

GOALS & OBJECTIVES

TRANSPORTATION | MOBILITY GOALS:



MOBILITY

M1 - Move people across and through Mustang with a variety of modal types as part of a comprehensive transportation network (automobiles, buses, bicycles, pedestrians, etc.).

M2 - Maximize opportunities to enhance Mustang's locational advantage in the OKC metro area with the new Kilpatrick Turnpike expansion.

M3 - Create quality pedestrian environments along primary walking/biking corridors which includes: benches, lighting, trash receptacles and wayfinding signage.

PUBLIC INPUT ON TRANSPORTATION | MOBILITY

Traffic congestion, along major roads and within neighborhoods, is a concern. Provide strategies to improve traffic flow within the community and maintain short travel time to Oklahoma City.

Incorporate streetscape and beautification improvements along key transportation corridors in the community, including Highway 152 and Sara Road.

Develop sidewalks to improve connectivity and make Mustang more walkable.

A city's transportation system has an important influence on the quality of life, economic vitality, and growth potential of a community. Population growth and economic development can put new pressures on the local transportation system—sometimes resulting in increased traffic volumes, slowed movement, traffic delays, and user frustration. A well-coordinated, maintained, and planned local transportation system is essential to ensure residents, visitors, and commerce can move safely and easily through a community and that future residential growth and economic development can properly flourish.

Beyond movement, many municipalities are also taking concerted efforts to enhance the visual appearance of their primary corridors. Design treatments and visual enhancements of these primary roads have become important tools in enhancing community image, creating walkable places and districts, better connecting portions of the community divided by roadways, and encouraging economic development.

This chapter provides an assessment of Mustang's current transportation system and a policy framework for its future advancement in consideration of local priorities and anticipated growth. This chapter also compliments [Chapter 4: Land Use](#), as it is important that roadways are appropriately scaled to adequately serve adjacent developments and land uses.



EXISTING TRANSPORTATION SYSTEM

EXISTING ROADWAY NETWORK

The City of Mustang, located in the southwestern section of the Oklahoma City Metropolitan Area, is 12-square miles and laid out in a grid of section line roads spaced in 1-mile segments. The City is well-connected to the region via two state highways: State Highway 152 (SH-152) running eastwest and State Highway 4 (SH-4) running north/south. The highways, which perpendicularly intersect in Mustang, form the primary axis of transportation facilities in the community. Two-lane arterials connect to the highways and are located at the mile-section lines

north and south of SH-152 and east and west of SH-4. These arterials typically continue into adjacent communities and unincorporated Canadian County. See Figure 5-1 for a base map of the current Mustang street network (base map, include directional arrows from Mustang to turnpike, Will Rogers World Airport and OKC via SH-152, I-40 and Yukon via SH-4 north, and Tuttle I-44 and Hwy 9 via SH-4 south).

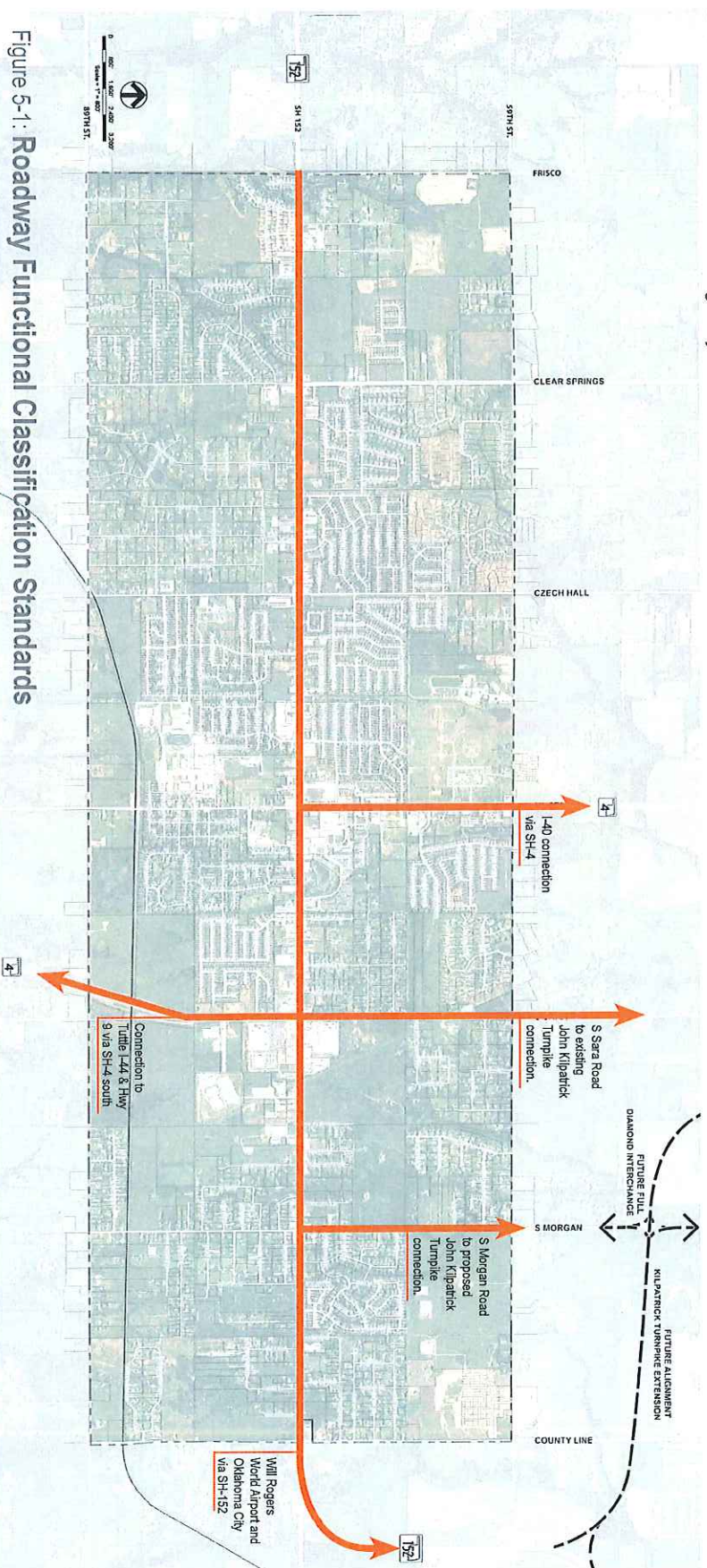


Figure 5-1: Roadway Functional Classification Standards

STATE HIGHWAYS/MAJOR ARTERIALS

Following are general descriptions of the primary thoroughfares in Mustang

OKLAHOMA STATE HIGHWAY 152

SH-152 is a five-lane roadway, with a center turn lane, that runs 5.1 miles east to west across Mustang. The road is also known as SW 74th Street per its section line designation in adjacent Oklahoma City. SH-152 is a 149-mile facility in Oklahoma that begins in western Oklahoma and ends at I-44 in Oklahoma City. For Mustang residents, SH-152 provides quick and direct travel to and from Will Rogers Airport (10-minute drive from Mustang) and downtown Oklahoma City via I-44 and I-40 (30-minute drive).

