffic out over more streets is more appropriate for handling traffic in east Dallas where a denser grid pattern of roads exist. The Task Force recommended that traffic flow be improved within existing pavement widths by utilizing reversible lanes, better signalization, intersection improvements, better maintenance, management of on-street parking, removal of sight restrictions, and improved public transit. One-way couplet systems were specifically identified as an inappropriate tool for addressing traffic problems.



East Dallas

The Deep Ellum area on the southern edge of East Dallas has been the focus of recent attention because of its potential for redevelopment. While most of the land use has been warehousing and light industrial, the area is attracting a large variety of uses including retail, restaurants, and housing. To encourage the creation of this urban neighborhood, transportation planning has sought to balance roadway capacity needs against the desire to preserve existing buildings. The proposed CBD/Fair Park Link and Canton Street have been identified as the roadways intended to carry through traffic; other streets should primarily provide circulation and access to adjacent properties.

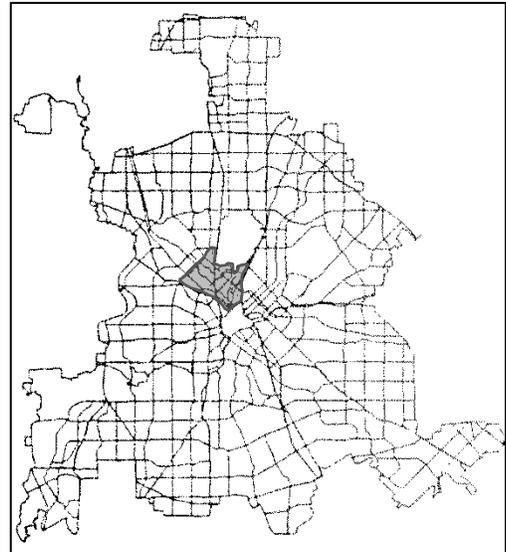
The 1965 Thoroughfare Plan was amended significantly in the 1980's to protect East Dallas from road widenings. A commitment was made early in the development of this plan that no road projects would be proposed that contradict the Council's decisions in recent years. Based on input from community meetings, staff has attempted to translate as directly as possible the current Thoroughfare Plan classifications into the new terminology defined for the Update.

Oak Lawn

Oak Lawn is generally bounded by North Central Expressway, Woodall Rodgers Freeway, Harry Hines, Inwood Road, and the town of Highland Park. Adjacent to Oak Lawn on the west is Love Field Airport. This area probably contains the most varied mix of land uses in the City, containing large industrial and warehousing area, high rise office towers, a municipal airport, and a full range of housing types. Due to the unique and complex character of land uses in this community, the Oak Lawn Plan was formulated and adopted to guide future development.

A strong position is taken through the Oak Lawn Plan regarding the direction of transportation planning for the area. Oak Lawn property owners and residents have clearly stated that they want the widening of existing streets in the Oak Lawn area to be minimal, that great use of public transportation should be promoted, and that transportation systems management strategies such as signal timing, on-street parking removal, and intersection improvement should be employed to the greatest extent possible in addressing any capacity deficiencies in the area. In addition, the planned development ordinance for Oak Lawn encourages developers to reduce parking and implement transportation management plans as a means of reducing vehicular trips.

The Thoroughfare Plan Update has attempted to reiterate the transportation guidelines outlined in the Oak Lawn Plan. As with East Dallas, the Update directly translates the current Thoroughfare Plan designations into the new plan terminology.

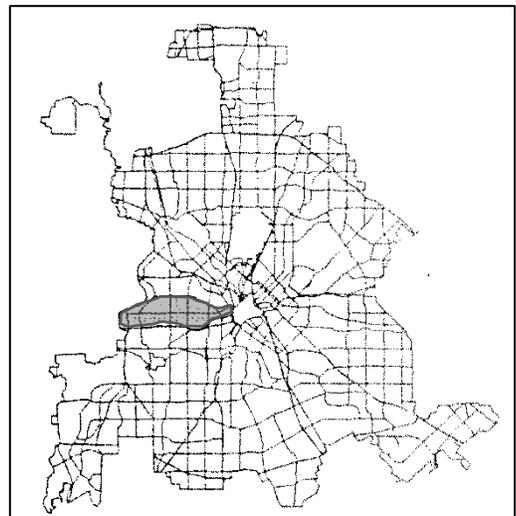


Oak Lawn

West Dallas

West Dallas is bounded by Interstate Highway 30, Walton Walker Boulevard and the Trinity River. This area is currently the focus of economic revitalization efforts aimed at stabilizing the inner-city residential neighborhoods and promoting the creation of new jobs. There are two primary and distinct land uses—industrial/warehouse and residential. The residential element contains a high concentration of single family neighborhoods.

Existing thoroughfares need to be improved to tap the economic potential of West Dallas. Industrial land uses generate a high level of truck traffic that is hard on all types of pavement and requires good design standards to facilitate traffic flow. Unfortunately, industrial traffic is not generally conducive to a quiet neighborhood environment; safety has been identified as a significant concern by community representatives.



West Dallas

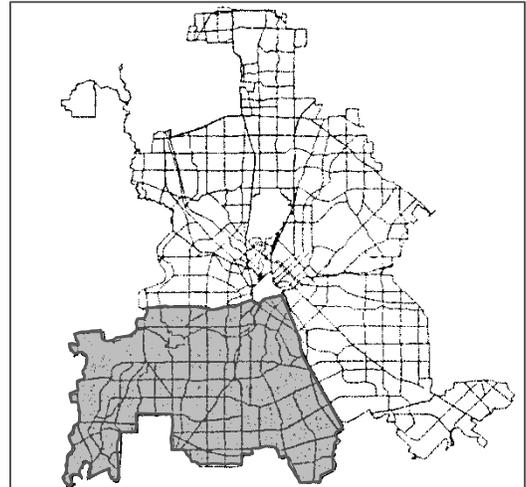
It is important to provide and maintain a well-defined arterial system that focuses business traffic on a few streets where it can be effectively managed. This will help protect the residential communities from through traffic. Singleton Boulevard runs east-west through the heart of this area, and is the key to its mobility; most of Singleton has already been improved to a six-lane, divided standard.

Oak Cliff

This expansive region includes all the Dallas south of the Trinity River and west of Interstate 45 South. Inside Loop 12, the arterial street system is fairly well developed and has substantial excess capacity. The most prominent missing thoroughfare link is the Cockrell Hill/Chalk Hill connection.

The Southwest Dallas Land Use Study (1998) recommended that the Thoroughfare Plan minimize impacts on residential neighborhoods and promote economic development through access improvements. In addition, the study emphasizes that land use development should be coordinated with thoroughfare and transit improvements.

The North Oak Cliff residential areas have stabilized in recent years and many homes are being successfully renovated. Because of its proximity to the downtown area, there is a desire to capitalize on linkages to the CBD and encourage multi-use developments along the Trinity River near the Houston and Jefferson viaducts. Land use densities for such developments should be matched with the available capacity in the thoroughfare system.



Oak Cliff

Retail development has done well in the Redbird area along I-20 Freeway and US Highway 67. In addition, a substantial amount of other commercial development is being actively planned by property owners all along I-20. The Thoroughfare Plan has been amended several times in this area during the 1980's to address the potential for new commercial and residential development (e.g., the Mountain Creek Villages).

South Dallas/Fair Park

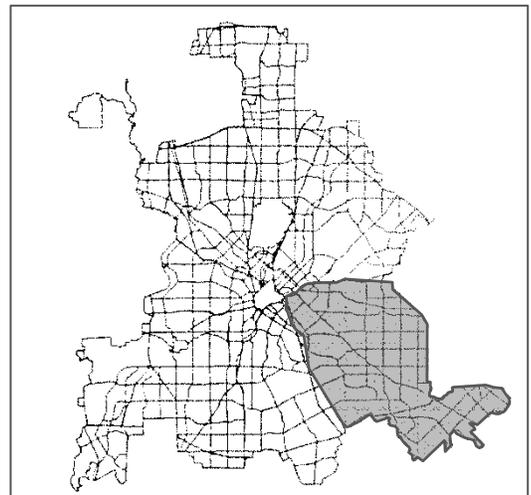
The South Dallas/Fair Park Study identified primarily economic development goals for this area. Most of the thoroughfares are in place and do not require major new construction. Some roads are in need of rehabilitation and may require traffic management strategies once this area redevelops. There is currently a Fair Park Traffic Management Study that is being reviewed by City staff. This plan recommends some significant changes in the major roadway network in and around Fair Park, many of which have been incorporated into the new Plan.

Pleasant Grove

The Pleasant Grove area is for the most part a well-developed residential community. The arterial street system needs to be aggressively maintained and improvements made to substandard roadways (e.g., Military Parkway). The Trinity River crossings that were included in the 1965 plan, but have not been built (Linfield/Elam and Simpson Stuart/Rylie), need further study to determine their relative cost effectiveness and to minimize impacts on the flood plain.

Rylie-Kleberg

The land use and thoroughfare plans that were adopted for the Rylie-Kleberg areas when they were annexed in the early 1980's have been incorporated into the Thoroughfare Plan. Since these areas are still predominantly rural in character, the immediate focus is on the need for construction funds to improve roads (e.g., 1985 Bond projects included Edd Road, Garden Grove, and Kleberg).



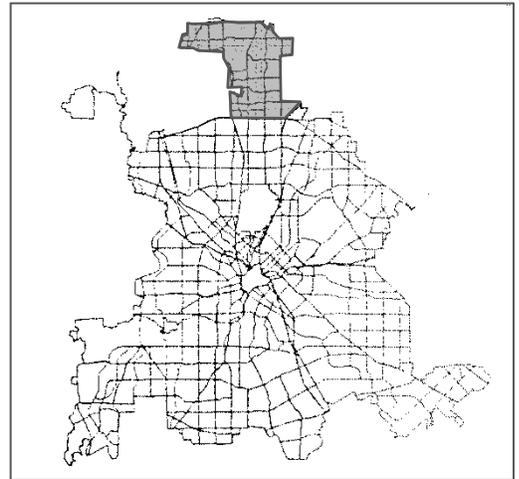
S. Dallas/Fair Park; Pleasant Grove; Rylie/Kleberg

Far North Dallas

Far North Dallas includes all of Dallas north of LBJ Freeway. This area can best be characterized by its rapid growth; it already has a large amount of office and retail development, multi-family and single-family residential housing, and some light industry. The area known as the Parkway Center along the Dallas North Tollway between I-635 and Keller Springs Road is the most intensely developed commercial area outside of downtown.

To a large extent, the thoroughfare system for Far North Dallas area has either been built to standard or is funded for construction. In spite of these efforts, the degree of development density and growth potential is high enough that parts of the thoroughfare system are expected to be inadequate even after it is improved to full standard. To further complicate matters, the area will not be served by a convenient rail transit corridor as part of DART's approved service plan.

Two land use and transportation reports, the Far North Dallas Study (1980) and the Greater Far North Dallas Study (1984), documented the potential traffic problems that will be faced by this area in the years to come. The primary outcome of these studies has been a strategy to focus future commercial development in the Parkway Center area. By encouraging development in this area the City could focus road improvements in a particular area, achieve a higher level of private property owner investment in infrastructure, and achieve efficiencies of scale that would encourage more ridesharing and higher levels of bus transit patronage. The recommendations from the current Parkway Center Study have influenced the proposed thoroughfare designations. Otherwise, the focus of capacity improvements will be geared toward the implementation of transportation management strategies on the principal arterial street system.



Far North Dallas

1.2 PLANNING APPROACH

1.2.1 Traffic Trends

Many of the land use and travel trends that have characterized the last three decades will continue to influence traffic patterns and levels of service in the years to come. The emergence of urban and suburban activity centers, rapid suburban growth, and revitalization of inner city communities all encourage a complex pattern of trip-making that is best supported by the private automobile.

Land Use Patterns/Auto Dependence

Over the last thirty years, the City of Dallas has experienced several periods of tremendous development activity. The City has grown from a 1960 development pattern with commercial development concentrated in Dallas' CBD to a metropolitan area with multiple concentrations of moderate density commercial and industrial development. During this time, suburban communities have also experienced significant growth.

Some communities, like Mesquite, Lancaster, Duncanville, and DeSoto do not have significant employment bases and, therefore, generate substantial work trips into Dallas. Other suburban areas, such as Irving, Plano, and Richardson are quickly developing their own employment bases, and are beginning to attract work trips from Dallas. Multi-nodal development creates complex travel patterns which emphasize the private automobile and are more difficult to predict.

One of the most critical of the factors contributing to the traffic problems that plague many of the major arterial streets in Dallas is the continuing rate of increase in automobile ownership per household and per capita in the urban area. The flexibility, convenience, and relatively low cost of operating an automobile has contributed significantly to its attractiveness. The availability of the automobile to the majority of the population permits a wider choice of residential location with respect to employment location. This contributes to low-density suburban type of development, out-migration, and hence, to greater travel distances between home and work.

According to the Texas Transportation Institute (TTI), Dallas' residents have the third highest rate of vehicle miles traveled per day in the United States. The choice of the automobile as the preferred mode of travel, accompanied by increased transit fares and reduced service led to a decline in mass transit ridership in the 1960's and 1970's. Even with a modest reversal of the trends in the last five years, transit riders today comprise less than five percent of all person trips made in Dallas daily.

The characteristics of routine daily travel within Dallas have further contributed to the current capacity shortage on the major street system. As automobile ownership increased and as home origins and work destinations spread in distance and direction, average automobile occupancy for the routine home-to-work trip dropped.

The current vehicle occupancy rate during peak commuter hours is 1.13 persons per automobile, a twelve percent drop from 1974. Inexpensive or even free long-term parking at employment destinations, including the CBD, has encouraged the use of the private automobile for commuting. Traditional and often inflexible hours of business for employees have also contributed to capacity deficiencies on the major street system by producing pronounced peak periods of congestion.

Traffic Patterns/Level of Service

Because of the complexity of land use patterns and the emphasis placed on the private automobile, present traffic volumes on many of Dallas' major streets and highways exceed design capacities during some part of the day, and result in reduced operating speeds, increased travel and delay times, and increased probabilities of vehicular accidents.

TTI estimated that in 1987 the cost of traffic delay exceeded \$860 million for Dallas alone. Other effects caused by existing capacity deficiencies include increased air pollution and energy consumption resulting from uneven traffic flows, the penetration of local residential neighborhoods by non-local or through traffic seeking alternatives to congested major streets, as well as an increase in driver stress, fatigue, and frustration.

The traffic problems on the arterial street system in Dallas are not confined to the peak morning and afternoon commuting hours; they also occur during midday shopping hours in some areas. Based on 1986 traffic counts and traffic projections for the year 2010, 48 percent of all freeways, 28 percent of all arterials, and 11 percent of all collectors are operating near or over capacity. The bulk of the Dallas thoroughfare system that is experiencing congestion is, as expected, on the arterial roadways.

Major retail and commercial centers that followed the outward migration of the population to suburban areas require access by automobile because of location and the lack of convenient, efficient alternative transportation modes. Further, the operating efficiency of most arterial streets has long been reduced by the proliferation of strip commercial development with virtually unlimited access to these thoroughfares. As development continues to diversify, the pressure on the thoroughfare system becomes more and more critical.

Since most of the thoroughfare system is already built to standard, there is a stronger realization that the focus of the funding and work effort for the 1990's and into the 21st century should be somewhat shifted from the traditional emphasis on new construction, to roadway reconstruction and rehabilitation, bottleneck elimination, access control and other traffic management strategies. The solutions necessary to meet these traffic management problems must be comprehensive and creative.

1.2.2 Construction versus Management

In its simplest terms, the traditional approach taken by transportation planners to solve existing and forecast transportation deficiencies has been to recommend the expansion of the system to accommodate the growing automobile demand. The currently adopted Thoroughfare Plan for Dallas and other long range plans developed in the past reflect the reliance on major capital investment in the construction or reconstruction of streets and highways. The extensive freeway system constructed in Dallas in the 1940's, 1950's, and 1960's reflects the massive amounts of federal, as well as state and local funds, committed to the provision of adequate capacity for the automobile.

In recent years, however, several factors have brought about a nationwide shift from the traditional approach to capacity problems. In early 1970's, costs for new roadway construction rose rapidly, and funds at all governmental levels became increasingly scarce. In addition, there began to be an awareness that building roads sometimes created opportunities for land development which quickly generated new areas of congestion.

At the same time, public concern about the disruptive social, economic, and environmental effects of major new streets and highways began to be expressed throughout the country. General concerns about the public health effects of air pollution from transportation sources were also expressed. Most significantly, however, the energy crisis which began with the oil embargo of 1973-74 precipitated a general public rethinking of the previously unquestioned commitment to the automobile and pointed out the imbalance in the transportation systems in most urban areas.

The shift in both public policy and individual behavior toward conservation of financial resources, energy, and the environment has resulted in a new management and efficiency ethic, one which emphasizes cost-effective, short-range, service-oriented, solutions to transportation problems and recognizes the validity of mass transit, bicycling, and walking as alternatives to the automobile. This shift in public policy became institutionalized as the transportation system management (TSM) concept, first delineated in federal regulations in 1975.

The transportation planning process in Dallas, as in many other urban areas, reflects a persistent tension between the traditional long-range, road building approach to solving transportation problems and the recent shorter-range, roadway management approach. It is within this context of completing transportation planning philosophies that the new Thoroughfare Plan for Dallas has been formulated.

The development of this plan recognizes the importance of each transportation planning viewpoint in terms of solving Dallas' problem. The new plan recognizes that some problems can only be solved with new construction, while others must be solved with TSM-type improvements. The plan also recognizes that some problems can be solved by a creative combination of the two approaches.

1.2.3 Future Directions

The primary objective of the Thoroughfare Plan is to enable the urban street system to be progressively developed in a manner which will adequately serve anticipated future travel demands while creating a pleasing and efficient urban community. For this reason, road planning is an ongoing activity; all elements of the transportation system should be regularly monitored to identify deficiencies and opportunities to improve our mobility.

The following categories represent the two primary emphases for future development of the transportation system in Dallas:

- Facility Construction
 - Freeway/Tollway Project Coordination;
 - Dallas Area Rapid Transit (DART); and
 - Capital Improvement Planning—Bond Project Priorities.
- Facility Management
 - Special Studies/Bottleneck Removal; and
 - Development of Regional Arterials.

Facility Construction

A comprehensive transportation system consists of many elements which serve a variety of transportation needs. New construction and reconstruction of transportation facilities will play an important role in meeting Dallas' mobility needs. In addition to completing the thoroughfare system, we need to work diligently in the following areas: (1) extensive reconstruction and expansion of the freeway systems, and (2) implementation of a regional transit system (DART).

Freeways/Tollways

The reconstruction of area freeways provides a valuable opportunity to improve overall system capacity. Reduce pressures to widen some thoroughfares, and enhance accessibility to the arterial street system and high activity areas. However, to realize these benefits, the City must play a prominent role in shaping the final design of these facilities and manage the traffic associated with their construction. In the course of developing the Thoroughfare Plan, several specific suggestions were made regarding improvements in freeway corridors:

- Provide direct connections between I-30 (west) and I-35E (south);
- Provide continuous service roads wherever possible, consistent with development policies for adjacent land (e.g., prohibition of service roads on S.H. 190 by Council resolution);
- Provide a northbound service road between Ann Arbor and Overton on the east side of I-35E; and
- Develop revised ramp design for I-30 East in the Fair Park area to improve accessibility of the park and to deemphasize local streets.

Most of Dallas' principal freeways are targeted for reconstruction and/or widening in the next decade. These freeways which were designed and constructed in the 1940's, 1950', and 1960's are now over capacity and reaching the end of their design lives. Although Central Expressway is the first such project to reach the construction stage, the State Department of Highways and Public Transportation (SDHPT) has programmed sever other facilities for reconstruction or widening (see Figure 1). The new

designs will incorporate some combination of additional main lanes, HOV lanes, and/or express lanes.

Also, several new freeway facilities are either being evaluated or planned in an effort to further augment the existing network, these projects include State Highway 190 and the Trinity Tollway.

- State Highway 190 is a planned eight lane facility that has begun construction in Garland and will eventually connect to I.H. 35E with Garland Road. The project will initially be built as a four lane freeway, then widened when travel demands warrant the larger facility.
- The Trinity Parkway is a conceptual multi-lane facility proposed to follow the Trinity River levees. It could be built as a tollway or a freeway depending on travel demand estimates and funding availability.
- The Texas Turnpike Authority (TTA) has announced the extension of the North Dallas Tollway from Brairgrove Lane to S.H. 121.

These highway/tollway projects will have a substantial impact on the City's thoroughfare system while they are under construction. However, they will substantially increase overall system capacity, and provide an opportunity to improve ramp locations relative to the thoroughfare system. Improved freeway ramp connections can increase access to high activity centers and reduce traffic intrusion into neighborhood areas.

