

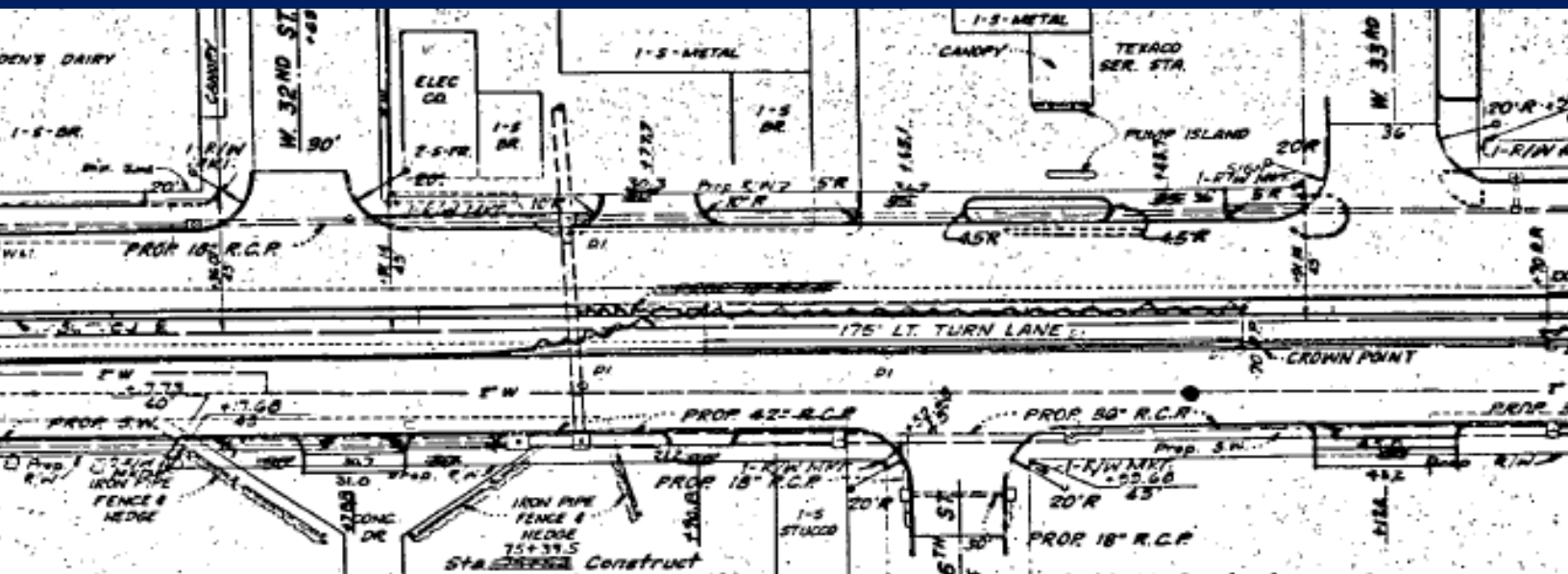


TEXARKANA STATELINE

Corridor Plan



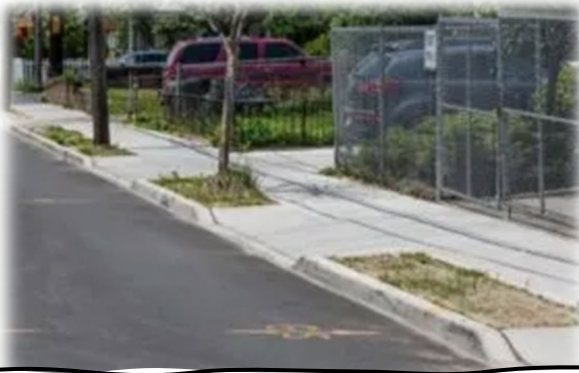
US 71/Stateline Avenue
Corridor Plan | January 2022