OKLAHOMA STATE HIGHWAY 4

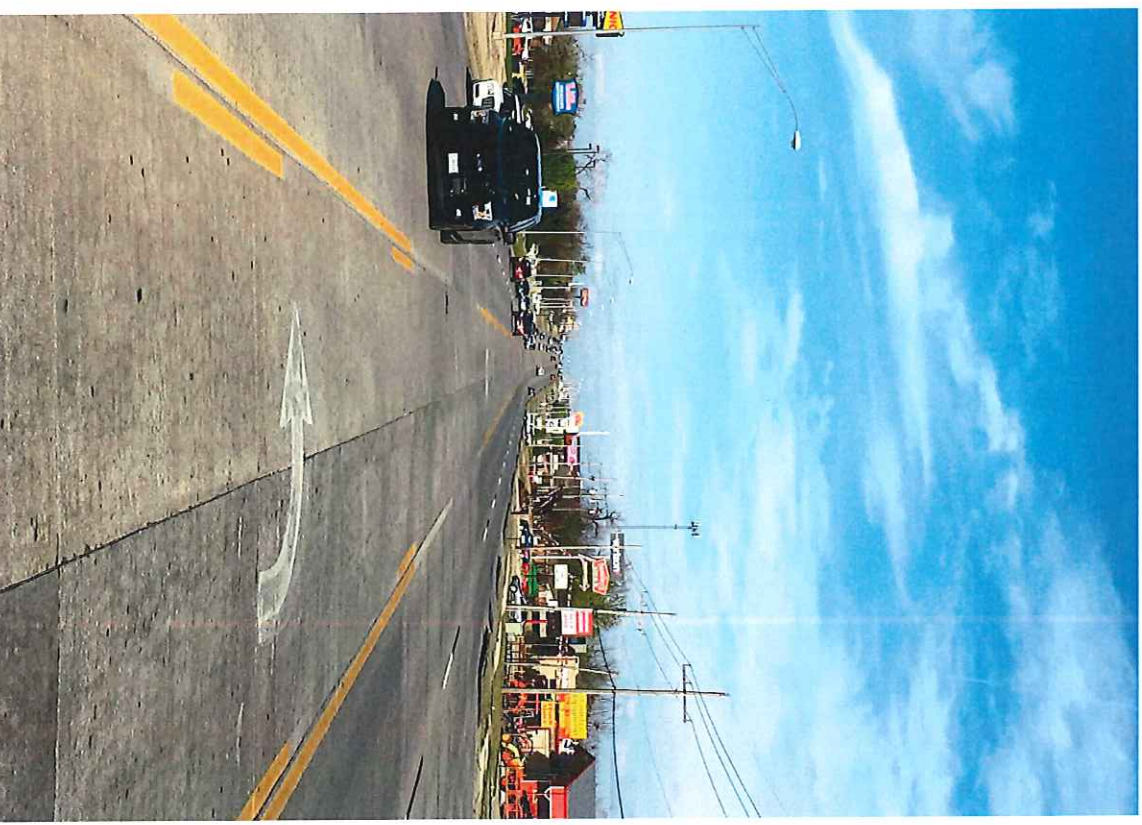
SH-4, a four and five lane facility with left turn lanes in some area, that runs north to south across Mustang via Mustang Road, SH-152 (between Mustang Road and Sara Road), and Sara Road. SH-4 provides Mustang residents with direct travel to I-40 and I-44, allowing for convenient access to the western part of the region, downtown Oklahoma City, and the southwest part of the state. North of SH-152 via Mustang Road, SH-4 connects to I-40, Yukon, the Northwest Expressway (SH-3), and Piedmont. South of SH-152 via Sara Road, SH-4 travels across the Canadian River to SH-37/Tuttle and the I-44 HE Bailey Turnpike, offering Mustang its only path to cross the Canadian River and travel south into Grady County.

EAST-WEST MINOR ARTERIALS

Southwest 59th Street: Located one-mile north of SH-152, Southwest 59th Street is a two-lane arterial and serves as Mustang's northern municipal boundary with Oklahoma City. Southwest 59th continues east into Oklahoma City and connects with various north-south arterials, I-44, and I-35.

SOUTHWEST 89TH STREET

Southwest 89th Street, located one-mile south of SH-152, is a two-lane arterial and functions as Mustang's southern municipal boundary with Oklahoma City. Southwest 89th also continues east into Oklahoma City and intersects with various north-south arterials, I-44, and I-35.



NORTH-SOUTH MINOR ARTERIALS

FRISCO ROAD

Located three miles west of Mustang Road, Frisco Road is a two-lane arterial that serves as Mustang's western municipal boundary and runs north to Yukon and I-40.

CLEAR SPRINGS ROAD

Clear Springs Road, formerly SH-92, is a two-lane arterial located two miles west of Mustang Road that travels north to Yukon and I-40. The road is known as Cemetery Road in Oklahoma City and Garth Brooks Boulevard in Yukon.

CZECH HALL ROAD

Czech Hall Road is a two-lane arterial, situated one-mile west of Mustang Road. It provides a direct travel option north to Yukon and I-40.

MUSTANG ROAD

North of SH-152, Mustang Road is a four-lane facility also known as SH-4 (see description above). South of SH-152, Mustang Road functions as a two-lane arterial (soon to be a three-lane arterial with left turn lanes).

SARA ROAD

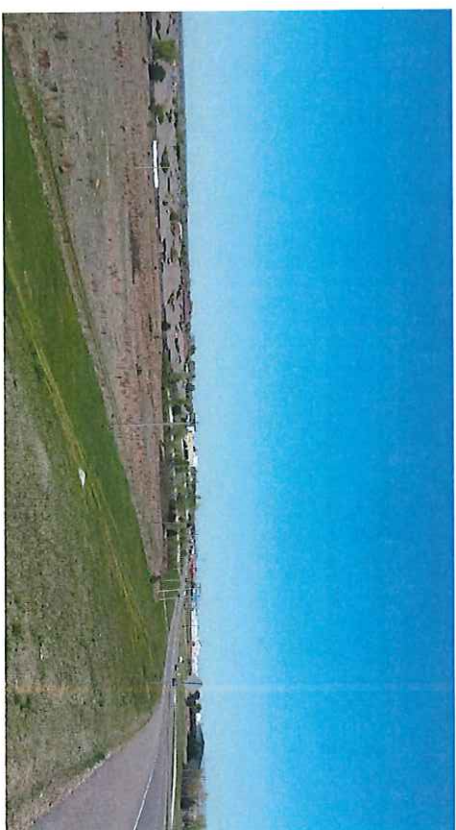
One-mile east of Mustang Road, Sara Road is a two-lane arterial that extends north into Oklahoma City and to I-40. Sara Road will provide critical access to the John Kilpatrick Turnpike southwest extension which will have access ramps at Southwest 44th Street. Turnpike construction is expected to be completed in the next three years (soon to be a four-lane arterial).

