CHAPTER 5 – TRANSPORTATION

The purpose of this chapter is to identify local travel and mobility needs and address orderly development of the City's thoroughfare system. It includes an overview of existing transportation and travel characteristics, transportation planning criteria and facility design standards. Within this chapter is the new Stephenville **Thoroughfare Plan**; a graphic representation that addresses transportation improvement needs over a 25-year planning period. By identifying the proposed street classifications and needs, the Thoroughfare Plan will serve as the guide for current and future roadway requirements, rights-of-way, upgrades, improvements and extensions to the existing network of streets, roads and highways within the City and its extra territorial jurisdiction. The Transportation element is closely coordinated with the Land Use and Downtown Revitalization chapters.

Key Issues

In the development of the Comprehensive Plan, the Steering Committee, focus groups and City staff identified the following key issues:

- **Congestion of North-South Streets** – the elongated disc shape created by Loop 988, Lingleville Highway (FM 8) and US 377 are traversed north-south by US 281 on the far eastern end of the city, Belknap/Graham through downtown, and Harbin just west of Tarleton State University.
- **Access and Circulation for Tarleton State University** – North-south access to the university and the central area of Stephenville is served by a disjointed network of local streets.
- **Lack of Bicycle Facilities** – lack of minor through streets and scarcity of controlled crossings of major arterials makes getting around town by bicycle a challenge.
- **Railroad Crossings and Right-of-Way Poorly Maintained** – There are a significant number of at-grade railroad crossings in Stephenville and many are in need of repair or safety enhancements.
- **Lack of Public Mass Transit** – University students and older citizens could be served by a customized public transit service, tailored to their specific needs.
- **More Sidewalks and Trails** – Walking and jogging should be encouraged within residential neighborhoods and neighborhood parks and recreation centers.

Goal, Objectives, and Actions

Goals, objectives, and actions form the basis of the Comprehensive Plan and will serve in guiding future thoroughfare development decisions in Stephenville. The following goal was created based upon input from citizens and Steering Committee members.

Transportation Goal: Provide access to neighborhoods and businesses while serving overall mobility needs of residents and businesses.

Objective T1: *Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.*

Action T1.1: Use the Thoroughfare Plan to determine where arterial and collector streets are needed in new residential and commercial developments.

Action T1.2: Use City funds on streets to benefit the community as a whole.

Objective T2: *Alternative transportation modes should be available to the residents of the City.*

Action T2.1: Provide designated on and off street bike routes.

Action T2.2: Provide trails, sidewalks and crosswalks on all arterial and collector streets.

Objective T3: *Larger vehicles should utilize major transportation routes around the City to minimize negative impact on residential neighborhoods.*

Action T3.1: Reevaluate the functional classifications of roads traversing Stephenville to either discourage or accommodate larger vehicles.

Objective T4: *Create a "front door" entry and identity for the City.*

Action T4.1: Develop a design for city entrance signs and landscaping that reflect the character of Stephenville.

Action T4.2: Require major entry roads reflect the character of Stephenville with landscaping, additional setbacks, preservation of existing trees and planting of additional trees.

Objective T5: *Ensure adequate access and circulation within the City.*

Action T5.1: Create a continuous loop around Stephenville.

Action T5.2: Extend Wolfe Nursery Road and Harbin Drive south to the proposed continuous loop.

Action T5.3: Upgrade the functional classification of Ollie/Alexander Roads from a Local Street to a Collector to facilitate north-south traffic flow in Stephenville.

Regional Setting and Major Thoroughfares

In order to understand the relationship of the highways and streets to the mobility needs of the residents, the Thoroughfare Plan must begin by looking at the regional setting and the existing roadway system. As depicted in **Figure 5.1 - Regional Setting**, Stephenville is located in the northern Hill Country of Texas, Stephenville serves as a regional, cultural, medical, educational, financial and entertainment center for the region.

FIGURE 5.1
REGIONAL SETTING

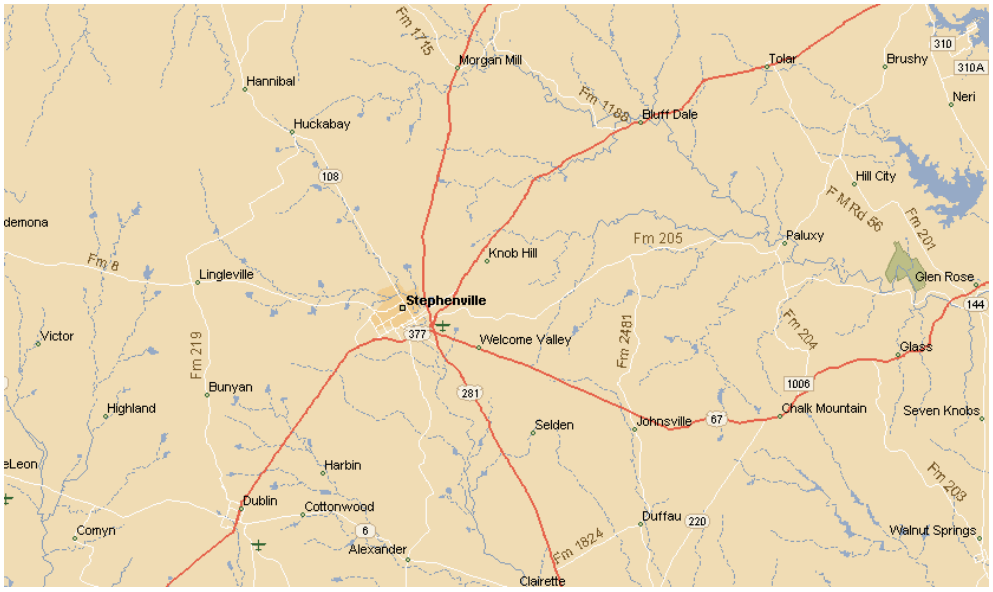
Regional Highways

As shown in Figure 5.1 and in **Figure 5.2 - Regional Highway Network**, three major highways in the National Highway System affect the City: US 67, US 281 and US 377 transect the City. The closest Interstate Highway is Interstate 20, approximately 30 miles north of Stephenville. Neighboring towns include Dublin to the southwest, Granbury to the east and Mineral Wells to the north. The Dallas-Fort Worth Metroplex has the only commercial air service airport within a 100-mile radius of Stephenville.

The following are the regional highways in the Stephenville region:

- **US Highway 67 (South Loop/Glen Rose Road)** – Connects Stephenville eastward to Glen Rose, Cleburne and IH 35W and US 287 then into Dallas and points beyond and westward to Brownwood, San Angelo and IH 10 onward towards El Paso.
- **US Highway 281 (Morgan Mill Road/East Road)** – A north-south highway that runs from San Antonio through Stephenville, Mineral Wells and on to Wichita Falls, connecting to IH 44 and continuing to Oklahoma City; corridor serves as an alternate to using IH 35. The highway is two-lane north and south of Stephenville, but multi-lane through the city.
- **US Highway 377 (South Loop)** – A southwest to northeast highway that runs from Del Rio at the border with Mexico and passes through Brownwood, Stephenville and Granbury to southwest Fort Worth.
- **State Highway 108 (Graham Street)** – A north-northwest connection from Stephenville to IH 20 with connection to FM 919 to SH 189 and serving several small communities.
- **Farm-To-Market Road 205** – A radial highway that heads eastward from Stephenville and serves the small communities between US 377 and US 67.
- **Farm-To-Market Road 914** – A radial highway that heads southward from Stephenville and serves the small communities between US 377 and US 281.
- **Farm-To-Market Road 8 (Lingleville Road)** – A radial highway that heads westward from Stephenville and serves the small communities between US 377 and IH 20.