Chapter 5: Design Alternative 2: Redevelopment Concept

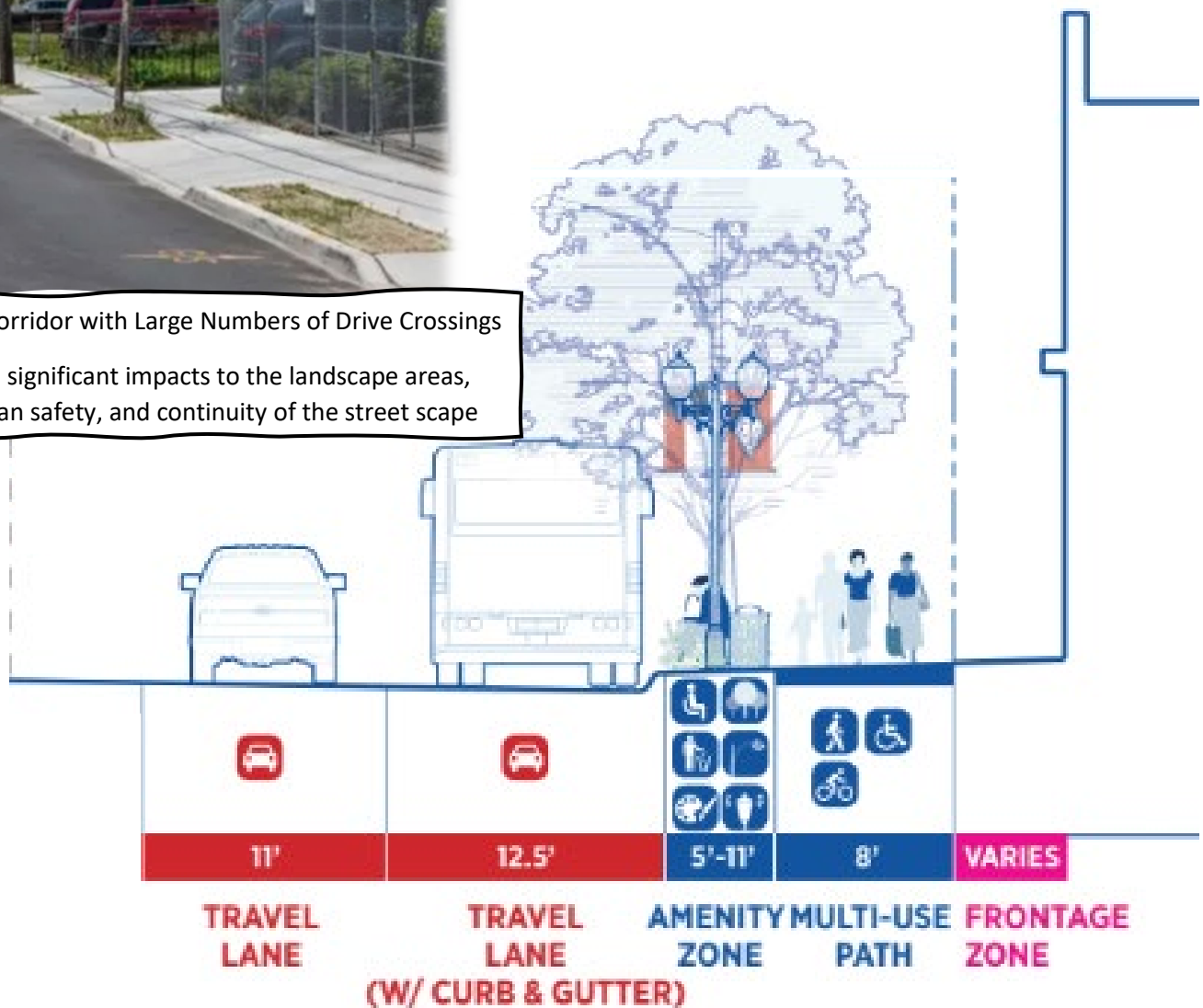
Overview

This chapter will present the framework for the second design alternative, including concepts, general district character, proposed multimodal improvements, and key redevelopment opportunities. This alternative, called the Redevelopment Concept, is a transformation from the traffic centric design of today into a corridor that promotes all uses from vehicles to bicycles. A key component of this alternative is the goal of reducing the number of driveway connections to allow better continuity of the shared use path, which would in turn provide a safer environment for users. An additional key component is a reduced pavement section width to allow for additional space along the street edge for multimodal uses and beautification efforts.



Example Corridor with Large Numbers of Drive Crossings

This has significant impacts to the landscape areas, pedestrian safety, and continuity of the street scape



Redevelopment Concept

Regional Commercial

Travel Lane Configuration

To best accommodate the large volume of traffic, the Boulevard Concept for the Regional Commercial District would have three lanes traveling southbound, as exists today, and three northbound lanes. A continuous two-way left turn lane would be maintained. The six-lane section would transition to a four-lane section at the Texas/Arkansas Boulevard intersection. Per ARDOT design criteria, the six-lane section would require a raised median unless a design exception is allowed.