MORGAN ROAD

Morgan Road, two-miles west of Mustang Road, is also a two-lane arterial that extends north to Oklahoma City and I-40. Like Sara Road, Morgan Road will also provide direct access to the Kilpatrick Turnpike extension, with access ramps planned on Morgan Road between Southwest 44th and Southwest 59th Streets.

COUNTY LINE ROAD

County Line Road is three-miles east of Mustang Road, and serves as Mustang's eastern municipal boundary and the boundary between Canadian County and Oklahoma County. It is a two-lane arterial that travels north to Southwest 15th Street in Oklahoma City and south to Southwest 89th Street.



FUNCTIONAL CLASSIFICATION OF ROADS

An important step in determining the improvements needed to improve Mustang's thoroughfare system is to understand how the hierarchical system of roadways function and work together to move people in and around the City. Following are descriptions of the general classification of roads found in Mustang:

MAJOR ARTERIALS

Major arterials provide significant through traffic, roadside parking is rarely provided, and driveway access is rare, except occasionally in urban areas (e.g., downtowns). Speeds are medium to high. Major arterials typically receive traffic from minor arterials and major collectors. Commercial development is attracted to the visibility offered along major arterials, and tends to cluster at intersections. Signalized interruptions should be minimized and coordinated to optimize traffic flow. Examples of major arterials in Mustang includes State Highway 152 and State Highway 4.

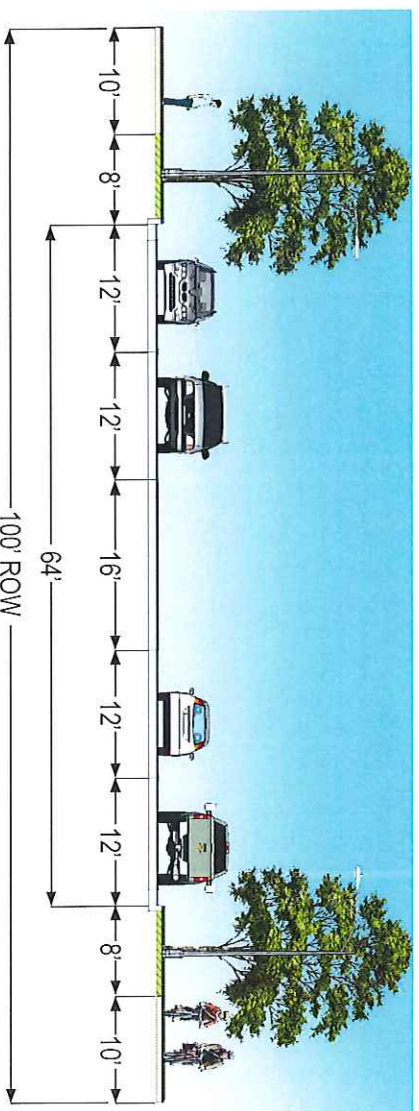


Figure 5-2: Typical Major Arterial Section

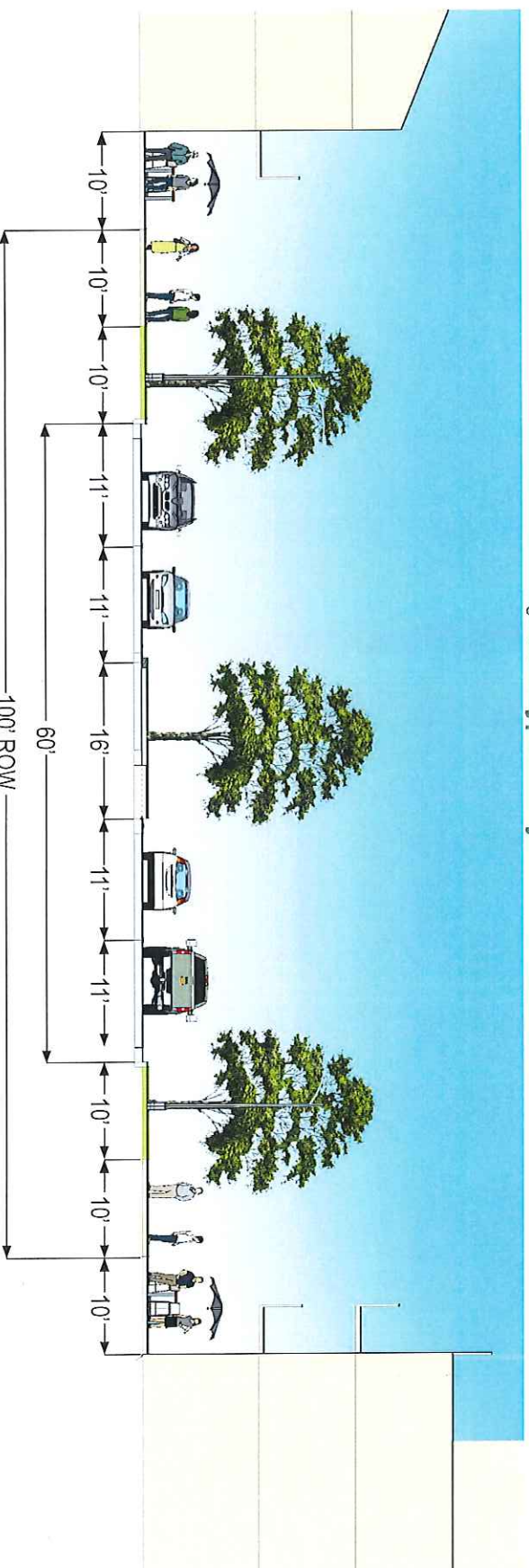


Figure 5-3: Urban Major Arterial Section

MINOR ARTERIALS

Minor arterials provide connections between adjacent cities and cross-town connectivity, and create significant intersections with the major arterials, typically warranting signalization, as they also create an attractive location for business development. Minor arterials receive traffic via minor collectors and local streets, and occasionally parking lanes may be provided for roadside parking adjacent to the central core. Driveway access directly onto minor arterials is minimal, except in rural areas. Examples of minor arterials in Mustang include Southwest 59th Street and Sara Road.

LOCAL COLLECTORS

Local collectors provide localized connectivity between residential and commercial development, feeding traffic to major and minor arterials and creating significant intersections with the major arterials typically warranting signalization. Local collectors receive traffic via local streets, and occasionally parking lanes may be provided for roadside parking where appropriate. Driveway access directly onto local collectors is allowed. Examples of neighborhood collectors in Mustang include N. Cedar Branch Way, S. Heights Drive, W. Juniper Drive, and E. Plantation Terrace.

LOCAL STREETS

Local streets provide direct driveway access to adjacent properties and often allow roadside parking.

