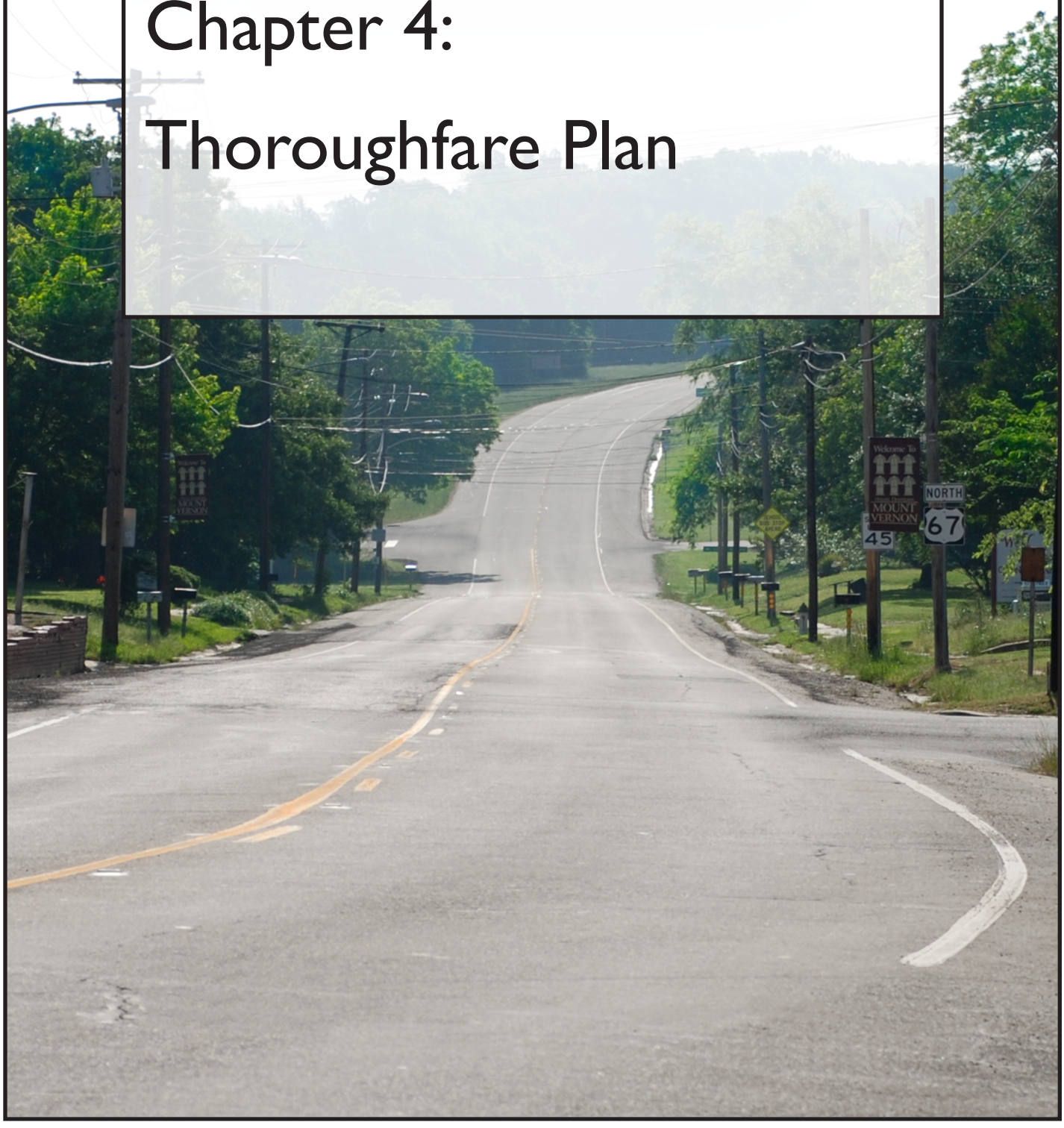
Chapter 4:

Thoroughfare Plan



Chapter 4: Thoroughfare Plan

Table of Contents

Introduction

A community's thoroughfare system forms one of the most visible and permanent elements of a community. It establishes the framework for community growth and development and, along with the Future Land Use Plan, forms a long-range statement of public policy. The thoroughfare system is vital to the City's ability to grow and attract businesses, and as such it is directly linked to land use. The type of roadway dictates the use of adjacent land, and conversely, the type of land use dictates the size, capacity and flow of the roadway.

A prime example of the interrelated nature of land use and transportation within Mount Vernon can be seen at the intersection of Interstate 30 and Highway 37 - the high traffic volumes of these roadways have resulted in an abundance of nonresidential development along their frontages. Retail and other nonresidential land uses have and will continue to seek locations in areas with high visibility and accessibility.

Clearly, many of the decisions regarding land uses and roadways within Mount Vernon have already been made; rights-of-way in the developed areas of the City were established and roadways were constructed years ago. Major challenges for Mount Vernon include:

- Effective utilization of frontage along Interstate 30 (particularly along the undeveloped north side)
- Creation of a gateway entrance to the City at the intersections of Interstate 30 and Gadlin and Holbrook Streets
- Connection of existing collector roads
- Accommodation of new areas of land development through the expansion of the street system
- Creation of a safe pedestrian/bikeway system to provide interconnectivity between homes, community facilities, and retail areas
- Monitoring regional growth implications in order to proactively address mobility and accessibility issues to and from Mount Vernon

This Thoroughfare Plan, which is based on stated goals and objectives within *Chapter 2: Vision, Goals & Objectives* of this Comprehensive Plan, recommends various ways in which the City can effectively meet these challenges.

Existing Transportation Framework

General Roadway Layout

Mount Vernon's roadway network consists of two distinct features found in most Texas communities: a classic grid network in the old town area and a more curvilinear network servicing newer suburban development. What began as a compact community situated about rail station development expanded with the use of the automobile to outlying parts of the area. Growth occurred primarily southward, resulting in the nonresidential corridor of Highway 37 and the spread of residential uses south of the downtown.

The City of Mount Vernon is situated along three Highways: Interstate Highway 30, U.S. Highway 67, and State Highway 37. These roadways contribute heavily to both the City's regional transportation and the area's economic development. Interstate 30 serves as a critical route linking Mount Vernon with Dallas-Fort Worth, Texarkana, and Little Rock, Arkansas.