Multimodal Facilities

This concept would provide eight-foot-wide shared use paths along both sides of Stateline to accommodate pedestrians and bicycle traffic. Due to limited vehicular cross access, the intent would be to improve walkability in this district and promote parking at one location and visiting all desired surrounding locations by foot rather than by vehicle. Additionally, lighting and some pedestrian furniture could be utilized to encourage users.

To accommodate these users across Stateline, signalized crosswalks could be added at Texas/Arkansas Boulevard and W. 52nd intersections. To maintain the desired quarter mile spacing between crossing locations, a mid-block crossing could be installed near the intersection with E. 42nd Street.

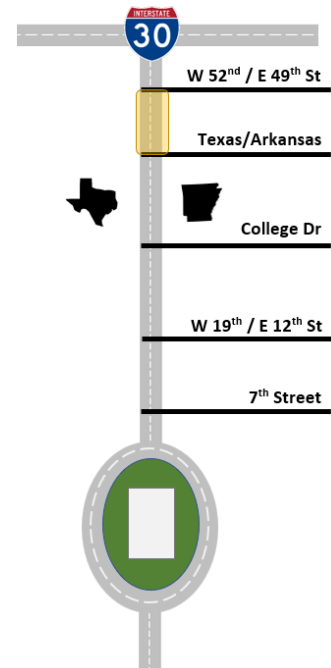
The single existing bus facility location in this district would be maintained and be replaced with a shelter and bench at each location.

District Character

This district, while adding pedestrian features, will still feel very urban with heavy traffic volumes and larger percentages of impervious ground covering. To best maintain sight visibility at drive connections, short, low maintenance landscaping would be utilized.

Aesthetic Features

Specialty features included in this district could include Gateway Flags located at the I-30 intersection that depict each State. Brick Columns could be installed near north end of Stateline as a gateway feature. Crosswalks could be brick stamped concrete to allow tie-in with historic theme and contrast concrete pavement. Trees along the ROW would be minimal and landscape beds would be spaced as ROW allows. Landscape beds would include short native shrubs and grasses.