In addition to using alternative thoroughfare routes, it is expected that inconvenienced freeway users will consider carpooling, transit, or modification of their trip schedule to minimize delay. These modified patterns may initiate a movement towards a more balanced transportation system, as persons adjust to the practicality of carpooling and transit usage.

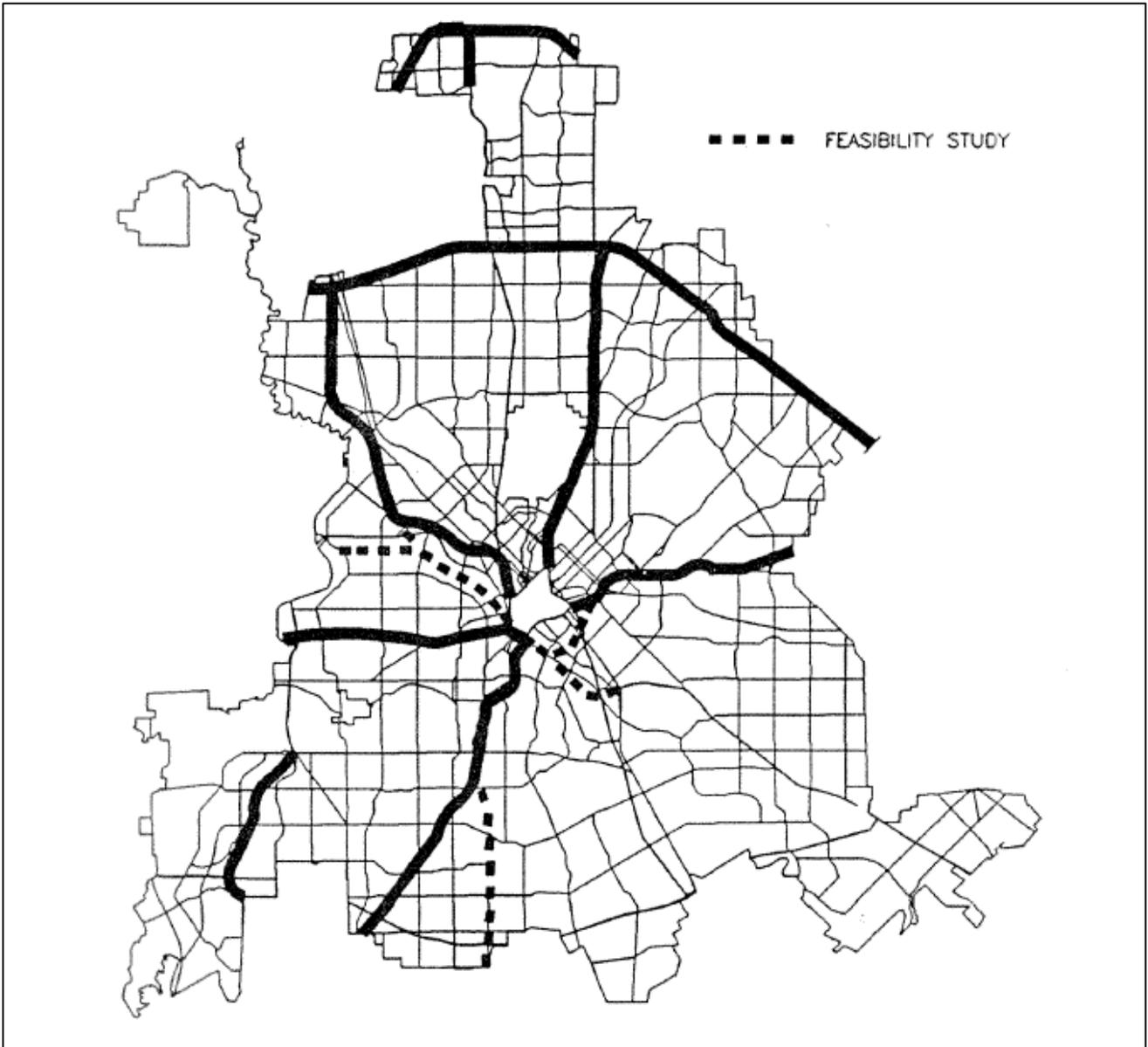


Figure 1. Planned Freeway/Tollway Projects

Dallas Area Rapid Transit (DART)

Adding to the future attractiveness of transit usage is the scheduled implementation of the DART system plan which includes 66 miles of light rail transit, 37 miles of high occupancy vehicle (HOV) lanes, 18 miles of commuter rail, commuter bus service to complement and support the fixed guideway system, demand responsive service using vans for senior citizens and the physically handicapped, and circulation systems, possibly consisting of small buses, trolleys, vans or mono-rail in major activity centers such as the Dallas Central Business district, Las Colinas, and the Parkway Center area. The starter system for this plan, 20 miles of rail transit, is expected to be completed by 1996.

Capital Improvement Planning—Bond Project Priorities

Past bond programs have traditionally focused on new road construction. In future programs, there will be additional pressures to fund reconstruction/rehabilitation of roads and coordinated traffic management strategies on selected arterials. Staff must develop the technical tools necessary to evaluate priorities among these competing needs.

Facility Management

Since the thoroughfare system is largely complete in the urbanized area, increased attention to maintenance and traffic management techniques will become as important as new construction. TSM measures are typically low-cost, service-oriented methods aimed at managing traffic demand and squeezing as much capacity out of the existing roadway investment. They may include ridesharing, staggered work hours, parking management, and traditional traffic engineering modifications to intersections or other roadway features. Table 1 summarizes the relative effectiveness of several TSM techniques.

Special Studies/Bottleneck Removal

Within this scope, one of the most effective approaches is to implement traffic engineering measures directed at improving critical roadway intersections. These critical intersections, typically identified as “bottlenecks” or high accident rate locations, can significantly impair the operation of the connection roadways. Therefore, when appropriate improvements to such intersections can be identified and implemented, the overall roadway system can benefit substantially.

Several types of improvements can be made at an intersection to improve its operation. Measures such as signalization, channelization, access control, and geometric modifications can offer moderate increases in capacity and can reduce occurrences of certain accidents. However, it is the addition of auxiliary turning lanes that results in the most significant intersection capacity increases. These lane additions generally take the form of one or more of the following:

- Exclusive left turn lanes,
- Exclusive right turn lanes,
- Dual exclusive left turn lanes, or
- Grade separation of intersection through movements.

Corridor Analysis

	Capacity Increase ¹	Accident Reduction
Signalization	10-25%	0-15%
Added Intersection Capacity (turn lanes)	10-25%	0-25%
Added Intersection Capacity (grade separation)	25-50%	40-50%
Reverse Flow	20-50%	0-30%
Access Management	5-10%	0-50%
Transit Related	3-10%	None

¹Capacity increase shown are not additive
Source: TTI

Table 1. Effectiveness of Alternative Traffic Management Strategies on Arterial Capacity

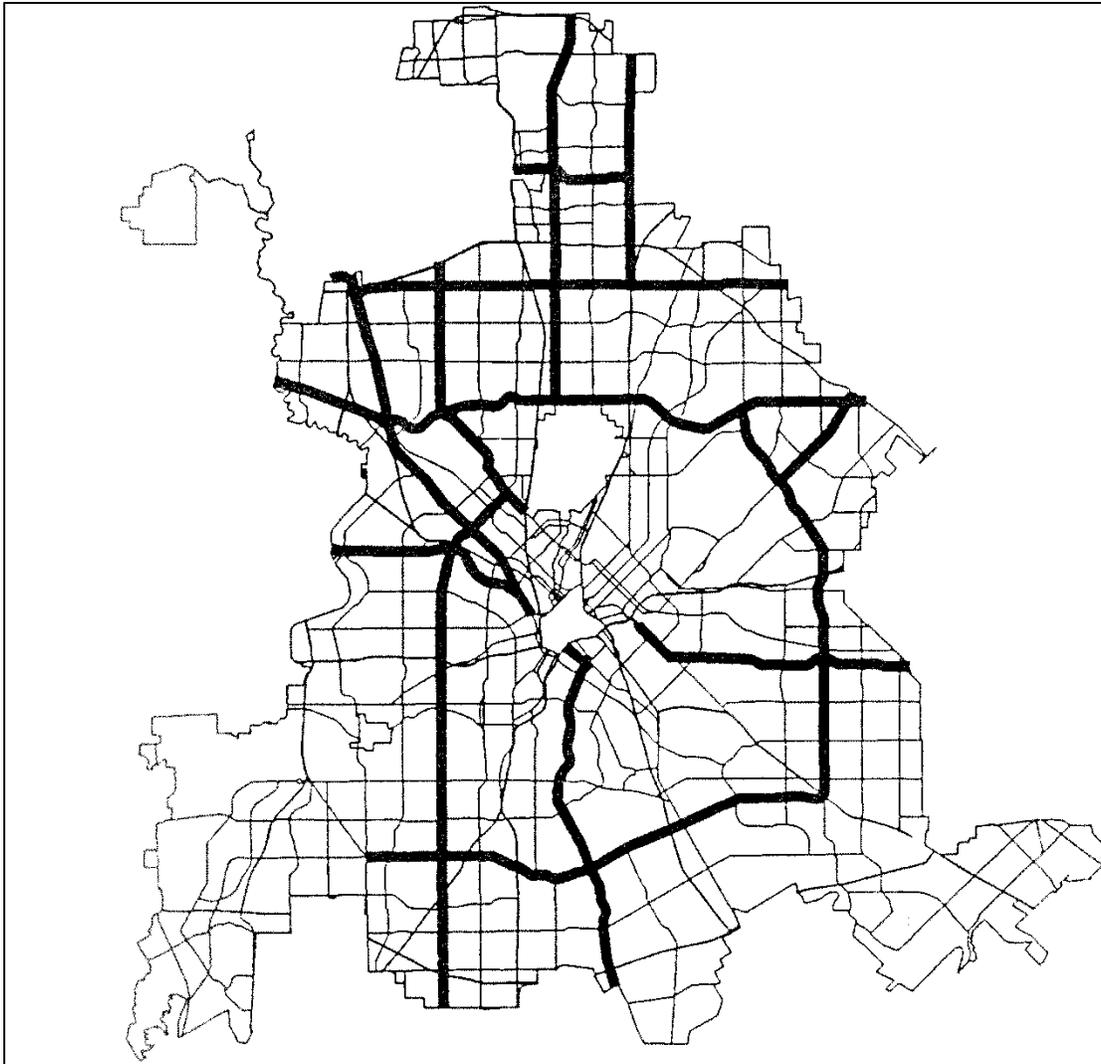


Figure 2. Suggested Principal Arterials for Detailed Corridor Analyses

In order to maximize the capacity of the thoroughfare network, the City should focus on the development of a regional arterial system, in a coordinated plan with other jurisdictions. Each regional arterial corridor has unique opportunities and constraints; a separate study would be required to determine an optimum improvement strategy for each corridor. Figure 2 depicts principal arterials and Appendix D lists intersections suggested for detailed corridor analyses.

Additional studies that have been identified as part of this plan update include studies of unbuilt roadways in the Trinity River Flood Plain, and other environmentally sensitive areas. These roadways are part of the 1965 Thoroughfare Plan, but would be very expensive and may not be warranted based on current travel forecasts. Staff will evaluate these lines in the North Central Texas Council of Government's (NCTCOG's) Regional Arterial Needs Assessment Study to determine their cost effectiveness. These roadways are identified on the Plan maps with open circles.

2 FRAMEWORK

The three elements that form the framework for the Thoroughfare Plan are described in this section:

- (1) Goals and Policies
- (2) Functional Classification
- (3) Dimensional Classification

2.1 GOALS AND POLICIES

The ultimate goal of the Thoroughfare Plan is to improve the quality of life in the City by assuring safe, efficient, and convenient access to community resources. This is accomplished through the provision of a street system at the lowest practically reasonable cost consistent with the protection of the health, safety and general welfare of the community.

The goals, objectives, and policies for the Thoroughfare Plan were drawn from the 1984 Planning Policies, as well as concerns expressed by the Citizens' Advisory Committee, and comments from town hall and neighborhood meetings. The Planning Policies are cited in parentheses following each objective in the goals found in this section (i.e. P-3.21). Planning policies can be found in Appendix A.

Three basic goals form the foundation for the objectives and policies that will guide the development and implementation of the Thoroughfare Plan:

Mobility/Safety

The goal of mobility means the opportunity for all citizens to travel safely conveniently and quickly to any part of the City.

Quality

The goal of quality means the protection and enhancement of the urban environment.

Efficiency

The goal of efficiency means the ability to use transportation resources effectively in the enhancement of mobility and quality of life.

It is inherent in the application of these to a specific street that all of the goals cannot be equally achieved. Factors such as historical context and community values must be carefully examined to establish the proper weight for each goal when there are conflicting needs and priorities.

2.1.1 Goal 1: Mobility/Safety

The opportunity for all citizens to travel safely, conveniently and quickly to any part of the City.

Objective M1.0	Ensure sufficient transportation system capacity to support existing and planned land use. (P-3.2)
Policy M1.1	Provide a hierarchy of street types based on the function(s) the street must perform (P-4.34)
Policy M1.2	Base capacity of future thoroughfares on anticipated need as analyzed by accepted travel modeling and forecasting techniques. (P-4.33)
Policy M1.3	Protect needed right-of-way through the Thoroughfare Plan by establishment of right-of-way standards, building setback lines and dedication of public right-of-way during the development review process. (P-4.32)
Policy M1.4	Encourage maximum use of existing transportation facilities. (P-3.13)
Policy M1.5	Balance citywide access and mobility objectives with neighborhood business and residential land use objectives. (P-3.13)
Policy M1.6	Consider all standard TSM techniques (minor widenings, signal improvements, channelization, parking restrictions, contraflow/reversible lanes, high occupancy vehicle lanes, etc.) when examining alternatives for additional capacity. (P-4.37)
Policy M1.7	Provide for goods movement through the identification of truck routes that minimize impacts on residential communities.
Policy M1.8	Update the plan periodically in order to be responsive to changes in land use, travel demand, and community priorities.
Objective M2.0	Provide access and mobility through a balanced transportation system. (O-4.3)
Policy M2.1	Reduce reliance on the private automobile by encouraging development at designated growth centers which have a full range of existing or funded transportation services. (P-3.11/P-3.12)
Policy M2.2	Work with DART to actively pursue the implementation of a high quality transit system as quickly as possible. (O-4.1/P-4.11)
Policy M2.3	Manage traffic demand by encouraging carpooling, vanpooling, remote parking, transit usage, alternative work hours, mixed use development, and other system management measures. (P-3.23)
Policy M2.4	Use parking as a tool to promote transit and ridesharing through pricing strategies and management of the parking supply. (G-5/O-5.1/P-5.24)

- Policy M2.5 Coordinate with bicycle plan to minimize conflicts between bicycles and other vehicles and to promote bicycles as an alternative travel mode.
- Policy M2.6 Encourage Council-approved highway improvements to assure regional mobility and access to intrastate and interstate service. (P-1.13)

2.1.2 Goal 2: Quality

The protection and enhancement of the urban environment.

Objective Q1.0	Conduct transportation activities such that economic development is encouraged and the quality of life in residential neighborhoods is both protected and enhanced.
Policy Q1.1	Provide a continuing dialogue with citizens, property owners, and the business community. (P4.35)
Policy Q1.2	Coordinate interdepartmental activities to ensure that transportation facilities are adequately planned for growth areas.
Policy Q1.3	Coordinate interdepartmental activities to identify and resolve neighborhood transportation problems.
Policy Q1.4	Provide a process for developing neighborhood traffic management plans to mitigate identifiable traffic problems on residential streets. (P-3.13)
Policy Q1.5	Maintain development and design standards which encourage provision of landscaping, screening, noise abatement, and safety.
Policy Q1.6	Utilize the median and parkways of thoroughfares to enhance the urban environment using special landscaping and pavement treatments.
Policy Q1.7	Protect residential areas from intrusive commercial traffic through the design and operation of the roadway system.
Objective Q2.0	Minimize negative environmental impacts of transportation activities.
Policy Q2.1	Minimize negative impacts of right-of-way acquisition and construction of transportation improvements on parks, the escarpment, flood plain, and other environmentally sensitive features.
Policy Q2.2	Encourage alternative travel modes and minimize travel delay to mitigate negative air quality impacts from transportation sources.
Objective Q3.0	Contribute to the achievement of community goals through the development of the transportation system.

Policy Q3.2 Incorporate adopted land use and transportation planning studies into the Thoroughfare Plan. (O-3.1)

Policy Q3.2 Develop traffic projections based on the policies identified in the Growth Policy Plan. (P-3.11)

2.1.3 Goal 3: Efficiency

	The ability to use transportation resources effectively and efficiently.
Objective E1.0	Utilize existing thoroughfare resources effectively and provide new thoroughfare capacity at the least possible social, economic, and environmental cost.
Policy E1.1	Follow established engineering criteria to assure safety, efficiency, sound environmental practice, and cost effectiveness in thoroughfare design. (P-4.32)
Policy E1.2	Develop programs to monitor pavement condition and the operation of the transportation system.
Policy E1.3	Develop programs to monitor pavement conditions and the operation of the transportation system.
Policy E1.4	Coordinate transportation improvements with development schedules. (O-3.2)
Policy E1.5	Coordinate private sector participation in development-related transportation improvements commensurate with the impact of private development on the transportation system. (P-3.22/P3.32)
Policy E1.6	Required City Council review of transportation improvement projects to establish priorities prior to inclusion in any funding program. (P-4.38)
Policy E1.7	Establish a funding mechanism to provide continued improvements to and maintenance of completed thoroughfares, elimination of critical bottlenecks, and traffic signal time synchronization. (P-4.39)
Objective E2.0	Improve coordination of road planning, capital expenditures, and operations with state and local jurisdictions to ensure adequate capacity and compatible design. (O-1.1/O-1.2/O-1.3)
Policy E2.1	Provide strong City participation in the Regional Transportation Council of the North Central Texas Council of Governments. (P-1.11)
Policy E2.2	Establish mechanisms for coordination of transportation activities between the City of Dallas and other agencies/jurisdictions. (P-1.12/P-1.15)
Policy E2.3	Coordinate City funding schedules for transportation improvements with other

	agencies/jurisdictions. (P-1.21)
Policy E2.4	Encourage Dallas, Collin and Denton Counties to establish a priority system for transportation improvements consistent with City priorities. (P-1.22)
Policy E2.5	Encourage traffic signal coordination with adjacent local jurisdictions. (P-1.33)
Policy E2.6	Ensure that road planning meets bus movement needs through cooperation with the Dallas Area Rapid Transit Authority. (P-1.14/P-1.23)
Policy E2.7	Coordinate the establishment of bus lanes on arterial streets and signal timing along bus routes with Dallas Area Rapid Transit. (P-1.32)
Objective E3.0	Maximize the opportunity for state and federal funding. (O-2.1)
Policy E3.1	Support improvements of freeways approved by the City and Regional Transportation Council. (P-2.11)
Policy E3.2	Encourage continuation of Federal Aid Urban Systems program with block grants to cities for local thoroughfare improvements. (P-2.12)
Policy E3.3	Support legislation to expand state and federal programs for transit, highway improvements, railroad crossing safety improvements, and traffic signal improvements. (P-2.13)
Policy E3.4	Identify roadway sections that meet state and federal design standards.
Policy E3.5	Encourage the State Department of Highway and Public Transportation to provide high-occupancy vehicle lanes, ramp meterings, better signal coordination, and more accident removal/investigation sites on local highways. (P-1.31)

2.2 FUNCTIONAL CLASSIFICATION

Functional classification is the process by which streets are grouped into classes, or systems, according to the character of service they are intended to provide. Since most travel involves movement through a network of roads, it is necessary to determine how travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by identifying the part that any particular road will play in serving the flow of trips through a street network.

There are three distinct elements of every trip on the street network: main movement, distribution/collection, and access. These elements translate directly into the functional classes used in this plan:

1. Arterial streets provide the links between areas of the cities. They typically define neighborhoods and serve the main function of movement from one part of the city to another.
2. Collector streets provide the links between the local streets and arterials. They penetrate neighborhoods and serve the function of collecting or distributing traffic between the arterials and local streets.
3. Local streets are usually contained within a neighborhood and provide access to adjacent property which is the origin or destination of every trip. The local streets serve the function of internal circulation for all types of development.

The purpose of functional classification is to describe how the street network operates by defining the role that each roadway plays in the system. Classification is necessary for communication among engineers/planners, administrators, and the general public. In addition, it provides the framework for monitoring the status of the network, and efficiently allocating available resources to plan, construct, operate, and maintain it.