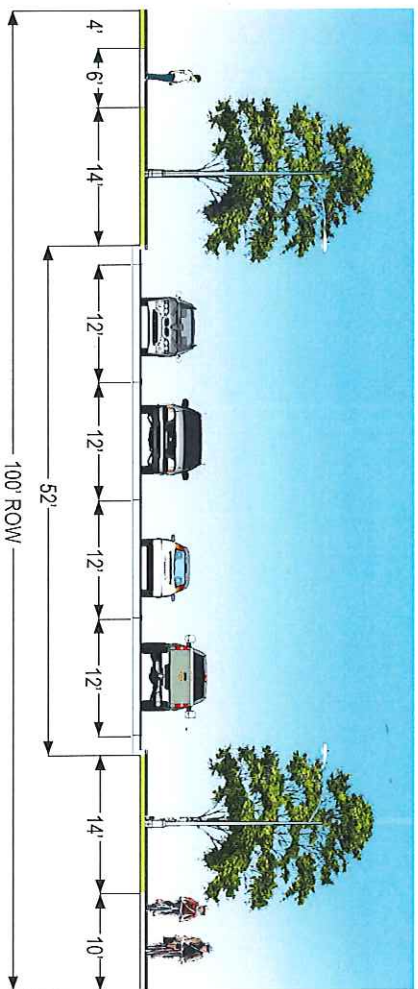


Figure 5-4: Minor Arterial Section

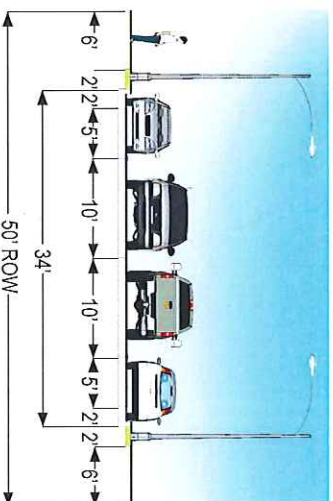


Figure 5-5: Local Collector Section

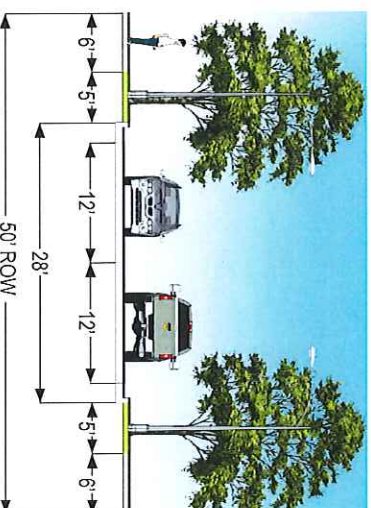


Figure 5-6: Local Street Section

Table 5-7: Roadway Functional Classification Standards

CRITERION	PURPOSE	FUNCTIONAL ROLE	NUMBER OF LANES
MAJOR ARTERIAL	Mobility is primary; access is secondary. Connects primarily to other arterials.	Serves the highest volumes of long-distance mobility and connects activity centers.	4 to 6 lanes; may include a center turning lane with or without landscaped
MINOR ARTERIAL	Connects primarily to major arterials and lower classification roadways. Access is secondary.	Serves high volumes of long- distance mobility and connects activity centers to major arterials.	3 to 5 lanes; may include a center turning lane with or without landscaped islands
LOCAL COLLECTOR	Collects traffic destined for the arterial network. Connects arterials to local streets; and sometimes for access.	Serves local-area mobility needs connecting local land uses to the regional system.	Either 2 lanes or 2 with a center turn lane
LOCAL STREET	Provides direct access to properties. Intended to carry traffic to collector streets. Designed for slower speeds.	Provides the highest level of access to abutting land.	2 lanes

*Actual right-of-way requirements are determined in the subdivision regulations.

For further reference, Table 5-7, Roadway Functional Classification Characteristics, provides a listing of typical characteristics per each type of existing or planned roadway in the City. The described characteristics include a roadway's purpose, functional role in the overall system, the appropriate number of lanes, typical roadway length and needed right-of-way, traffic volume design

capacity, desirable spacing between each classification, access management needs, relationships to residential neighborhoods, and whether or not the roadway should or should not allow on-street parking, heavy or hazardous truck traffic, sidewalks, or bikeways.

ROADWAY LENGTH	ROW	TRAFFIC VOLUMES (VPD = VEHICLES PER DAY)	DESIRABLE SPACING	POSTED SPEED	ON-STREET PARKING	NEIGHBORHOOD RELATIONSHIP	TRUCK ROUTES	BIKEMAYS	SIDEWALKS	CRITERION
Typically > 5 miles	+/- 150 - 100 ft.	20,000 to 60,000 VPD	Generally 5 miles or more	55 to 65 mph	Restricted	Defines neighborhood boundaries	Yes	Permitted	Yes	MAJOR ARTERIAL
3 + miles	+/- 100 - 90 ft.	5,000 to 30,000 VPD	2 - 4 miles	40 to 55 mph	Restricted	Defines and traverses neighborhood boundaries	Permitted	Permitted	Yes	MINOR ARTERIAL
2 + miles	+/- 70 - 60 ft.	1,000 to 10,000 VPD	1/2 to 2 miles	25 to 40 mph	May be permitted	Internal	No	Yes	Yes	LOCAL COLLECTOR
< 1 mile	+/- 60 - 50 ft.	100 to 3,000 VPD	Varies, at least 125 feet; grid pattern	15 to 25 mph	Permitted	Internal	No	Yes	Yes	LOCAL STREET