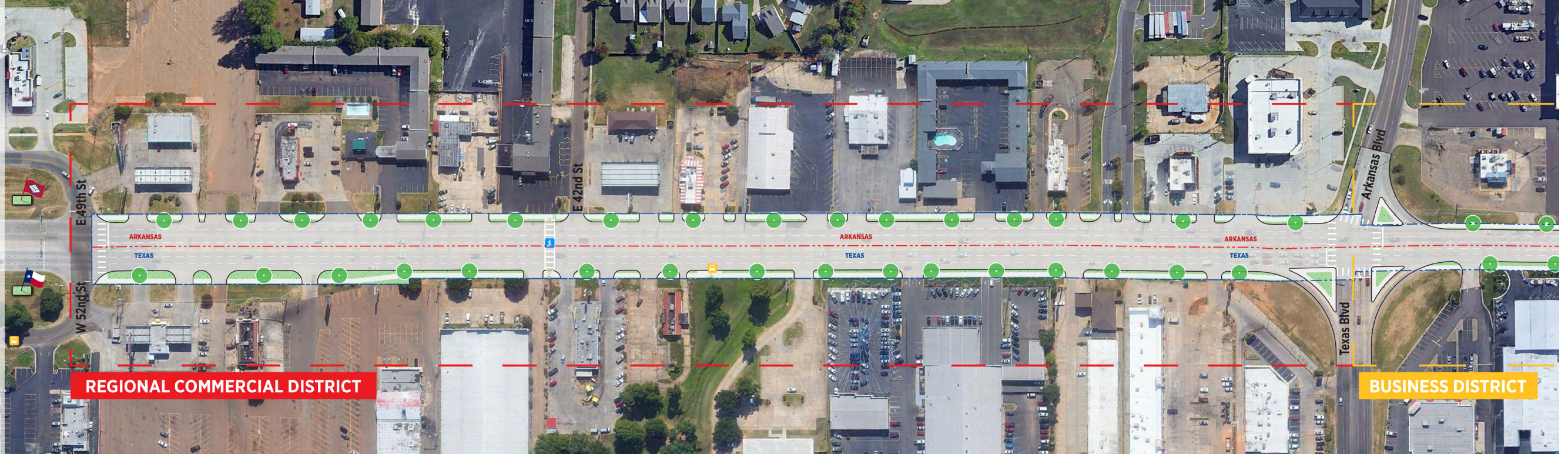


PLAN

REGIONAL COMMERCIAL WITHOUT MEDIANS: I-30 TO TEXAS/ARKANSAS BLVD



- LEGEND**
- RIGHT OF WAY
 - STATE LINE
 - LANES
 - 8' MULTI-PURPOSE PATH
 - LANDSCAPE AREA
 - DECORATIVE PAVERS
 - BUS STOP SIGN
 - BUS STOP W/ PROPOSED T-LINE BUS SHELTER
 - PROPOSED MID-BLOCK PEDESTRIAN CROSSING
 - PROPOSED STREET TREE
 - POTENTIAL STREET TREE WITH CITY AGREEMENT*
 - HISTORICAL MILE MARKER



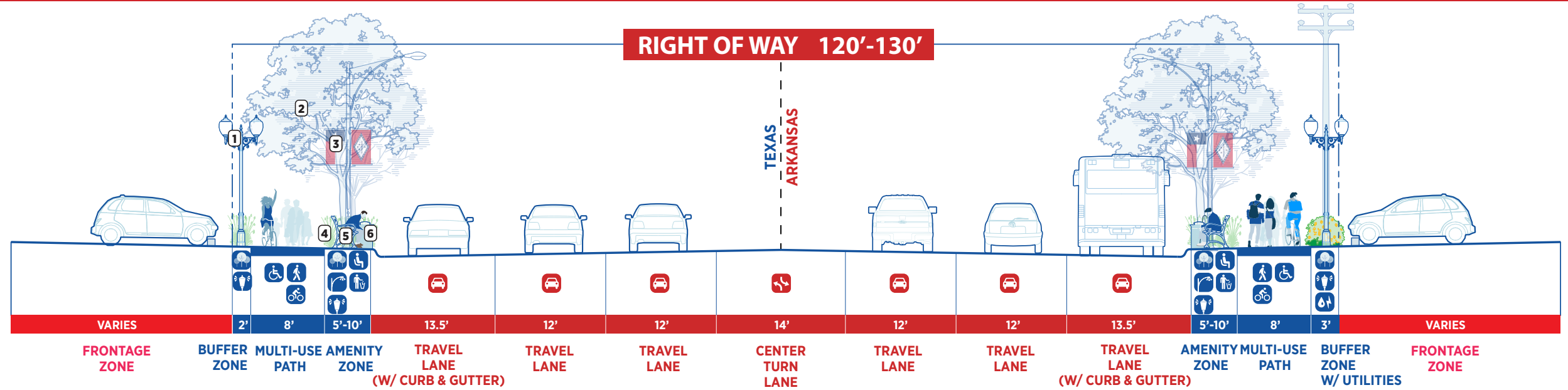
COLOSSAL FLAGS +/-150' TALL (General location)

***Note:** In areas that have less ROW a limited amount of street trees can be planted using trees grates. This occurs mainly on the Arkansas side in the Urban District. The trees can be planted on the property line between Stateline ROW and private property with a mutual agreement.

TYPICAL SECTION (Context Sensitive Design)



- 1 PEDESTRIAN LIGHTING, 200' O.C. (on center)
- 2 PROPOSED STREET TREE 25'-40' DIA.(depending on specific species), +/- 120' O.C.
- 3 EXISTING ROAD-SCALE LIGHTING WITH STATE FLAGS
- 4 UNDERSTORY PLANTING (Low-growing shrub, native grass and/or groundcover)
- 5 PEDESTRIAN BENCHES, +/- 500' O.C. (on center)
- 6 TRASH RECEPTACLE, +/- 500' O.C. (on center) along with benches



***Note:** Roadway travel dimensions are set any variable dimension taken up in amenity zone width.

Business District

Travel Lane Configuration

The existing travel lane configuration should be maintained due to high traffic volumes and potential congestion issues caused by business traffic backing onto Stateline, as experienced today. This would require two lanes maintained in each direction with a continuous two-way left turn lane down the center.

Multimodal Facilities

This concept would provide eight-foot-wide shared use paths along both sides of Stateline to accommodate pedestrians and bicycle traffic. Additionally, lighting and some pedestrian furniture could be utilized to encourage users.