Related to the idea of functional classification is the dual role that the roadway plays in providing access to property and travel mobility. The primary function of local streets is to provide access to adjacent property, while arterial streets emphasize a high level of mobility for through traffic movement. Regulation of access is necessary on arterials to enhance their primary function of mobility. Collector streets provide a balance between access to adjacent properties and traffic mobility. This scheme is illustrated conceptually in Figure 3.

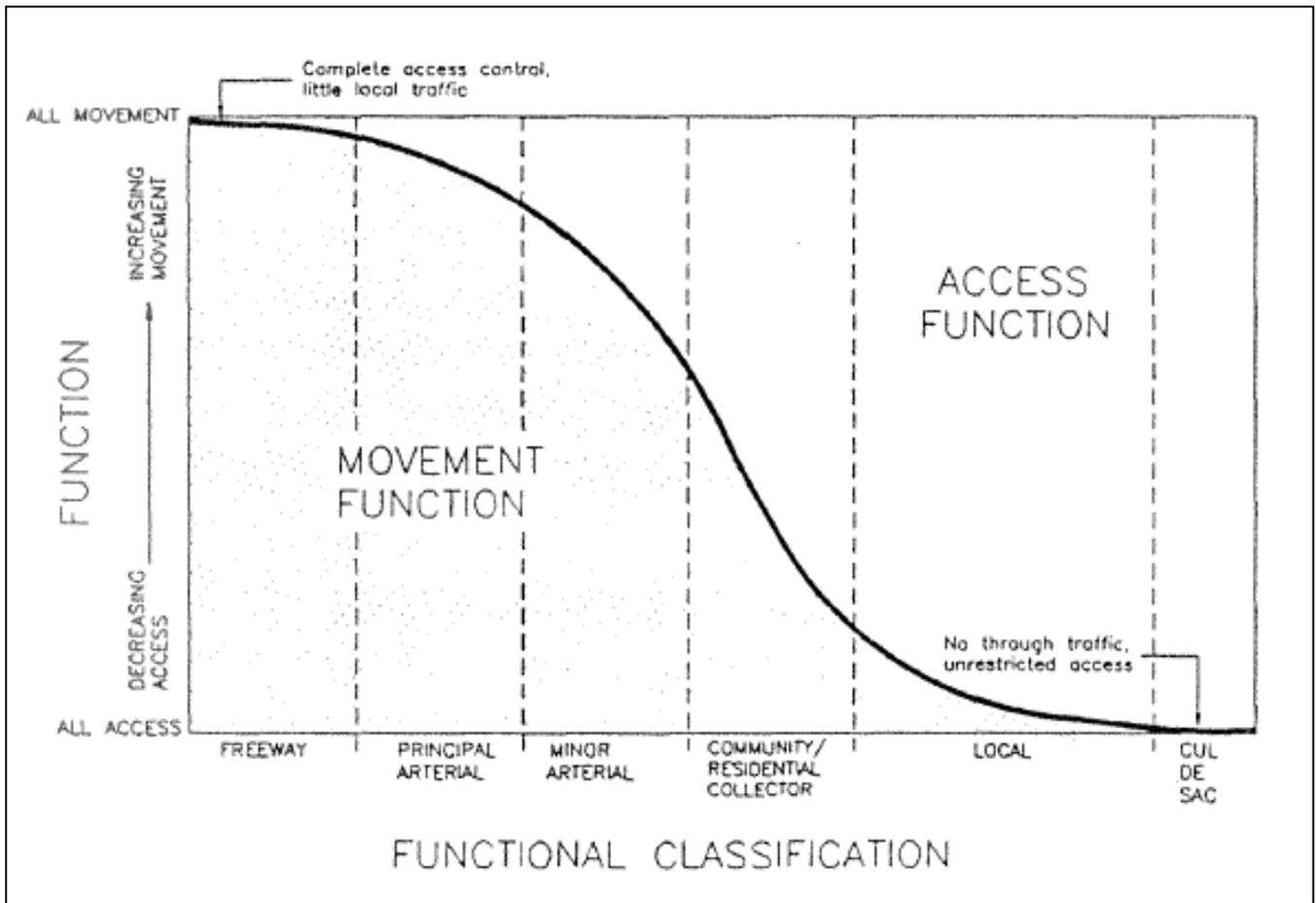


Figure 3. Functional Classification: Relationship of Access to Mobility

Each of the functional classes used in this plan is described in the following sections. In addition, Table 3 and 4 define the classes according to several typical characteristics. Many roads will not fully match the definition of any one functional class; in these instances, a road should be categorized according to the class that most closely matches. Some statistics were compiled regarding the typical 24 hour traffic volume found on thoroughfares in each of the functional classes. Those statistics, shown in Table 2, exhibit the variance in typical volumes for given functional classes and geographic subarea.

	Citywide	FN Subarea	NE Subarea	NW Subarea	SE Subarea	SW Subarea
Principal Arterials	17,600 ¹	25,600	18,800	22,000	11,600	13,300
Minor Arterials	10,000	13,800	10,700	14,400	7,500	9,400
Community Collectors	6,000	5,100	8,200	6,600	4,400	4,100
Residential Collectors	2,800	2,700	3,700	2,900	2,300	2,300

¹All numbers represent a daily volume in vehicles per day (vpd)

Table 2. Typical Daily Volumes of Functionally Designated Thoroughfares

2.2.1 Arterial Thoroughfares

The arterial street system is divided into two sub-classifications, “principal” arterials and “minor” arterials. Arterials represent those thoroughfares that are used by the traveling public to travel between neighborhoods and communities within the City. Ideally, arterial thoroughfares define neighborhood boundaries and do not cross into neighborhoods.

The spacing of arterials is closely related to the trip density characteristics of particular portions of the urban area. Although there is no firm spacing rule, arterial thoroughfares are typically spaced at one mile intervals within an urban area to permit convenient travel and optimum signal timing. The spacing of arterials should be reduced in major commercial activity centers that generate higher levels of traffic, and may be increased in outlying areas if land use densities are expected to remain low.

Principal Arterial Thoroughfares

Principal arterial streets are the back bone of the City’s street system. They serve the major centers of activity and high volume traffic corridors, accommodate the longest trip desires, and carry a high proportion of total area travel on a small percentage of total system mileage. The principal arterial system is the focus of roadway improvements and operation al strategies recommended in this plan.

		Designated Thoroughfares			Undesignated Roadways ²		
		MINOR ARTERIALS			COMMUNITY COLLECTORS		
		PRINCIPAL ARTERIALS			RESIDENTIAL COLLECTOR		
		LOCAL					
FUNCTION	Backbone of street system; Mobility function is primary; Access function is minor; Serves long trip lengths	Provides route and spacing continuity with principal arterials; Mobility function	Collects/distributes traffic between local streets and arterials system; Mobility and access functions are balanced; Serves short trip lengths	Collects/distributes traffic between local streets and arterials system; Mobility and access functions are balanced; through traffic is undesirable; Serves short trip lengths	Remainder of surface streets; Access is primary; Through traffic is undesirable; Serves short trip lengths		
SYSTEM CONTINUITY	Regional continuity; Connects with freeway system; Crosses several community boundaries	Community continuity; Connects with freeway and arterial systems; Usually does not cross community boundaries	Neighborhood continuity; Connects to arterial system; May extend across arterials	Neighborhood continuity; Connects to arterial system; Usually does not extend across arterials	Discontinuous		
ROADWAY LENGTH	Greater than 5 miles	2 to 5 miles	½ to 2 miles	½ to 2 miles	Less than 1 mile		
TRAFFIC VOLUME¹	>3,500 vehicles/lane/day 8 lanes: >28,000 vpd 6 lanes: >21,000 vpd 4 lanes: >14,000 vpd	2,500 to 5,000 vehicles/lane/day 6 lanes: 15,000 – 30,000 vpd 4 lanes: 10,000 – 20,000 vpd 2 lanes: 5,000 – 10,000 vpd	1,250 to 3,500 vehicles/lane/day 4 lanes: 5,000 to 14,000 vpd 2 lanes: 2,500 – 7,000 vpd	1,250 to 3,500 vehicles/lane/day 4 lanes: 5,000 to 10,000 vpd 2 lanes: 2,500 – 5,000 vpd	< 1,250 vehicles/lane/day 2 lanes: <2,500 vpd		
SPACING	1 to 2 miles	¼ to 2 miles	½ mile from other thoroughfare	½ mile from other thoroughfare	300 to 500 feet from other street		
NEIGHBORHOOD RELATIONSHIP	Usually defines boundaries	Usually defines boundaries	Traverses boundaries	Usually internal to one neighborhood	Internal to one neighborhood		
DIRECT LAND ACCESS	Restricted; Some movements may be prohibited; Driveway spacing and number strictly controlled	Restricted; Some movements may be prohibited; Design controls are used to ensure safety	Design controls are used to ensure safety; limited regulation	Design controls are used to ensure safety	Design controls are used to ensure safety		
POSTED SPEED	30 – 45 mpg	30 – 40 mpg	30 – 35 mpg	30 mpg	30 mph		
PARKING	Restricted	Restricted	Permitted	Permitted	Permitted		
THROUGH TRUCK ROUTES	Permitted	Permitted in commercial area	No	No	No		
BUS ROUTES	Yes	Yes	Yes	Yes	Not Encouraged		
BICYCLE ROUTES	Not recommended	Not Recommended	Limited	Encouraged	Encouraged		
SIDEWALKS	Yes	Yes	Yes	Yes	Yes		

¹ The symbol “>” means “greater than” and the symbol “<” means “less than”; “vpd” means “vehicles per day”
² Residential Collectors are only designated on the Thoroughfare Plan if they do not yet exist or have a substandard pavement width.

Table 3. Typical Characteristics of Functional Classifications

Function	A basic statement of the role that each classification plays in the street system; identifies the relative balance of land access versus travel mobility provided; and, specifies the average trip length served.
System Continuity	Identifies whether streets in a particular functional class are continuous through neighborhoods, communities, or large portions of the city/region; and how the functional classes interconnect.
Roadway Length	The length of a roadway that is generally recognized and used by the traveling public according to a given function.
Traffic Volumes	The average daily traffic volume specified in vehicles per land per day; represents a balance between volumes currently observed and desirable volumes for a given function type.
Spacing	Spacing commonly found between thoroughfares in urban areas; spacing should decrease as the density of land use increases.
Neighborhood Relationship	Identifies whether a given functional type defines neighborhoods or traverses neighborhoods.
Direct Land Access	The level of access control that will be exercised in locating and designing driveways.
Posted Speed	The posted speed limit.
Parking	Indicates whether on-street parking will be restricted; limitations are handled on a case-by-case basis.
Through Routes	Truck Identifies whether truck routes are permitted; truck routes are identified in the Dallas City Code, Motor Vehicles and Traffic, Article X, Section 28-69.
Bus Routes	Identifies where bus routes would be desirable.
Bicycle Routes	Routes are identified in the 1985 Bicycle Plan. These routes should be discouraged on arterial thoroughfares except when they are needed to maintain continuity.
Sidewalks	Sidewalks are required for all new streets, unless waived according to City policy; sidewalks are only installed in existing areas by petition.

Table 4. Description of Categories Used to Define Functional Classes

The network formed by principal arterials is fully interconnected, and provides links to the freeway stem and to areas outside the City.

Geometric design and traffic control measures are used to enhance the movement of through traffic on principal arterials, while access to abutting property may be restricted, or managed, to protect the traffic carrying capacity of the roadway. Access to abutting land is subordinate to the provision of travel service for major traffic movements.

Minor Arterial Thoroughfares

Minor arterial streets interconnect with and augment the principal arterial network. They serve traffic with a smaller geographic area of influence, accommodate trip lengths of moderate length, and offer greater opportunities for emphasis on land access than the principal system. The minor arterials carry significant through traffic volumes and are needed to provide route and spacing continuity for the arterial system.

2.2.2 Collector Thoroughfares

The collector street system is divided into two sub-classifications, “community” collector and “residential” collector. They provide both land access service and traffic circulate within residential neighborhoods and commercial/industrial areas. They differ from the arterial system in that collectors penetrate neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the collector street also collects traffic from local streets in neighborhoods and channels it into the arterial system. Collectors should accommodate short trip lengths, and do not typically extend across arterial thoroughfares or carry a high percentage of through trips. Although, in some circumstances collectors serve as a relief valve when the arterial system is congested. This can be minimized by providing an adequate arterial street system.

Traffic control devices may be installed to protect or facilitate traffic on a collector street. However, these controls normally would not be as elaborate as those on an arterial street, and may be absent entirely.

Community Collectors

Community Collectors serve both residential and commercial neighborhoods. The mobility and access functions of this type of collector are generally balanced. The effective operation of community collectors is critical to the access and circulation needs of the area they serve.

Residential Collectors

Residential collectors serve predominantly single family and multi-family neighborhoods. In some cases, a neighborhood served by a residential collector may also include a small amount of local serving retail. A roadway is only identified as a residential collector on the Thoroughfare Plan if it has a substandard pavement width and some improvement is desired by the community, or it is in an undeveloped/underdeveloped area and does not yet exist. Once a residential collector has been built to its planned width, its official thoroughfare designation will be removed and it will automatically be dropped from the Thoroughfare Plan maps. Through traffic is generally undesirable on residential collectors and may be minimized through effective street design and appropriate traffic control measures. In newly developing areas, it is desirable to locate homes so that they “side” to a residential collector. However, in established residential neighborhoods homes often “Face a collector. In most areas a two-lane roadway section is desirable and sufficient for residential collectors.

2.2.3 Local Streets

Local streets comprise all roadways not identified as an arterial or collector thoroughfare; they are not specifically incorporated into the Thoroughfare Plan.

Locals offer the lowest level of mobility. Their primary function is to provide direct access to abutting land and access to higher order systems. Through traffic should be discouraged on local residential streets. New residential subdivisions should be laid out with irregular street patterns and cul-de-sacs to minimize the opportunity for through traffic. Existing residential streets may be modified through the application of traffic control measures or traffic diverters.

Policies and design criteria regulating the layout and construction of local streets are included in the Subdivision Regulations of the Development Code and in the Department of Public Works' Paving Design Manual.

2.3 DIMENSIONAL CLASSIFICATION

Dimensional classification establishes the basic physical dimensions of a thoroughfare, including the number of lanes, right-of-way width, and pavement width. The dimensional classification that is applied to a road in the plan determines the design configuration for the road when it is funded for construction or reconstruction.

The plan contains four dimensional classification categories: (1) standard, (2) minimum, (3) existing, and (4) special roadway sections. These are described in the following sections and illustrated in Figure 4. In addition, Table 5 shows typical volumes and capacities for streets of given designs within Dallas.

	Typical 24 Hour Volume	Typical 24 Hour Capacity
6 Lane Divided	21,500 vpd ¹	42,000 vpd
4 Lane Divided	14,500 vpd	28,000 vpd
4 Lane Undivided	8,900 vpd	20,000 vpd
2 Lane Undivided	3,600 vpd	10,000 vpd

¹vpd = vehicles per day

Table 5 Typical Volumes and Capacities for Streets of Given Design

2.3.1 Standard Roadway Sections

Standard Roadway Sections are based on desirable criteria as defined by current state-of-the art in transportation engineering. The standard sections should be used in all newly developed areas, and whenever possible, in existing areas. Elements incorporated into the standard cross sections are:

Lane width - 12 feet

Median width - 15 feet (where applicable)

Parkway width - 10 feet desirable/8 feet minimum

2.3.2 Minimum Roadway Sections

Minimum roadway sections are based on the roadway sections that have been used to design and construct streets in the City over the past thirty years. These cross sections represent minimum dimensions and would be applied where the application of a standard roadway section is undesirable because of economic, environmental, community, or other constraints. Elements incorporated into the minimum cross sections are:

Lane width - 10 - 11 feet

Median width - 14 - 15 feet (where applicable)

Parkway width - 7 - 10 feet

2.3.3 Existing Roadway Sections

Thoroughfares that do not meet the dimensional requirements of the standard or minimum roadway sections may be retained with their existing pavement and right-of-way width if no change is desirable due to community concerns or physical constraints. When a roadway is dimensionally classified as “existing”, then its pavement will not be widened.

2.3.4 Special Roadway Sections

Special roadway sections are defined on a case-by-case basis when a unique design is needed that does not fit within either the standard or minimum categories. Circumstances warranting a special roadway section might include a five-land roadway, one-way streets, or other types of alternatives. Special roadway segments can be found at the back of the Map and Listings Section.

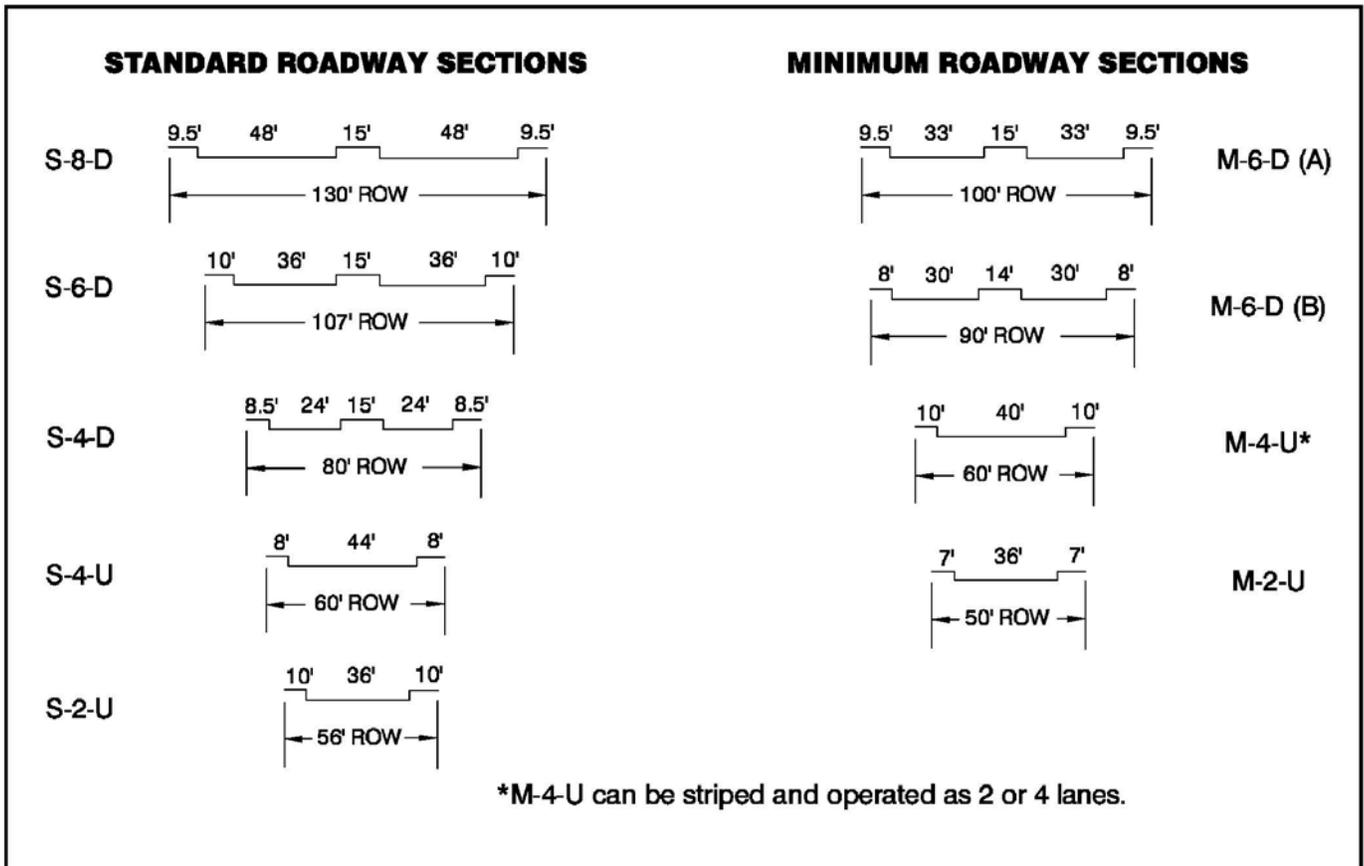
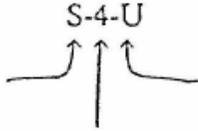


Figure 4. Illustration of Standard and Minimum Roadway Sections

*M-4-U can be striped and operated as 2 or 4 lanes.