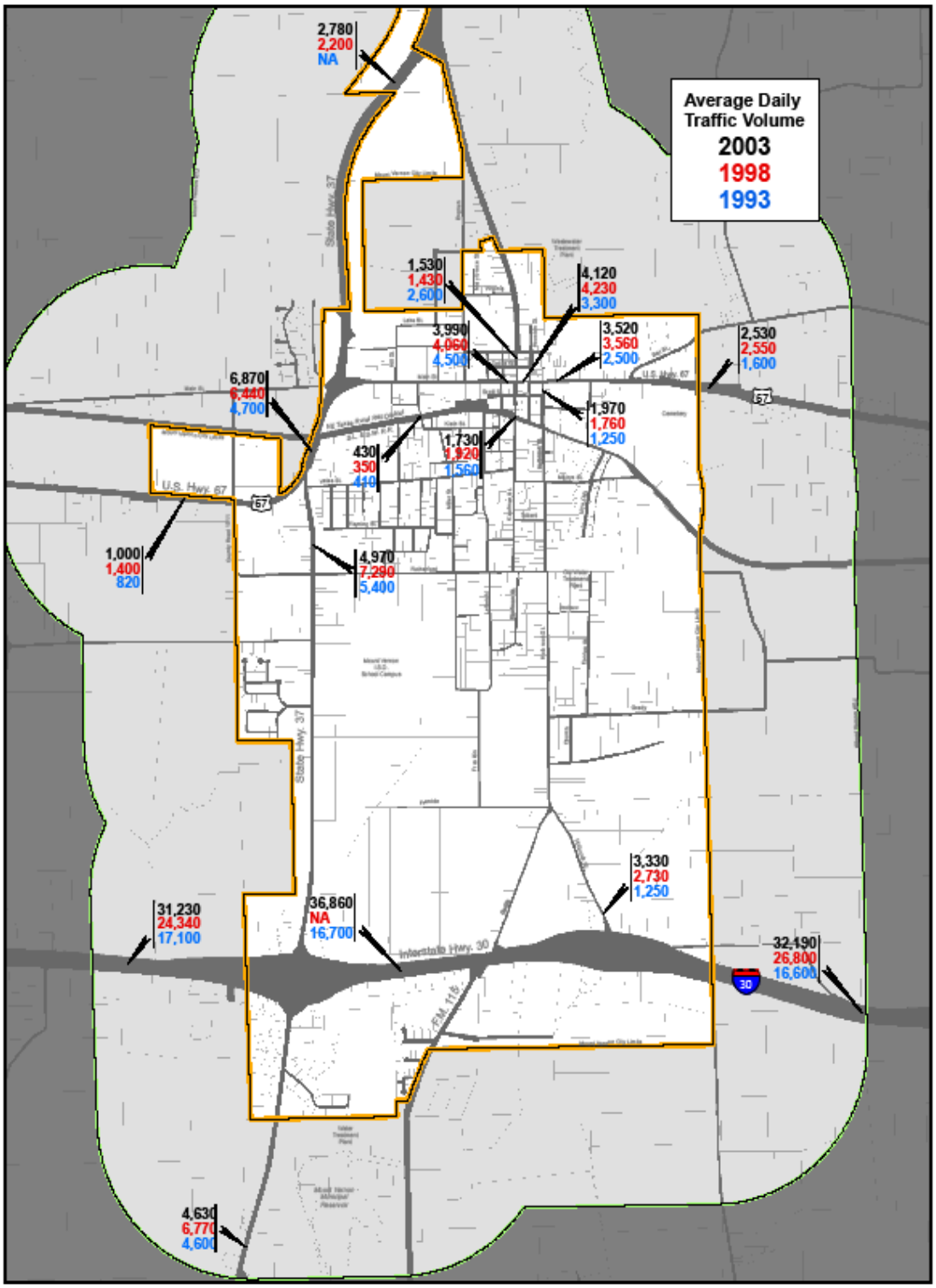
Access to and from downtown Mount Vernon is primarily facilitated by Interstate 30 via Highway 37. While the bulk of east-west travel within the City limits is handled on Interstate 30, Highway 67 provides circulation and secondary access to the city. Other critical linkages to and from the city include Highway 37 north of downtown, and Holbrook Street as a second connection between Interstate 30 and downtown.

Internal to the city, existing nonresidential development is primarily served via Interstate 30, Highway 67, and Highway 37. Much of the existing residential development is served by Holbrook Street, Kaufman Street, Rutherford Street, and Yates Street.

Traffic Volume

Traffic volumes identify previous and existing travel patterns and assist in determining the transportation system's ability to serve area travel demands. Volume is measured by the average annual daily traffic. Existing average daily traffic volumes for major and selected roadways are shown in *Figure 4-1*. With the exception of Interstate 30, average daily traffic volumes throughout the city are relatively low. The intersection of Highway 37 and Highway 67 attracts the highest traffic volume in the city (with the exception of Interstate 30) – 6,870 average annual cars per day during 2003. The central downtown area experiences volumes under 4,000 cars per day. Daily volumes along Interstate 30 reach over 30,000 cars per day, with the highest volume at 36,860 between Highway 37 and Gadlin Street.

Figure 4-1. Traffic Counts



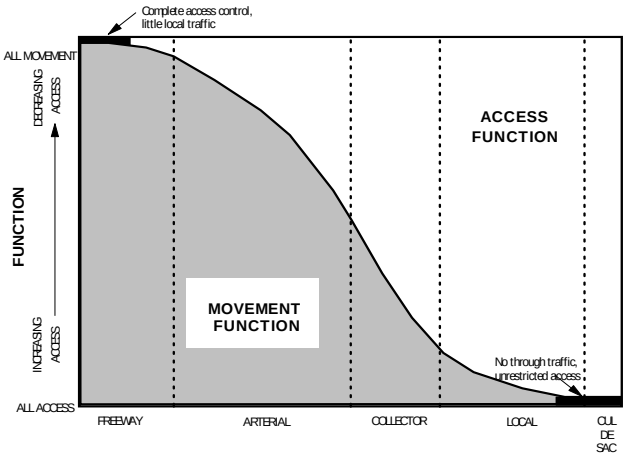
Thoroughfare Planning

Mount Vernon's *Thoroughfare Plan* is built upon traditional thoroughfare planning concepts, which focuses on functionality in providing mobility and accessibility for vehicular traffic.