To accommodate these users across Stateline, signalized crosswalks could be located at E. 35th Street and College Drive. To maintain the desired quarter mile spacing between crossing locations, a mid-block crossing could be installed near the intersection with E. 32nd Street.

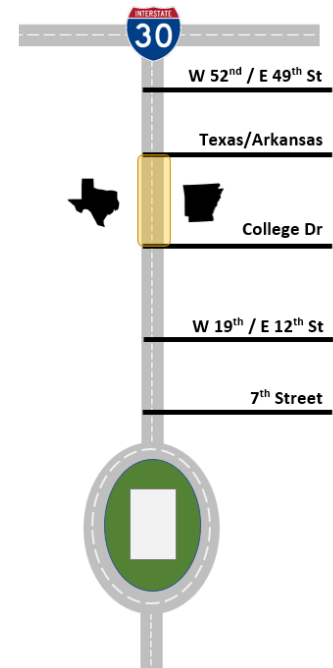
All five existing bus facility locations in this district would be maintained and be replaced with a shelter and bench at each location.

District Character

This district, while adding pedestrian features, will still feel urban with heavy traffic volumes and larger percentages of impervious ground covering. This district will be somewhat inviting to pedestrians and cyclists and be a significant improvement over today's conditions. Landscaping and street furniture could be installed as ROW space allows to soften this district as much as possible. To best maintain sight visibility at drive connections, short, low maintenance landscaping would be utilized like that of the Regional Commercial District.

Aesthetic Features

Crosswalks could be brick stamped concrete to allow tie-in with historic theme and contrast concrete pavement. Landscape beds would include short native shrubs and grasses.



PLAN

BUSINESS DISTRICT WITHOUT MEDIANS: TEXAS BLVD TO COLLEGE DR



***Note:** In areas that have less ROW a limited amount of street trees can be planted using trees grates. This occurs mainly on the Arkansas side in the Urban District. The trees can be planted on the property line between Stateline ROW and private property with a mutual agreement.