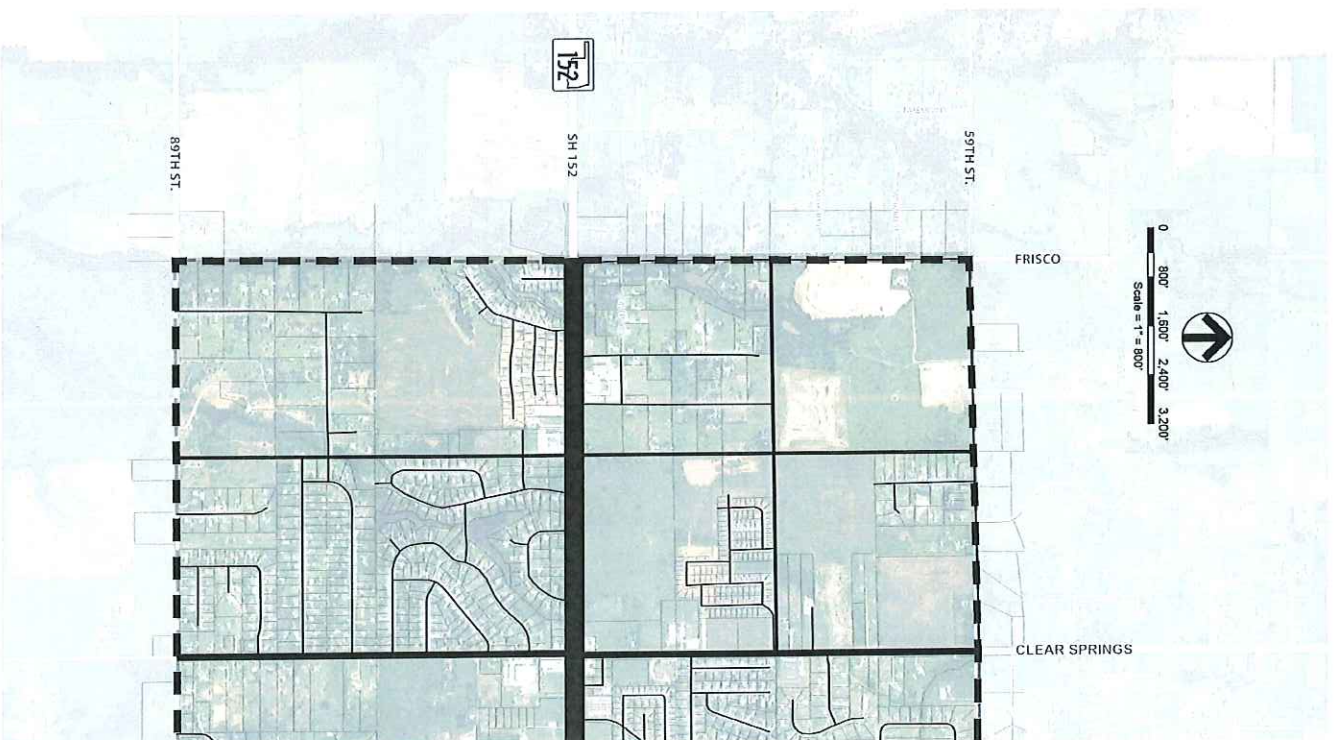
Having and employing a roadway functional classification system helps in establishing and implementing consistent roadway designs and developing quantitative measurements to accurately compare the function and performance of different roadways. See Image Figure 5-8 for a map of Mustang's functional classification network.

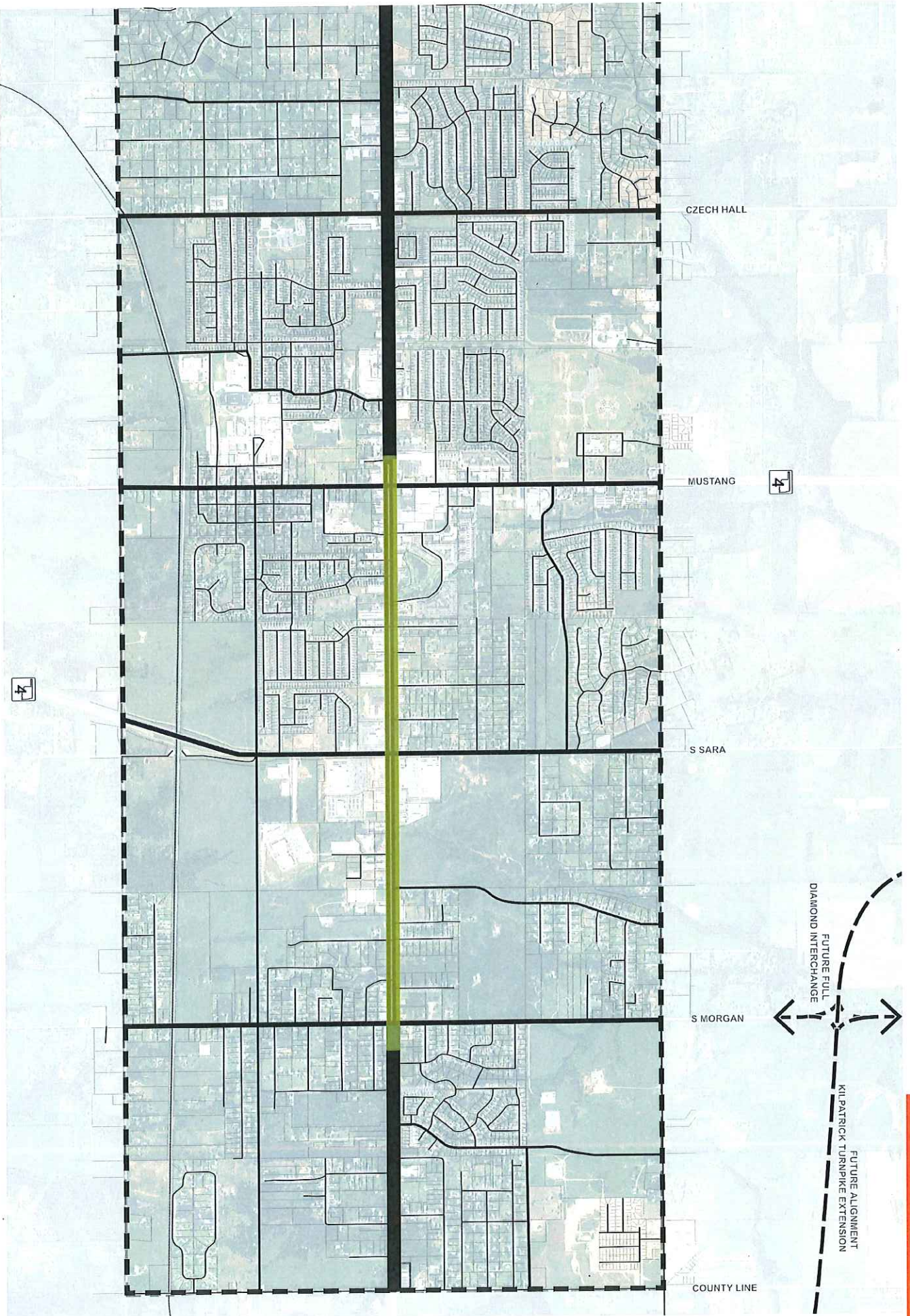


Figure 5-8: **Street Classification (Future Street Expansion)**

LEGEND

- Major Arterial - Typical
- Major Arterial - Urban
- Minor Arterial
- Future Minor Arterial
- Local Connector
- Local Street





PUBLIC TRANSPORTATION

At present time, the City of Mustang does not have public transportation services. The nearest services are operated by EMBARK in Oklahoma City.

ACTIVE TRANSPORTATION

As typical with many suburban communities in the region, sidewalks were not installed with initial waves of community development. Yet in recent years, sidewalks have become a local priority and incorporated into community design standards for new developments. Sidewalks have come online in Mustang accompanying various new land developments, including new commercial centers and new residential subdivisions. As a result, the Mustang sidewalk network is incrementally growing with new developments but has many gaps along corridors featuring older development and undeveloped parcels.