Functional Street Classification

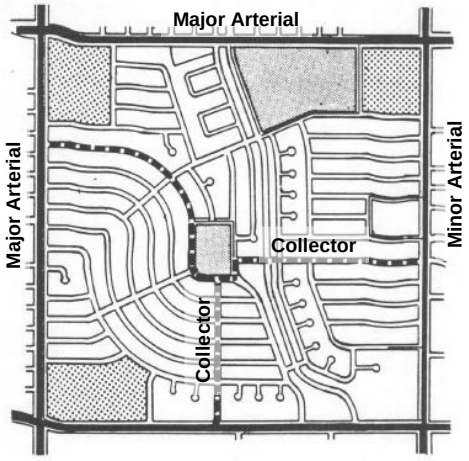
Functional street classification recognizes that streets are part of a system having diverse origins and destinations. A typical trip involves the following stages: primary movement, transition, collection / distribution, access and termination. Functional classifications also describe and reflect a set of characteristics common to all roadways within each class. Functions range from providing mobility for through traffic and major traffic flows, to providing access to specific properties. Characteristics unique to each classification include the degree of continuity, general capacity, and traffic control characteristics. *Figures 4-2* and *4-3* illustrate the relative roles of each classification to achieve its intended function.

Figure 4-2. Relationship between Access and Movement



In short, the functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. Functional classes can be subdivided further into major and minor designations to further detail their role in the community. For each classification, there is typically a recommended set of operational and design criteria.

Figure 4-3. Functional Classification System



Mount Vernon's Thoroughfare Plan recognizes four general classes of roadways that are based on a hierarchical function that include: highways, major and minor arterial streets, collector streets and local/residential streets.

- **Highways** are devoted entirely to traffic movement with limited or no direct land service function. Highways are multi-lane divided roadways with a high degree of access control and grade-separated intersections. Full or partial control of access distinguishes highways from other classes of roadways. Highways serve large volumes of high-speed traffic, are intended to serve inter-regional trips, and typically fall under design guidelines established by TxDOT. Interstate Highway 30 is an example of a highway.

- **Arterial Streets** are streets that provide a high degree of mobility, offer relatively high traffic volumes, have high operational speeds, and support a significant portion of through travel or cross-town trips. Arterial roadways serve as connections between major traffic generators and land use concentrations. Mount Vernon contains two classes of arterials: major and minor. Minor arterials serve as connections between collectors and major arterial streets. Because direct access is a secondary function of arterial streets, access should be carefully managed. Examples of arterial class facilities include, but are not limited to, Highway 67, Highway 37, Holbrook Street, and Gadlin Street.

- **Collector Streets** serve as connections between arterials and local/residential streets and serve to collect and distribute traffic to the arterial network. Collectors also serve to provide direct service to neighborhoods, commercial developments, and other local areas and their design involves site specific considerations. Collectors accommodate smaller volumes of traffic over shorter distances and may border or traverse neighborhood boundaries. Examples of collector class facilities include Yates Street, Miller Street, and Franklin Street.

- **Residential/Local Streets** are intended to provide direct access to abutting property and to collect/distribute traffic from individual parcels. These streets are intended for short, low volume and slow speed traffic movements. Right-of way for these two-lane streets is generally 50 feet.

Table 4-1, on the following page, describes the most important characteristics of the various functional street classes. The arterial classification has been divided to include major and minor subclasses. These planning guidelines are utilized, in developing areas, to form a basic framework for the thoroughfare system.

Also included in *Table 4-1* is information on the typical level of service (LOS) each roadway class is intended to provide. Level of service refers to a measure of capacity that a section of roadway or intersection can accommodate during peak traffic conditions. It is defined in terms of delay with six categories ranging from "A" through "F" being assigned to reflect the relationship between the design capacity and the traffic demand upon a particular segment. As demand approaches capacity, the level of service decreases. Level of service "C" is typically recommended for design purposes.

While the above described conditions are ideal, it may not be practical or even possible to modify existing streets in already developed areas to conform to the desired design standards for all the street functional classifications. In cases where neighborhood areas are bisected by major roadways, alternative cross-sections may be applied to assure that neighborhood integrity is preserved while providing traffic access.

Table 4-1. Roadway Functional Classifications and General Planning Guidelines

Type of Roadway	Function	Spacing (Miles)(1)	Direct Land Access	Roadway Intersection Spacing (3)	Volume Ranges (veh./day)	Speed Limit (mph)	Planning LOS	Parking	Comments
Highway	Traffic Movement; long distance travel.	4-5	None	1 mile	45,000 to 125,000	55-70	D-E	None	Supplements capacity of arterial street system and provides high speed mobility.
Major Arterial	Moderate distance inter-community, intra-metro area, traffic movement. Serves long trip lengths.	½ - 1 ½ (2)	Restricted – some movements may be prohibited; number and spacing of driveways controlled.	¼ mile	36,000 to 45,000	40-55	C-E		"Backbone" of the street system.
Minor Arterial	Mobility function is primary; access function is secondary. Serves moderate trip lengths.		May be limited to major generators; number and spacing of driveways controlled.	1/8 mile	20,000 to 34,000	30-45			Provides route and spacing continuity with major arterials.
Major Collector	Primary – collect / distribute traffic between local streets and arterial system. Secondary – land access; inter-neighborhood traffic movement.	¼ - ½ (2)	Safety controls; limited regulation.	300 feet	12,000 to 28,000	30-40	B-C	Limited	Through traffic should be discouraged.
Minor Collector	Primary – internal to one neighborhood; serves short trip lengths. Secondary – land access.				1,000 to 15,000	30-35	A-B	Limited	
Local	Land access.	2 lot lengths	Safety control only.		200 to 1,500	20-30		Permitted	

(1) Spacing determination should also include consideration of (travel within the area or corridor based upon) ultimate anticipated development.
(2) Denser spacing needed for commercial and/or high-density residential districts.
(3) Spacing and intersection design should be in accordance with state and local thoroughfare standards.

Context Sensitive Design

Context Sensitive Design (CSD) is the practice of developing transportation projects that serve all users and meet the needs of the areas and neighborhoods through which they pass. It is a collaborative process that involves all stakeholders in developing street designs that fit into the character of surrounding neighborhoods while maintaining safety and mobility. The key is that elements of the street should complement the context of the surroundings or adjacent development to generate a "roadway experience"; for instance, a roadway may need to be designed as a six-lane boulevard as it travels through a commercial area, but may need to be altered to a minor street configuration as it travels through a town center or mixed-use area.

CSD Principles

The process of designing CSD roadways is similar to the process of designing traditional thoroughfares in that automobile traffic is considered with traffic counts, traffic demand, and level of service information-gathering efforts. However, the difference is that automobile traffic is only one element considered – among others – in the design of CSD roadways. Basic principles[4-1] of CSD include:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic and natural resource values of the area; in other words, exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, and community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

TxDOT has begun to incorporate CSD concepts into its newer projects. The City should explore the possibilities of CSD solutions on any future joint projects with TxDOT (i.e., U.S. 37).