2.4 MAP AND LISTINGS

LEGENT for THOROUGHFARE LISTING

COLUMN TITLE	EXPLANATION
Street Name	Identification of Thoroughfare
From...To	Limits of Thoroughfare
Old Plan	Designation of this street on the current Thoroughfare Plan: M -- Major Thoroughfare M(C) -- Major Couplet S -- Secondary Thoroughfare (Undivided) S(D) -- Secondary Thoroughfare (Divided) C -- Collector Thoroughfare L -- Local (Minor) Street
Proposed Function	Recommended functional classification: PA -- Principal Arterial MA -- Minor Arterial C -- Community Collector RC -- Residential Collector L -- Local Street
Proposed Dimension	Suggested dimensional classification: <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: left;"> <p>S=standard M=minimum</p> </div> <div style="text-align: center;"> <p>S-4-U</p>  <p>number of lanes</p> </div> <div style="text-align: right;"> <p>U=undivided D=divided</p> </div> </div> <p>An * after the proposed dimensional classification indicates that some widening would be required in the existing roadway to conform to the proposed cross section</p>
Existing Cross Section	Indicates the existing number of lanes and pavement width when they differ from the proposed cross section

THOROUGHFARE PLAN

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
<u>11TH</u>				
11TH	CORINTH to BONNIE VIEW	C	S-4-U	#32246 3/25/92
	BONNIE VIEW to CEDAR CREST	C	M-4-U	
<u>12TH</u>				
12TH	HAMPTON to JEFFERSON/12TH CONNECTION	C	M-4-U	
12TH	JEFFERSON/12TH CONNECTION to I-35	PA	M-6-D(A)	
<u>1ST</u>				
1ST	CBD/FAIR PARK CONNECTION to I-30	PA	EXST CPLT	
1ST	I-30 to R B CULLUM	PA	EXST CPLT	
<u>2ND</u>				
2ND	CANTON to I-30	PA	EXST CPLT	
2ND	I-30 to R B CULLUM	PA	EXST CPLT	
2ND	FITZHUGH to SCYENE	C	S-4-U	
2ND	SCYENE to US 173	PA	S-4-D*	
<u>ETH</u>				
8TH	PATTON to I-35	MA	S-4-U	
8TH	I-35 to CORINTH	C	M-4-U	
<u>ABRAMS</u>				
ABRAMS RD	NORTH CITY LIMITS to MOCKINGBIRD	PA	M-6-D(A)	
ABRAMS RD	MOCKINGBIRD to RICHMOND	C	S-4-U	
ABRAMS RD	RICHMOND to COLUMBIA	MA	S-4-D	
COLUMBIA	ABRAMS to MAIN	MA	M-6-D(A)	
MAIN	COLUMBIA to CBD/FAIR PARK LINK	MA	M-6-D(A)*	
<u>ACRES</u>				
CHEYENNE	BRUTON to ELAM	RC	S-2-U*	#25166 1/22/03
ACRES	ELAM to SEAGOVILLE	RC	S-2-U*	
<u>ADDISON</u>				
ADDISON	TRINITY MILLS to SOUTH CITY LIMIT	C	S-4-U	
<u>AKARD</u>				
* SEE HARRY HINES				
AKARD	I-30 to CORINTH	MA	S-4-U	
<u>ALEXIS</u>				
ALEXIS	PRESTON to BELT LINE	C	S-4-D	
<u>ALLEN</u>				
* SEE MCKINNEY				
<u>ALPHA</u>				
ALPHA	TOLLWAY to PRESTON	C	M-6-D(B)*	
ALPHA	PRESTON to HILLCREST	C	S-4-U	
ALPHA	HILLCREST to MEANDERING WAY	C	S-4-U	
ALPHA	MEANDERING WAY to COIT	C	S-4-D	
EMILY	COIT to KIT	C	S-2-U	
KIT	EMILY to MAHAM	C	S-2-U	
<u>AMBASSADOR</u>				
AMBASSADOR	REGAL ROW to MOCKINGBIRD	C	S-4-U*	
<u>AMESBURY</u>				
AMESBURY	SOUTHWESTERN to LOVERS	C	S-4-D	
<u>ANN ARBOR</u>				
ANN ARBOR	VILLAGE FAIR to I-35	C	S-4-U	
ANN ARBOR	I-35 to VETERANS	C	S-4-U	
<u>ARAPAHO</u>				
ARAPAHO	TOLLWAY to KNOLL TRAIL	PA	SPCL 8D*	
ARAPAHO	KNOLL TRAIL to COIT	PA	M-6-D(A)	
<u>ASHDOWN</u>				
ASHDOWN	MAVERICK to JOHN WEST	RC	S-2-U*	
<u>AUDELIA</u>				
AUDELIA	NORTH CITY LIMIT to SKILLMAN	MA	M-6-D(A*)	
AUDELIA	SKILLMAN to NORTHWEST HIGHWAY	MA	M-6-D(B)	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTS	DIMENSION	
AVONDALE + SEE WYCLIFF				
BAHAMA BAHAMA	FORT WORTH to PLYMOUTH	C	M-4-U	
BAINBRIDGE BAINBRIDGE BAINBRIDGE	CAMP WISDOM to KIRNWOOD KIRNWOOD to I-635	C C	M-4-U* S-4-U*	
BANNER BANNER	PARK CENTRAL to COIT	C	S-4-D	
BARRY + SEE MUNGER				
BEACON BEACON GRAHAM	COLUMBIA to SAMUELL BEACON to EAST GRAND	C C	EXST CPLT EXST CPLT	
BEAUFORD + SEE JORDAN VALLEY				
BEAUMONT BEAUMONT	AKARD to HARWOOD	C	M-4-U*	
BECKETT BECKETT	S. BELT LINE to CITY LIMIT	C	S-4-U*	
BECKLEY BECKLEY BECKLEY BECKLEY	W. COMMERCE to ZANG ZANG to I-35 I-35 to OVERTON	MA C C	M-6-D(A*) S-4-U S-4-U*	
BECKLEYMEADE BECKLEYMEADE	OLD HICKORY TRAIL to WILLOUGHBY	C	S-4-U*	
BELLEVIEW BELLEVIEW	LAMAR to AKARD	C	M-4-U*	
BELT LINE BELT LINE BELT LINE	TOLLWAY to PRESTON PRESTON to COIT	PA PA	S-8-D* M-6-D(A)	
BELT LINE S + SEE DIXON				
BERNAL BERNAL BERNAL	LOOP 12 to SINGLETON SINGLETON to PLUTO/CANADA	C MA	S-4-U S-4-D	
BEXAR MYRTLE BEXAR	HATCHER to BEXAR MYRTLE to INDUSTRIAL EXTENSION	C C	S-4-U S-4-U*	
BICKERS BICKERS	WESTMORELAND to HAMPTON	C	M-4-U*	
BISHOP BISHOP	COLORADO to DAVIS	C	S-4-U	
BLACKBURN BLACKBURN BLACKBURN BLACKBURN	OAK LAWN to TURTLE CREEK TURTLE CREEK to TRAVIS TRAVIS to HASKELL	C C C	M-6-D(B) EXISTING S-4-D	#22405 5/10/95 #21526 1/13/93
BLACKWELL BLACKWELL	US 75 to SHADY BROOK	C	S-4-U*	
BLANCO BLANCO BLANCO	BONNIE VIEW to BLANCO LANCASTER CITY LIMIT to LANGDON	C C	S-4-U* S-4-U*	
BLUEBONNET + SEE MIDWAY				

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		FCIN	DIMENSION	
<u>BLUFFVIEW</u> + SEE MIDWAY				
<u>BOEDEKER</u> BOEDEKER BOEDEKER CARUTH HAVEN CARUTH HAVEN	PARK to NORTHWEST HIGHWAY NORTHWEST HIGHWAY to CENTRAL EXPWY CENTRAL EXPRESSWAY to GREENVILLE GREENVILLE to SOUTHWESTERN	C C C C	S-4-D S-4-D* SPCL 5D SPCL 4U-6D	#21809 9/22/93 #21809 9/22/93
<u>BONNIE VIEW</u> BONNIE VIEW BONNIE VIEW	LEDBETTER to SIMPSON STUART SIMPSON STUART to LANCASTER CITY LIMIT	MA MA	EXISTING M-6-D(A)*	
<u>BOULDER</u> BOULDER	RED BIRD to CAMP WISDOM	C	S-4-U*	
<u>BOWEN</u> + SEE CEDAR SPRING				
<u>BRIARGROVE</u> BRIARGROVE	MARSH to MIDWAY	C	M-4-U	
<u>BROCKBANK</u> + SEE DENNIS				
<u>BRONZE WAY</u> BRONZE WAY	JOSEPH HARDIN to WESTMORELAND	C	S-4-D*	
<u>BRUTON</u> BRUTON	2ND AVE to BALCH SPRINGS CITY LIMIT	PA	M-6-D(A)	
<u>BUCKNER</u> BUCKNER BUCKNER BUCKNER	NORTHWEST HIGHWAY to JOHN WEST JOHN WEST to I-30 I-30 to LOOP 12	PA PA PA	S-6-D S-8-D S-6-D	
<u>BUFORD</u> BUFORD	MILLETT to WHEATLAND	RC	M-4-U*	
<u>BURBANK</u> BURBANK	HARRY HINES to DENTON	C	S-4-U*	
<u>CALIFORNIA</u> CALIFORNIA CROSSING	WEST CITY LIMIT to NORTHWEST HIGHWAY	C	S-4-U*	
<u>CAMP WISDOM</u> CAMP WISDOM CAMP WISDOM CAMP WISDOM RYLIE	GRAND PRAIRIE CITY LIMIT to CEDAR RIDGE COCKRELL HILL RD to I-35 I-35 to S. CENTRAL EXPRESSWAY LAKE JUNE to PRAIRIE CREEK EXTENSION	PA PA PA PA	S-6-D* M-6-D(A) S-6-D S-6-D*	
<u>CAMPBELL</u> CAMPBELL CAMPBELL	FRANKFORD to PRESTON PRESTON to COIT	C PA	M-4-U M-6-D(A)	
<u>CANADA</u> CANADA	BERNAL/PLUTO CONNECTION to BECKLEY CON.	MA	S-4-D*	
<u>CANTON</u> CANTON	CBD to CBD/FAIR PARK LINK	MA	S-4-D*	
<u>CARLISLE</u> + SEE MCKINNEY				
<u>CARUTH HAVEN</u> + SEE BOEDEKER				
<u>CBD FAIR PARK</u> CBD/FAIR PARK LINK	EXPOSITION to OAKLAND OAKLAND to CBD	PA PA	SPCL 5U* SPCL 5U*	#22292 12/14/94 #22582 9/25/95
<u>CEDAR RIDGE</u> CEDAR RIDGE CEDAR RIDGE	LEDBETTER to I-635 I-635 to CAMP WISDOM	MA MA	M-6-D(A)* M-6-D(A)*	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		FCTN	DIMENSION	
<u>CEDAR SPRING</u>				
CEDAR SPRINGS	MOCKINGBIRD to TOLLWAY	C	M-4-U	
CEDAR SPRINGS	TOLLWAY to TURTLE CREEK	C	M-4-U	
BOWEN	TURTLE CREEK to MCKINNEY	C	EXISTING	
+ SEE TURTLE CREEK				
<u>CEDARCREST</u>				
MARTIN LUTHER KING	R B CULLUM to 11TH	PA	EXISTING	
CEDAR CREST	11TH to KIEST	PA	M-6-D(A)	
CEDAR CREST	KIEST to STELLA	C	M-6-D(A)	
STELLA	CEDAR CREST to CORINTH	C	S-2-U	
<u>CEDARDALE</u>				
CEDARDALE	LANCASTER CITY LIMIT to LANGDON	C	S-4-U*	
LANGDON	CEDARDALE to JJ LEMMON	C	S-4-U*	
<u>CELESTIAL</u>				
CELESTIAL	TOLLWAY to MONTFORT	C	S-4-U	
<u>CENTERVILLE</u>				
CENTERVILLE	GARLAND to SHILOH	C	M-4-U	
<u>CHALK HILL</u>				
CHALK HILL	SINGLETON to DAVIS	PA	M-6-D(A)*	
<u>CHARTWELL</u>				
CHARTWELL	PAGEMILL to PLANO	C	S-4-U	
<u>CHENAULT</u>				
CHENAULT	DILIDO to EAST CITY LIMIT	C	S-4-U*	
<u>CHEYENNE</u>				
+ SEE ACRES				
<u>CHURCH</u>				
CHURCH	ABRAMS to AUDELIA	C	S-4-U	
<u>CHURCHILL</u>				
CHURCHILL WAY	PARK CENTRAL to MERIT	C	S-4-D	
CHURCHILL WAY	MERIT to COIT	C	S-4-U	
CHURCHILL WAY	COIT to SCHROEDER	C	S-4-D*	
SCHROEDER	CHURCHILL to LBJ	C	S-4-U	
<u>CLARENDON</u>				
CLARENDON	COCKRELL HILL CITY LIMIT to I-35	C	M-4-U	
CLARENDON	I-35 to CORINTH	C	S-4-U	#21246 3/25/92
<u>CLARK</u>				
CLARK	SPUR 408 to DANIELDALE	PA	SPCL 6D	#24977 6/26/02
CLARK	DANIELDALE to CEDAR HILL C.L.	PA	M-6-D(A))*	#24977 6/26/03
<u>CLEVELAND</u>				
TELEPHONE	CLEVELAND CL to LANCASTER CITY LIMIT	PA	S-6-D*	
CLEVELAND	TELEPHONE to HUTCHINS CITY LIMIT	PA	S-6-D*	
<u>CLOVERHILL</u>				
+ SEE KLEBERG				
<u>COCKRELL HILL</u>				
COCKRELL HILL	SINGLETON to I-30	PA	S-4-D	#24976 6/26/03
COCKRELL HILL	I-30 to DAVIS	PA	S-6-D*	#24976 6/26/03
COCKRELL HILL	DAVIS to COCKRELL HILL CL	PA	S-4-U*	#21810 9/22/93
COCKRELL HILL	COCKRELL HILL CL to DUTTON	PA	S-4-U*	#21810 9/22/93
COCKRELL HILL	DUTTON to SOUTH CL	PA	M-6-D(A)	#21810 9/22/93
<u>COIT</u>				
COIT	SH 190 to RICHARDSON CITY LIMIT	PA	M-6-D(A)	
COIT	SPRING VALLEY to LBJ FREEWAY	PA	M-6-D(A)	
COIT	LBJ FREEWAY to FOREST	PA	M-6-D(A)	
<u>COLE</u>				
+ SEE MCKINNEY				
<u>COLONIAL</u>				
+ SEE ERVAY				

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
<u>COLORADO</u>				
COLORADO	WALTON WALKER to WESTMORELAND	C	S-4-U*	
COLORADO	SYLVAN to BISHOP	C	M-4-U	
COLORADO	BISHOP to ZANG	C	S-4-D	
COLORADO	ZANG to I-35	C	S-4-U	
<u>COLUMBIA</u>				
+ SEE ABRAMS				
<u>COMMERCE</u>				
COMMERCE	FORT WORTH to TRINITY RIVER	PA	M-6-D(A)	
COMMERCE	TRINITY RIVER to I-35	PA	M-6-D(A)	
COMMERCE	CBD to CANTON	C	S-4-U	
<u>COMMONWEALTH</u>				
COMMONWEALTH	IRVING to STEMMONS	PA	S-6-D*	
<u>COMMUNITY</u>				
COMMUNITY	HARRY HINES to LARGA	C	S-4-U*	
LARGA	COMMUNITY to WEBB CHAPEL EXTENSION	C	S-4-U	
<u>CONTINENTAL</u>				
CONTINENTAL VIADUCT	TRINITY RIVER to I-35	PA	M-6-D(A)*	
CONTINENTAL	I-35 to E. HOUSTON	PA	SPCL 4 CPLT	#23714 11/11/98
CONTINENTAL	E. HOUSTON to McKINNEY	PA	SPCL 3 CPLT	#23714 11/11/98
+ SEE SINGLETON				
<u>CONWAY</u>				
CONWAY	KIEST to VILLAGE FAIR	C	S-4-U*	
<u>CORINTH</u>				
CORINTH	CENTRAL EXPRESSWAY to LAMAR	MA	M-4-U	
CORINTH	LAMAR to INDUSTRIAL	PA	S-4-D	#24615 5/23/01
CORINTH	INDUSTRIAL to ILLINOIS	PA	M-6-D(A)*	
CORINTH	ILLINOIS to LANCASTER	PA	S-4-D	
LANCASTER	CORINTH to LEDBETTER	PA	S-4-D	#21527 1/13/93
LANCASTER	LEDBETTER to CEDARDALE	PA	S-6-D*	#21527 1/13/93
<u>COTTON VALLEY</u>				
COTTON VALLEY	BECKLEYMEADE to DANIELDALE	C	S-4-U*	
<u>CROSTOWN</u>				
+ SEE MUNGER				
<u>CROUCH</u>				
CROUCH	OLD OX to LANCASTER	RC	S-2-U*	
<u>CROWN</u>				
CROWN	CITY LIMIT @ F. B. to REEDER	C	S-4-U*	
<u>CRYSTAL LAKE</u>				
CRYSTAL LAKE	DAN MORTON to CEDAR RIDGE	C	S-4-U*	
<u>DAN MORTON</u>				
DAN MORTON	KIEST to LEDBETTER	C	S-4-U*	
<u>DANIELDALE</u>				
DANIELDALE	OLD HICKORY to I-35	PA	S-6-D*	
<u>DAVENPORT</u>				
DAVENPORT	FRANKFORD to CAMPBELL	C	S-4-U*	
<u>DAVIS</u>				
DAVIS	GRAND PRAIRIE C. L. to FORT WORTH	PA	M-6-D(A)	
DAVIS	FORT WORTH to WESTMORELAND]	MA	M-6-D(A)	#24975 6/26/03
DAVIS	WESTMORELAND TO HAMPTON	MA	S-4-D	#24075 6/26/03
DAVIS	HAMPTON to PATTON	MA	STUDY	
<u>DELAFIELD</u>				
DELAFIELD	HOYLE to MILITARY PARKWAY	C	S-4-U*	
<u>DENNIS</u>				
DENNIS	FOREST to NORTHAVEN	C	S-4-U	
DENNIS	NORTHAVEN to ROYAL	C	M-4-U	
BROCKBANK	ROYAL to WALNUT HILL	C	S-2-U	
BROCKBANK	WALNUT HILL to WHEELLOCK	C	M-4-U	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
BROCKBANK TIMBERLINE	WHEELOCK to STOREY LANE STOREY LANE to NORTHWEST HIGHWAY	C C	S-4-U* S-4-U*	
DENTON DENTON	NORTH CITY LIMIT to MAPLE	C	M-4-U*	
DILIDO DILIDO	JOHN WEST to I-30	C	S-2-U	
DOLPHIN DOLPHIN DOLPHIN	SAMUELL to I-30 I-30 to HASKELL	C MA	S-4-U S-4-U*	
DOUGLAS DOUGLAS + SEE WYCLIFF	NORTHWEST HIGHWAY to UP CITY LIMIT	C	EXISTING	
DOWDY FERRY DOWDY FERRY MURDOCK	MURDOCK to HUTCHINS CITY LIMIT DOWDY FERRY to LOOP 12	PA PA	M-6-D(A)* M-6-D(A)	
DUNCANVILLE DUNCANVILLE DUNCANVILLE	SHELLEY to ILLINOIS ILLINOIS to DUNCANVILLE CITY LIMIT	C MA	S-4-D M-6-D(A)*	
E GRAND E GRAND + SEE GARLAND	I-30 to HASKELL	PA	S-4-U	
EAGLE FORD EAGLE FORD EAGLE FORD	CAMP WISDOM to MOUNTAIN CREEK MOUNTAIN CREEK to FM 1382	MA MA	S-4-D S-4-U	
EASTON EASTON GUS THOMASSON	NORTHWEST HIGHWAY to GUS THOMASSON EASTON to EAST CITY LIMIT	MA MA	EXISTING EXISTING	
EASTPOINT EASTPOINT	BUCKNER to MESQUITE CITY LIMIT	C	S-4-U	
EASTRIDGE PINELAND EASTRIDGE	GREENVILLE to PARK LANE PARK LANE to ABRAMS	C C	S-4-U S-4-U	
EDD EDD EDD	S. BELT LINE to KLEBERG KLEBERG to FOOTHILL	RC C	M-4-U* S-4-U*	
EDGEFIELD EDGEFIELD	CLARENDON to ILLINOIS	C	S-2-U	
ELAM LINFIELD ELAM	ILLINOIS to S. CENTRAL EXPRESSWAY LAKE JUNE to BALCH SPRINGS CITY LIMIT	PA PA	M-6-D(A)* M-6-D(A)*	
ELM ELM	CBD to CBD/FAIR PARK LINK	C	S-4-U	
EMERALD EMERALD	LBJ FRWY to ROYAL	C	S-4-U	
EMILY + SEE ALPHA				
EMPIRE CENTRAL EMPIRE CENTRAL EMPIRE CENTRAL EMPIRE CENTRAL EMPIRE CENTRAL	CARPENTER FRWY to STEMMONS FRWY STEMMONS FRWY to FOREST PARK FOREST PARK to MAPLE MAPLE to DENTON	C C C C	S-4-D S-4-U S-4-U* S-4-U	
ERVAY ERVAY ST. PAUL ERVAY COLONIAL	I-30 to ST. PAUL I-30 to ERVAY ST PAUL to MARTIN LUTHER KING MARTIN LUTHER KING to PENNSYLVANIA	C C C C	EXST CPLT EXST CPLT S-4-U S-2-U	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
<u>EWING</u>				
EWING	JEFFERSON to I-35	C	S-4-U*	
EWING	I-35 to ILLINOIS	C	S-2-U	
<u>EXPOSITION</u>				
EXPOSITION	CBD/FAIR PARK LINK to PARRY	C	SPCL 5U*	
<u>FAIR OAKS</u>				
FAIR OAKS	ABRAMS to PARK	C	S-4-U*	
<u>FERGUSON</u>				
FERGUSON	LBJ FREEWAY to I-30	PA	M-6-D(A)	
<u>FERNDALE</u>				
+ SEE WHITE ROCK TRAIL				
<u>FIELD</u>				
+ SEE HARRY HINES				
<u>FIRESIDE</u>				
FIRESIDE	MURDOCK to ST. AUGUSTINE	RC	M-4-U*	
<u>FISHER</u>				
FISHER	SKILLMAN to ABRAMS	C	M-4-U	
<u>FITZHUGH</u>				
+ SEE MUNGER				
FITZHUGH	HIGHLAND PK CL to CENTRAL EXPWY	MA	M-6-D(B)	
<u>FLEMING</u>				
FLEMING	JEFFERSON to IH-35E	C	S-4-U*	
<u>FM 1382</u>				
FM 1382	GRAND PRAIRIE CITY LIMIT to CEDAR HILL CL	PA	S-6-D*	
FM 1382	SE 14TH to GRAND PRAIRIE CITY LIMIT	PA	S-6-D*	
SE 14TH	TOLL BRIDGE to FM 1382	PA	S-6-D*	
SE 14TH	SKYLINE to GRAND PRAIRIE CITY LIMIT	PA	S-6-D*	
<u>FOOTHILL</u>				
TEAGARDEN	DOWDY FERRY to JORDAN VALLEY	MA	S-4-U*	
FOOTHILL	JORDAN VALLEY to S. BELT LINE	RC	S-2-U*	20948 5/22/91
<u>FOREST</u>				
FOREST	REEDER to HARRY HINES	C	S-4-U	
FOREST	HARRY HINES to JOSEY	PA	S-4-U	
FOREST	JOSEY to TOLLWAY	PA	SPCL 6D	
FOREST	TOLLWAY to LBJ	PA	SPCL 6D	
FOREST	LBJ to EAST CITY LIMIT	PA	SPCL 6D*	
<u>FORNEY</u>				
FORNEY	MILITARY PARKWAY to JIM MILLER	C	S-4-U*	
FORNEY	JIM MILLER to MESQUITE CITY LIMIT	C	S-4-D*	
<u>FORT WORTH</u>				
FORT WORTH	DAVIS to COMMERCE	PA	M-6-D(A)	
<u>FRANKFORD</u>				
FRANKFORD	SL & SF RR to WATERVIEW	PA	M-6-D(A)*	
<u>FRENCH SETTLEMENT</u>				
FRENCH SETTLEMENT	NORWICH to LA REUNION	C	S-4-U	
<u>GARDEN GROVE</u>				
GARDEN GROVE	RYLIE CREST to STARK	RC	M-4-U*	
<u>GARLAND</u>				
GARLAND	LBJ FREEWAY to EAST GRAND	PA	M-6-D(A)*	
EAST GRAND	GARLAND to PHILIP	PA	M-6-D(A)	
EAST GRAND	PHILIP to I-30	PA	S-4-U	
<u>GASTON</u>				
GASTON	CBD/FAIR PARK LINK to GARLAND	C	S-4-U	#22292 12/14/94
<u>GOLDEN GATE</u>				
+ SEE JJ LEMMON				