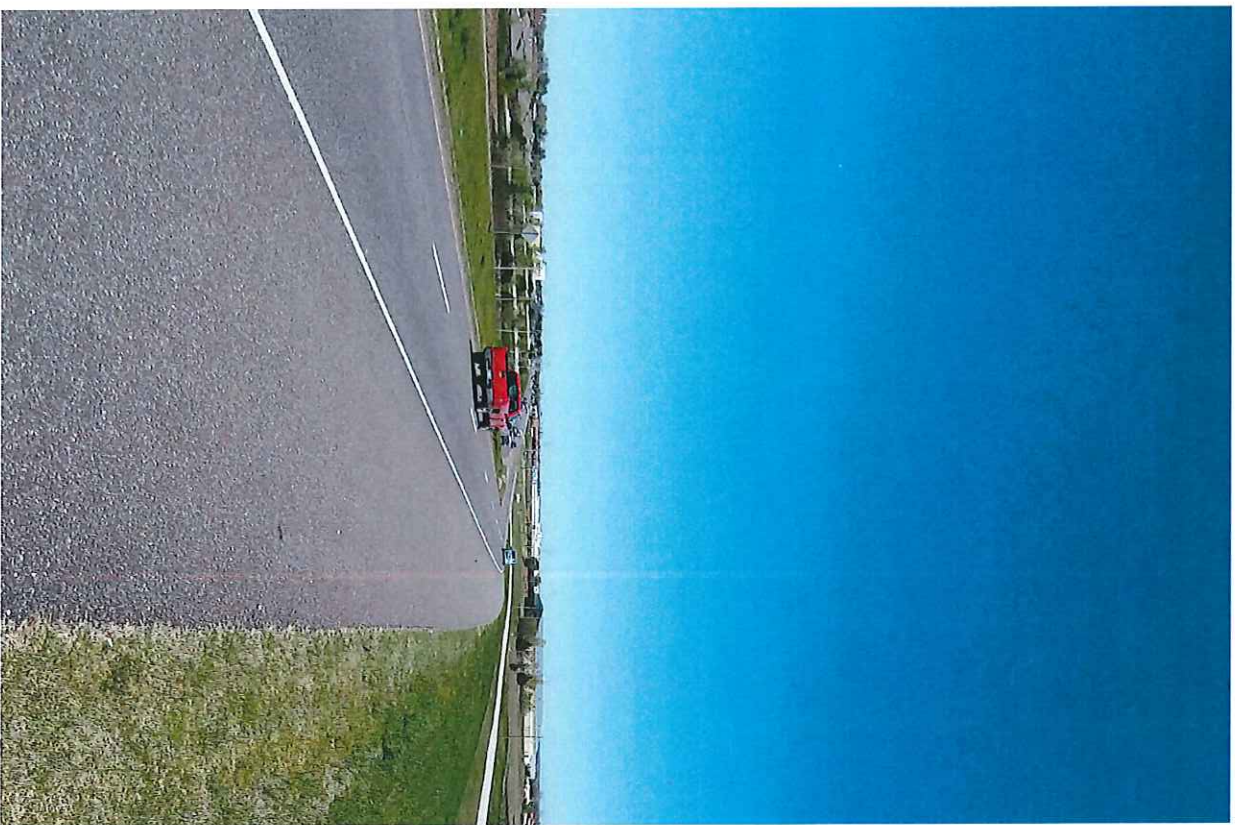
As further detailed in Chapter 6 "Parks & Trails," the City has a network of signed on-street bike routes and paved walking trails within Centennial, Elliot, Meadows, and Wild Horse parks. Planned trails, including a funded connection between SH-152 and Wild Horse Park and a future connection to Oklahoma City's planned greenway north of Wild Horse Park, will provide the community with additional mobility options. Opportunities exist to develop a formal trail plan and bicycle plan to advance a network of local pedestrian and bicycle facilities with critical regional connections.

AIR TRANSPORTATION

Mustang is conveniently located just west of Will Rogers World Airport, the busiest commercial airport in Oklahoma with direct flights serving 23 cities. The airport is accessible from Mustang via a direct 20-minute drive on SH-152.

RAIL TRANSPORTATION

The Stillwater Central Railroad, operated by Watco, runs west-to-east-across Mustang in the southern portion of the city. The railroad connects Lawton, Oklahoma City, and Tulsa with daily freight train service typically consisting of 1-2 trains per day. According to Watco, currently there are no rail customers in Mustang and trains are running through the community without service stops. Sidings in Mustang are sometimes used to store rail cars awaiting later delivery.



EXISTING PLANS

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS: ENCOMPASS 2040 – METROPOLITAN TRANSPORTATION PLAN

The City of Mustang is a member community of the Association of Central Oklahoma Governments (ACOG), the metropolitan planning organization (MPO) for the region. ACOG approves the use of federal transportation funds within the region and produces both the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). In developing the long-range plan and regional transportation funding programs, ACOG coordinates regional transportation planning with area cities and counties, the Central Oklahoma Transit and Parking Authority (dba EMBARK), Cleveland Area Rapid Transit (CART), the Oklahoma Department of Transportation (ODOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The latest MTP, Encompass 2040, was adopted in October 2016 and provides guidance regarding multi-modal transportation enhancements and investments over the next 25 years for Central Oklahoma to address anticipated growth and travel trends. Projects listed in the MTP are eligible to compete for federal transportation funding administered through ACOG, including the following transportation projects in Mustang:

- Mustang Road, from SH-152 to the Stillwater Central Railroad crossing – widen from 2 to 3 lanes
- Sara Road, from Southwest 59th Street to SH-152, widen from 2 to 4 lanes
- Southwest 89th East (SH4 to west Mustang Rd) from 2 to 4 lanes

Additionally, the following transportation improvement projects are planned in Oklahoma City corridors adjacent to Mustang and will bring improved transportation capacity to the area:

- Sara Road, from Northwest 39th Street Expressway to Southwest 15th Street, widen from 2 to 4 lanes and include pedestrian and bicycle facilities

- Sara Road, from Southwest 15th Street to Southwest 59th Street, widen from 2 to 4 lanes and include bicycle facilities
- Morgan Road, from Southwest 44th Street to Southwest 59th Street, widen from 2 to 4 lanes and include pedestrian facilities
- Southwest 59th Street, from County Line Road to Regina Avenue, widen from 2 to 4 lanes and include pedestrian and bicycle facilities

Plan amendments can be requested to the ACOG Encompass 2040 by local entities, provided the project meets ACOG’s project selection criteria and the project fits within the total financial constraints of the plan.

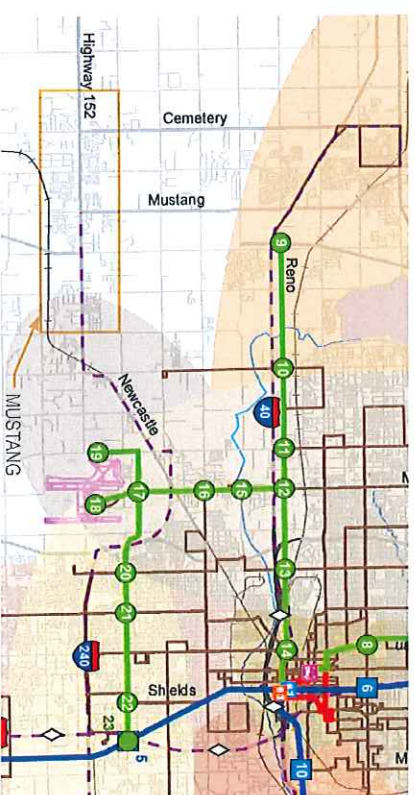
We hear ODOT and Canadian County Commissioners have a plan for making SH 152 a super 2 lane from Clear Springs Road to Union City. This includes one mile in Mustang City limits, but this is not included in our plan.