FIGURE 5.2
REGIONAL HIGHWAY NETWORK



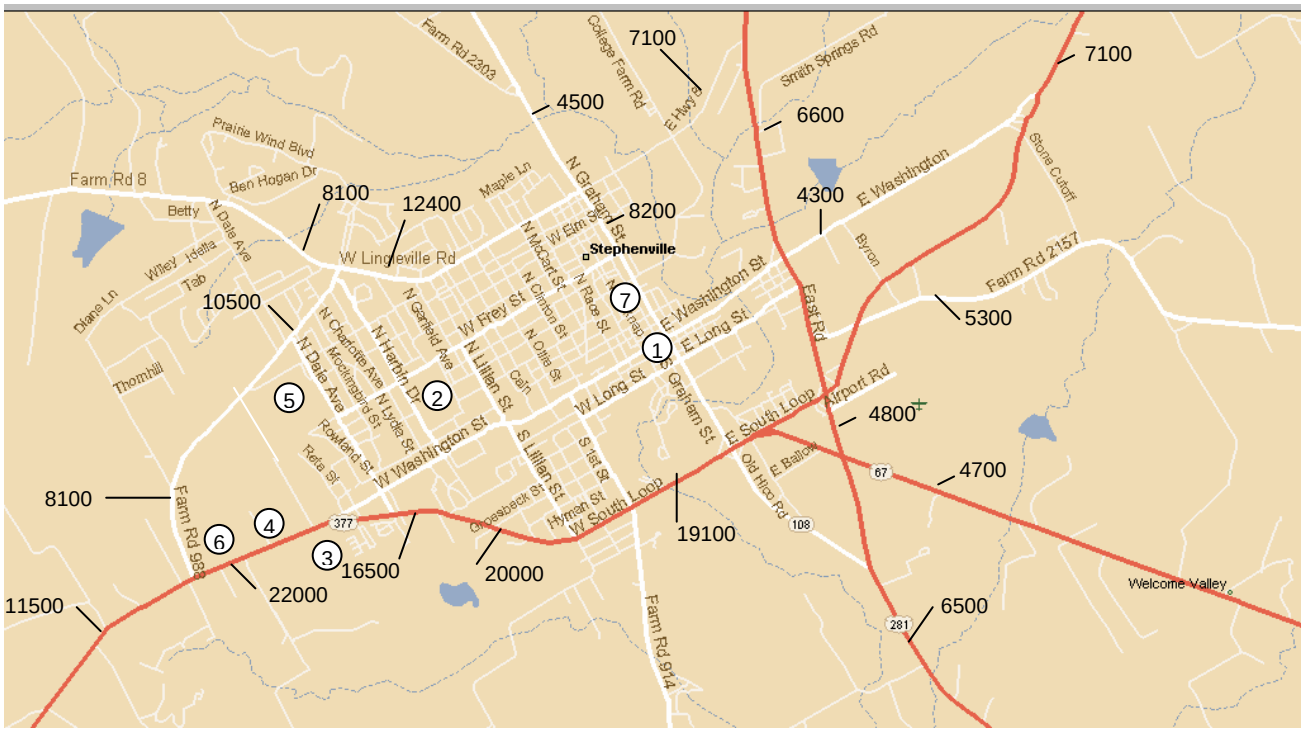
Major City Streets

Stephenville's existing system of regional highways are supported in the City by a major street system that brings local traffic to and from the highway and provides interconnection between the highways. The location and character of land uses that generate large numbers of trips influence traffic volumes and flow patterns. The following major arterials serve the City of Stephenville and are illustrated in **Figure 5.3 - Major City Roadways, Average Daily Traffic, and Employment Locations.**

- **Farm to Market Road 988** – A four-lane divided highway connecting FM 8 to US 377 on the west side of Stephenville. This peripheral roadway has attracted new businesses that thrive at the edge of medium size cities and also provides excellent access for major industrial complexes.
- **Frey Street** – One of two primary east-west arterial streets, Frey Street passes along the north side of Tarleton State University.
- **Washington Street** – Business 377 passes through the center of Downtown Stephenville and is the historic commercial strip of the city. The 1988 Thoroughfare Plan called for creating a one way pair out of Washington and Long Streets through downtown.
- **Long Street** – Runs parallel to and three blocks south of Washington Street for most of its distance between US 281 and US 377/67.
- **Harbin Drive** – One of the two primary continuous north-south streets between US 377/67 on the south of Stephenville and

Lingleville Highway (FM 8) on the north, serves the western edge of Tarleton State University.

FIGURE 5.3
MAJOR CITY ROADWAYS, AVERAGE DAILY TRAFFIC, AND EMPLOYMENT LOCATIONS



- **Graham Street** – Graham Street is the second primary continuous north-south streets between US 377/67 on the south of Stephenville and Lingleville Highway (FM 8) on the north, leading directly into the center of Downtown. The 1988 Thoroughfare Plan called for creating a one way pair out of Graham and Belknap Streets through downtown.
- **Lillian Street** – Connects US 377/67 on the south to Frey Street though the heart of the Tarleton State University campus. Only local and collector streets connect Frey Street to Lingleville Road (FM 8) between Harbin Drive and Graham Street.
- **Dale Avenue** – A short north-south street 0.4 miles west of Harbin Drive that runs between US 377/67 on the south and Northwest Loop on the north, serves the Stephenville ISD schools complex.
- **Wolfe Nursery Road** – A short north-south street that currently connects US 377 to the Northwest Loop 0.3 miles west of Dale Avenue.

Traffic Generators

The location of traffic generators in relation to area residential development and external access roadways directly impacts how the

local roadway network is used. The following table, **Table 5.1**, shows major employers or employment centers in the Stephenville area:

TABLE 5.1
MAJOR EMPLOYERS IN STEPHENVILLE
(CORRESPOND TO NUMBERS IN FIGURE 5.3)

Employer or Employment Center	Number of Employees
1. Downtown/Erath County/City Hall	1,000+
2. Tarleton State University	900 + 8,000 students
3. St. Gobain (mfg/ind)	650
4. FMC (mfg/ind)	430
5. Stephenville ISD	450
6. Walmart / Bosque Center	over 400
7. Harris Methodist Hospital	265
8. Appleton Electric	205
9. Pecan Valley MHMR	185
10. Stephenville Medical & Surgical Clinic	180
11. Fibergrate Composite Structures (mfg/ind)	150

Thoroughfare Network Concepts

The emphasis of the Thoroughfare Plan is on the major streets within and surrounding the City that carry the majority of the City's traffic. The classification terms used to describe the three categories of street identified in the Thoroughfare Plan are consistent with the Texas Departments of Transportation's "Functional Classification Map."

Roads and streets are grouped into functional classes according to the type of service they are intended to provide in terms of traffic movement and access. A schematic illustration of a functionally classified roadway network is shown in **Figure 5.4 - Example of a Functionally Classified Thoroughfare Network.** Stephenville's thoroughfare network includes the following functional classes: Major Arterials, Minor Arterials, Collectors and Local/Residential streets.

Criteria used in determining the functional classifications of roadways are shown in **Table 5.2 - Thoroughfare Classification System**. Classification is

based on each roadway's functional role in the overall network, the existing and future travel patterns and areas served.

Functional Classifications

As stated previously, each of Stephenville's streets and roads, existing and future, has been assigned one of the following classifications: Major Arterial, Minor Arterial, Collector and Local Street, with the Arterial being the highest classification, and the Local Street the lowest.

Major Arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds and serve a significant portion of through-travel or long-distance trips. Freeways and Major Arterials together typically accommodate about 30 to 40 percent of a region's travel on 5 to 10 percent of the total roadway network. Major Arterials serve as primary routes through a region and between regions. They are continuous over long distances (greater than five miles) and accommodate both intraregional and interregional travel. These facilities generally serve high-volume travel corridors that connect major generators of traffic, such as the central business district, other large employment centers, suburban commercial centers, industrial centers, major residential communities and other major activity centers within the urban area. In Stephenville, US 67/377, US 281, SH 108, FM 914 to the South Loop, Lingleville Road, Highway 8, and the Northwest Loop function as Major arterials. They are owned, operated and maintained by TxDOT. Thus, the number of lanes and physical

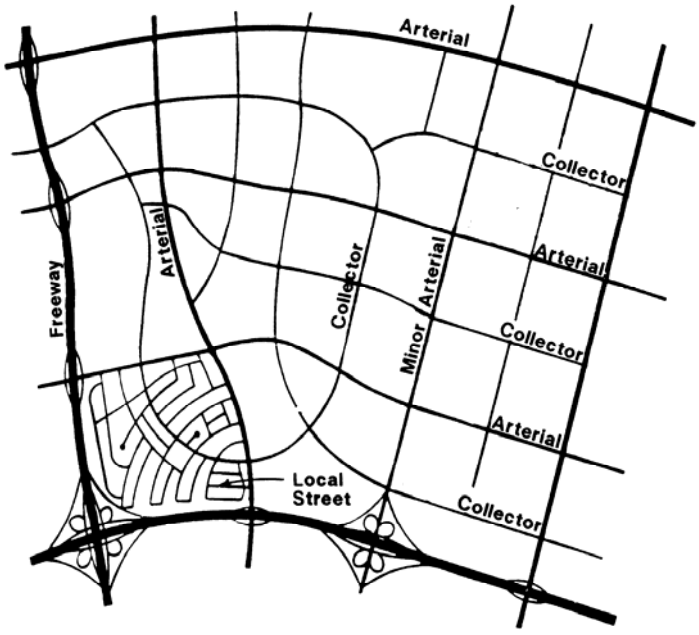


FIGURE 5.4
EXAMPLE OF A FUNCTIONALLY CLASSIFIED THOROUGHFARE NETWORK

appearance are controlled by TxDOT, though they will work with local jurisdictions to incorporate local concepts for roadway appearance and needs for access.

Major Arterials typically operate at between 40 to 55 MPH. To expedite the movement of traffic, access to adjacent properties is minimized, on-street parking is prohibited and signals are spaced at not less than ½ mile intervals and are typically limited to only those intersections where the intersecting street is of a classification of Minor Arterial or higher. Where two Major Arterials intersect, a grade separation should be considered. At an interchange of a Major Arterial and a Tollway or Freeway, a cloverleaf or similar indirect ramping system is desirable to minimize the impedance of through-traffic. Where intersections on Major Arterials are installed, they are typically designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 MPH.