[4-1] Outlined on page 9 of *An ITE Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities (2006).*

Freese and Nichols

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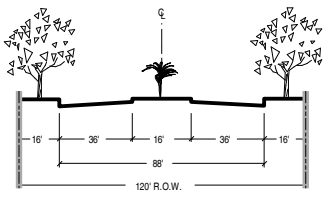
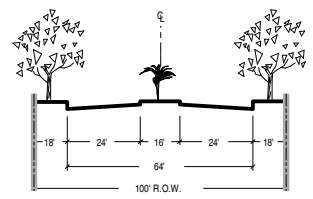
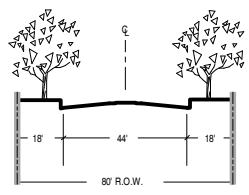
Urban Planning Consultants - Dallas, Texas

February 2009

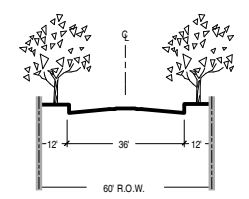
General Roadways





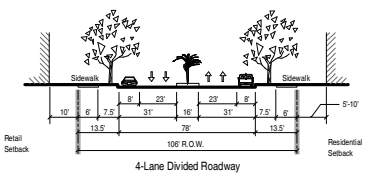


Major Collector

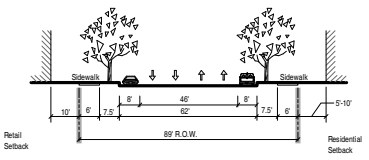


Minor Collector Street

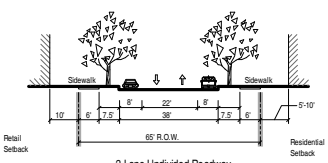
Downtown Area Roadways



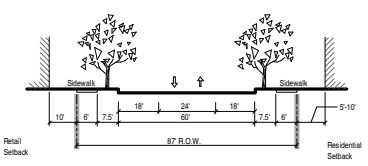
4-Lane Divided Roadway



4-Lane Undivided Roadway



2-Lane Undivided Roadway
with Parrallel Parking



2-Lane Undivided Roadway
with Angle Parking

Airport
State Hwy. 37
Mount Vernon ETJ
Mount Vernon City Limits
English
Mary Grace Ln.
Prairie St.
Virginia
Wastewater Treatment Plant
Lake St.
Hill St.
Houston St.
Jackson St.
Dallas St.
Bell St.
Main St.
U.S. Hwy. 67
67
Scott St.
Carthel St.
Arlington
Cemetery
Oak St.
Booth
NE Texas Rural Rail District
S.L. & S.W. R.R.
Kieth St.
Lois Ln.
Olive St.
Pecan
Leftwich
Holbrook St.
Pittsburg St.
Cotton Belt
Holly Park
Gregg St.
Turner St.
Majors St.
Yates St.
Red Bird
Robin Wa
Mockingbird
Lynn Lane
Elberta
Magnolia
Huntcliff
Miller St.
Kaufman St.
Live Oak
Mack
Tolbert
Parchman
Fleming St.
Vatra
James
Nita
County Road 1011
Rutherford
Old Water Treatment Plant
Andrew
Dunlap St.
Grady
Church
Franklin
Mount Vernon I.S.D. School Campus
Rodeo Dr.
Meadowpark Dr.
Highland Oaks
State Hwy. 37
Interstate Hwy. 30
30
F.M. 115
Gentry
Baker
Watson Dr.
Oliver Wendall Ct.
Park Place
Water Treatment Plant
Mount Vernon Municipal Reservoir
21
Mount Vernon ETJ

City of Mount Vernon
Thoroughfare Plan

0 500 1,000 2,000 3,000 4,000 Feet

0 0.5 1 Miles

N W E S

Thoroughfare Types

- Highway
- Major Arterial
- Major Arterial (proposed)
- Minor Arterial
- Minor Arterial (proposed)
- Collector
- Collector (proposed)
- Interchange
- Façade Overlay
- City Limit Line
- ETJ Line
- Railroad

Plate 4-1

Recommendations

The Thoroughfare Plan, shown on *Plate 4-1*, illustrates the existing and recommended thoroughfares within the City's planning area. The plan is based on a system recognizing a hierarchy of streets, continuity of existing routes, thoroughfare connectivity, and accessibility with regional transportation facilities. The plan also recognizes the need to provide for special design considerations in the central business area of downtown. Features of the plan include:

- Identification of a functional classification system to promote safe and efficient traffic flow as well as facilitate access to new areas of the City.
    - Arterial streets. Examples include: Highway 37, Highway 67, Holbrook Street, Kaufman Street, Main Street, Rutherford Street, Bell Street and FM 115.
    - Collector streets. Examples include: Franklin, Miller, Yates and County Road (CR) 1011.
- The designation of interchanges offering key access to the city. Existing bridges at SH 37 and Holbrook Street facilitate these access points and should serve, long-term, as viable commercial nodes to the city. As such, the provision for full interchange capacity complete with "Texas U-Turns" should be preserved at these locations. These locations would also serve as gateway entrances to the city.
- Interstate 30 corridor support. Collector class facilities paralleling IH 30 were identified to support potential long-term commercial activity between Holbrook and SH 37. Gadlin Street and FM 115 should provide key access to/from the IH 30 frontage roads as well as serve to support accessibility between interchange locations.

Thoroughfare Design Standards

Mount Vernon's thoroughfares are based on a functional classification system that consists of arterials, collectors, and local/residential streets. While state facilities fall under other TxDOT design standards, efforts should be made to incorporate unified standards throughout the city. Standard roadway cross-sections for the different classes of thoroughfares within the City are listed in *Table 4-2* and depicted in *Figure 4-4**.