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
<u>GOLDMARK</u> GOLDMARK	SPRING VALLEY to MIDPARK	C	M-4-U	
<u>GOOCH</u> + SEE PERSIMMON				
<u>GOOD LATIMER</u> GOOD LATIMER GOOD LATIMER GOOD LATIMER	BRYAN to ELM ELM to COMMERCE I-30 to S. CENTRAL EXPWY	PA PA PA	SPCL 4D M-6-D(A) EXISTING	
<u>GOODNIGHT</u> GOODNIGHT GOODNIGHT	LBJ FREEWAY to ROYAL ROYAL to NORTHWEST HIGHWAY	C C	S-4-U* S-4-U*	
<u>GRADY NIBLO</u> GRADY NIBLO	SPUR 408 TO MOUNTAIN CREEK	PA	S-6-D	# 23685 10/14/98
<u>GRAHAM</u> + SEE BEACON				
<u>GRAND AVE</u> GRAND AVE	R B CULLUM to S. LAMAR	C	S-4-U	
<u>GREENSPAN</u> GREENSPAN	HAMMERKING to RED BIRD	C	S-4-U*	
<u>GREENVILLE</u> GREENVILLE/MATILDA GREENVILLE	WALNUT to MOCKINGBIRD ROSS to MUNGER	PA C	M-6-D(A) S-2-U	
<u>GURLEY</u> GURLEY	HASKELL to FAIR PARK	C	SPCL 4D*	
<u>GUS THOMASSON</u> + SEE EASTON				
<u>HAAS</u> HAAS	LEDBETTER to SIMPSON STUART	C	S-4-U*	
<u>HALL</u> HALL HALL HALL	CENTRAL EXPRESSWAY to FLORA FLORA to ROSS LIVE OAK to OAKLAND	C C C	SPCL 2U EXISTING S-4-U	#23266 9/24/97
<u>HAMMERKING</u> HAMMERKING	GREENSPAN to I-35	C	S-4-U*	
<u>HAMPTON</u> + SEE INWOOD HAMPTON	TRINITY RIVER to DANIELDALE	PA	M-6-D(A)	
<u>HARRY HINES</u> HARRY HINES HARRY HINES HARRY HINES HARRY HINES MCKINNON HARRY HINES AKARD ST PAUL HARWOOD OLIVE PEARL MOODY ALAMO FIELD WICHITA	WEST CITY LIMIT to LBJ FREEWAY LBJ FREEWAY to NORTHWEST HIGHWAY NORTHWEST HIGHWAY to TOLLWAY TOLLWAY to MOODY TOLLWAY to OLIVE MOODY to CEDAR SPRINGS CEDAR SPRINGS to WOODALL RODGERS FRWY CEDAR SPRINGS to WOODALL RODGERS FRWY HARRY HINES to WOODALL RODGERS FRWY HARRY HINES to WOODALL RODGERS FRWY WOODALL ROGERS FRWY to CEDAR SPRINGS CEDAR SPRINGS to ALAMO MOODY to FIELD ALAMO to WOODALL RODGERS FRWY HARRY HINES to ALAMO	PA PA PA PA PA PA PA PA PA PA PA PA PA PA C	S-6-D* S-8-D* S-8-D* EXST CPLT EXST CPLT EXST CPLT EXST CPLT EXST CPLT EXST CPLT EXISTING EXISTING EXISTING EXISTING EXISTING	
<u>HARVEST HILL</u> HARVEST HILL HARVEST HILL	TOLLWAY to MONTFORT MONTFORT to PRESTON	C C	M-4-U M-4-U	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
HARWOOD				
HARWOOD	1-30 to MARTIN LUTHER KING	MA	EXISTING	
HARWOOD	MARTIN LUTHER KING to PENNSYLVANIA	C	EXISTING	
	+ SEE HARRY HINES			
HASKELL				
HASKELL	BLACKBURN to LEMMON	C	SPCL 6D	
HASKELL	LEMMON to NORTH OF I-30	PA	SPCL 6D*	
HASKELL	NORTH OF I-30 to I-30	PA	EXST CPLT	
PEAK	NORTH OF I-30 to I-30	PA	EXST CPLT	
PEAK	I-30 to STONEWALL	PA	EXST CPLT	
HASKELL	I-30 to STONEWALL	PA	EXST CPLT	
STONEWALL	PEAK to HASKELL	PA	EXST CPLT	
HASKELL	STONEWALL to DOLPHIN	PA	M-6-D(B)*	
HASKELL	DOLPHIN to MILITARY PKWY	PA	M-6-D(A)*	
MILITARY PKWY	HASKELL to MESQUITE CITY LIMIT	PA	M-6-D(A)*	
HATCHER				
HATCHER	HASKELL to SECOND	MA	S-4-D*	
HATCHER	SECOND to INDUSTRIAL EXTENSION	MA	M-6-D(A)*	
HAYERWOOD				
HAYERWOOD	UNNAMED (FN1) to PEAR RIDGE	C	S-4-U*	#21936 12/8/93
HAYMARKET				
HAYMARKET	RYLIE CREST to ST. AUGUSTINE	C	S-4-U*	
HI-LINE				
HI-LINE	OAK LAWN to STEMMONS	C	S-4-D	
HILLCREST				
HILLCREST	SH 190 to MCCALLUM	PA	S-4-D	
HILLCREST	MCCALLUM to LBJ FREEWAY	PA	M-6-D(A)	
HILLCREST	LBJ FREEWAY to NORTHWEST HIGHWAY	PA	M-6-D(A)	
HILLHAVEN				
	+ SEE BOEDEKER			
N. HOUSTON				
N. HOUSTON	McKINNEY to CONTINENTAL	PA	S-4-D	
N. HOUSTON	CONTINENTAL to ARENA	PA	SPCL4 CPLT	#23714 11/11/98
N. HOUSTON	VICTORY to 1400' NORTH	C	SPCL 4U	#23714 11/11/98
N. HOUSTON	ARENA DRIVE to HARRY HINES	C	SPCL 4D	#23714 11/11/98
HOUSTON SCHOOL				
HOUSTON SCHOOL	LEDBETTER to LANCASTER CITY LIMIT	MA	S-6-D*	
HOUSTON VDCT				
HOUSTON VDCT	I-30/I-35 to MARSALIS	MA	EXST CPLT	
HOYLE				
HOYLE	BUCKNER to DELAFIELD	C	S-4-U*	
HUNNICUT				
HUNNICUT	I-30 to SAMUELL	C	M-4-U*	
ILLINOIS				
ILLINOIS	SPUR 408 to I-35	PA	M-6-D(A)	
ILLINOIS	I-35 to S CENTRAL EXPRESSWAY	PA	M-6-D(A)	
INDUSTRIAL				
INDUSTRIAL	MARKET CENTER to I-30	PA	S-6-D	
INDUSTRIAL	I-30 to I-35	PA	S-6-D	
INDUSTRIAL	I-35 to LAKE JUNE	PA	S-6-D	
INWOOD				
INWOOD	TOLLWAY to PALOMAR	PA	M-6-D(A)	
INWOOD	PALOMAR to LOVERS	PA	S-4-D	
INWOOD	LOVERS to CONVEYOR	PA	M-6-D(A)	
INWOOD	CONVEYOR to TRINITY RIVER	PA	M-6-D(A)*	
IRVING BLVD				
IRVING BLVD	WEST CITY LIMIT to INDUSTRIAL	PA	M-6-D(A)	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIEMENSION	
<u>JEFFERSON</u>				
JEFFERSON	GRAND PRAIRIE CITY LIMIT to CALUMET	PA	M-6-D(A)*	
JEFFERSON	GILPIN to 12TH	PA	M-6-D(A)	
JEFFERSON	EDGEFIELD to ZANG	C	EXISTING	
JEFFERSON	ZANG to FLEMING	MA	EXISTING	
JEFFERSON	FLEMING to COLORADO	MA	SPCL 5D	
JEFFERSON	COLORADO to JEFFERSON VIADUCT	MA	S-4-U	#21071 9/25/91
<u>JEFFERSON VIADUCT</u>				
JEFFERSON VIADUCT	I-30/I-35 to JEFFERSON	MA	EXST CPLT	
<u>JIM MILLER</u>				
JIM MILLER	I-30 to LOOP 12	MA	M-6-D(A)	
JIM MILLER	LOOP 12 to LAKE JUNE EXTENSION	MA	M-6-D(A)*	
<u>JJ LEMMON</u>				
GOLDEN GATE	SIMPSON STUART to JJ LEMMON	C	S-4-U*	
JJ LEMMON	GOLDEN GATE to HUTCHIN CITY LIMIT	C	S-4-U*	
<u>JOHN WEST</u>				
JOHN WEST	LAKELAND to LA PRADA	C	EXISTING	
<u>JORDAN VALLEY</u>				
JORDAN VALLEY	MIDDLEFIELD to US 175	MA	S-4-U*	#20948 5/22/91
BEAUFORD	US 175 to GARDEN GROVE	PA	S-6-D*	
RAVENVIEW	GARDEN GROVE to BALCH SPRINGS CL	PA	S-6-D*	
<u>JOSEPH HARDIN</u>				
JOSEPH HARDIN	LEDBETTER to BRONZE WAY	C	S-4-U	
<u>JOSEY LANE</u>				
JOSEY LANE	LBJ FREEWAY to FOREST	PA	M-6-D(B)	
<u>JUPITER</u>				
JUPITER	LBJ FREEWAY to GARLAND	PA	M-6-D(A)	
<u>KELLER SPRINGS</u>				
KELLER SPRINGS	TOLLWAY to KNOLL TRAIL	MA	M-6-D(A)*	
KELLER SPRINGS	KNOLL TRAIL to PRESTON	MA	S-4-D*	
KELLER SPRINGS	PRESTON to CAMPBELL	C	M-4-U	
<u>KELLY</u>				
KELLY	ROSEMEADE to FRANKFORD	MA	M-4-U*	
KELLY	FRANKFORD to OLD MILL	MA	S-4-D	
<u>KIEST</u>				
KIEST	GRAND PRAIRIE CITY LIMIT to I-35	PA	M-6-D(A)	
KIEST	I-35 to CEDAR CREST	PA	M-6-D(A)*	
<u>KINGSBRIDGE</u>				
KINGSBRIDGE	BICKERS to SINGLETON	C	S-2-U	
<u>KINGSLEY</u>				
+ SEE WALNUT HILL				
<u>KIRNWOOD</u>				
KIRNWOOD	WHEATLAND to I-20	C	S-4-U*	#22065 5/25/94
KIRNWOOD	I-20 to CHESTERFIELD	C	S-4-D	
KIRNWOOD	CHESTERFIELD to HAMPTON	C	S-4-U*	
KIRNWOOD	I-35 to HOUSTON SCHOOL	C	S-4-U*	
KIRNWOOD	HOUSTON SCHOOL to OLD OX	RC	S-2-U*	
<u>KIT</u>				
+ SEE ALPHA				
<u>KIWANIS</u>				
KIWANIS	RED BIRD to LEDBETTER	C	S-4-U*	
<u>KLEBERG</u>				
KLEBERG	RAVENVIEW to WOODY	MA	S-4-U*	#20948 5/22/91
KLEBERG	WOODY to CLOVER HILL	C	S-4-U*	
CLOVERHILL	KLEBERG to SIMONDS	C	S-4-U*	
<u>KNOLL TRAIL</u>				
KNOLL TRAIL	TOLLWAY to KELLER SPRINGS	C	M-4-U*	
KNOLL TRAIL	KELLER SPRINGS to BELT LINE	MA	S-4-D	#24660 6/27/01