TABLE 5.2
THOROUGHFARE CLASSIFICATION SYSTEM

Criterion	Major Arterial	Minor Arterial	Major/Minor Collector	Local Street
Functional Role	Mobility is primary, Access is secondary; Connects highways and other Arterials	Connect Major Arterials and lower classes; Access is secondary	Collects traffic; Connect Arterials to Local Streets; also land access	Access is primary; Little through movement
Roadway Continuity	Connect Highways, Arterials and lower classes; Connect major activity centers	Connect Major Arterials to lower classes	Continuous in spaces between Arterials. Connect Arterials to local streets; extend across Arterials	Discontinuous Connect to Collectors
Purpose	Serve trips entering and leaving the urban area as well as trips within	Serve shorter distance trips than Major arterials.	Provide direct access to residential, commercial and other land uses.	Provide direct access to residential and commercial properties.
Roadway Length	Usually more than 5 miles long	Usually more than 3 miles long	Varies from about 1/2 mile to 2 miles	Generally less than 1 mile long
Traffic Volumes	12,000 to 50,000 VPD	3,500 to 18,000 VPD	1,500 to 8,000 VPD	100 to 1,500 VPD

Criterion	Major Arterial	Minor Arterial	Major/Minor Collector	Local Street
Desirable Spacing	2 miles or more between Major Arterials	Generally 1/2 to 2 miles between Minor Arterials	Generally 1/4 to 1/2 miles between Collectors	Varies with block length, min. >125 ft.
Posted Speed	40 to 55 mph	30 to 45 mph	30 mph or less	20 to 30 mph
Peak Period Speeds	30 to 35 mph	20 to 35 mph	-	-
Access	Intersect with Arterials, Collectors and Local Streets; Restricted driveway access	Intersect with Arterials, Collectors, and Local Streets, Limited driveway access	Intersect with Arterials and Local Streets; Driveways permitted	Intersect with Collectors and Arterials; Driveways permitted
On-Street Parking	Restricted	Restricted	Generally permitted	Permitted
Intersections	Intersections should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 mph		Higher speed differential and closer intersection/access spacing can be used than on Arterials	
Percent of Roadway Network	5 to 10 percent	15 to 25 percent	5 to 10 percent	65 to 80 percent
Percent of Total Motor Vehicle Travel	30 to 40 percent	40 to 60 percent	-	-
Community Relationship	Define neighborhood boundaries	Define and traverse neighborhood boundaries	Internal and traverses boundaries	Internal
Through Truck Routes	Yes	Permitted	No	No
Bikeways	No	Limited	Yes	Yes
Sidewalks	Yes	Yes	Yes	Yes

Minor Arterials function similarly to Major Arterials, except that their primary function is to accommodate only intraregional mobility. Minor Arterials are from one to five miles in length, operate at lower speeds (35 to 45

MPH), and provide more direct access to adjacent properties and the local street network. Signals and driveways are more frequent on Minor Arterials; with signals every block in heavily urbanized districts. Unlike Major Arterials, on-street parking is sometimes permitted on Minor Arterials. Major and Minor Arterials are generally spaced at one mile intervals in an alternating grid pattern. The integrated system formed by Major Arterials and Minor Arterials typically includes 15 to 25 percent of the total roadway network and serves 40 to 60 percent of total motor vehicle travel.

On the Stephenville Thoroughfare Plan map, minor arterials are shown in blue. Graham, Washington, Wolfe Nursery and Harbin Drive function as minor arterials: they have a limited number of access points, mostly by collector streets; they carry traffic from the interior of Stephenville through adjacent neighborhoods to a Major Arterial. As such, the typical section of a minor arterial in Stephenville should call for two to four travel lanes plus auxiliary lanes for left turns, either left turn bays at intersections or a continuous left turn center lane.

Collector Streets are the connectors between Arterials and Local Streets, which serve to collect traffic and distribute it to the Arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking is generally permitted on Collectors. Frey, Lillian, Long, and Dale are examples of streets that function as collectors.

Since Collectors are used for short distance trips between Local Streets and Arterials, they should be continuous in the spaces between Arterials. Collectors should not be more than two miles in length in a rural setting. Collectors should generally line up across an Arterial, to promote connectivity between neighborhoods and reduce short trips on the arterial, but such alignment should be carefully considered as to not promote the misuse of the Collectors as an Arterial. To provide efficient traffic circulation and preserve amenities of neighborhoods, Collectors

should desirably be spaced at about one-quarter to one-half mile intervals, depending on development density. Subdivision street layout plans should include Collectors as well as Local Streets in order to provide efficient traffic access and circulation.

Since Collectors generally carry higher traffic volumes than Local Streets, they require a wider roadway cross section. An Urban Collector (usually designed for suburban residential subdivisions) should be designed to accommodate two travel lanes a total of 40 to 45 feet in width. A Collector should rarely be designed to accommodate more than two travel lanes throughout its length; such a design will encourage the misuse of the Collector as an Arterial. A Collector in a rural setting as in Stephenville should be designed for an operating speed of 30 to 35 MPH. Collectors typically make up about 5 to 10 percent of the total street system.

Collectors serve an important role in collecting and distributing traffic between Arterials and Local Streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas.

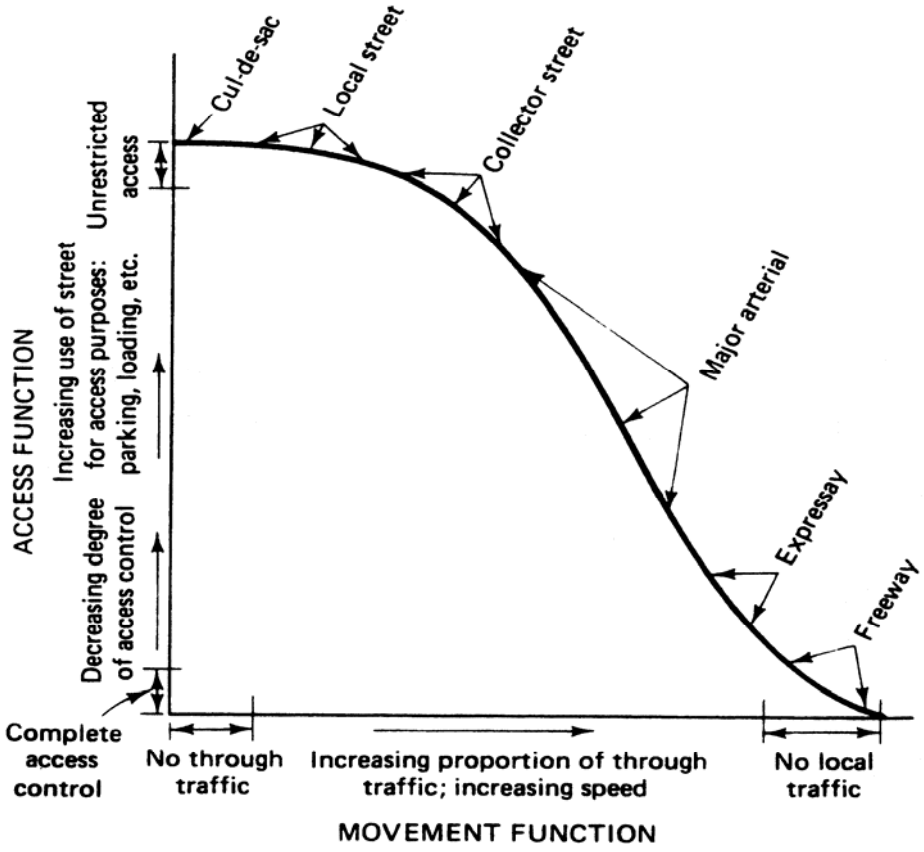
Local Streets include all other streets and roads that are not included in higher classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. Through-traffic and excessive speeds should be discouraged by using appropriate geometric designs, traffic control devices, curvilinear alignments and discontinuous streets. On-street parking is generally permitted. Trip lengths on Local Streets are short, volumes are low and speeds are slow, typically 25 to 30 MPH. A typical local street can accommodate one travel lane and two parking lanes and a width of 26 to 28 feet of pavement is desirable, although cross-sections as wide as 34 feet can be acceptable. Often on rural Local Street sections with open-ditch drainage and unpaved shoulders, minimum portions of the shoulder and drainage ditch slope are

used for parking. Local Streets typically comprise about 65 to 80 percent of the total street system in urban areas.

Traffic Movement Versus Land Access

One important principal of thoroughfare planning is the "traffic movement function versus land access" function. Each class of street shares a portion of each function, as illustrated by the graph in **Figure 5.5 - Traffic Movement Versus Land Access**.

FIGURE 5.5
TRAFFIC MOVEMENT VERSUS LAND ACCESS



For Major Arterials, emphasis is placed upon the movement function--moving vehicles across town with a controlled number of intersecting streets and driveways that conflict with the movement of traffic. US 67/377 (South Loop) is the best example of a street where the traffic movement is of primary importance. Land access is allowed, but it is carefully regulated to avoid the traffic-slowing congestion that turning movements onto and off of the street create.

On the opposite side of the scale, the function of local streets is to provide access to adjoining land. A residential cul-de-sac is one example--the traffic service function is non-existent. In theory, only trips having an origin or destination at a lot on the cul-de-sac would be made on such a street.