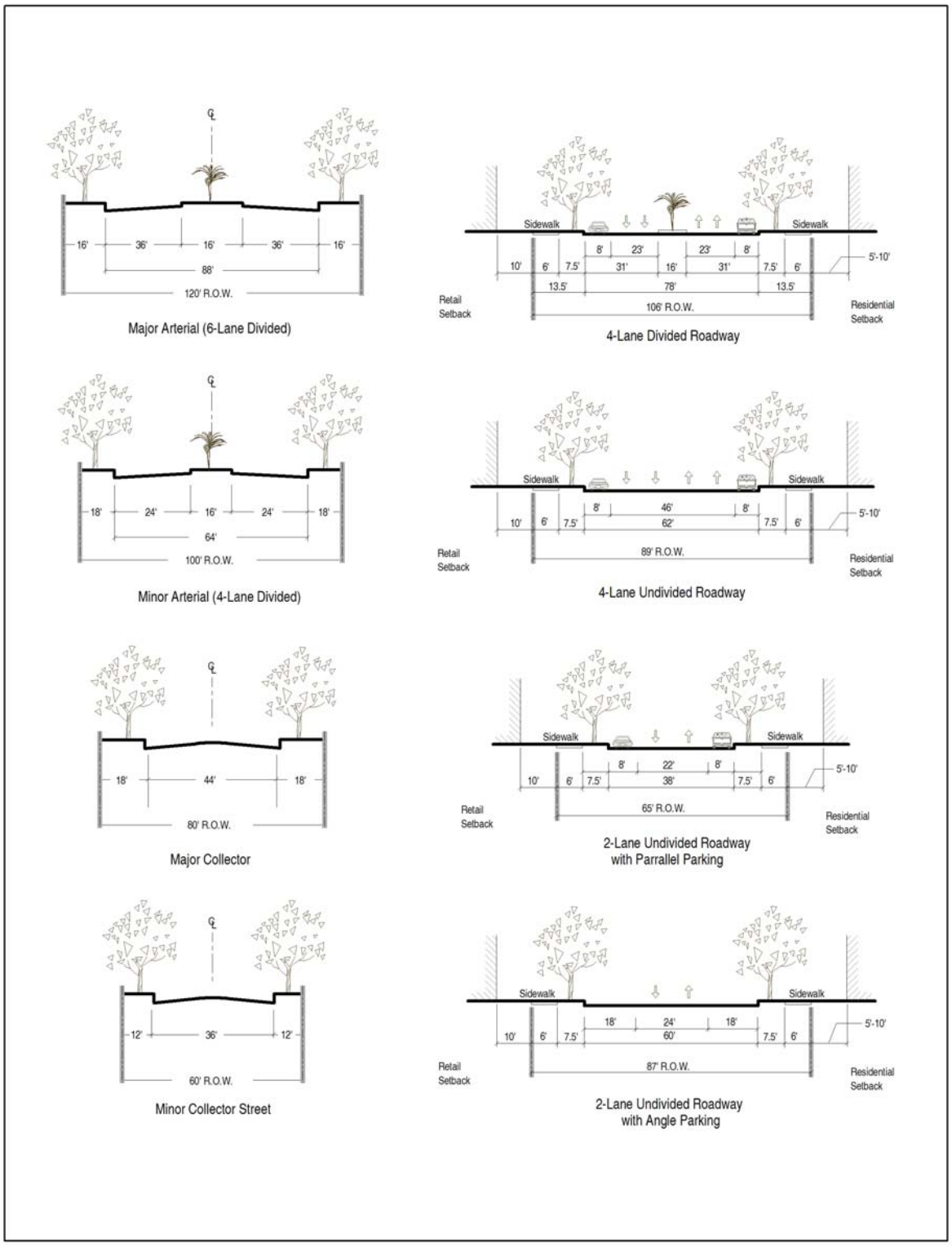
Alternative standards have also been developed for the downtown area as shown on *Plate 1-2* as the Commercial District. These standards provide for the inclusion of on-street parking to the roadway cross-section and are aimed at promoting downtown area viability through enhanced access. Parking is provided for both parallel and head-in situations.

Table 4-2. Roadway Cross-Section Design Criteria

Roadway Type	General Roadways					Downtown Area Roadways (as shown on *Plate 1-2*)			
	Major Arterial 6-lane Divided	Minor Arterial 4-lane Divided	Major Collector 4-lane Undivided	Minor Collector 2/3-lane Undivided	Residential/ Local 2-lane Undivided	4-lane Divided	4-lane Undivided	2-lane Undivided	2-lane Undivided Angle Park
ROW	120'	100'	80'	60'	50'/60'	106'	89'	65'	87'
Pavement Width (face-to-face)	2 @ 36'	2 @ 24'	44'	36	27'/30'	2 @ 31'	62'	38'	60'
Lane Width	12'	11'	11'	12'	13.5'	11.5'	Inner lane 11' Outer lane 12'	11'	12'
Left-Turn Lanes	1 @ 12'	1 @ 11'	1 @ 12'	1 @ 12'	--	--	--	--	--
Median Width	16'	16'	--	--	--	16'	--	--	--
Sidewalks	Both	Both	Both	Both	Both	Both	Both	Both	Both
Parking	None	None	None	Limited	One side/ Open	Parallel	Parallel	Parallel	Head-in Angle
Parkway Width	16'	18'	18'	12'	Both	13.5'	13.5'	13.5'	13.5'

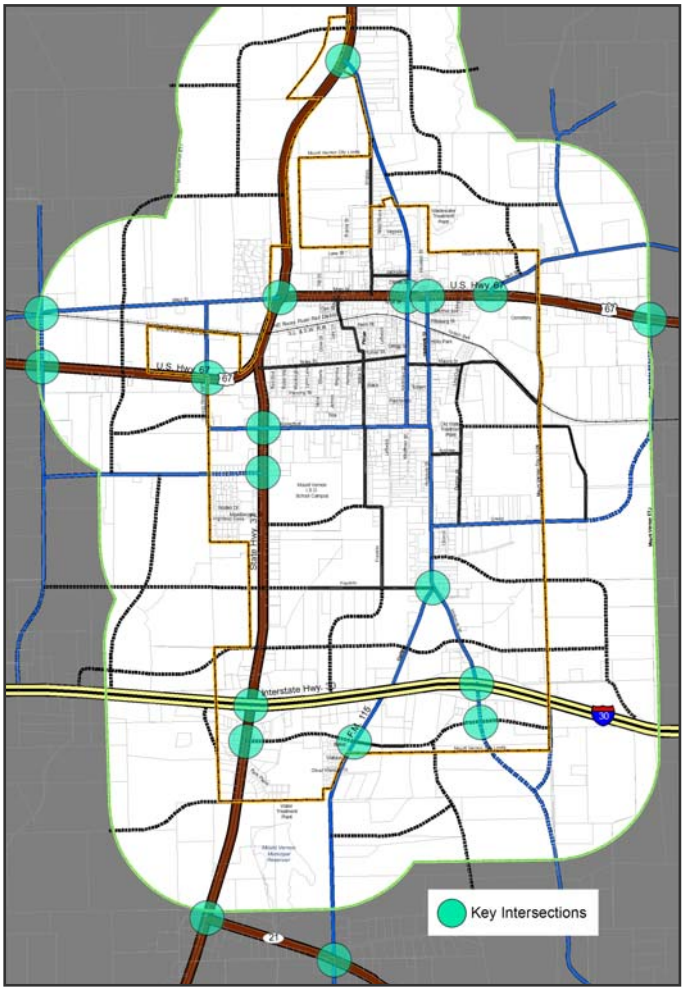
**A standard for Residential/Local roadways has been developed for reference purposes and is not depicted in Figure 4-4.*

Figure 4-4.