SOUTHWEST KILPATRICK TURNPIKE EXTENSION PLAN

In October 2015, the Oklahoma Turnpike Authority (OTA) announced plans to program \$892-million on six turnpike expansion, modernization, and safety projects across the state. Included in the project list is the Southwest Kilpatrick Turnpike expansion, providing a new highway in southwestern Oklahoma City—just north of Mustang—to address growing travel demand in the region. The estimated \$200-million extension will be a 7-mile extension from its current terminus at I-40 and Sara Road to SH-152/Airport Road, with entry and exit points just north of Mustang on Sara Road and Morgan Road. With this extension, the Kilpatrick Turnpike will allow outer regional travel between the I-35/I-44 Turner Turnpike (To Tulsa) interchange, the Edmond area, northwest Oklahoma City, Yukon, southwest Oklahoma City, Will Rogers World Airport, and I-44 to Lawton. Construction is anticipated in the next three years.

This improvement will bring Mustang residents new highway options that will reduce congestion on SH-152 and SH-4 and provide an alternative route to reach other parts of the region without traveling through downtown Oklahoma City. Plans to widen Sara Road and Morgan Road north of Mustang in Oklahoma City (as discussed above) are intended to facilitate traffic to and from the turnpike's access points. Population growth and economic development has followed the Kilpatrick Turnpike expansion throughout its development, and it is expected that more will come to the southwest part of the region, including Mustang, with this expansion project.



Source: COTPA, 2005

COTPA 2030 FIXED GUIDEWAY STUDY

In 2005, the Central Oklahoma Transportation and Parking Authority (COTPA dba EMBARK), developed a long-range multimodal transit plan for Central Oklahoma. Included in that conceptual plan is a recommendation for express bus service between Mustang and Oklahoma City via SH-152. Express bus service is typically designed to provide journey-to-work weekday trips during the morning and evening commute hours with coach buses, and it typically operates between suburban community and regional employment centers (such as a downtown). The proposed route alignment serves Mustang via SH-152 and connects to Will Rogers World Airport with options to travel to downtown Oklahoma City, south Oklahoma City, and Tinker Air Force base.

The COTPA 2030 Fixed Guideway Study has helped guide community discussion and interest in developing and funding a regional transit system for the future. For Mustang, the study provides an opportunity to participate in the regional transit discussion with ACOG and EMBARK and to begin planning and developing activity nodes and transit oriented development along SH-152 that would support and benefit from regional transit services.

TRAFFIC COUNT DATA

ODOT conducts semi-annual traffic counts on its facilities to track usage and plan for maintenance and future system expansion. The counts, known as Annual Average Daily Traffic (AADT) volumes, are typically conducted along critical segments of the state highway system. Compared and studied over time, the traffic counts can provide valuable context on community growth and perceived and reported traffic congestion. In Mustang vicinity, ODOT conducts annual traffic counts at the following locations:

- SH-4/Mustang Road, north of SW 59th Street
- SH-152, between Czech Hall Road and Mustang Road
- SH-152, between Mustang Road and Sara Road
- SH-4, south of Southwest 89th Street

Following are the historical traffic trends and 2035 projections for these count locations, based upon ODOT's 20 year growth factor per location:

SEGMENT	SH-4 MUSTANG ROAD	SH-152	SH-4 SARA ROAD
From	SW 44th Street	Czech Hall Road	Mustang Road
To	SW 59th Street	Mustang Rd	Sara Road
2005 AADT	15,070	17,631	15,489
2015 AADT	17,600	18,915	23,100
2035 Projection	27,262	23,890	29,291
2005-2015 Percent Change	17%	7%	49%
2015-2035 Projected Change	55%	26%	27%
			SW 89th Street
			SH-152
			5,254
			12,200
			23,973
			132%
			97%

Table 5-9: Traffic Trends and Projections

Traffic volumes have increased on these highway corridors in Mustang over time, mirroring the population growth in the community and surrounding area. ODOT currently considers these transportation facilities in Mustang as "Adequate" based upon their AADT volumes and design capacities.

Continued traffic increases are projected in the future, particularly along SH-4 both north and south of Mustang where future residential growth is expected in the region. It will be important to continue monitoring these volumes over time to best manage travel entering, traveling through, and leaving Mustang.

KEY ISSUES – TRANSPORTATION AND MOBILITY

- Traffic congestion and delay
- Opportunities for community gateways and enhanced road design to foster place making and town center development
- Opportunities to improve the community's visual appearance through roadway enhancements
- Community interest for more multimodal facilities, especially sidewalks, trails, and bicycle facilities - Safe pedestrian crossings for SH-152 and SH-4
- Opportunities to enhance regional connections and economic development with the Southwest Kilpatrick Turnpike extension
- Access management and drainage along key commercial corridors, specifically SH-4 and State Highway 152

ACTIONS

M1- Move people across and through Mustang with a variety of modal types as part of a comprehensive transportation network (automobiles, buses, bicycles, pedestrians, etc.).

Action 5.1.1: Develop a Local Multimodal Transportation Plan to support funding requests for transportation improvement projects. Local transportation plans are often a very effective tool for demonstrating local transportation needs and aligning them with regional and state transportation plans to secure project funding. These local transportation plans typically include an inventory of local transportation assets, identification of system gaps, system maintenance and expansion costs, and a priority list of multimodal transportation improvement projects for future programming and funding opportunities. The plan should also include coordinated multimodal elements, including local pedestrian, bicycle, and transit priorities.

Action 5.1.2: Continue to actively participate in state and regional transportation planning activities to advance funding and other improvements that benefit Mustang. Mustang's continued leadership and participation in ACCOG's regional transportation planning committees and processes is important to support the funding and advancement of local, nearby, and regional transportation priorities and projects—including those listed in the Encompass 2040 long-range plan—that will directly benefit the community.

Action 5.1.3: Proactively pursue mutually beneficial transportation projects with area partners and municipal neighbors. Transportation corridors, travel patterns, and

mobility issues typically do not end at city limits and often cross into multiple jurisdictions. This is the case in Mustang, where its arterial roads connect with and continue into Oklahoma City and beyond. Local transportation issues are also often experienced by municipal and area neighbors and may be best and most cost-effectively addressed through coordination and partnerships. Opportunities for partnership on shared transportation projects could include road maintenance, traffic counts, corridor improvements, coordinated traffic signals, wayfinding signage, sidewalk and trail network connections, and new transit services.