On many other streets, the two functions are shared more evenly. Washington Street in downtown is an example of a Major Arterial street where both access *and* movement are emphasized. The mix of functions results in a relatively high level of traffic congestion, particularly during peak shopping periods. In other words, traffic movement is sacrificed for the benefit of land access.

Both functions are important. Without the land access function being served, motorists would be trapped in their cars with no ability to arrive at a destination. As a regional retail hub, it is vital to the local economy that motorists in Stephenville have access to stores and businesses. It is equally important that the street network allow traffic to flow smoothly and safely within and through the city for all other trips.

Traffic Operations

The traffic volumes accommodations are important determinants in the transportation system's ability to serve area travel demands. The average daily traffic volume counts for area roadways in 1999 are shown in **Figure 5.3 – Major City Roadways, Average Daily Traffic, and Employment Locations**. The measured traffic volumes identify existing travel patterns and desire lines. Areas of congestion indicate corridors that need enhanced capacity considerations.

For evaluation purposes, general guidelines developed by the National Academy of Sciences Transportation Research Board's *Highway Capacity Manual* (HCM) were used. The HCM identifies a comparative quality of operation on roadways based upon the number of cars per travel lane during a one-hour period, for various types of roadway, as shown in **Table 5.3 - Typical Service Volumes for Urban Streets**. Level of Service (LOS) is used as a measure to represent different gradations of flow conditions, with LOS A being essentially free flow, LOS B through D becoming gradually more congested, LOS E being very congested, and LOS F

extremely congested. LOS D represents moderate congestion, a condition that should be a tolerable quality of service for peak traffic period conditions in Stephenville.

TABLE 5.3
TYPICAL SERVICE VOLUMES FOR URBAN STREETS

Lanes	Service Volumes (vehicles/hour)				
	A	B	C	D	E
Class I					
1	n/a	860	930	1020	1140
2	n/a	1720	1860	2030	2280
3	n/a	2580	2780	3050	3430
4	n/a	3450	3710	4060	4570
Class II					
1	n/a	n/a	670	850	890
2	n/a	n/a	1470	1700	1780
3	n/a	n/a	2280	2550	2670
4	n/a	n/a	3090	3400	3560
Class III					
1	n/a	n/a	480	780	850
2	n/a	n/a	1030	1600	1690
3	n/a	n/a	1560	2410	2540
4	n/a	n/a	2140	3220	3390
Class IV					
1	n/a	n/a	540	780	800
2	n/a	n/a	1200	1570	1620
3	n/a	n/a	1900	2370	2430
4	n/a	n/a	2610	3160	3250

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

Roadway classification characteristics for traffic analysis are described in **Table 5.4 - Typical Characteristics of Roadway Types**. Actual roadway characteristics differing from these values may produce different Level of Service break points from those shown in Table 5.2.

TABLE 5.4
TYPICAL CHARACTERISTICS OF ROADWAY TYPES

	Roadway Class			
	I	II	III	IV
Signal Density (signals/mile)	0.8	3	5	10
Free-flow speed (MPH)	50	40	35	30
Effective green ratio out of entire cycle	0.45	0.45	0.45	0.45
Free flow rate (veh/lane/hr of green)	1850	1800	1750	1700
% left turns, % right turns	10	10	10	10
Left turn bay at intersections	yes	yes	yes	yes

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

Traffic Impact Assessments

Many communities in the United States have established permitting criteria that require the conduct of a Traffic Impact Assessment (TIA) for developments exceeding certain size thresholds. The TIA provides information on the volumes of traffic that is anticipated to be generated by the development, and the traffic level of service that would result by adding site traffic onto background traffic for the specified planning horizon year. The findings of the TIA can assist in identifying needed roadway infrastructure improvements to accommodate planned improvements and traffic growth in the vicinity of the development. Some communities utilize this information to assess traffic impact fees or to develop cost sharing strategies for advancement of public infrastructure improvement projects to meet development schedules. This would require establishment of supporting policies within city zoning and permitting requirements.

Thoroughfare Plan

Thoroughfare planning results in an orderly, efficient transportation system and ensures the preservation of adequate rights of way and appropriate alignments for existing and future major thoroughfares. Such planning influences the pattern of land development in the city and therefore is interrelated with other components of comprehensive planning and urban development.

The recommended new Thoroughfare Plan is graphically displayed in **Figure 5.6 - Thoroughfare Plan.** The plan is a map that identifies the existing and proposed thoroughfare system of arterials, collectors and

local streets. It serves as the City's general plan for guiding thoroughfare system development, including planned widening and extension of its roads, streets, and public highways. The plan indicates the needed rights-of-way, general alignments and typical sections for planned new roadways. Proposed alignments and actual alignments may vary depending on future development. This Thoroughfare Plan should be considered in platting of subdivisions, right-of-way dedication and construction of major roadways. It does not, however, show future alignments for new local streets, because these streets function principally to provide access to adjacent land. Future alignments will depend upon specific development plans.

The Thoroughfare Plan represents a functional, feasible plan and classification scheme for Stephenville's existing and future major streets. Existing major streets are color-coded and classified according to their relative function within an overall street circulation system. Where existing streets tend to carry more than ideal traffic volumes, extensions, and new street developments are anticipated to increase capacity or divert the traffic load.

The new streets proposed by the Thoroughfare Plan will function to: serve newly developing areas of town, provide better access to existing trip-generating land uses and more evenly distribute existing and projected traffic loads. One of the principal characteristics of the Thoroughfare Plan is the projection of additional major streets south of US 67/377 (South Loop). These new streets, in conjunction with other major street development, will provide Stephenville with an effective street system for both existing and future residents.

Except where specific alignments have been adopted by the City Council, proposed alignments shown on the accompanying map are not intended to reflect specific routes, but instead reflect schematic connections, the specific location of which will be determined in connection with private development initiatives or City-sponsored right-of-way surveys. Exact alignments may vary, depending upon development plans for adjoining lands. Upon actual construction, future thoroughfare

alignments may vary by several hundred feet from those shown on the Thoroughfare Plan map.

In the interest of keeping the Thoroughfare Plan as current as possible, prioritization of street projects is not to be listed as part of the Plan. As noted above, most near and mid-term major street projects are addressed annually through the budget process. Additionally, anticipated major street projects are listed in the City's ten year Capital Improvements Plan (CIP).

Advance planning for major street construction is critical as many projects require significant participation from the Texas Department of Transportation, and thus must be placed on the State's five-year plan.

Thoroughfare Planning Principles

Population growth and expansion of the city and its Extraterritorial Jurisdiction (ETJ) make it necessary to review and update the Thoroughfare Plan and expand the geographic scope of the map. Not all areas of the Plan map contain existing or proposed major streets.

The process of amending and updating the Thoroughfare Plan reaffirms the importance of establishing an efficient and coordinated transportation network to serve the city's growing population and expanding area of development. As in the past, for the foreseeable future, the automobile will continue to be the most significant transportation mode, necessitating the development of new streets and the improvement of existing streets. Through adoption of this Thoroughfare Plan amendment and careful monitoring of building activity in the City and its ETJ, major street rights-of-way can be protected for future use and segments of the proposed streets can be developed in conjunction with subdivisions and other developments.

Assignment of streets (both existing and proposed) to one of the three thoroughfare classifications is determined largely by "future intended function"--not solely by the street's current function. That criterion helps to explain why some street segments are assigned thoroughfare status even though existing traffic volume or right-of-way width falls short of the standard for a particular category of thoroughfare.

City staff must continue to study existing major and minor streets to determine rights-of-way and traffic control needs and other problems related to existing street improvements. This information will be used to determine priorities for a systematic street development and improvement program. Implementation of program improvements will be driven by new private developments, subdivisions, improvement districts and, in some cases, through the City's annual Capital Improvements Budget. The City should continue to seek State and Federal funding.

Implementation of the Thoroughfare Plan, a long-range planning tool, is also linked to the City's CIP. This mid-range planning tool guides the timing of future thoroughfare development and other street network and traffic control improvements where the City takes the lead. Timing of some major street segments will be dictated by private development initiatives. This, coupled with ever-present funding and land development uncertainties, makes it impossible to precisely schedule future thoroughfare development more than a few years into the future.

Thoroughfare Requirements and Standards

Outlined in the following text are typical criteria for certain characteristics of street and land development, incorporated as a part of a City's thoroughfare development standards, Zoning Ordinance and Subdivision Regulations in the city and in the Extraterritorial Jurisdiction.

- The general **location and alignment of thoroughfares** must be in conformance with the Thoroughfare Plan. Subdivision plats should provide for dedication of needed rights-of-way for thoroughfares within or bordering the subdivision. Any major changes in thoroughfare alignment that are inconsistent with the plan require the approval of the Planning and Zoning Commission and City Council through a public hearing process. A major change would include any proposal that involves the addition or deletion of established thoroughfare designations, or changes in the planned general alignment of thoroughfares that would affect parcels of land beyond the specific tract in question.
- The **pavement width and rights-of-way width** for thoroughfares and other public streets should conform to minimum City standards unless the Planning Commission grants a waiver. Properties proposed for subdivision that include or are bordered by an existing thoroughfare with insufficient right-of-way width should be required to dedicate land to compensate for any rights-of-way deficiency of that thoroughfare. When a new thoroughfare

extension is proposed to connect with an existing thoroughfare that has narrower rights-of-way, a transitional area should be provided.