16' 36' 16' 36' 16'
88'
120' R.O.W.
Major Arterial (6-Lane Divided)
Sidewalk Sidewalk
8' 23' 23' 8'
10' 6' 7.5' 31' 16' 31' 7.5' 6'
5'-10'
13.5' 78' 13.5'
Retail Setback
106' R.O.W.
Residential Setback
4-Lane Divided Roadway
18' 24' 16' 24' 18'
64'
100' R.O.W.
Minor Arterial (4-Lane Divided)
Sidewalk Sidewalk
8' 46' 8'
10' 6' 7.5' 62' 7.5' 6'
5'-10'
Retail Setback
89' R.O.W.
Residential Setback
4-Lane Undivided Roadway
18' 44' 18'
80' R.O.W.
Major Collector
Sidewalk Sidewalk
8' 22' 8'
10' 6' 7.5' 38' 7.5' 6'
5'-10'
Retail Setback
65' R.O.W.
Residential Setback
2-Lane Undivided Roadway with Parrallel Parking
12' 36' 12'
60' R.O.W.
Minor Collector Street
Sidewalk Sidewalk
18' 24' 18'
10' 6' 7.5' 60' 7.5' 6'
5'-10'
Retail Setback
87' R.O.W.
Residential Setback
2-Lane Undivided Roadway with Angle Parking

Key Intersections

Figure 4-5. Key Intersections.



The ability for the roadway network to operate effectively relies on the ability of intersections to efficiently process traffic. Operational conditions typically break down when insufficient turn-lane capacity is available to remove turn movements from the traffic stream.

To ensure the ability to provide channelized turn movements, such as a second left-turn or right-turn lane, an additional 22' should be provided at key major and minor arterial intersections. Travel lanes of 11' provide sufficient roadway width for turn movements. To determine the exact dimensional requirements of specific intersections, a traffic analysis should be conducted at the time of facility implementation.

Nineteen intersections have been identified as "key intersections" (*Figure 4-5*) that fall on major and minor arterial facilities. At these intersections, the City should secure additional right-of-way via the platting process to allow for additional turn lanes that may be needed in the future.

Figures 4-6 and *4-7* on the following page illustrate recommended distances by roadway class for storage and transition requirements. In high intensity development areas, a traffic analysis should be conducted to determine appropriate intersection requirements.

Pedestrian/Bike Connectivity

Pedestrian and bike trails are an important component of a city's transportation system. Offering alternative methods of transportation promotes both healthier and more environmentally-friendly lifestyles. Pedestrian connectivity should be linked to the sidewalk system (as a component of roadways), special areas (as part of a trail system), and types of land uses (i.e., residential neighborhoods to nonresidential areas). Parks and schools should also be considered for system interface. Office and retail centers could also incorporate related features such as bike racks and benches at these locations to promote a friendlier feel throughout the City.

Figure 4-6. Major Intersection Detail

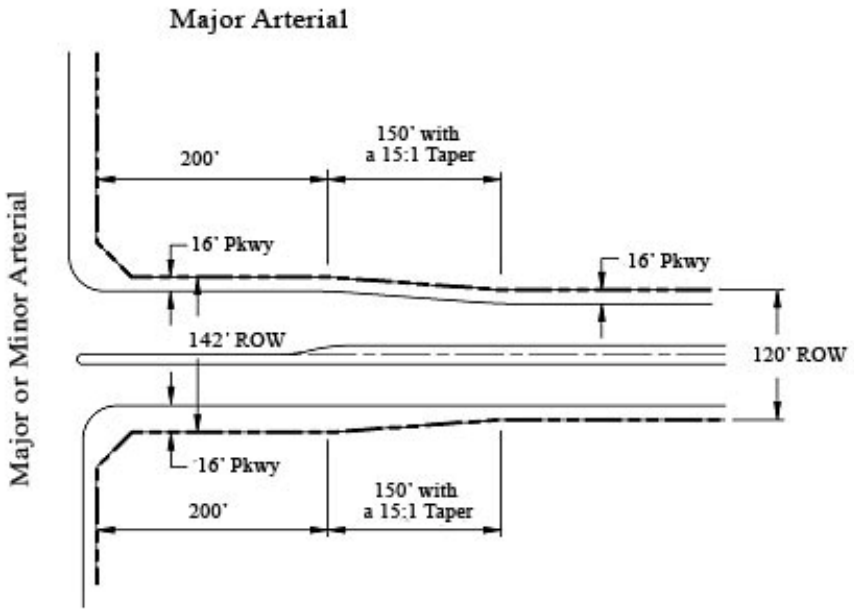
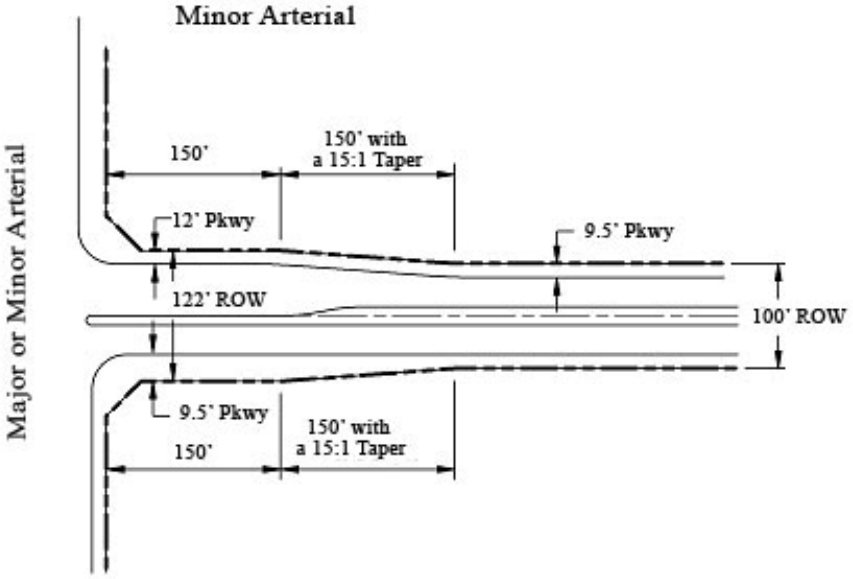