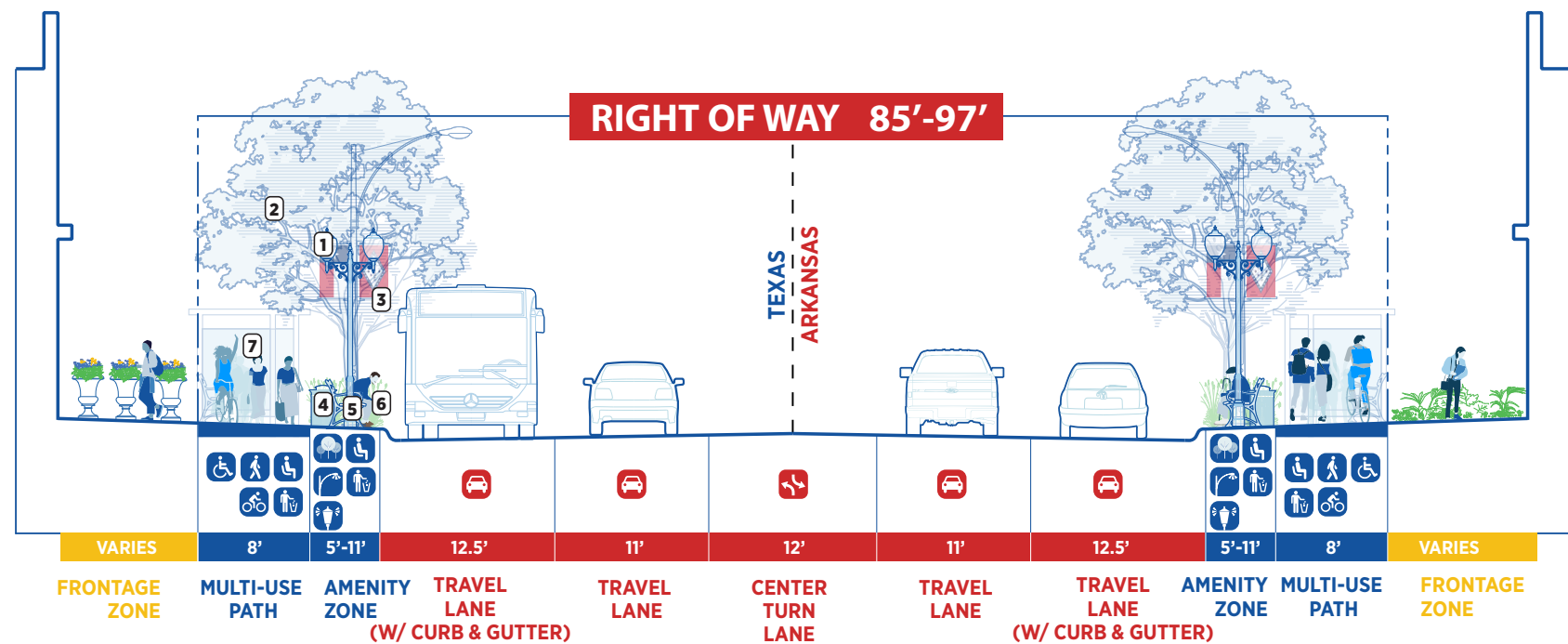
LEGEND

- RIGHT OF WAY
- STATE LINE
- LANES
- 8' MULTI-PURPOSE PATH
- LANDSCAPE AREA
- DECORATIVE PAVERS
- BUS STOP SIGN
- BUS STOP W/ PROPOSED T-LINE BUS SHELTER
- PROPOSED MID-BLOCK PEDESTRIAN CROSSING
- PROPOSED STREET TREE
- POTENTIAL STREET TREE WITH CITY AGREEMENT*
- HISTORICAL MILE MARKER

TYPICAL SECTION (Context Sensitive Design)



- 1 PEDESTRIAN LIGHTING, 200' O.C. (on center)
- 2 PROPOSED STREET TREE 25'-40' DIA. (depending on specific species), +/- 120' O.C.
- 3 EXISTING ROAD-SCALE LIGHTING WITH STATE FLAGS
- 4 UNDERSTORY PLANTING (Low-growing shrub, native grass and/or groundcover)
- 5 PEDESTRIAN BENCHES, +/- 500' O.C. (on center)
- 6 TRASH RECEPTACLE, +/- 500' O.C. (on center) along with benches
- 7 T-LINE BUS SHELTER (with Pedestrian Bench & Trash Receptacle)



***Note:** Roadway travel dimensions are set any variable dimension taken up in amenity zone width.

Residential District

Travel Lane Configuration

The existing travel lane configuration should be maintained due to high traffic volumes and potential congestion issues caused by business traffic backing onto Stateline, as experienced today. This would require two lanes maintained in each direction with a continuous two-way left turn lane down the center.

Multimodal Facilities

This concept would provide eight-foot-wide shared use paths along both sides of Stateline to accommodate pedestrians and bicycle traffic. Additionally, lighting and some pedestrian furniture could be utilized to encourage users. To accommodate these users across Stateline, signalized crosswalks could be located at E. 24th Street, E. 16th Street, and E. 12th Street. To maintain the desired quarter mile spacing between crossing locations, a mid-block crossing could be installed near the intersection with E. 20th Street.

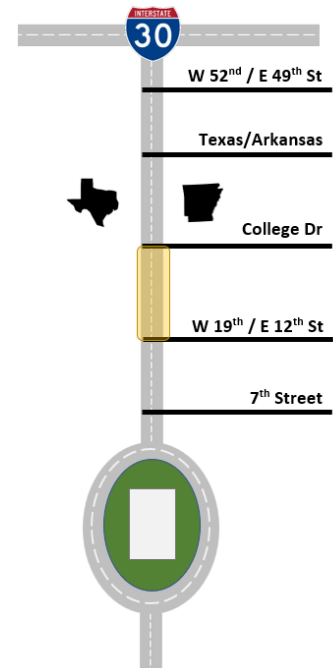
All eight existing bus facility locations in this district would be maintained and be replaced with a shelter and bench at each location.

District Character

To best maintain sight visibility at drive connections, short, low maintenance landscaping should be utilized. A more aggressive planting schedule and additional street furniture could be utilized to compliment that of the Regional Commercial District. This district could have additional softening features as the corridor travels south and is more multimodal friendly.