Action 5.1.4: Implement and encourage traffic management strategies throughout the City to improve system flow and efficiencies. Considering community concerns about current traffic issues and the projected population increases in the community and area that will bring more traffic, it would be appropriate to develop a set of traffic management strategies to monitor travel trends and optimize mobility. Traffic management strategies could include annually tracking transportation system performance statistics (such as traffic counts, average speeds, and crashes) to program maintenance and design improvements, developing a local intelligent transportation system (ITS) to monitor transportation patterns and coordinate traffic signals for efficient movements, and consider implementing an access management plan to strategically locate and limit driveways and access points on arterials.

Action 5.1.5: Proactively develop and improve an alternative local connector system to provide additional transportation choices for the citizens of Mustang. While the major and minor arterials serve both regional and local transportation needs, the development and improvement of certain local streets is recommended to establish a series of local connectors that can provide alternative routes between arterials and within and across sections as allowed by development patterns.

M2 – Maximize opportunities to enhance Mustang's locational advantage in the OKC metro area with the new Kilpatrick Turnpike expansion.

Action 5.2.1: Coordinate with local partners to improve corridors across municipal boundaries that will directly access the turnpike. With the turnpike expansion being sited just north of Mustang in Oklahoma City, direct access between Mustang and the turnpike will be provided via arterials that are shared with Oklahoma City and ODOT—specifically Mustang Road, Sara Road, Morgan Road, and State Highway 152/Airport Road. Coordinating traffic improvements, including traffic signal timings and road capacity increases, with these partners is critical to effectively and efficiently direct the continued development and increased traffic anticipated in Mustang and the area with the turnpike expansion. Furthermore, partnering with Oklahoma City and ODOT on shared projects could provide competitive leverage for securing federal transportation funds and economy of scale cost benefits for these regionally significant projects.

Action 5.2.2: Develop gateway enhancements and wayfinding elements to further promote Mustang's community identity and attract economic development and turnpike traffic to Mustang. The turnpike expansion and Mustang's locational proximity provide a critical opportunity to capitalize on increased traffic and economic development in the area. Attractive gateway enhancements at city limit lines and special districts, such as the future Main Street Village, and intuitive wayfinding signage throughout the community provide opportunities to uniquely brand and sell Mustang as a great community for visitors, residents, and businesses.

Action 5.2.3: Design and implement roadway treatments to support place making and economic development, including along corridors with direct

access to the turnpike and potential corridors for the future Main Street Village location(s). A community's streets are its assets and platforms for place making and economic development, and strategic roadway design treatments are critical to attracting and ensuring the type of development desired by the community at specific locations and along corridors. Through implementing design guidelines specific to the local functional classification system, consistent designs can be implemented along major and minor arterials, neighborhood collectors, and local streets to best compliment the adjacent current and future land uses. This will be particularly critical for attracting and guiding development along arterials with direct access to the turnpike and to ensure the Main Street Village has the necessary treatments to foster place making, mixed-use development, and walkability.

Action 5.2.4: Consider adopting a local freight plan to direct anticipated increased truck traffic from the turnpike expansion to preferred travel paths through Mustang. At the crossroads of State Highway 4 and State Highway 152 and with future connections to the expanded turnpike, Mustang thoroughfares will likely see increased truck traffic moving through the community—especially considering the community's proximity to the growing industrial areas eastward along State Highway 152/Airport Road. Increased truck traffic can disrupt traffic flows, cause increased local road maintenance, and negatively impact community quality of life. Developing a local freight plan on locally-preferred routes—such as along Mustang

Road, Morgan Road, and State Highway 152—would allow Mustang to efficiently direct truck traffic, plan and budget for targeted roadway improvements and maintenance, plan sites for future industrial and commercial land use developments, and safeguard community quality of life especially in residential areas.

Action 5.2.5: Routinely track traffic volumes on arterials that will be connected to the turnpike to measure and understand the turnpike's local traffic impacts and the related market opportunities. Annually measuring traffic counts on arterials that will be connected to the turnpike—specifically Mustang Road, Sara Road, Morgan Road, and State Highway 152—before and after its construction will provide quantitative data to assess and plan for transportation system maintenance and necessary improvements. This will also provide critical data and insight for identifying and marketing economic development opportunities and attracting community desired developments to Mustang.

M3 - Create quality pedestrian environments along primary walking/biking corridors which includes: benches, lighting, trash receptacles and wayfinding signage.

Action 5.3.1: Complete a detailed inventory of the existing sidewalk network throughout the City. Compile and map a detailed inventory of all existing sidewalk and crosswalk segments in the City. The inventory should include the type of

construction materials used (e.g., asphalt/concrete, etc.), width, presence or absence of a landscape buffer between back of curb and sidewalk, the presence of impediments to travel (e.g., utility poles, landscaping, etc.), compliance with American with Disabilities Act (ADA) accommodations and a condition assessment. This information should be mapped in Geographic Information System (GIS) mapping software and should be used to facilitate the creation of a prioritized improvement program.

Action 5.3.2: Develop a Sidewalk Master Plan separately or in conjunction with the Citywide Trails Master Plan recommended in Chapter 6, "Parks & Trails." Using the detailed inventory compiled in Action 5.3.1, identify and prioritize key sidewalk segments along arterial and collector roadways which create the greatest potential to improve pedestrian connectivity to key destinations within the City. These key pedestrian destinations include Downtown, parks, trails, and schools. As part of a Sidewalk Master Plan, or in conjunction with a Trails Master Plan, the City should identify certain sidewalk and/or crosswalk projects which could be included in a future Capital Improvement Plan.

Action 5.3.3: Develop uniform design standards, deployment guidelines, and an installation plan for street furniture and amenities to complement pedestrian and bicycle facilities. Street furniture and amenities—such as benches, lighting, trash receptacles, bike racks, and wayfinding signage—can greatly enhance the pedestrian and cycling environment while providing aesthetic elements to complement streetscapes. Whether at a district or along a corridor, amenities and street furniture offer great tools to complement place-making efforts. In order to maximize the community benefit of such an investment, it is important to employ design standards and installation guidelines to ensure the amenities present an attractive and uniform image across the community and to locate the amenities at locations where they will be actively used by pedestrians and cyclists.

Action 5.3.4: Adopt and ensure implementation of a "Complete Streets" policy. Consider developing and adopting a "Complete Streets" policy and commit to designing and constructing streets that accommodate multiple modes—including vehicular, pedestrian, bicycle, and transit—in the remaining areas of new development and along corridors being reconstructed during maintenance cycles or with road improvement projects. This will provide expanded

mobility choices, designed for safety, for users of the transportation system.

Action 5.3.5: Implement sidewalk infrastructure as part of street improvement projects. Integrate sidewalk improvements as part of street improvement or redevelopment projects where appropriate. This should include implementation of Complete Street accommodations particularly as it relates to connecting the community to a greater network of arterial or collector roadways, an on-street bicycle network, and the Citywide trail network (see also Chapter 6, Parks & Trails). It is important for the City to stay vigilant with implementation of sidewalk and Complete Street improvements as they provide for community wellness, improved connectivity, and establish an improved standard for future developments.