- Existing streets in adjacent areas should be continued and, when an adjacent area is undeveloped, the street layout should provide for future **projection and continuation of streets** into the undeveloped area. In particular, the arrangement of streets in a new subdivision must make provision for continuation of rights-of-way for the principal existing streets in adjoining areas – or where new streets will be necessary for future public requirements on adjacent properties, which have not yet been subdivided. Where adjacent land is undeveloped, stub streets should include a temporary turnaround to accommodate fire apparatus.
- **Locations of new intersections of subdivision streets** with existing thoroughfares within or bordering the subdivision should be planned to align with existing intersections, where feasible, to avoid creation of off-set or "jogged" intersections and to provide for continuity of existing streets, especially Collectors and higher classes of thoroughfares.
- The **angle of intersection** for street intersections should be as nearly at a right angle as possible. Corner cutbacks or radii should be required at the acute corner of the right-of-way line, to provide adequate sight distance at intersections.
- **Offset or "jogged" street intersections** should have a minimum separation of 125 feet between the centerlines of the intersecting streets.
- **Cul-de-sac** streets should have a maximum length of no more than 500-600 feet measured from the connecting street centerline to centerline of radius point, with a paved turnaround pad of at least 60 feet and a right-of-way at least 50 foot radius in residential areas. As an alternative, the street length may be longer if there is a density of no more than 24 lots. Cul-de-sacs should generally be discouraged in commercial and industrial developments, however when used there should be at least 180 feet radius of paving with a 100 foot right-of-way radius in commercial and industrial areas.
- Subdivision layout should generally avoid the creation of **residential lots fronting on Arterials**, with direct driveway access to the Arterial street. Lots should be accessed from Collector or Local/Residential streets within or bordering the subdivision or an auxiliary street designed to accommodate driveway traffic.
- Subdivision layout should minimize the arrangement of **residential lots fronting on Collectors**, particularly within 180 feet of an intersection. To the extent possible, lots should be accessed from local residential streets.
- Requirements and guidelines for the **geometric design of thoroughfares and public streets** should be provided in the City's Subdivision Ordinance and standard specifications. This includes special provisions for lot width and building setbacks on corner lots to preserve sight distances at adjacent intersections.

- The Planning and Zoning Commission should not approve a plat containing **private streets.**
- Within the boundaries of a subdivision, **sidewalks** should be installed on both sides of Arterials, Collectors and Local/Residential Streets.

Standard Street Cross-Sections

Cross-sections of a roadway are related to anticipated traffic volumes and design capacity to provide a desired level of service, but also to the desired pedestrian accommodations and streetscape. The Standard Cross-Sections, outlined in **Table 5.5 – Existing Standard Cross-Sections For Arterials, Collectors and Local Streets**, were previously adopted by the City of Stephenville. The table identifies criteria for rights-of-way and pavement width. Standard roadway cross-sections should be used in all newly developing areas and when possible when making improvements in existing developed areas. However, special and unique cases may arise where existing physical conditions and development constraints will conflict with the need for providing a roadway to the required right-of-way width and cross-section. These circumstances require a degree of flexibility in the implementation of the Thoroughfare Plan, and minimum design criteria and cross-sections may have to be applied.

TABLE 5.5
EXISTING STANDARD CROSS-SECTIONS FOR ARTERIALS, COLLECTORS AND LOCAL STREETS

Classification	Right-of-Way Width (Feet)	Paving Width (Feet)
Minor Arterial	120	25’ with 20’median
Major Collector	90	25’ with 11’ median
Minor Collector	70	45
Local Street	50	31

Source: City of Stephenville

A revised set of Standard Street Cross-sections to accompany the new Thoroughfare Plan is presented in **Table 5.6 – Proposed New Standard Cross-Sections for Arterials, Collectors and Local Streets**. These new sections simplify the definition of roadway designations, while reducing pavement requirements for local and collector streets.

TABLE 5.6
PROPOSED NEW STANDARD CROSS-SECTIONS FOR ARTERIALS, COLLECTORS, AND LOCAL STREETS

Street Classification	Right-of-Way Width (Feet)	Paving Width, to Back of Curb (Feet)
Highway	>120	>80
Major Arterial	100	80
Minor Arterial	80-100	50
Collector	60-70	45
Local - Urban	50	30
Local - Rural	50	24

Source: Wilbur Smith Associates

Major arterials are shown in black on the Thoroughfare Plan, and a typical cross-section is illustrated in **Figure 5.6 – Major Arterial**. Shown in blue on the Thoroughfare Plan**, Figure 5.7 – Minor Arterial** illustrates a typical Minor Arterial cross-section. Although collectors are not shown on the Thoroughfare Plan a cross-section of Collector streets is illustrated in **Figure 5.8 – Collector**. Local streets are shown as thin black lines on the thoroughfare plan. Typical cross-sections of local streets are illustrated in **Figure 5.9 – Urban Local** and **Figure 5.10 – Rural Local**.