Figure 4-7. Minor Intersection Detail



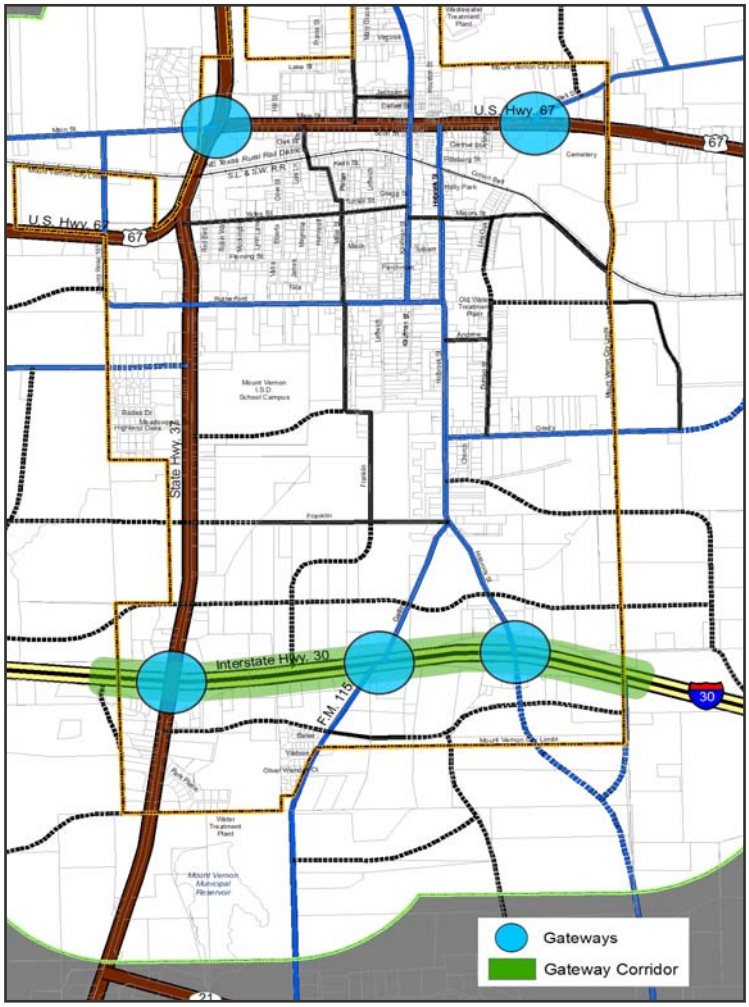
Context Sensitive Design - Intersections

As described earlier, CSD blends the needs of transportation and the community in that projects incorporate environmental, scenic, and aesthetic value to enhance the area which it serves. CSD concepts are envisioned on portions of several "gateway" entrances into the City. Gateway entrances are intended to create a visible entryway into the City and help to identify the image of Mount Vernon. Recommended gateway entrances are shown in *Figure 4-8* and include the following areas:

- Intersection of Highway 37 and Highway 67
- Intersection of Highway 67 and Bell Street
- Interstate 30 corridor from Highway 37 to Holbrook Street

The intersection of Highway 37 and Highway 67 is the most highly traveled area near downtown, with a 2003 daily traffic volume of 6,870 vehicles. The intersection of Highway 67 and Bell Street experienced a 2003 daily traffic volume of 3,520 vehicles, making it another heavily traveled area near downtown. Interstate 30 between Highway 37 and Holbrook Street handles a significantly higher volume of traffic, up to 36,860 vehicles per day according to the 2003 count. This area was designated as a gateway corridor because it includes the most heavily traveled roadways and entryways into the City. The majority of these travelers are not residents of Mount Vernon, therefore any tax revenue drawn from them would come from outside the City.

Figure 4-8. Recommended Gateway Entrances.



Thoroughfare Development Requirements and Standards

Planning, design and construction of thoroughfares must comply with the development standards that are contained in the City's Subdivision Ordinance. Requirements for thoroughfare development should include standards and criteria governing the following characteristics of thoroughfares:

Location and Alignment of Thoroughfares

The general location and alignment of thoroughfares must be in conformance with the Thoroughfare Plan. Subdivision plats should provide for dedication of needed right-of-way for thoroughfares within or bordering the subdivision.

Any major changes in thoroughfare alignment that are not consistent with the plan require the approval of the 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.

Rights-of-Way and Pavement Width

The pavement width and rights-of-way width for thoroughfares and other public streets should conform to the standards, as specified earlier, unless a variance is granted. Plats that include or are bordered by an existing thoroughfare with insufficient rights-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.

Continuation and Projection of Streets

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. Where adjacent land is undeveloped, stubbed streets should include temporary turnarounds to accommodate fire apparatus or emergency vehicles.

Location of Street Intersections

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 the creation of off-set or "jogged" intersections and to provide for continuity of existing streets, especially collectors and higher classes of thoroughfares.

Off-Set Intersections

Off-set or "jogged" street intersections should have a minimum separation of 125 feet between the centerlines of the intersecting streets.

Angle of Intersections

The angle of intersection for street intersections should be as nearly at a right angle as possible. Corner cutbacks or curb radii should be required at the acute corner of the right-of-way line, to provide adequate sight distance at intersections.

Cul-De-Sac Streets

Cul-de-sac streets should have a maximum length of no more than 600 feet measured from the connecting street centerline to centerline of radius point, with a paved turnaround pad of at least 80 feet in diameter and a right-of-way diameter of at least 100 feet in residential areas, and at least a 180 feet of pavement within a diameter of 200 feet of right-of-way diameter in commercial and industrial areas.

Residential Lots Fronting on Arterials

Wherever feasible, subdivision layout should 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.

Private Streets

The City should not approve a plat containing private streets unless the proposal to utilize private streets has been previously approved by the City Council and adequate assurances are provided for maintenance. Private streets should be designed and constructed in conformance with City Standards. The same shall apply for gated communities, if approved. Gates for such communities shall allow for emergency access, without restriction, to authorized emergency vehicles and apparatus.