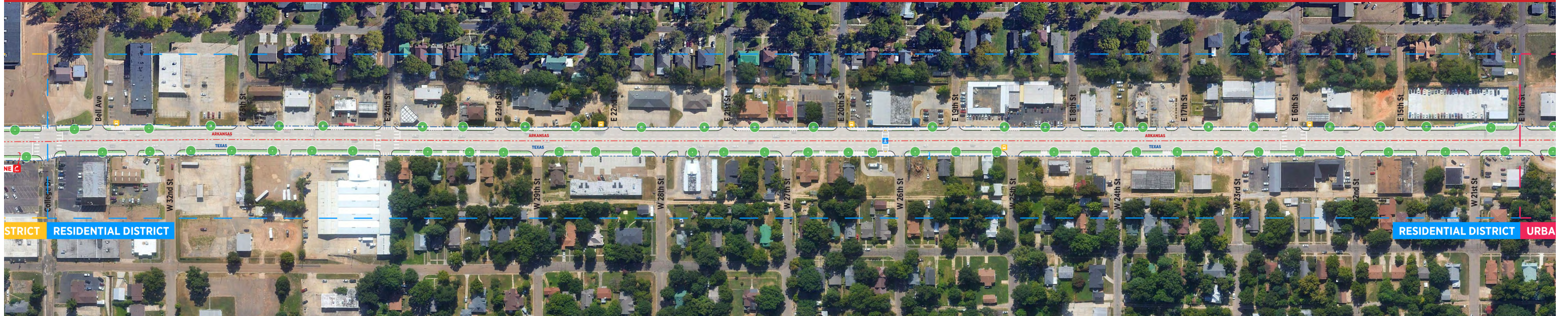
Aesthetic Features

Crosswalks could be brick stamped concrete to allow tie-in with historic theme and contrast concrete pavement. Trees along the ROW would be spaced as ROW allows. Landscape beds would include short native shrubs and grasses. The installation of street banners and additional artistic features would be highly encouraged.



PLAN

RESIDENTIAL DISTRICT WITHOUT MEDIANS: COLLEGE SR TO E 12TH ST

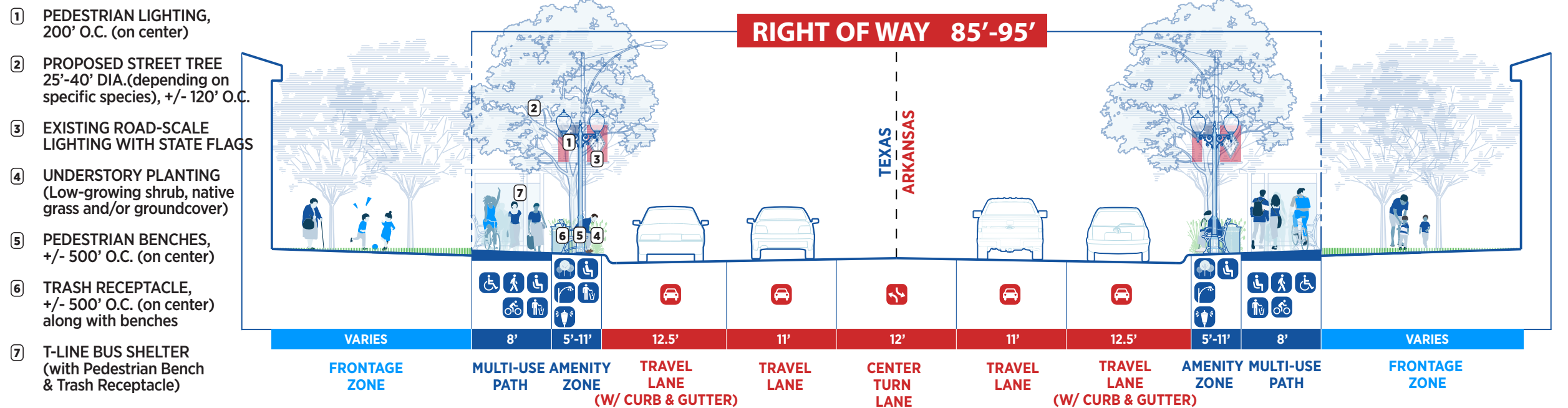


***Note:** In areas that have less ROW a limited amount of street trees can be planted using trees grates. This occurs mainly on the Arkansas side in the Urban District. The trees can be planted on the property line between Stateline ROW and private property with a mutual agreement.