FIGURE 5.6
MAJOR ARTERIAL

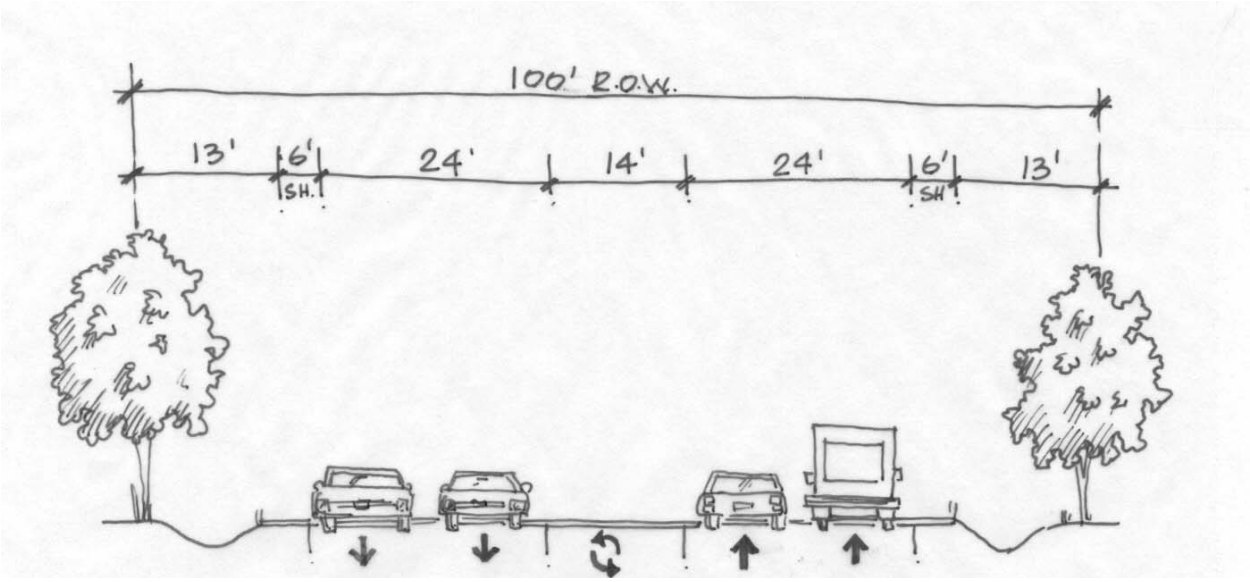


FIGURE 5.7
MINOR ARTERIAL

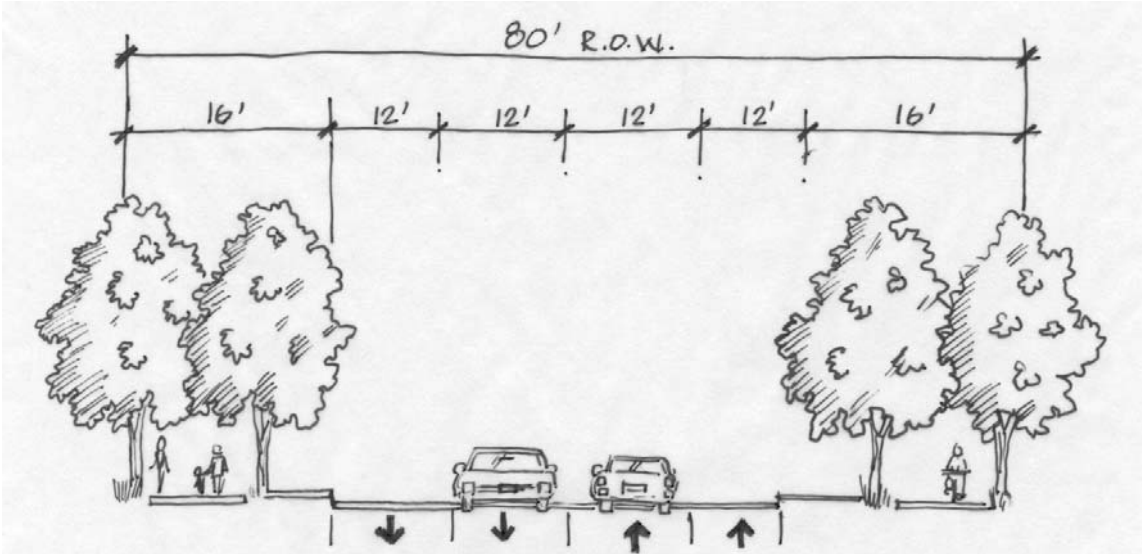


FIGURE 5.8
COLLECTOR

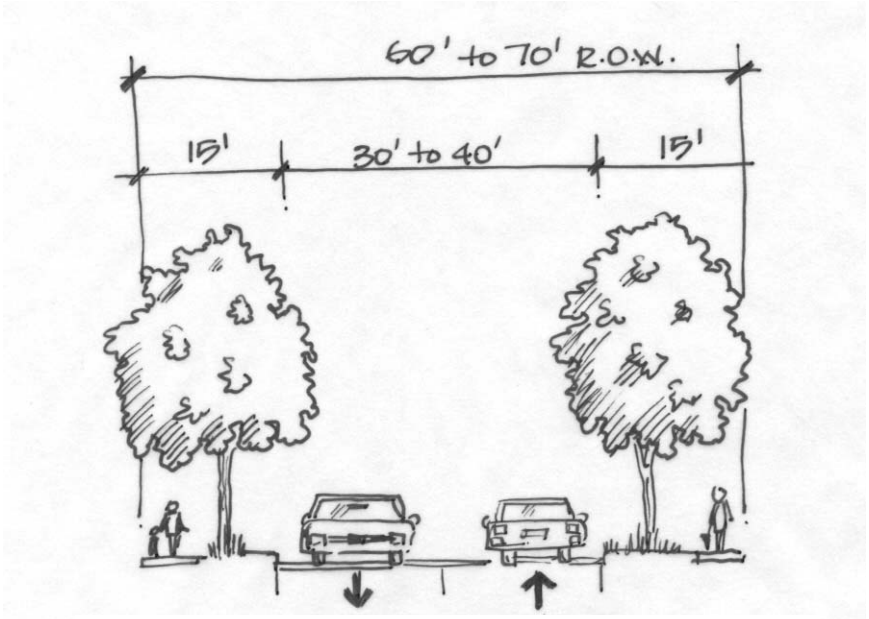


FIGURE 5.9
URBAN LOCAL

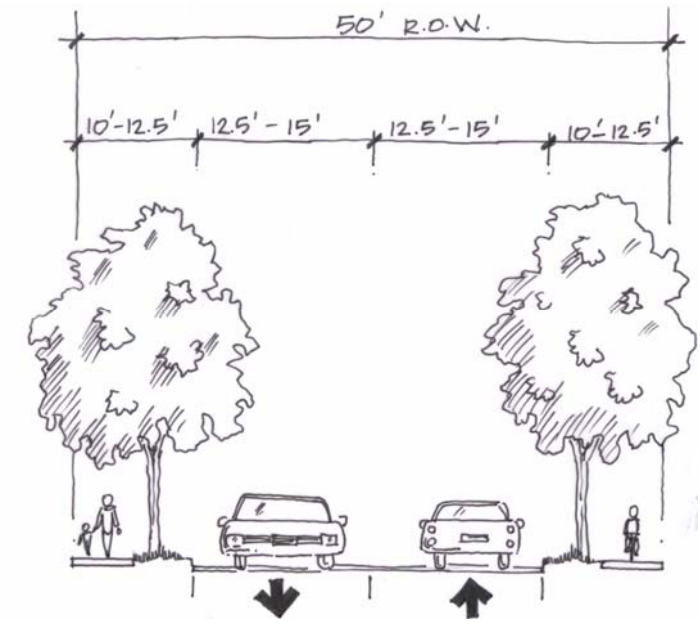
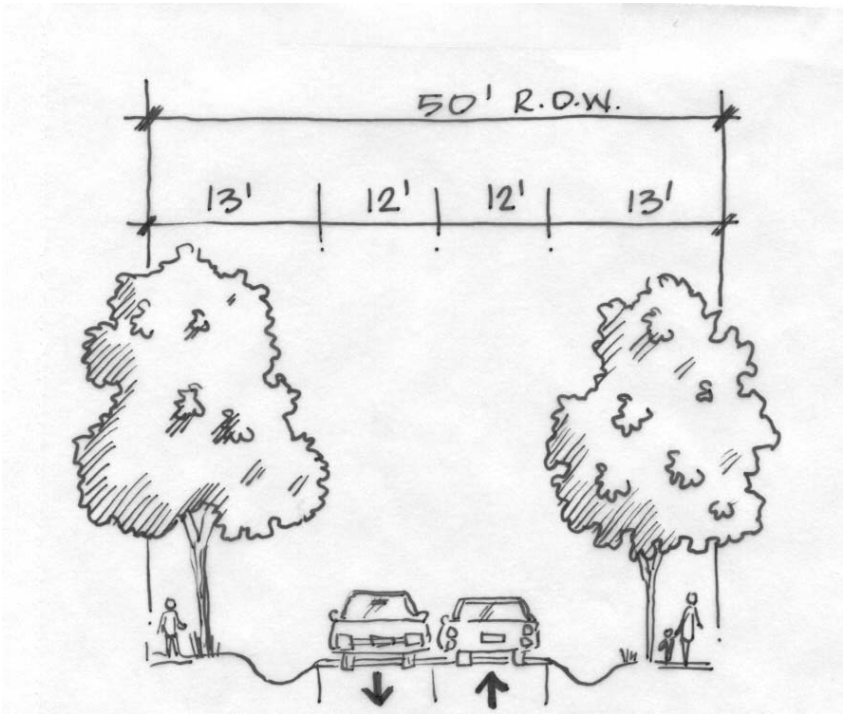


FIGURE 5.10
RURAL LOCAL



Downtown Traffic Access and Circulation

The Downtown access roadways of Washington and Graham are often congested due to the concentration of destinations in Downtown and the crossing of travel patterns. Washington Street (Business US 377) is an east-west route through Downtown and Graham Street (FM 108) is a north-south route through Downtown that connects to US 281 and US 67 to the south. These two streets form two sides of the Downtown Square which has the County Courthouse at its center and local merchants and offices around the outside of the square. Beyond one block of the central square, the compact pedestrian nature of development dissipates into more automobile-oriented development styles.

The 1998 Thoroughfare Plan called for the creation of a set of north-south and east-west one-way pairs, or couplets, of streets extending several blocks on either side of Downtown, using Washington westbound with College eastbound and Belknap southbound with Graham northbound. The one-way pairs would address the needs in Downtown to distribute the traffic volumes over more streets. The reallocation of half of the traffic from Washington and Graham onto Belknap and College by the creation of one-way pairs would have both positive and negative impacts, as summarized in **Table 5.7**.

TABLE 5.7
POTENTIAL IMPACTS OF ONE-WAY PAIRS IN DOWNTOWN

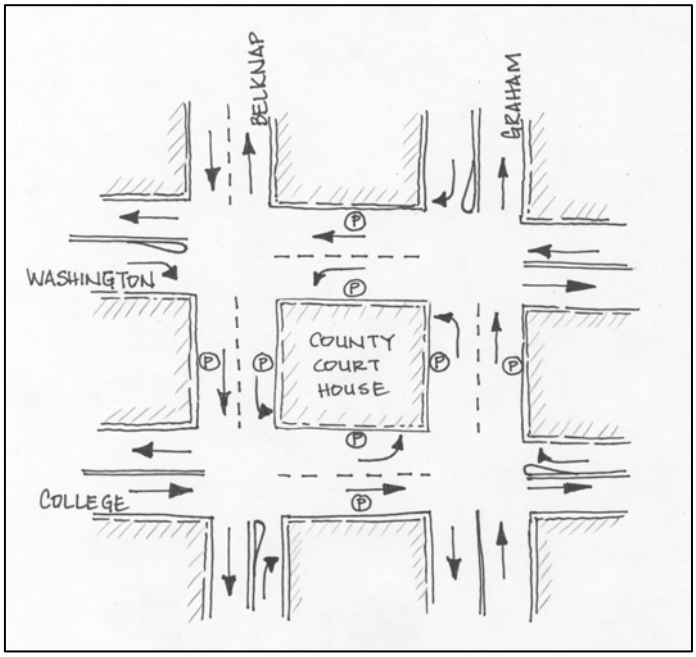
Positive Aspects of One-Way Pair	Negative Aspects of One-Way Pair
Using four two lane streets would approximately double the traffic-carrying capacity of the approach street corridors into downtown and reduce delays due to turning traffic.	The one-way pairs are limited in length to several blocks from the Downtown Square and will have limited capabilities for carrying traffic as a corridor.
Traffic would be distributed along a second parallel street, distributing the impacts of traffic growth.	Providing two lanes of traffic in one direction of each of the streets will allow traffic to drive faster, changing the streets from an atmosphere of local access to the moving of traffic.
Intersections of one-way streets have fewer conflicting movements than intersections of two-way streets.	Circulation patterns will change and may require additional turns to access parking for locations.
Traffic distribution onto a set of one-way pairs would increase the visibility of more potential business sites in Downtown.	Businesses on Washington and Graham in Downtown will see less traffic initially. Those along Belknap and College may not appreciate the additional traffic activity.