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECIN	DIMENSION	
<u>KNOX</u> KNOX KNOX	HIGHLAND PARK CITY LIMITS to COLE COLE to CENTRAL EXPRESSWAY	C C	M-4-U* M-4-U	
<u>KNOXVILLE</u> KNOXVILLE	SHELLEY to ILLINOIS	C	S-4-D	
<u>LA PALMA</u> + SEE SKYFROST				
<u>LA PRADA</u> LA PRADA LA PRADA	EAST CITY LIMIT to OATES OATES to JOHN WEST	PA PA	M-6-D(A)* S-4-D	
<u>LA REUNION</u> LA REUNION	COCKRELL HILL to WESTMORELAND	C	S-4-U	#24976 6/26/03
<u>LAKE HIGHLAND</u> - SEE PLANO				
<u>LAKE JUNE</u> LAKE JUNE LAKE JUNE	BALCH SPRINGS CITY LIMIT to ELAM ELAM to SIMPSON STUART	PA PA	M-6-D(A)* S-6-D*	
<u>LAKELAND</u> LAKELAND	FERGUSON to JOHN WEST	C	EXISTING	
<u>LAMAR</u> LAMAR LAMAR LAMAR LAMAR	I-30 to S. CENTRAL EXPRESSWAY MCKINNEY to N. HOUSTON N. HOUSTON to 225' EAST of I.H. 35E 225' EAST of I.H. 35E to I.H. 35E	PA PA PA PA	M-6-D(A)* EXISTING SPCL 3 CPLT SPCL 4 CPLT	#23714 11/11/98 #23714 11/11/98 #23714 11/11/98
<u>LANCASTER</u> + SEE CORINTH				
<u>LANGDON</u> + SEE CEDARDALE				
<u>LARGA</u> + SEE COMMUNITY				
<u>LASATER</u> LASATER	BALCH SPRINGS CITY LIMIT to SEAGOVILLE CL	PA	M-6-D(A)*	
<u>LAURELAND</u> LAURELAND	I-35 to HOUSTON SCHOOL	C	S-4-D	
<u>LAWNVIEW</u> LAWNVIEW	SAMUELL to SCYENE	C	M-4-U	
<u>LAWTHER</u> LAWTHER	NORTHWEST HIGHWAY to MOCKINGBIRD	C	M-6-D(B)	
<u>LEANING OAKS</u> LEANING OAKS	SIMPSON STUART to PALO ALTO	RC	S-2-U*	#20947 5/22/91
<u>LEDBETTER</u> LEDBETTER LEDBETTER LEDBETTER LEDBETTER LOOP 12	SPUR 408 to CEDAR RIDGE CEDAR RIDGE to WALTON WALKER WALTON WALKER to I-35 I-35 to LOOP 12 LEDBETTER to BUCKNER	PA PA PA PA PA	S-6-D* S-6-D* S-6-D S-6-D S-6-D	
<u>LEMMON</u> LEMMON LEMMON LEMMON-LEMMON EAST LEMMON	NORTHWEST HIGHWAY to TOLLWAY TOLLWAY to TURTLE CREEK TURTLE CREEK to CENTRAL EXPRESSWAY CENTRAL EXPRESSWAY to HASKELL	PA PA PA PA	M-6-D(A) M-6-D(B) EXST CPLT M-6-D(A)	
<u>LINDSLEY</u> LINDSLEY LINDSLEY PARRY	BEACON to I-30 I-30 to PARRY LINDSLEY to PEAK	C C C	M-4-U M-4-U M-4-U	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTS	DIMENSION	
<u>LINFIELD</u> + SEE ELAM				
<u>LIVE OAK</u> LIVE OAK	SKILLMAN to HALL	MA	EXISTING	
<u>LOG CABIN</u> LOG CABIN	CITY LIMITS to S. BELT LINE	C	S-4-U*	
<u>LOMBARDY</u> LOMBARDY LOMBARDY LOMBARDY WEBB CHAPEL WEBB CHAPEL	NORTHWEST HIGHWAY to STEMMONS FRWY STEMMONS FREEWAY to HARRY HINES HARRY HINES to WEBB CHAPEL LOMBARDY to NORTHWEST HIGHWAY NORTHWEST HIGHWAY to SHORECREST	C C C C C	S-4-U* S-4-U* S-4-U* S-4-U S-4-U	
<u>LONG ACRE</u> LONG ACRE	LOOP 12 to JIM MILLER	C	S-4-U*	
<u>LOOP 12</u> + SEE LEDBETTER				
<u>LOVERS</u> LOVERS LOVERS LOVERS LOVERS	LEMMON to INWOOD INWOOD to TOLLWAY CENTRAL EXPWY to GREENVILLE GREENVILLE to ABRAMS	MA MA MA MA	M-6-D(B) M-6-D(B)* SPCL 7D M-6-D(A)	#21809 9/22/93
<u>LUNA</u> LUNA WILDWOOD	ROYAL to WILDWOOD LUNA to SOUTH CITY LIMIT	PA PA	S-6-D* S-6-D*	
<u>M.L. KING</u> + SEE CEDAR CREEK				
<u>MAHAM</u> MAHAM	SPRING VALLEY to CENTRAL EXPRESSWAY	C	S-4-U	
<u>MAIN</u> + SEE ABRAMS				
<u>MALCOM X</u> MALCOM X MALCOM X	GASTON to I-30 I-30 to HATCHER	C C	S-4-U M-4-U	
<u>MANANA</u> MANANA MANANA	LUNA to SPANGLER SPANGLER to DENTON	C C	S-4-U* S-4-U*	
<u>MAPLE</u> MAPLE MAPLE MAPLE MAPLE-ROUTH CONNECTION	MOCKINGBIRD to HUDNALL HUDNALL to OAK LAWN OAKLAWN to MCKINNEY MCKINNEY to CBD	C C C C	EXISTING SPCL 4U EXISTING S-4-U	
<u>MAPLESHADE</u> MAPLESHADE	PRESTON to PLANO CITY LIMIT	C	S-4-D*	
<u>MARKET CENTER</u> MARKET CENTER	HARRY HINES to IRVING	PA	(STUDY)	
<u>MARKVILLE</u> MARKVILLE MARKVILLE	FLOYD to GREENVILLE GREENVILLE to LBJ FREEWAY	C C	S-4-D* S-4-U	
<u>MARSALIS</u> MARSALIS MARSALIS MARSALIS	JEFFERSON/HOUSTON VIADUCT to JEFFERSON JEFFERSON to I-35 I-35 to LEDBETTER	C MA MA	S-4-U S-4-U M-6-D(A)	
<u>MARSH</u> MARSH MARSH	ROSEMEADE to TRINITY MILLS LBJ FREEWAY to NORTHWEST HIGHWAY	PA PA	M-6-D(A)* M-6-D(A)	
<u>MASTERS</u> MASTERS	MESQUITE CITY LIMIT to US 175	MA	M-6-D(A)	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
MAYLEE MAYLEE	FERGUSON to EAST CITY LIMIT	MA	M-6-D(A)	
MCCALLUM MCCALLUM	PRESTON to COIT	C	S-4-D	
MCKINNEY MCKINNEY COLE CARLISLE ALLEN	HIGHLAND PARK CITY LIMITS to AKARD MCKINNEY to CARLISLE COLE to ALLEN CARLISLE to MCKINNEY	MA MA MA MA	EXST CPLT EXST CPLT EXST CPLT EXST CPLT	
MCKINNON + SEE HARRY HINES				
MEADOW MEADOW	HILLCREST to GREENVILLE	C	M-4-U	
MEANDERING WAY MEANDERING WAY MEANDERING WAY MEANDERING WAY	FRANKFORD to CAMPBELL CAMPBELL to CLIFFBROOK CLIFFBROOK to LBJ FREEWAY	C C C	S-4-U M-4-U C S-2-U	
MERIT MERIT	LBJ FRWY to PARK CENTRAL	C	S-4-U	
MERRELL MERRELL SOUTHWELL MERRELL MERRELL	LUNA to SHADY TRAIL SHADY TRAIL to HARRY HINES HARRY HINES to MONROE MONROE to BROCKBANK	C C C C	S-4-U* S-4-U S-4-U S-2-U	
MERRIFIELD MERRIFIELD MERRIFIELD MERRIFIELD	DAVIS to MOUNTAIN CREEK KIEST to EAGLE FORD EAGLE FORD to MOUNTAIN CREEK	C MA MA	S-4-D* S-6-D* S-6-D	#23060 3/12/97 #23685 10/14/98
MERRIMAN MERRIMAN	FAIR OAKS to ABRAMS	C	S-2-U	
METROPOLITAN METROPOLITAN	I-45 to OAKLAND	RC	M-2-U	
MICAN + SEE SCHUSTER				
MIDDLEFIELD MIDDLEFIELD	HUTCHINS CITY LIMIT to JORDAN VALLEY	C	S-4-U*	#20948 5/22/91
MIDPARK MIDPARK	MAHAM to CENTRAL EXPRESSWAY	C	S-4-U	
MIDWAY MIDWAY MIDWAY MIDWAY BLUEBONNET BLUFFVIEW	NORTH CITY LIMIT to TRINITY MILLS LBJ FREEWAY to NORTHWEST HIGHWAY NORTHWEST HIGHWAY to BLUEBONNET MIDWAY to BLUFFVIEW BLUEBONNET to LEMMON	PA PA MA MA MA	M-6-D(A)* M-6-D(A) S-4-D S-4-D S-4-D	
MILITARY PKWY + SEE HASKELL				
MILLER + SEE ROYAL				
MILLETT MILLETT	I-35 to HOUSTON SCHOOL	RC	S-2-U*	
MOCKINGBIRD MOCKINGBIRD MOCKINGBIRD MOCKINGBIRD MOCKINGBIRD MOCKINGBIRD	TRINITY RIVER to IRVING IRVING to CARPENTER CARPENTER to STEMMONS STEMMONS to INWOOD INWOOD to TOLLWAY CENTRAL EXPRESSWAY to BUCKNER	PA PA PA PA PA PA	M-6-D(A) M-6-D(A) S-8-D* M-6-D(A) S-4-D M-6-D(A)*	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		FCYN	DIMENSION	
MONTEFORT MONTFORT MONTFORT	VERDE VALLEY to LBJ FREEWAY LBJ FREEWAY to HARVEST HILL	MA C	M-6-D(B)* S-4-U	
MOODY + SEE HARRY HINES				
MORGAN + SEE WHEATLAND				
MORRELL MORRELL	EWING to CEDAR CREST	C	M-4-U*	
MOTOR MOTOR MOTOR MOTOR	IRVING to IH 35E IH35E to HARRY HINES HARRY HINES to MAPLE	C C C	M-4-U M-6-D(A) M-4-U	#25057 10/9/02 #25057 10/9/02
MOUNTAIN CREEK MOUNTAIN CREEK MOUNTAIN CREEK MOUNTAIN CREEK	SPUR 408 to UNNAMED SW3 UNNAMED SW3 to CAMP WISDOM CAMP WISDOM to CLARK	PA PA PA	M-6-D(A)* S-6-D M-6-D(A)*	#23685 10/14/98
MUNGER MUNGER MUNGER BARRY CROSSTOWN FITZHUGH	BRYAN to I-30 I-30 to PHILIP PHILIP to CROSSTOWN BARRY to FITZHUGH CROSSTOWN to R B CULLUM	C MA MA MA MA	S-4-D M-6-D(A) M-6-D(A) M-6-D(A) M-6-D(A)	
MURDOCK + SEE DOWDY FERRY				
MYRTLE + SEE BEXAR				
NEWBERRY NEWBERRY	LBJ FREEWAY to CROWN	C	S-4-U	
NEWKIRK NEWKIRK	CROWN to NORTHWEST HIGHWAY	C	S-4-U*	
NOEL NOEL	VERDE VALLEY to LBJ FREEWAY	C	M-6-D(B)*	
NORTHAVEN NORTHAVEN NORTHAVEN	HARRY HINES to DENNIS MIDWAY to WELCH	C RC	S-4-U* M-4-U*	
NORTHWEST HWY NORTHWEST HIGHWAY NORTHWEST HIGHWAY	WEST CITY LIMIT to TOLLWAY TOLLWAY to LBJ FREEWAY	PA PA	S-6-D* S-6-D*	
NORWICH NORWICH	SINGLETON to FRENCH SETTLEMENT	C	S-4-U*	
NUESTRA + SEE MONTFORT				
OAK LAWN PRESTON OAK LAWN OAK LAWN OAK LAWN OAK LAWN OAK LAWN	HIGHLAND PARK CITY LIMITS to BLACKBURN BLACKBURN to MAPLE MAPLE to TOLLWAY TOLLWAY to HARRY HINES HARRY HINES to I-35 I-35 to IRVING BLVD	PA PA PA PA PA PA	EXISTING EXISTING M-6-D(A)* M-6-D(A)* M-6-D(A) M-6-D(A)*	
OAKLAND OAKLAND OAKLAND	GASTON to I-30 I-30 to HATCHER	C C	S-4-U M-4-U	
OATES OATES OATES	PEAVY to FERGUSON FERGUSON to EAST CITY LIMIT	RC PA	S-2-U* M-6-D(A)	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
<u>OLD HICKORY</u> OLD HICKORY	WHEATLAND to DESOTO CITY LIMIT	C	S-4-U*	
<u>OLD OX</u> OLD OX	CROUCH to LANCASTER CITY LIMIT	RC	S-4-U*	
<u>OLIVE</u> + SEE HARRY HINES				
<u>OSAGE PLAZA</u> OSAGE PLAZA	FRANKFORD to COIT	C	S-4-D	
<u>OVERTON</u> OVERTON OVERTON OVERTON	CONWAY to I-35 I-35 to ILLINOIS SOUTHERN OAKS to S. CENTRAL EXPWY	C C C	S-4-U* M-4-U M-6-D(A)*	
<u>PAGEMILL</u> PAGEMILL	SKILLMAN to MILLER	C	S-4-U*	
<u>PARK CENTRAL</u> PARK CENTRAL	LBJ FREEWAY to FOREST	C	S-4-D	
<u>PARK LN</u> PARK LN PARK LN PARK LN	HILLCREST to BOEDEKER BOEDECKER to FAIR OAKS FAIR OAKS to ABRAMS	C C C	S-4-U M-6-D(A)* S-4-U*	
<u>PARRY</u> PARRY + SEE LINDSLEY	PEAK to R B CULLUM	PA	M-6-D(A)	
<u>PEAK</u> + SEE HASKELL				
<u>PEAR RIDGE</u> PEAR RIDGE	HAVERWOOD to FRANKFORD	C	S-4-U*	
<u>PEARL</u> + SEE HARRY HINES				
<u>PEAVY</u> PEAVY	MOCKINGBIRD to BUCKNER	C	M-4-U	
<u>PEMBERTON HILL</u> PEMBERTON HILL	LAKE JUNE to LOOP 12	C	M-4-U*	
<u>PENNSYLVANIA</u> PENNSYLVANIA	SOUTH LAMAR to OAKLAND	C	M-4-U*	
<u>PENTAGON</u> PENTAGON PARKWAY PENTAGON PARKWAY	LANCASTER to BONNIE VIEW BONNIE VIEW to HAAS	C C	M-4-U* M-4-U*	
<u>PERSIMMON</u> GOOCH PERSIMMON	LANCASTER to TRACY TRACY to BONNIE VIEW	RC RC	S-2-U* S-2-U	
<u>PHILIP</u> PHILIP	EAST GRAND to I-30	C	S-2-U	
<u>PIERCE</u> PIERCE	ILLINOIS to SANER	C	S-2-U	#23978 8/11/99
<u>PINELAND</u> + SEE EASTRIDGE				
<u>PLANO LAKE HIGHLANDS</u> PLANO PLANO LAKE HIGHLANDS	FOREST to LBJ LBJ to NORTHWEST HIGHWAY NORTHWEST HIGHWAY to BUCKNER	PA PA MA	M-6-D(A) M-6-D(A) M-6-D(A)	
<u>PLAZA</u> + SEE WHEATLAND				

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTS	DIMENSION	
<u>PLYMOUTH</u> PLYMOUTH	HAMPTON to JEFFERSON	C	S-2-U*	
<u>POLK</u> SYLVAN TYLER POLK TYLER TYLER VERNON POLK	TRINITY RIVER to TYLER SYLVAN to CANTY CANTY to PEMBROKE CANTY to PEMBROKE PEMBROKE to VERNON TYLER to POLK VERNON to DESOTO CITY LIMIT	PA PA PA PA PA PA PA	M-6-D(A)* M-6-D(A) EXST CPLT EXST CPLT M-6-D(B) M-6-D(B) M-6-D(B)	
<u>POSTAL WAY</u> POSTAL WAY	W. COMMERCE to I-30	C	S-4-D	
<u>PRAIRIE CREEK</u> PRAIRIE CREEK	MESQUITE CITY LIMIT to I-635	PA	M-6-D(A)	
<u>PRESTON</u> PRESTON PRESTON PRESTON PRESTON	SH 190 to MAPLESHADE MAPLESHADE to SPRING VALLEY SPRING VALLEY to HARVEST HILL HARVEST HILL to NORTHWEST HIGHWAY	PA PA PA PA	S-8-D* M-6-D(A) (STUDY) M-6-D(A)	
<u>PRESTON OAKS</u> PRESTON OAKS PRESTON OAKS	TOLLWAY to MONTFORT MONTFORT to PRESTON	C C	S-4-D* S-4-U	
<u>PRESTONWOOD</u> PRESTONWOOD	ARAPAHO to BELT LINE	C	S-4-D	
<u>R.B. CULLUM</u> + SEE SCYENE				
<u>RAVENVIEW</u> + SEE JORDAN VALLEY				
<u>RECORD CROSSING</u> RECORD CROSSING	STEMMONS FREEWAY to HARRY HINES	C	S-4-U	
<u>RED BIRD</u> RED BIRD RED BIRD RED BIRD + SEE LAURELAND	KIWANIS to CEDAR RIDGE CEDAR RIDGE to I-35 HOUSTON SCHOOL ROAD to LANCASTER	C MA RC	M-4-U* M-6-D(A)* S-4-D*	
<u>REEDER</u> REEDER	FOREST to ROYAL	C	S-4-U*	
<u>REGAL ROW</u> REGAL ROW	HARRY HINES to IRVING	PA	S-6-D*	
<u>ROSEMEADE</u> ROSEMEADE ROSEMEADE	KELLY to SH 190 SH 190 to TOLLWAY	PA MA	M-6-D(A)* S-4-D*	
<u>ROSS</u> ROSS	GREENVILLE to CBD	C	EXISTING	
<u>ROYAL</u> ROYAL ROYAL ROYAL MILLER	WEST CITY LIMIT to STEMMONS FREEWAY STEMMONS FREEWAY to TOLLWAY TOLLWAY to LBJ LBJ to GARLAND CITY LIMITS	PA PA PA PA	S-6-D* M-6-D(A) M-6-D(A)* M-6-D(A)*	
<u>RYLIE</u> RYLIE + SEE CAMP WISDOM	PRAIRIE CREEK EXT to HAYMARKET	RC	M-4-U*	
<u>RYLIE CREST</u> RYLIE CREST RYLIE CREST	US 175 to BALCH SPRINGS CITY LIMIT SHEPHERD to SEAGOVILLE	C RC	S-4-U* M-4-U	
<u>S. BELT LINE</u> S. BELT LINE S. BELT LINE	BALCH SPRINGS CITY LIMIT to DALLAS CO. S. BELT LINE EXTENSION to BALCH SPRINGS CL	PA PA	S-6-D* M-6-D(A)*	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
S. CENTRAL EXPRESSWAY S. CENTRAL EXPRESSWAY S. CENTRAL EXPRESSWAY	I-30 to GOOD LATIMER US 175 to HUTCHINS CITY LIMIT	PA PA	EXISTING S-6-D*	
SAM HOUSTON SAM HOUSTON	FORNEY to MESQUITE CITY LIMIT	MA	S-4-D*	
SAMUELL SAMUELL SAMUELL SAMUELL	EAST GRAND to WINSLOW WINSLOW to I-30 I-30 to MESQUITE CITY LIMIT	MA MA C	S-4-U EXISTING S-4-D*	
SAND SPRINGS SAND SPRINGS	ST. AUGUSTINE to SAM HOUSTON	RC	M-4-U*	
SANER SANER SANER	WESTMORELAND to PIERCE I-35 to LANCASTER	C C	S-4-U* M-4-U	
SANTA ANNA SANTA ANNA	GARLAND to SHILOH	C	M-4-U	
SCHROEDER + SEE CHURCHILL				
SCHUSTER MICAN SCHUSTER	BERNAL to SCHUSTER MICAN to SINGLETON	C C	S-4-U* S-4-U*	
SCYENE R B CULLUM SCYENE	PARRY to SCYENE RB CULLUM to MESQUITE CITY LIMIT	PA PA	S-6-D M-6-D(A)	
SCYENE RD SCYENE CIR	EAST SCYENE CIRCLE to WEST SCYENE	C	S-4-U*	
SE J4TH + SEE FM 1382				
SEAGOVILLE SEAGOVILLE SEAGOVILLE	MASTERS to BALCH SPRINGS CITY LIMIT BALCH SPRINGS CL to SEAGOVILLE CL	MA MA	S-4-D S-4-D*	
SHADY BROOK SHADY BROOK SHADY BROOK SHADY TRAIL SHADY TRAIL	PARK LANE to BLACKWELL BLACKWELL to SOUTHWESTERN HARRY HINES to NORTHWEST HIGHWAY	C C C	S-4-U* M-4-U S-4-U*	
SHELLEY SHELLEY SHELLEY	LOOP 12 to KNOXVILLE KNOXVILLE TO COCKRELL HILL	C C	S-4-D* S-4-U	#21810 9/22/93 #22836 8/14/96
SHEPHERD SHEPHERD	BALCH SPRINGS CITY LIMIT to BEAUFORD	RC	M-4-U*	
SHERRY SHERRY	LOMO ALTO to PRESTON	C	S-4-U*	
SHILOH SHILOH	LBJ FREEWAY to FERGUSON	MA	M-6-D(A)	
SHORECREST SHORECREST SHORECREST	REGAL ROW to HARRY HINES HARRY HINES to LEMMON	C C	M-4-U* M-4-U*	
SILVERADO SILVERADO	ARROWDELL to KLEBERG	C	S-4-D*	
SIMPSON STUART + SEE CAMP WISDOM				
SINGLETON SINGLETON SINGLETON CONTINENTAL VIADUCT	IRVING CITY LIMIT to WALTON WALKER WALTON WALKER to CANADA CANADA to TRINITY RIVER	C PA PA	S-4-U* M-6-D(A)* M-6-D(A)*	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		FCTN	DIMENSION	
<u>SKILLMAN</u> SKILLMAN SKILLMAN	FOREST to UP RR UP RR to LIVE OAK	PA C	M-6-IX(A)* EXISTING	
<u>SKYFROST</u> SKYFROST LA PALMA	S. BELT LINE to STARK SKYFROST to SEAGOVILLE CITY LIMIT	RC RC	M-4-U* M-4-U*	
<u>SOUTH LEDBETTER</u> SOUTH LEDBETTER SOUTH LEDBETTER	ILLINOIS to KIEST KIEST to LEDBETTER	MA MA	S-4-U* M-6-D(A)*	
<u>SOUTHERN OAKS</u> SOUTHERN OAKS	ILLINOIS to OVERTON	C	M-4-U	
<u>SOUTHWELL</u> + SEE MERRELL				
<u>SOUTHWESTERN</u> SOUTHWESTERN SOUTHWESTERN SOUTHWESTERN	HIGHLAND PK CL to CENTRAL EXPWY CENTRAL EXPRESSWAY to GREENVILLE GREENVILLE to SKILLMAN	C C C	EXISTING S-4-U S-4-D	
<u>SPANGLER</u> SPANGLER	WALNUT HILL to NORTHWEST HIGHWAY	C	S-4-U*	
<u>SPRING VALLEY</u> SPRING VALLEY SPRING VALLEY SPRING VALLEY	TOLLWAY to MONTFORT MONTFORT to PRESTON PRESTON to COIT	PA PA	SPCL 8D* (STUDY) M-6-D(A)	
<u>ST. AUGUSTINE</u> ST. AUGUSTINE ST. AUGUSTINE ST. AUGUSTINE	SAM HOUSTON to SCYENE SCYENE to PRAIRIE CREEK PRAIRIE CREEK to MIDDLEFIELD	C C MA	M-4-U* M-4-U* S-4-U*	
<u>ST. PAUL</u> + SEE ERVAY				
<u>ST. MICHAEL</u> + SEE BOEDEKER				
<u>ST. PAUL</u> + SEE HARRY HINES				
<u>STELLA</u> + SEE CEDAR CREST				
<u>STONEWALL</u> +SEE HASKELL				
<u>STOREY</u> STOREY	WEST CL to NORTHWEST HIGHWAY	PA	S-6-D	
<u>SUNNYVALE</u> SUNNYVALE	KIEST to LEDBETTER	C	S-4-D*	
<u>SYLVAN</u> WYCLIFF SYLVAN + SEE POLK	HARRY HINES to IRVING IRVING to TRINITY RIVER	PA PA	S-6-D* M-6-D(A)*	#22835 8/14/96
<u>T.I.</u> T.I.	NORTH CITY LIMIT to FOREST	C	S-4-U	
<u>TEAGARDEN</u> + SEE FOOTHILL				
<u>TELEPHONE</u> + SEE CLEVELAND				
<u>TIMBERGLEN</u> TIMBERGLEN TIMBERGLEN TIMBERGLEN	KELLY to MARSH MARSH to MIDWAY TOLLWAY to PEAR RIDGE	C C C	S-4-U S-4-U* S-4-U	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		FCTN	DIMENSION	
<u>TIMBERLINE</u> + SEE DENNIS				
<u>TIOGA</u> + SEE WHEATLAND				
<u>TRINITY MILL</u> TRINITY MILLS	MIDWAY to TOLLWAY	PA	M-6-D(A)*	
<u>TURTLE CREEK</u> TURTLE CREEK CEDAR SPRINGS	AVONDALE to CEDAR SPRINGS TURTLE CREEK to FIELD	MA MA	EXISTING EXISTING	
<u>TYLER</u> + SEE POLK				
<u>UNIVERSITY</u> UNIVERSITY UNIVERSITY UNIVERSITY	LEMMON to INWOOD INWOOD to TOLLWAY CENTRAL EXPRESSWAY to SKILLMAN	C C C	S-4-U S-2-U S-4-U	
<u>UNNAMED A1</u> UNNAMED A1	E. HOUSTON to W. HOUSTON	C	SPCL 4U	#23714 11/11/98
<u>UNNAMED A2</u> UNNAMED A2	ARENA DR. CONN to I.H. 35E	C	SPCL4U	#23714 11/11/98
<u>UNNAMED FN1</u> UNNAMED (FN1)	ROSEMEADE to HAVERWOOD	C	S-4-U*	#22243 10/26/94
<u>UNNAMED FN2</u> UNNAMED (FN2)	HILLCREST to COIT	C	S-4-U*	
<u>UNNAMED NE1</u> UNNAMED (NE1)	CHENAULT to I-30	C	S-4-U*	
<u>UNNAMED NW1</u> UNNAMED (NW1)	I-35 to LBJ FREEWAY	C	S-4-D*	
<u>UNNAMED NW2</u> UNNAMED (NW2)	HARRY HINES to UNNAMED NW1	C	S-4-D*	
<u>UNNAMED SE2</u> UNNAMED (SE2)	RYLIE to I-635	C	S-4-U*	
<u>UNNAMED SE3</u> UNNAMED (SE3)	HUTCHINS CITY LIMIT to WITT ROAD	C	S-4-U*	
<u>UNNAMED SE4</u> UNNAMED (SE4)	I-635 to TELEPHONE	C	S-4-U*	
<u>UNNAMED SW2</u> UNNAMED (SW2)	WHEATLAND to CLARK	RC	M-4-U*	
<u>UNNAMED SW6</u> UNNAMED (SW6)	MOUNTAIN CREEK to MERRIFIELD	C	S-4-U*	
<u>UNNAMED SW7</u> UNNAMED (SW7)	WALTON WALKER to UNNAMED (SW6)	C	S-4-U*	
<u>YAIL</u> YAIL YAIL	TIMBERGLEN to FRANKFORD FRANKFORD to TRINITY MILLS	C C	S-4-U* S-4-D	
<u>VERDE VALLEY</u> VERDE VALLEY VERDE VALLEY	TOLLWAY to NOEL NOEL to MONTFORT		(STUDY) (STUDY)	
<u>YERNON</u> + SEE POLK				
<u>VETERANS</u> VETERANS	ANN ARBOR to LOOP 12	C	EXISTING	