LEGEND

- RIGHT OF WAY
- STATE LINE
- LANES
- 8' MULTI-PURPOSE PATH
- LANDSCAPE AREA
- DECORATIVE PAVERS
- BUS STOP SIGN
- BUS STOP W/ PROPOSED T-LINE BUS SHELTER
- PROPOSED MID-BLOCK PEDESTRIAN CROSSING
- PROPOSED STREET TREE
- POTENTIAL STREET TREE WITH CITY AGREEMENT*
- HISTORICAL MILE MARKER

TYPICAL SECTION (Context Sensitive Design)



***Note:** Roadway travel dimensions are set any variable dimension taken up in amenity zone width.

Urban District

Travel Lane Configuration

The existing travel lane configuration should be maintained due to high traffic volumes and potential congestion issues caused by business traffic backing onto Stateline, as experienced today. This would require two lanes maintained in each direction with a continuous two-way left turn lane down the center.

Multimodal Facilities

This concept would provide eight-foot-wide shared use paths along both sides of Stateline to accommodate pedestrians and bicycle traffic. Additionally, lighting and some pedestrian furniture could be utilized to encourage users. To accommodate these users across Stateline, signalized crosswalks could be located at W. 7th Street, E. 9th Street, E. 12th Street, and Dr. Martin Luther King Boulevard.

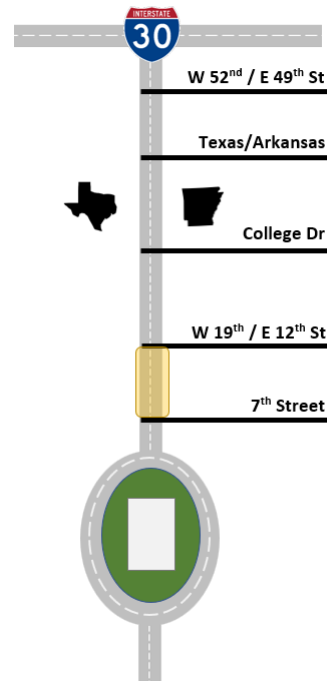
There are currently no bus facilities within this district. Future expansions of the T-Line System would be required for appropriate placement of any bus shelters.

District Character

To best maintain sight visibility at drive connections, short, low maintenance landscaping should be utilized. An aggressive planting schedule and additional street furniture could be utilized like that of the Residential District. This district would receive the greatest attention outside of the travel lanes and should feel like an extension of downtown, continuing the great work around the Federal Court House moving north.

Aesthetic Features

Crosswalks could be brick stamped concrete to allow tie-in with historic theme and contrast concrete pavement. Trees along the ROW would be spaced as ROW allows. Landscape beds would include short native shrubs and grasses. The installation of street banners and additional artistic features would be highly encouraged. An additional set of entrance feature columns could be installed to signify entrance to downtown. This district would be the best fit for a Stateline Crossing Experience. Additionally, the Twin Green Spaces are included in this district for additional pedestrian attraction.



PLAN

URBAN DISTRICT WITHOUT MEDIANS: E 12TH to 7TH ST



***Note:** In areas that have less ROW a limited amount of street trees can be planted using trees grates. This occurs mainly on the Arkansas side in the Urban District. The trees can be planted on the property line between Stateline ROW and private property with a mutual agreement.

LEGEND

- RIGHT OF WAY
- STATE LINE
- LANES
- 8' MULTI-PURPOSE PATH
- LANDSCAPE AREA
- DECORATIVE PAVERS
- BUS STOP SIGN
- BUS STOP W/ PROPOSED T-LINE BUS SHELTER
- PROPOSED MID-BLOCK PEDESTRIAN CROSSING
- PROPOSED STREET TREE
- HISTORICAL MILE MARKER
- PAIRED GATEWAY FEATURE

TYPICAL SECTION (Context Sensitive Design)



- 1 PEDESTRIAN LIGHTING, 200' O.C. (on center)
- 2 PROPOSED STREET TREE 25'-40' DIA. (depending on specific species), +/- 120' O.C.
- 3 EXISTING ROAD-SCALE LIGHTING WITH STATE FLAGS
- 4 UNDERSTORY PLANTING (Low-growing shrub, native grass and/or groundcover)
- 5 PEDESTRIAN BENCHES, +/- 500' O.C. (on center)
- 6 TRASH RECEPTACLE, +/- 500' O.C. (on center) along with benches

***Note:** Roadway travel dimensions are set any variable dimension taken up in amenity zone width.