Overall, the creation of one-way pairs in downtown establishes a more functional traffic operation, but perhaps a more aggressive traffic flow than desired for the adjoining commercial nature. A pair of one-way streets would improve the safety of intersection operations around the Downtown Square and allow more dedicated turn lanes while maximizing parking provisions, but would create a circuitous path for traffic destined through the Downtown. Since the adoption of the 1998 Thoroughfare Plan, no action has been taken towards implementing the north-south or east-west one-way pairs.

Incremental Introduction of One-Way Pairs – Safety concerns have been expressed by citizens regarding busy intersections in the central square of Downtown, specifically the delays due to conflicting movements and certain visibility issues at the intersection approaches. The two pairs of one-way streets would work well to address these issues. The complete

one-way pair concept could be incrementally implemented as needed along each of the north-south and east-west corridors, beginning at the Downtown Square, as shown in **Figure 5.11**.

FIGURE 5.11
POTENTIAL
ONE-WAY PAIRS IN DOWNTOWN



As shown, the one way streets would circulate counter clockwise around the square, as the streets will do under the full one-way pairs concept. This traffic operation would better accommodate turning movements at the four intersections around the square, would reduce the number of conflicting movements at each intersection, and could help to reduce overall traffic delay while allowing for the maximum amount of curbside parking on each side of the square. With one-way circulation around the Square, consideration could be given to eliminating the "off-street" parking adjacent to the south and west side of the Courthouse and replacing it with angled parking and green space.

Thurber Brick Streets and Crosswalks – The City of Stephenville has used Thurber bricks in many of its streets. Many of the old brick streets have been either overlaid with asphalt or reconstructed. Street repairs for utilities often render the Thurber brick pavement unstable, causing

unevenness and eventual reconstruction. Some streets still remain, including some downtown streets and some east of the university. Thurber bricks are no longer manufactured, but the City has a stockpile of the bricks available for placement in its streets.

To enhance the historic character of Stephenville, the Thurber brick streets in Downtown should be maintained within the central square. Additionally, use of Thurber brick in the streets should emanate from downtown to complement the relation of the surrounding areas to Downtown. Streets that lead from Downtown to a nearby significantly historic or rustic commercial or neighborhood area could be reconstructed to retain or attain an historic character. Streets that transition away from Downtown into surrounding development, or streets that cannot be paved completely brick paved can have their crosswalks paved with Thurber brick. The transition distance can be adjusted to meet the character of the adjacent development.

Tarleton State University Access and Circulation

The 2010 Campus Plan for Tarleton, completed in 1998, indicates the creation of a more densely developed central campus with elimination of some internal roadways and circulation. This is a common tendency of small, growing universities nestled within a community. Current trends within the State of Texas university system programs are expected to increase attendance at the state's second tier universities, including Tarleton State University. Tarleton has yet to prepare an updated Campus Master Plan to respond to this recent statewide policy change. Campus parking will become an increasingly important issue, as will on-campus and off-campus housing. The Future Land Use Plan reflects an expanded university housing need, which in turn impacts the need for enhanced transportation accommodations.

Additional North-South Circulation – The 2010 Campus Plan calls for the closure of Lillian Street and Vanderbilt Street through the center of campus to alleviate anticipated auto/pedestrian conflicts associated with a higher concentration of students on campus. A similar effort is currently underway at Baylor University in Waco, where many of the roadways that

formerly passed through the center of the campus are being truncated near strategic loading/unloading areas and parking facilities in favor of more academic and residence buildings and a more pedestrian atmosphere in the central part of campus. Lillian Street begins at Lingleville Highway, has an offset intersection at Frey Street, passes though the center of campus and leads south of campus as a collector roadway serving a mixture of single and multi-family housing, with connections to Washington and to US 377.

Potential closure of Lillian Street would limit the north-south circulation around the campus. Harbin Drive, which runs along the west side of campus, provides north-south connectivity to the east-west major arterial and minor arterial network. East of campus, the north-south streets are disjointed and are essentially two-lane local and collector roadways, with a continuous north-south corridor not provided until Graham Street. A study of the potential closure of this segment of N. Lillian Street was done in 2002 and concluded that the closure could be done without significant impacts to through traffic not destined for campus.

The FM 914 and Alexander Street corridor currently provides a north-south corridor south of Washington Street that is positioned approximately mid-way between Harbin and Graham. Previous efforts have looked at the extension of Alexander to use existing Mary Street and Ollie Street rights-of-way to provide a north-south corridor for the city that would provide the needed north-south circulation for the Tarleton campus and surrounding residential areas. The Ollie Street alignment lines up with a subdivision entry across FM 8/Lingleville Road. Development of the corridor would require removal of some business and residential development north of Washington to create the continuous corridor. The closure of Lillian and creation of the north-south corridor along Alexander/Ollie would have both positive and negative impacts, as summarized in **Table 5.8 - Potential Impacts of Creating Alexander/Ollie Corridor.**

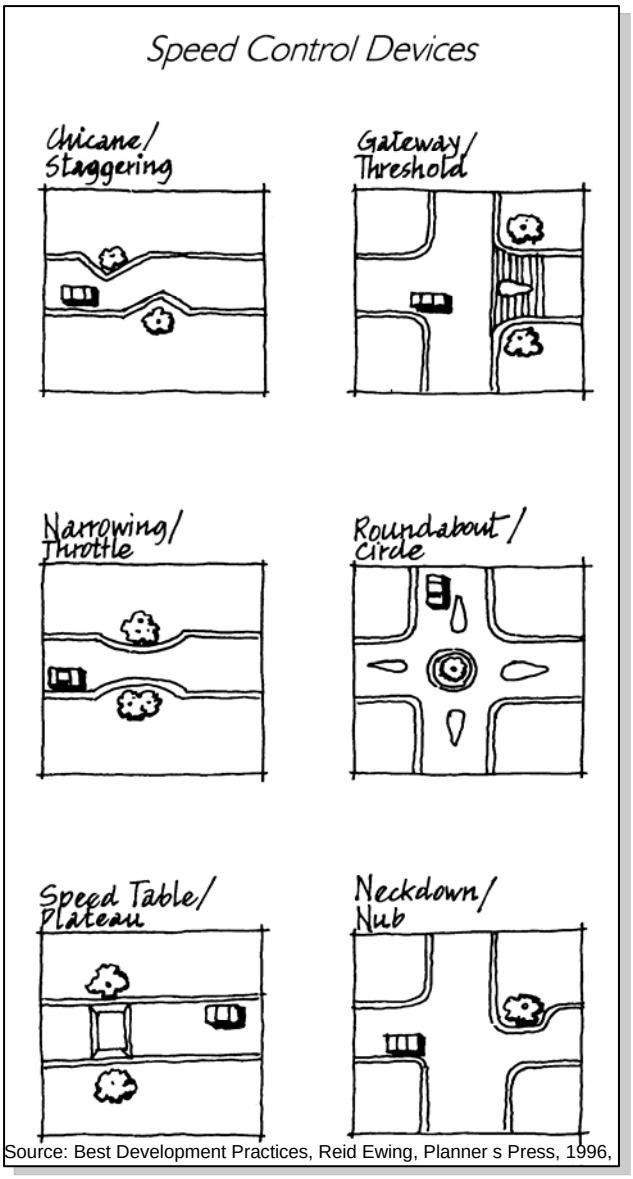
TABLE 5.8
POTENTIAL IMPACTS OF CREATING ALEXANDER/OLLIE CORRIDOR

Positive Aspects of Corridor	Negative Aspects of Corridor
Provides another north-south connection across the city that has logical northern and southern terminations.	Brings traffic through an area that currently receives mostly local traffic.
Traffic loading on Harbin would be further distributed onto Ollie as well.	Current two lane configuration will need to be widened, potentially to four lanes which would be a disruption to the existing adjoining land uses.
Ollie would become an eastern boundary for expansion of the central campus buildings, with parking lots/garages provided on campus.	Ollie would become a barrier to pedestrian and bicycle circulation.
A new more functional commercial node could be created at the Alexander/Ollie intersection with Washington.	Some existing businesses and residences will need to be removed to create the continuous corridor.

Overall, the creation of the Alexander/Ollie corridor establishes a more functional traffic operation for the city as a whole and allows Tarleton to reconfigure and expand its campus to meet current and projected needs.

"Traffic Calming" Measures

As in many communities across the nation there is a growing concern in Stephenville about the increase of non-local traffic in residential areas. Many cities are joining a nationwide trend among local governments by adopting traffic calming programs, which are aimed at controlling cut-through traffic and speeding on neighborhood streets and generally aggressive driving that threatens the safety of other drivers and pedestrians.