Sidewalks

Within the boundaries of a subdivision, sidewalks should be installed on both sides of arterial, collector and local/residential streets.

Plan Administration

In the administration and enforcement of the Thoroughfare Plan, special cases and unique situations will occasionally arise where existing physical conditions and development constraints in certain areas conflict with the need for widening of designated thoroughfares to the planned right-of-way width and roadway cross-section. Special circumstances require a degree of flexibility and adaptability in the administration and implementation of the plan. Acceptable minimum design criteria and special roadway cross-sections may have to be applied in constrained areas where existing conditions limit the ability to meet desirable guidelines. Special roadway cross-sections should be determined on a case-by-case basis when a unique design is necessary and subject to the approval of City Staff, and/or the City Council. The standard roadway cross-sections should be used in newly developing areas and whenever possible, in existing developed areas.

Plan Amendment Process

It will be necessary to periodically consider and adopt amendments to the 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 schedule for considering changes.

Typically, plan amendment requests may originate from landowners, civic groups, neighborhood associations, developers, other governmental agencies, city staff and other interested parties. Proposed revisions should be analyzed by the City Administrator, City Public Works/Engineer, and other City Staff, and the proposed changes and staff recommendations should then be considered by the City Council. The City Council should conduct a public hearing on proposed plan amendments, including advanced notice of such hearing. The burden for proving compelling reasons for and public benefit of any proposed changes should rest with the requesting parties. Decisions and determinations should represent the best interests of the public.

The revised Thoroughfare Plan, including any approved plan amendments, should be submitted to the City Council for adoption. The amended plan becomes effective upon adoption by the City Council. The proper administration of the Mount Vernon Thoroughfare Plan will require:

Coordination of Capital Improvements

Many of the roadways, which will be improved in Mount Vernon, will involve cooperation with TxDOT and Franklin County. In many cases, this will involve some financial participation by Mount Vernon. Future capital improvement bond programs should be coordinated with the State's ability to participate in any of these facilities. Mount Vernon will likely have to assume the responsibility for requiring or constructing at least a portion of its roadway system, particularly collector streets, as it grows. It should be recognized that the roadway system would be built up incrementally over an extended period, lasting 25 to 50 years.

Subdivision Control

The subdivision of land into building sites represents the first step in the development of urban land uses and the creation of traffic generators. Reasonable rights-of-way must be set aside at the time of subdivision platting so that adequate roadway capacity can eventually be built as needed without adversely affecting the value, stability and long-range character of the area being

developed. Specifically, right-of-way must be dedicated in accordance with the currently adopted Thoroughfare Plan at the time each plat is approved.

Zoning and Land Use Control

The adequacy of existing and planned roadways must be taken into consideration in all changes of zoning and land use. When such changes occur, the land area allocated for street use (i.e., right-of-way) should be provided commensurate with the overall use and development intensity contemplated within the area.

Building Lines

Where widening of existing roadway rights-of-way will be needed in the future, buildings being proposed for development today should be set back to allow for the planned widening (i.e., the ultimate right-of-way width) to ensure that the uses will function properly with the new roadway after the widening occurs. In some cases, it may be desirable to establish building lines on particular properties by ordinance to ensure the orderly and uniform development of roadway frontage.

The plan should be flexible and should be reviewed on a regular basis to incorporate changes in local conditions. The plan is a guide that indicates roadway capacity needs in response to planned land uses in an area and serves as a basis for subdivision requirements. In developed sections of the City, the Thoroughfare Plan provides guidance for upgrading and/or protecting the integrity and character of existing thoroughfares.

Finally, community objectives for maintaining a rural "small town" character for the City while accommodating new development help to further determine roadway patterns, access characteristics and the design of roadway corridors.

Funding Thoroughfare System Improvements

In addition, maintaining an efficient street network requires significant investment of local resources. Careful planning is needed to ensure that Mount Vernon makes the most cost-effective investments in its street network. Funding is usually based upon general obligation bonds or the general fund budgeting process. The City should also coordinate efforts with regional transportation-related agencies, such as the Texas Department of Transportation (TxDOT) and Ark-Tex Council of Governments (ATCOG) in order to maximize the potential for shared financing. Consistent participation in ATCOG planning efforts may also help Mount Vernon foster relationships that would ultimately help with funding improvements.

Conclusion

The purpose of the Mount Vernon Thoroughfare Plan, as a component of an overall Comprehensive Plan, is to accommodate the existing and future roadway transportation needs of the City. The Thoroughfare Plan is one element of a coordinated transportation system, which addresses the intermodal and multi-modal transportation needs of the City, while maintaining and improving the social, economic, and environmental quality of this community.

Similar to the Future Land Use Plan, implementation of the Thoroughfare Plan will require consistent administration by the City. It is not suggested that the City engage in a major thoroughfare construction program as the present system will be adequate for the near term. As development occurs, right-of-way should be secured for widening of new roads. Design and technical standards should continue to be contained within the City's adopted Subdivision Ordinance and should be consistently reviewed to ensure that such practices are uniform in terms of required size of rights-of-way and access controls along rights-of-way. The recommended thoroughfare policies are summarized on the following page within *Table 4-3*.

The table below summarizes the recommendations from this Transportation Plan chapter. In addition, a reference to the corresponding goal and objectives are included with each recommendation.

Table 4-3.

Summary of Recommendations	Goal
Implement the Thoroughfare Plan: The Plan identifies a system of improvements aimed at providing safe and efficient movement of people and goods. Provide for a continuous and coordinated transportation planning process that addresses long-term needs while emphasizing short-term problem solving.	1.7
Thoroughfare Design Standards: Adopt standard roadway design criteria that facilitate a functional classification system.	7.4
Identification of Key Intersections: Allow for sufficient turn-lane capacity at key intersections.	5.3
Pedestrian/Bike Connectivity: Consider a system of pedestrian connections as an alternative means to linking various land uses.	1.2, 2.4, 2.5, 3.2, 3.3, 3.4
Context Sensitive Design: Create visible gateway entrances into the City to help define the image of Mount Vernon.	4.4, 4.5
Thoroughfare Development Requirements and Standards: Establish standards and criteria governing location and alignment of thoroughfares, rights-of-way and pavement width, continuation and projection of streets, location of street intersections, off-set intersections, angle of intersections, cul-de-sac streets, residential lots fronting on arterials, private streets, and sidewalks.	7.4
Coordinate with TxDOT and ATCOG: Maintain and promote on-going dialogue with state and regional agencies to coordinate and maximize opportunities for facilities implementation.	1.8