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		ECTN	DIMENSION	
<u>VICTORY</u>				
VICTORY	CONTINENTAL to LAMAR	PA	SPCL2 CPLT	
VICTORY	LAMAR to ARENA	PA	SPCL4 CPLT	
VICTORY	ARENA to I.H. 35E	PA	SPCL 4D	
<u>VILBIG</u>				
VILBIG	CANADA to FORT WORTH	C	M-4-U	
<u>VILLAGE FAIR</u>				
VILLAGE FAIR	LEDBETTER to ANN ARBOR	C	S-4-U	
<u>W. COMMERCE</u>				
W. COMMERCE	WESTMORELAND to FORT WORTH	C	S-4-U*	
<u>WALNUT HILL</u>				
WALNUT HILL	LUNA to SPANGLER	PA	S-6-D*	
WALNUT HILL	SPANGLER to STEMMONS FREEWAY	PA	S-6-D*	
WALNUT HILL	STEMMONS FREEWAY to TOLLWAY	PA	M-6-D(A)	
WALNUT HILL	TOLLWAY to KINGSLEY	PA	M-6-D(A)	
KINGSLEY	WALNUT HILL to LBJ FREEWAY	PA	M-6-D(A)	
<u>WALNUT ST</u>				
WALNUT ST	LBJ FREEWAY to EAST CITY LIMIT	PA	M-6-D(A)*	
<u>WALTON WALKER</u>				
WALTON WALKER	ILLINOIS to LEDBETTER	PA	S-6-D	
<u>WEBB CHAPEL</u>				
WEBB CHAPEL	LBJ FREEWAY to LOMBARDY	PA	M-6-D(A)	
+ SEE LOMBARDY				
+ SEE WEBB CHAPEL				
<u>WEBB CHAPEL EXT.</u>				
WEBB CHAPEL EXT.	LOMBARDY to NORTHWEST HIGHWAY	PA	M-6-D(A)	
WEBB CHAPEL EXT.	NORTHWEST HIGHWAY to HARRY HINES	PA	M-6-D(A)	
<u>WESTGROVE</u>				
WESTGROVE	TOLLWAY to KNOLL TRAIL	C	S-4-U*	
<u>WESTMORELAND</u>				
WESTMORELAND	TRINITY RIVER to WHEATLAND	PA	M-6-D(A)	
WESTMORELAND	WHEATLAND to DE SOTO CITY LIMIT	PA	S-4-D	#24077 10/27/99
<u>WHEATLAND</u>				
WHEATLAND	MOUNTAIN CREEK to CLARK	PA	M-6-D(A)*	
WHEATLAND	DUNCANVILLE CL to I-35	PA	M-6-D(A)	
WHEATLAND	I-35 to HOUSTON SCHOOL	PA	M-6-D(A)*	
WHEATLAND PLAZA	LANCASTER CITY LIMIT to LANCASTER	RC	M-4-U*	
PLAZA	LANCASTER to MORGAN	RC	M-4-U*	
MORGAN	PLAZA to TIOGA	RC	M-4-U*	
TIOGA	MORGAN to JJ LEMMON	RC	M-4-U*	
<u>WICHITA</u>				
WICHITA	FIELD to E. HOUSTON	PA	SPCL 6U	#23714 11/11/98
WICHITA	E. HOUSTON to W. HOUSTON	PA	SPCL 5U	#23714 11/11/98
<u>WICHITA EXT</u>				
WICHITA EXTENSION	ALAMO to HOUSTON	C	SPCL 5U	
<u>WILDWOOD</u>				
+ SEE LUNA				
<u>WILLOUGHBY</u>				
WILLOUGHBY	WHEATLAND to BECKLEYMEADE	C	S-4-U*	
<u>WINSLOW</u>				
WINSLOW	EAST GRAND to I-30	C	M-4-U	
<u>WITT</u>				
WITT	LANCASTER CITY LIMIT to BLANCO	C	S-4-U*	
<u>WOODY</u>				
WOODY	KLEBERG to SEAGOVILLE	RC	M-4-U*	03/24/04

STREET NAME	LIMITS OF DEFINITION	PROPOSED:		AMENDMENTS
		FCIN	DIMENSION	
<u>WRIGHT</u>				
WRIGHT	EDGEFIELD to HAMPTON	C	S-2-U*	
WRIGHT	HAMPTON to ILLINOIS	C	S-2-U*	
<u>WYCLIFF</u>				
WYCLIFF	HIGHLAND PK CITY LIMITS to DALLAS N TLWY	MA	EXST CPLT	
AVONDALE	FITZHUGH to DOUGLAS	MA	EXST CPLT	
DOUGLAS	AVONDALE to WYCLIFF	MA	EXST CPLT	
WYCLIFF	TOLLWAY to MAPLE	MA	M-6-D(A)	
WYCLIFF	MAPLE to HARRY HINES	C	S-4-U	
+ SEE SYLVAN				
<u>YALE</u>				
YALE	CENTRAL EXPRESSWAY to GREENVILLE	C	SPCL 5U	#21809 9/22/93
<u>YORKTOWN</u>				
YORKTOWN	FORT WORTH to BECKLEY	C	S-4-D	
<u>YOUNGBLOOD</u>				
YOUNGBLOOD	JJ LEMMON to US 75	C	S-4-U*	
<u>ZANG</u>				
ZANG	HOUSTON VIADUCT to CLARENDON	MA	M-6-D(A)	
ZANG	CLARENDON to SANER	MA	S-4-D	

THOROGHFARE PLAN – SPECIAL CROSS SECTIONS

<u>Street Section</u>	<u>Special Cross Section Description</u>
Arapaho Road Tollway to Knoll Trail	8 lanes divided, 120' R.O.W.
Caruth Haven Lane N. Central Expwy. to Greenville Greenville to Southwestern	5 lanes divided, 92'-112' R.O.W. 4-6 lanes undivided, 60' - 115' R.O.W.
Clark Road Spur 408 to Cedar Hill Gl-[Danieldale]	6 lanes divided, 120' R.O.W.
CBD/Fair Park Link Exposition to Oakland Oakland to Central Business District	5 lanes undivided, 59' pavement, 80' R.O.W. 5 lanes undivided, 59' pavement 72.5' R.O.W.
Continental Avenue I-35 to E. [N] Houston E. [N] Houston to McKinney	4 lane eastbound couplet, 70' - 75' R.O.W. 3 lane eastbound couplet, 56' - 64' R.O.W.
Exposition Avenue CBD/Fair Park Link to Parry	5 lanes undivided, 59' pavement, 80' R.O.W.
Forest Lane Josey to East City Limits	6 lanes divided, 120' R.O.W.
Good Latimer Expressway Bryan to Swiss Swiss to Gaston Gaston to Elm	4 lanes divided, 118' R.O.W. 4 lanes divided, existing R.O.W. 4 lanes divided, existing R.O.W.
Gurley Street Haskell to Fair Park	4 lanes divided, 60' R.O.W. w/80' building line
Hall Street Central Expressway to Flora	2 lanes undivided, 40' pavement, 40' R.O.W
Haskell Boulevard Blackburn to Lemmon Lemmon to North of I-30	6 lanes divided, 160' R.O.W. 150' R.O.W. 6 lanes divided, 160' R.O.W
[N]Houston Street McKinney to Continental	4 lanes divided, 80' - 90' R.O.W.
N. Houston Street Continental to Arena Victory to 1400'North Arena Dr to Harry Hines	4 lane northbound couplet, 64' - 67' R.O.W. 4 lanes undivided, 64 R.O.W. 4 lanes divided, variable 80' to 150' R.O. W.
Jefferson Boulevard Colorado to Fleming	5 lanes divided, 57' pavement, 90' R.O.W. 3 northbound/2 southbound lanes

Lamar Street N Houston to 225' East of I-35 225' East of I-35 to I -35	3 lane westbound couplet, 53' - 56' R.O.W. 4 lane westbound couplet, 64' R.O.W.
Lovers Lane N. Central Expwy. to Greenville	7 lanes divided, 125' R.O.W.
Maple Avenue Hudnall to Oak Lawn	4 lanes undivided, 42' pavement
Spring Valley Road Tollway to Montfort	8 lanes divided, 120' R.O.W.
Unnamed A1 N. Houston to Victory	4 lanes undivided, 70' R.O.W
Unnamed A2 N. Houston to I-35	4 lanes undivided, 64' R.O.W.
Victory Continental to Lamar Lamar to N. Houston N. Houston to I.H. 35E	3 lane southbound couplet, 56' R.O.W. 4 lane southbound couplet, 64' - 80' R.O.W. 4 lane divided, 80' - 200' R.O.W.
Wichita Street Field to N. Houston N. Houston to Victory	6 lanes undivided, 122 R.O.W. w/ aux. lanes 5 lanes undivided, 75' to 86' R.O.W. w/ aux lanes
Yale Boulevard N. Central Expwy. to Greenville	5 lanes undivided, 100' R.O.W.

APPENDIX A

EXCERPT FROM THE CITY OF DALLAS PLANNING POLICIES

Transportation Section
Adopted July, 1984

This appendix contains the Transportation goals, objectives, and policies in Section 1 of the Planning Policies Resolution. Numbers in parenthesis reference the corresponding policy cited in the "Framework" section of the plan.

GOAL 1 IMPROVE REGIONAL COOPERATION IN TRANSPORTATION PLANNING, CONSTRUCTION AND OPERATIONS

- Objective 1.1 Improve coordination between local plans and regional transportation plans to ensure continuous freeways, thoroughfares and transit routes of adequate capacity and compatible design. (E2.0)
 - Policy 1.11 Provide strong City participation in the Regional Transportation Council of the North Central Texas Council of Governments which serves as the regional transportation planning body. (E2.1)
 - Policy 1.12 Coordinate City plans for local highways and public transportation with the State Department of Highways and Public Transportation. (E2.2)
 - Policy 1.13 Encourage needed highway improvements to achieve a reasonable service level for the portion of travel demand which transit cannot to assure regional mobility and access to intra-state and inter-state services. (M2.6)
 - Policy 1.14 Ensure that road planning meets bus movement through cooperation with the Dallas Area Rapid Transit Authority. (E2.6)
 - Policy 1.15 Establish mechanisms for coordination of transportation and land use planning between the City of Dallas, Dallas, Collin, Tarrant, and Denton Counties, and our neighboring cities. (E2.2)
- Objective 1.2 Coordinate capital expenditures for transportation improvements with other government agencies. (E2.0)
 - Policy 1.21 Coordinate City funding schedules with state and federal highway improvement programs. (E2.3)
 - Policy 1.22 Encourage Dallas, Collin and Denton Counties to establish a priority system for road bridge funds and capital consistent with City priorities and based on needs. (E2.4)
 - Policy 1.23 Coordinate local transportation improvements with improvements to transit facilities made by the Dallas Area Rapid Transit Authority. (E2.6)

Objective 1.3 Coordinate the operations of transportation facilities with the state and local jurisdictions. (E2.0)

Policy 1.31 Encourage the State Department of Highways and Public Transportation to provide High-Occupancy Vehicle lanes where practical, more ramp meterings, better signal coordination and more accident removal/investigation sites on local highways. (E3.5)

Policy 1.32 Coordinate the establishment of bus lanes on arterial streets and signal timing along bus routes with Dallas Area Rapid Transit. (E2.7)

Policy 1.33 Coordinate traffic signal integration in the Dallas metropolitan area, and other projects with adjacent local jurisdictions. (E2.7)

GOAL 2 MAXIMIZE THE USE OF AVAILABLE FEDERAL AND STATE ASSISTANCE IN COMPLETION AND MAINTENANCE OF THE TRANSPORTATION SYSTEM

Objective 2.1 Encourage increased State and Federal expenditures where and when needed. (E3.0)

Policy 2.11 Support improvements of freeways approved by the City and the Regional Transportation Council, including completion of the Interstate System, State Highway 190, Central Expressway, and the Dallas North Tollway Extension. This should be done with sensitivity to noise buffering and other environmental concerns. (E3.1)

Policy 2.12 Encourage continuation and expansion of the Federal Aid Urban System program with block grants to cities for local thoroughfare improvement. (E3.2)

Policy 2.13 Support appropriate legislation to expand other state and federal programs for transit, highway improvements, railroad crossing safety improvements and traffic signal improvements. (E3.3)

Policy 2.14 State and federal policies restricting the use of areas over, under or within any highways to public nonprofit ventures should be modified to also allow private profit or nonprofit ventures.

GOAL 3 ENSURE THAT THE EXISTING AND PLANNED TRANSPORTATION SYSTEMS SHALL HAVE SUFFICIENT CAPACITY TO SUPPORT EXISTING AND PLANNED LAND USE

Objective 3.1 Coordinate citywide, neighborhood and transit station area transportation and land use planning. (03.1)

Policy 3.11 Prepare a citywide growth policy plan which generally growth centers, stable areas, and redevelopment areas, as well as the major transportation infrastructure improvements needed support the plan. (Q3.2)

- Policy 3.12 Reduce reliance on the private automobile and reduce traffic impacts encouraging development at designated growth centers which have a full range of existing or funded transportation service (transit, arterial streets and supporting modes). (M2.1)
- Policy 3.13 Prepare neighborhood plans, where appropriate with participation of businesses, property owners, and neighborhood groups which encourage the maximum use of existing transportation facilities before creating additional capacity, and which reconcile citywide access and mobility objectives with neighborhood business and residential land use objectives. (M1.4/M1.5/Q1.4)
- Policy 3.14 Prepare Station Area Design and Development plans with participation businesses, property owners and neighborhood groups for each transit station which provide for access to the station and establishment of land use policies for each station area.
- Objective 3.2 The transportation system shall be planned, designed and constructed to adequately serve existing zoning and land use. It is our intention that the timing of construction of the system shall coincide with increases or projected increases in traffic (E1.4)
 - Policy 3.21 The City, through its thoroughfare planning, an ongoing five to six year capital improvement program, and creative transportation system management shall adequately serve increases in traffic within existing zoning and land use. (M1.0)
 - Policy 3.22 There shall be private sector participation in development- related transportation improvements, if necessary, commensurate with the impact of private development on the transportation system. (E1.5)
 - Policy 3.23 Both the public and private sectors should reduce traffic demands by encouraging carpooling, vanpooling, remote parking, transit usage, alternative work hours, mixed use development, and other beneficial measures. (M2.3)
- Objective 3.3 Changes in zoning shall require a review of the capacity of the existing transportation system, as well as its ultimate planned capacity.
 - Policy 3.31 If the existing or planned transportation system is inadequate to handle the proposed zoning change request, the request should be denied unless improvements are jointly funded or solely funded by the developer.
 - Policy 3.32 Public-private cooperation in funding transportation improvements to serve zoning change requests should be utilized where appropriate. (E1.5)
 - Policy 3.33 The timing of development in a zoning change request should be coordinated with the anticipated dates of transportation improvements, as established by the City Council.

GOAL 4 IMPROVE ACCESS AND MOBILITY BY PROVIDING TRANSPORTATION SYSTEM, INCLUDING FIXED GUIDEWAY TRANSIT, BUSES, HIGH OCCUPANCY VEHICLE LANES, HIGHWAYS AND ROADS

- Objective 4.1 The continued growth of Dallas is substantially dependent upon planning for and encouraging a high quality transit system which benefits the City as a whole. Recognizing that time is of the essence, the City of Dallas, in conjunction with DART, should actively pursue the implementation of such transit system as soon possible. This system would substantially increase transit ridership and improve area mobility. (M2.2)
- Policy 4.11 Coordinate with the Dallas Area Rapid Transit Authority to refine rail alignments, station locations and to assure construction of the rail system in a timely manner. (M2.2)
- Policy 4.12 Establish public transit authority facility uses in the development Code and provide a formal procedure for permitting those uses, such as that required for planned development districts, as well as specific use permits as are now required, unless the existing zoning allows the principal use (bus shelter, bus station, rail station, power substation, etc.)
- Policy 4.13 Support the environmental and community participation criteria adopted by DART in the Service Plan which includes a review and approval procedure involving neighborhood organizations and interest groups. Land use planning shall continue to be the responsibility the City of Dallas.
- Objective 4.2 Maintain or establish zoning in the vicinity of transit that is compatible with the existing or desired development through the preparation and adoption of station area land use plans.
- Policy 4.21 Encourage stabilization of existing uses and densities around transit stations that are located in or adjacent to low-density, largely residential areas.
- Policy 4.22 Encourage neighborhood-serving uses and community facilities to be located at or near transit stations and to share parking.
- Policy 4.23 Minimize noise and other adverse station impacts by providing adequate buffering between transit station development surrounding neighborhoods.
- Policy 4.24 Increase the potential for home/work transit ridership by encouraging medium to high density mixed use development around transit stations in areas where redevelopment or new development should occur.
- Policy 4.25 Ensure provision of adequate public facilities (such as sewer, water, and streets) that are compatible and supportive of the desired levels of development around a transit station.
- Policy 4.26 Provide incentives to achieve development objectives around stations.

- Policy 4.27 Ensure adequate vehicle, pedestrian, and bicycle access to and from stations. Feeder buses should have access from major or secondary thoroughfares rather than from residential or other minor streets where possible.
- Policy 4.28 Expand and improve bus services that are rapid transit service and assure mobility in areas not served by transit stations.
- Objective 4.3 Maintain an adequate arterial street system in a coordinated cost-effective manner. Transit cannot accommodate the majority of regional travel demands, so we must continue to plan, construct and operate an arterial street system which meets the access and mobility needs of motorists, surface transit and other users. (M2.0)
- Policy 4.31 Protect needed right-of-way by establishment of right-of-way standards, building setback lines and dedication of public right-of-way during the development review process (subdivisions and zoning change requests). (M1.3)
- Policy 4.32 Design shall follow established engineering efficiency, sound environmental criteria, and assure cost effectiveness. (E1.1)
- Policy 4.33 Capacity of future thoroughfare shall be based on anticipated need as analyzed by accepted travel modeling and forecasting techniques consistent with the analysis process of Policy 4.37. (M1.2)
- Policy 4.34 The Thoroughfare Plan shall provide a hierarchy of street types based on the function(s) the street must perform, including provisions for transit. (M1.1)
- Policy 4.35 The citizen participation aspect of transportation planning should be expanded to provide a continuing dialogue with citizens, property owners, and the business community. (O1.1)
- Policy 4.36 Equitable compensation and relocation assistance to the owners of real property affected by publicly-funded improvement projects will be provided. The existing guidelines adopted by the City Council should be reviewed periodically to ensure consistency with established practice as determined by applicable court decisions and legislation.
- Policy 4.37 All standard Transportation System Management techniques (minor widenings, signal improvements, channelization, parking restrictions, contra-flow/reversible lanes, high occupancy, etc.) will be considered when examining alternatives determined by Policy 4.33 consistent with overall cost-effectiveness. (M1.6)
- Policy 4.38 Transportation improvement projects shall be reviewed by the City Council prior to inclusion in any federal, state, county or city funding program and priorities established. (E1.6)
- Policy 4.39 Establish a funding mechanism to provide continued improvements and maintenance of already completed thoroughfares to eliminate critical bottlenecks. Traffic signal timing synchronization effects shall be given a high priority. (E1.7)
- Policy 4.40 Coordinate with the Dallas Independent School District to assure adequate ingress and egress to school sites, and movement.