Source: Best Development Practices, Reid Ewing, Planner s Press, 1996,

Traffic calming measures are instrumental in providing livable neighborhoods where residents feel safe walking, biking, and playing. In addition to reducing speeds in residential neighborhoods traffic calming measures are also useful in pedestrian-oriented commercial areas. The Institute of Transportation Engineers (ITE) defines "traffic calming" as "the combination of mainly physical features that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users." In addition to addressing motor vehicle issues, traffic calming can also involve disparate objectives such as improving aesthetics, promoting urban renewal, reducing crime, and increasing water filtration into the ground.

The Institute of Transportation Engineers identifies broad goals for traffic calming, which include increasing quality of life, incorporating the preferences and requirements of nearby residents and others who use the area adjacent to streets and intersections, creating safe and attractive streets, helping to reduce the negative effects of motor vehicles on the environment (pollution, urban sprawl, etc.), and promoting walking and bicycle and transit use. More specific objectives, as applied to local streets, include:

- Achieving slower speeds for motor vehicles;
- Reducing collision frequency and severity;
- Increasing safety and the perception of safety for non-motorized users of the street;
- Reducing the need for police enforcement;
- Enhancing the street environment (streetscape, etc.);
- Increasing access for all modes of transportation; and,
- Reducing cut-through motor vehicle traffic through neighborhoods.

Traffic calming is accomplished through a combination of measures that control both traffic speeds and volume. Volume controlled measures include street closures, restrictive one-way streets and turn restrictions should only be implemented on local streets. These measures are effective in reducing traffic on streets; however, such measures do not reduce speed and often result in the diversion of unwanted traffic onto other residential streets. Speed controlled measures are important in reducing injury accident rates and in increasing walking and bicycling on streets. These measures include speed humps, speed tables, traffic circles, sharp bends, chicanes, and narrowing at mid block. Speed control measures should be designed into the community through urban design and land use features such as smaller setbacks, street trees, short streets, sharp curves, center islands, traffic circles, textured pavements, speed humps and flat topped speed tables. Speed control measures are typically implemented on local streets but can be installed on collector streets with proper traffic operations considerations, such as emergency vehicle access and conveyance.

Lessons from communities that have experimented with traffic calming initiatives point to the following characteristics of a successful program:

- ensuring early involvement of and communication between neighborhood residents, City staff, and City Council;
- establishing specific procedures for defining and studying potential traffic problems;
- creating a clear process for requesting potential calming measures, securing project approval and funding, and then designing and implementing the measures;
- outlining an array of preferred calming techniques or combinations of methods based upon industry standards as documented in publications of the Institute of Transportation Engineers and similar professional associations;
- confirming neighborhood consensus and support before proceeding with implementation; and,
- monitoring and evaluating the effectiveness of calming measures on a case-by-case basis, with the ability to reconsider and alter or remove if necessary, any traffic calming device or technique which inadvertently creates and/or shifts a traffic problem from one street or neighborhood to another.

The Institute of Transportation Engineers, state transportation departments and others entities have published manuals and other materials documenting numerous traffic calming options and techniques, including some that are subtle and intended to influence drivers' perceptions of their surroundings and thereby their driving behavior. These can include road and intersection narrowing methods, better definition of crosswalks and pedestrian-oriented settings, and manipulation of road surfaces. Illustrations and specifications are provided and the advantages and disadvantages of each calming method are presented.

Alternative Transportation

Considerations for transportation other than by personal automobile should be incorporated into the Transportation Plan for Stephenville. Public transportation, bicycling and pedestrian modes are important elements of an overall transportation system to serve the broad range of mobility needs of the community, as well as to enhance their quality of life.

Bicyclist and Pedestrian Mobility and Safety

Bicyclist and pedestrian facilities are essential in serving the recreational needs of the community and in providing alternative modes of transportation. Eliminating barriers to bicycle and pedestrian mobility is one of the most important features in bicycle/pedestrian planning. Freeways, major arterials, water features, and topography all impose significant barriers to access and mobility. Designated bicycle routes, on-street bikeways, and off-street bike/hike/jog trails should be developed to link major attractions and destinations throughout the City, including neighborhoods and apartments, parks, schools, churches, the public library, museums, major employers, medical clinics, social service agencies, and the Central Business District and other shopping areas.

Pedestrian and bicycle facilities should be designed and constructed in compliance with the requirements of the Americans with Disabilities Act (ADA); guidance on such design is available from many resources including *Accessible Rights-of-Way: A Design Guide,* published by the U.S. Architectural and Transportation Barriers Compliance Board. Hike and bike trails and other bicycle facilities should be designed in accordance with the *Guide for the Development of Bicycle Facilities* published by the American Association of State Highway and Transportation Officials (AASHTO).

Pedestrian walkways, sidewalks, and crosswalks are part of the City's existing transportation system that serves the needs for pedestrian movement in residential neighborhoods, commercial business areas, and around schools, parks and other community facilities. Safe and well-maintained pedestrian facilities are particularly needed in the older established areas of communities and in areas that did not have sidewalks installed before they were required by the City's development ordinances. In general, a five-foot wide sidewalk should be provided on both sides of streets containing residential and/or commercial development. When situated along an arterial street, the sidewalk should be buffered from the roadway travel lanes by a distance of at least five feet. When in central commercial areas, wider sidewalks complementing the storefront browsing nature of development should be provided.

When a path is intended to accommodate bicyclists as well as pedestrians, the pavement should be a minimum of eight feet in width, and preferably ten feet or more as volumes warrant. Sidewalks should not be required along remote segments of roadway where residential development is less than one dwelling per acre. Pipeline easements and irrigation ditches may also provide additional areas for bikeways.

Certain types of roadways are more attractive to bicycle riders than others as a result of traffic volumes and speeds and street design. Skilled bicyclists usually prefer to travel along the street system and should be accommodated through striped bike lanes or extra wide curb lanes on arterials and collectors. The majority of bicyclists, however, are less skilled and need to be separated from high speeds and high volume traffic through the use of bike lanes and off-street bike paths. Local and collector streets are suitable for use by most adult bicycle riders while minor arterial streets are suitable for limited use by bicyclists due to higher traffic volumes and speeds. Rural arterials, especially those with shoulders wider than four feet, attract sport cyclists interested in longer-distance travel with fewer interruptions. A further resource for the planning and design of bike lanes, bike routes, shoulder lanes and wide curb lanes is *Selecting Roadway Treatments to Accommodate Bicyclists* published by the Federal Highway Administration.

Public Transportation

Public transit is an important option for reducing traffic congestion and decreasing the number of single occupant vehicles that travel our roads and highways. It is important to the economic vitality and quality of life of the community. Public transit facilitates the affordable and reliable movement of people to and from work, to vital services, to businesses, and to recreation. Stephenville has recently joined The Transit System, Inc, (TTS) provided public transportation services to its residents. Since 1983, TTS has been providing service to the cities of Glen Rose and Granbury, and since September of 2002, has been providing service to Stephenville. Services provided by TTS include flexible routes service, taxi-type services, charters, and shuttle connections to DFW Airport. The TTS has been quite successful in Stephenville, with ridership steadily increasing since

beginning operations in 2003. Total ridership in 2004 was 7,421 compared to 6,276 in 2003. The first quarter of 2005 (which is counted between September and November of the previous year) was 2,155, compared to 1,564 in the first quarter of 2004, and 920 in the first quarter of 2003. Stephenville also benefits from special prearranged transportation services provided for qualifying elderly and mobility-challenged citizens by the Texas Transit System with funding from Federal Transit Administration.

The following actions items should be considered to address the public transport needs:

- The City and Tarleton State University should pursue opportunities to acquire subsidies and other funding to support initiating transit service.
- The City should investigate the current state of specialized transportation services for elderly, handicapped and outpatient care to see if a coordinated system of services could be brokered to provide greater efficiency and effectiveness using existing or supplemented services.

Thoroughfare Plan Implementation

Implementation of thoroughfare system improvements occurs in stages over time as the City grows and, over many years, builds toward the ultimate thoroughfare system shown in the Thoroughfare Plan. The fact that a future thoroughfare is shown on the Plan does not represent a commitment to a specific time frame for construction, nor that the City will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies, including the City of Stephenville, Erath County, and the Texas Department of Transportation as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City, County, and Texas Department of Transportation, as well as residents, land owners and developers, can utilize the Thoroughfare Plan in making decisions relating to planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions in accordance with the City's Subdivision Regulations/Unified Development Code should include consideration of compliance with the Thoroughfare Plan in order

to ensure consistency and availability of sufficient rights-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where rights-of-way are needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public rights-of-way, and provision of setbacks for new buildings, utility lines, and other improvements located along the rights-of-way for existing or planned thoroughfares.

Major Thoroughfare Plan Amendment Process

It will be necessary for the City to periodically consider and adopt amendments to the Major Thoroughfare Plan to reflect changing conditions and new needs for thoroughfare system improvements and development. A systematic procedure should be followed for making Plan amendments, including a set schedule for annually inviting and considering proposed changes.

Role of City Government

The City is responsible for the safe operation and maintenance of streets, traffic control and speed limits through the administration of the Stephenville Code of Ordinances. Design and construction of new streets are controlled through the requirements of the Public Works Design Guidelines. The City works with State and Federal entities such as the Texas Department of Transportation (TxDOT) on regional transportation issues.

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