GOAL 5 USE THE PARKING SUPPLY AS A TOOL TO ACHIEVE PLANNING OBJECTIVES (M2.4)

- Objective 5.1 Encourage transit ridership by promoting appropriate types and levels of parking. (M2.4)
 - Policy 5.11 Provide adequate commuter parking facilities at rapid stations/stops and bus transfer points if needed and if appropriate for adjacent land uses.
 - Policy 5.12 Consider establishment of auto-free zones in selected transit areas and provide for sufficient perimeter parking facilities if such zones are determined to be appropriate and can be equitably established.
 - Policy 5.13 Encourage the use of public transit by granting parking within transit-oriented areas and providing inexpensive parking near transit stations and transfer points in the city where appropriate.
- Objective 5.2 Provide appropriate types and levels of parking to serve the Central Business District.
 - Policy 5.21 Provide for the development, regulation, financing, and operation of public parking facilities where needed, if the private sector to provide such facilities.
 - Policy 5.22 Expand the CBD peripheral parking/shuttle service commensurate with demand.
 - Policy 5.23 Provide more hourly/short term parking within the CBD core area encourage relocation/development of long-term parking at the edges of the CBD, commensurate with the availability alternatives to long-term parking in the core
 - Policy 5.24 Provide low-cost, conveniently-located parking spaces for high occupancy vehicles to help alleviate parking deficits and traffic congestion. (M2.4)
- Objective 5.3 Provide sufficient parking in the inner city and newly developing areas.
 - Policy 5.31 Manage on-street parking and loading developing a schedule of fees for use of the public right-of-way, expanding the use of parking meters to ensure turnover and recover costs, and establishing procedures to develop alternative off-street facilities.
 - Policy 5.32 Provide parking alternatives in lieu of open surface parking where deficiencies exist in commercial areas, historic districts institutional districts and in residential neighborhoods in a manner compatible with the area.
 - Policy 5.33 Improve the appearance of parking areas through better urban design requirements (setbacks, screening, landscaping, below grade design, architectural alternatives, etc.).
 - Policy 5.34 Encourage with appropriate incentives the active participation of the private sector in the development of an effective parking systems (air rights, subsurface rights, development bonds, etc.)

Policy 5.35 Net income obtained from City-sponsored parking-related activities should be used primarily for the development of parking facilities and administration of parking programs.

Policy 5.36 Periodically reexamine and redefine the parking requirements for different land uses to ensure they accurately meet demand.

GOAL 6 ENCOURAGE THE EXPANSION AND IMPROVEMENT OF RAILROAD FACILITIES

Objective 6.1 Coordinate planning with railroad companies to reduce conflicts between trains and arterial street traffic.

Policy 6.11 Encourage main line railroad grade separation/relocation to develop a system of high-speed, grade separated through routes, one east/west and one north/south.

Policy 6.12 Stimulate redevelopment on inner-city yards through consolidation at a central marshaling facility (a single, large, multi-user yard facility) or relocation of this function to other areas along existing main lines.

Policy 6.13 Support the efforts of the State Legislature to establish high speed, inter-city rail transportation on dedicated, grade-separated double track.

Policy 6.14 Encourage DART operations and railroad operations to be mutually beneficial.

Policy 6.14 Encourage higher standards of construction, maintenance and operation through special incentives if justifiable.

Policy 6.16 Encourage greater communications and cooperation concerning public safety among the railroads, the City and public through a central planning body such as the Citizen's Safety Advisory Committee.

Policy 6.17 Ensure adequate rail access to industrial areas by coordinating zoning and rail planning.

APPENDIX B
EXCERPTS FROM THE CITY CHARTER AND DEVELOPMENT CODE

CITY OF DALLAS
CHARTER

CH. XV, 8
SECTION 8. THOROUGHFARE PLAN.

The city council shall by ordinance adopt a thoroughfare plan. A thoroughfare plan now in existence or hereafter adopted by the city council shall not be changed except by an ordinance duly adopted after a public hearing as herein provided.

Prior to any changes in a thoroughfare plan, the city council shall hold a public hearing. Written notice of all public hearings before the city council on proposed changes in the thoroughfare plan shall be sent to owners of real property lying within 200 feet of the area of the proposed change, such notice to be given, not less than 10 days before the date set for hearing, to all such owners who have rendered their said property for city taxes as the ownership appears on the last approved city tax roll. Such notice may be served by depositing the same, properly addressed and postage paid, the United States mail. (Amend. of 1-17-81, Prop. No.3)

ARTICLE IX. THOROUGHFARES
Division 51-9.100
Thoroughfare Plan Amendments

SECTION 51A-9.101. THOROUGHFARE PLAN DEFINED.

For the purposes of Section 8, Chapter XV, Dallas City Charter, as citizens of Dallas at an election held on January 17, 1981, the thoroughfare plan of the City consists of Ordinance No. 15277, as amended, THOROUGHFARE PLAN-CITY OF DALLAS, TEXAS and Ordinance 13262, as amended, CBD STREETS AND VEHICULAR CIRCULATION PLAN. These two ordinances are hereby designated and will be referred to as the "thoroughfare plan." (Ord. 19455)

SEC. 51.9.102. THOROUGHFARE PLAN AMENDMENT PROCESS.

(a) Initiation of Thoroughfare Plan Amendments

- (1) Proposed changes in the thoroughfare plan maybe initiated by the city staff, city plan commission, thoroughfare committee, or the city council by referring to the proposed change to the city manager for study and recommendation.
- (2) Proposed changes in the thoroughfare plan may also be initiated by any person who submits the following to the department of transportation:
 - (A) An application, on a form provided for that purpose, with all required information completed.
 - (B) The required fee.
- (3) For the purpose of this article "city manager" means the city manager or the city manager's designee.

(b) Commission report and recommendation required.

- (1) The commission shall make a report and recommendations to the city council on all proposed amendments to the thoroughfare plan. The commission may appoint a thoroughfare committee to study proposed amendments to the thoroughfare plan.
- (2) The city manager shall conduct those studies necessary for the commission to make its recommendation and report to city council.
- (3) The commission shall hold a public hearing to allow proponents and opponents of an amendment to the thoroughfare plan to present their views.
- (4) Before the commission holds the public hearing on an amendment to the thoroughfare plan the city manager shall give notice of the public hearing in the

official newspaper of the city at least 10 days before the hearing.

- (5) In addition to notice by publication, if the amendment to the thoroughfare plan is a change in a thoroughfare classification or route description, the city manager shall send written notice of a public hearing on the proposed change to all owners of real property in the area of change lying within 200 feet of the existing right-of-way line if the proposed change will narrow the right-of-way, or within 200 feet of the proposed right-of-way if the proposed changes will widen the right-of-way. The measurement of the 200 feet includes streets and alleys. The notice must be given not less than 10 days before the date set for the hearing by depositing the notice properly addressed and postage paid in the United States mail to the property owners as evidenced by the last approved city tax roll.
- (6) The commission shall make its recommendation on a proposed amendment to the thoroughfare plan from staff reports of the city manager, field inspections and evidence presented at the public hearing.
- (7) The city manager shall forward to the city council the commission's recommendation and report as well as the staff recommendation on amendments to the thoroughfare plan.

(c) City council action.

- (1) Before the city council holds the public hearing on an amendment to the thoroughfare plan, the city manager shall give notice of the public hearing in the official newspaper of the city at least 15 days before the hearing.
- (2) In addition to notice by publication, if the amendment to the thoroughfare plan is a change in a thoroughfare classification or route description, the city manager shall send written notice of a public hearing on the proposed change to all owners of real property in the area of change lying within 200 feet of the existing right-of-way, or within 200 feet of the proposed right-of-way line if the proposed change will widen the right-of-way. The measurement of the 200 feet includes streets and alleys. The notice must be given not less than 10 days before the date set for the hearing by depositing the notice properly addressed and postage paid in the United States mail to the property owners as evidenced by the last approved city tax roll.
- (3) The written notice of a hearing before the city council may be combined with the written notice of a hearing before the commission if the date of the city council hearing is known at the time of sending commission hearing notices.
- (4) An amendment to the thoroughfare plan requires the favorable vote of a majority of the members of the city council present. (Ord. 19455)

Division 51-9.200

Approval of Alignment of Thoroughfares

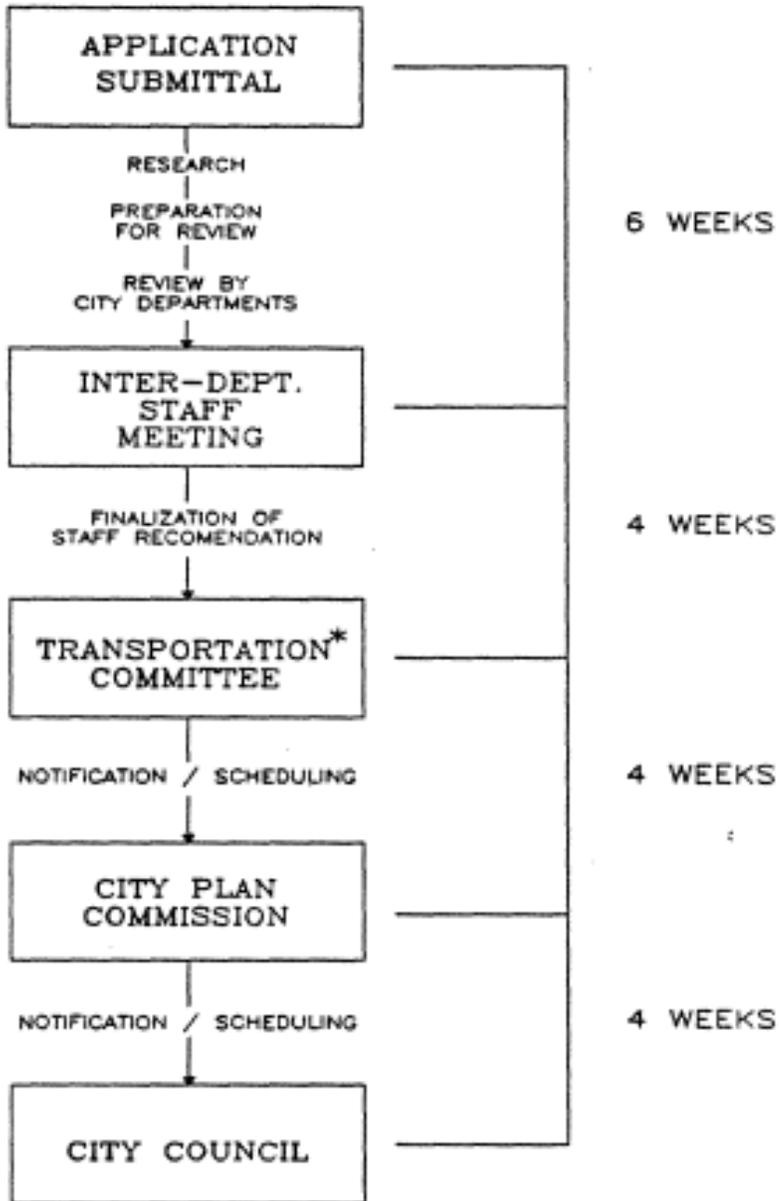
SECTION 51A-9.201. PROCEDURES FOR ESTABLISHMENT OF THOROUGHFARE ALIGNMENT.

- (a) In cases where the city must purchase right-of-way to construct a freeway, major thoroughfare, secondary thoroughfare, or a street in the CBD, before initiating purchasing procedures, the city manager shall present to the city council, the city staff recommendation for alignment of the roadway and its appurtenant facilities based on engineering criteria.
- (b) If the city council determines that the nature of the proposed alignment does not warrant a public hearing, the city council may approve the alignment by majority vote of city council members present.
- (c) If the city council determines that the nature of the proposed alignment requires notification of affected property owners and a public hearing, the city manager shall send written notice of a public hearing on the proposed alignment to all owners of real property lying within 200 feet of the proposed right-of-way line. The measurement of the 200 feet includes streets and alleys. The notice must be given not less than 10 days before the date set for the hearing by depositing the notice properly addressed and postage paid in the United States mail to the property owners as evidenced by the last approved city tax roll.
- (d) After a public hearing, the city council may approve an alignment by a majority vote of the city council members present.
- (e) After an alignment has been approved by the city council, the alignment may not be changed in a way that will require the purchase of additional right-of-way unless the change is approved by the city council following the same procedures for approval of an original alignment in accordance with Subsection (b) and (c).
- (f) For the purpose of this article "alignment" means the location of right-of-way lines, curb lines, and roadway placement of a freeway, major thoroughfare, secondary thoroughfare, or a street in the CBD. (Ord. 19455)

SECTION 51-9.202. PROCEDURE FOR APPROVAL OF STATE OR COUNTY THOROUGHFARE IMPROVEMENT.

- (a) Before the city gives its approval of a construction plan for a freeway, major thoroughfare, secondary thoroughfare, or street in the CBD by the state or county, the city manager shall present the proposed construction plan to the city council for review.
- (b) If the city council determines that the nature of the proposed construction plan does not warrant a public hearing, the city council may approve the construction plan by majority vote of the city council members present.
- (c) If the city council determines that the nature of the proposed construction plan requires notification of affected property owners and a public hearing, the city manager shall send written notice of a public hearing on the proposed construction to all owners of real property lying within 200 feet of the proposed right-of-way line. The measurement of the 200 feet includes streets and alleys. The notice must be given not less than 10 days before the date set for the hearing by depositing the notice properly addressed and postage paid in the United States mail to the property owners as evidenced by the last approved city tax roll.
- (d) After a public hearing the city council may approve a construction plan by the state or county by a majority vote of the city council members present.
- (e) The public hearing on a construction plan of the state or county may be held jointly with the state or county. (Ord. 19455)

APPENDIX C
THOROUGHFARE PLAN AMENDMENT PROCESS



* SUBCOMMITTEE OF
CITY PLAN COMMISSION

APPENDIX D

INTERSECTION IMPROVEMENTS

Prior transportation studies and accident records were reviewed to compile a list of intersections that should be considered for evaluation and application TSM measures. These sources include:

- City Staff Recommendations –a list reflecting operational deficiencies revealed by district engineering personnel and traffic impact studies included in development review cases;
- Forecasted Volume to Capacity Analysis (source #1) – a method which used modeled traffic projections to identify critically over-capacity intersections;
- Dallas Strategic Plan Recommendations (source #2) – a study which identified intersection improvements based on weighted scale, taking into account accidents, volume, and transit usage;
- 1985 Bond Project Proposals (source #3) – a listing of prioritized intersection improvement candidates submitted for funding;
- Parkway Center Study (source #4) – a special study subarea document which identified intersections targeted for improvement;
- Oak Lawn Study (source #5) – a special study subarea document which identified intersections targeted for improvement; and
- High Accident Location (source #6) – a compiled listing of intersections with a high number of accident occurrences.

The list of intersections is given below with the intersections grouped by corridor and a few intersections outside of the corridors listed by subarea of the city. Those intersections marked with an asterisk fall within more than one corridor.

Listing of Identified Intersections and Sources

Loop 12 / Northwest Hwy. Corridor
Abrams and Northwest Hwy. #6
Dallas N Tollway and Walnut Hill #1*
Abrams and Skillman #3, 6
Audelia and Northwest Hwy.*
Garland and Northwest Hwy. #6*

Harry Hines Corridor

Cedar Springs and Mockingbird #2*
I-35 and Royal #1, 6
Continental and I-35 #6
I-35 and Walnut Hill #1, 6*
Corinth and Industrial #3
Josey and LBJ #1*
Crown and Newberry #1
Kiest and Lancaster #6
Crown and Newkirk #1
Lancaster and Ledbetter #2, 3*
Denton and LBJ #1
Lucas and Maple #6
Dallas N Tollway and Oak Lawn #1
Luna and Royal #1*
Dallas N Tollway and Wycliff #3, 5
Maple and Oak Lawn #1, 2, 3, 5
Maple and Wycliff #1, 2, 3, 5, 6
Forest and LBJ #1, 6*
Hudnall and Maple *
Mockingbird and Harry Hines
I-35 and Mockingbird #1, 2, 3, 6
Northwest Hwy. and Harry Hines
I-35 and Oak Lawn #6*
Walnut Hill and Harry Hines #6
I-35 and Regal Row #1, 6
Wycliff and Harry Hines
Marsh/Hampton Corridor
Camp Wisdom and US 67
Jefferson and Hampton #6
Cedar Springs and Inwood #2, 3
Josey and LBJ #1*
Cedar Springs and Mockingbird #2*
LBJ and Hampton #6
LBJ and Marsh #1, 6
Forest and Marsh #1*
LBJ and Midway #1, 6
Hudnall and Maple *
LBJ and Webb Chapel #1*
I-35 and Inwood #1, 6

Coit Corridor

Central and LBJ #6
Frankford and Hillcrest *
Churchill and Coit
Hillcrest and LBJ #1, 6
Emily and Coit #1
Hillcrest and Spring Valley *
Forest and Coit #1*
LBJ and Coit #1, 6
Frankford and Coit
Spring Valley and Coit
Belt Line Corridor
Arapaho and Dallas Parkway #1
Hillcrest and Beltline
Hillcrest and Spring Valley *
Arapaho and Knoll Trail #1, 4
Knoll Trail and Beltline #4
Dallas Parkway and Beltline #1, 4*
Preston and Beltline #2, 3, 4, 6*
Dallas Parkway and Verde Valley #1, 4*
Forest Lane Corridor
Abrams and Forest
Inwood and Forest #1, 2, 3
Abrams and LBJ #1, 6
Inwood and LBJ #6*
Audelia and Skillman/LBJ #1, 6*
Josey and Forest #1
Central and Royal #1
Josey and LBJ #1*
Coit and Forest #1*
LBJ and Forest #1, 6*
Dallas N Tollway and Forest #1
LBJ and Midway #1, 6*
Dallas N Tollway and Harvest Hill #1, 6*
LBJ and Montfort #1*
LBJ and Webb Chapel #1*
Dallas N Tollway and Royal #1*
Marsh and Forest #1*
Greenville and Forest

East Dallas Corridor

Abrams and Mockingbird #6
Greenville and Mockingbird #1, 6
Central and Haskell #1
Central and Lemmon #1, 5, 6
Knox and McKinney #5
Central and Mockingbird #1, 6
Matilda and Mockingbird #6
Central and RLT #6
Mockingbird and Skillman
Cole and Knox #5
Far North Dallas Corridor
Frankford and Marsh
Midway and Rosemeade
Frankford and Midway
Rosemeade and SH 190 #1
SH 190 and Preston
Marsh and SH 190

APPENDIX E

Sherry Lane

- A. Sherry Lane is designated as a four lane undivided collector (S-4-U) with additional right-of-way to be acquired as adjacent properties redevelop;
- B. That any widening of roadway (pavement) of Sherry Lane between Douglas and Preston occur in increments of one blockface (as opposed to $\frac{3}{4}$ of a blockface or one and a half blockface, etc.). For the purpose of this motion, the term "blockface" means the portion of a roadway adjacent to all the lots on one side of a block;
- C. That the council enact an ordinance to establish building lines along Sherry Lane between Douglas and Preston, that includes a provision allowing development rights to be transferred.

APPENDIX F

Harry Hines Boulevard

- A. That, within 90 days of the commencement of design studies concerning Harry Hines between Mockingbird and Wycliff, the City notify in writing all parties listed on Attachment A of the resolution concerning Harry Hines approved by the Board of Directors of University Medical Park, which resolution shall be attached to the Thoroughfare Plan as part of Appendix F;
- B. The City solicit active and continuous participation by the membership of University Medical Park in the design of a comprehensive plan to widen Harry Hines;
- C. That adequate provisions be made to allow pedestrians to cross Harry Hines safely;
- D. That adequate provisions be made to permit easy vehicular access to all medical facilities and institutions located along Harry Hines between Mockingbird and Wycliff;
- E. That Harry Hines have an attractive, well-landscaped appearance to enhance the University Medical Park area.