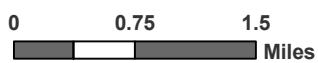
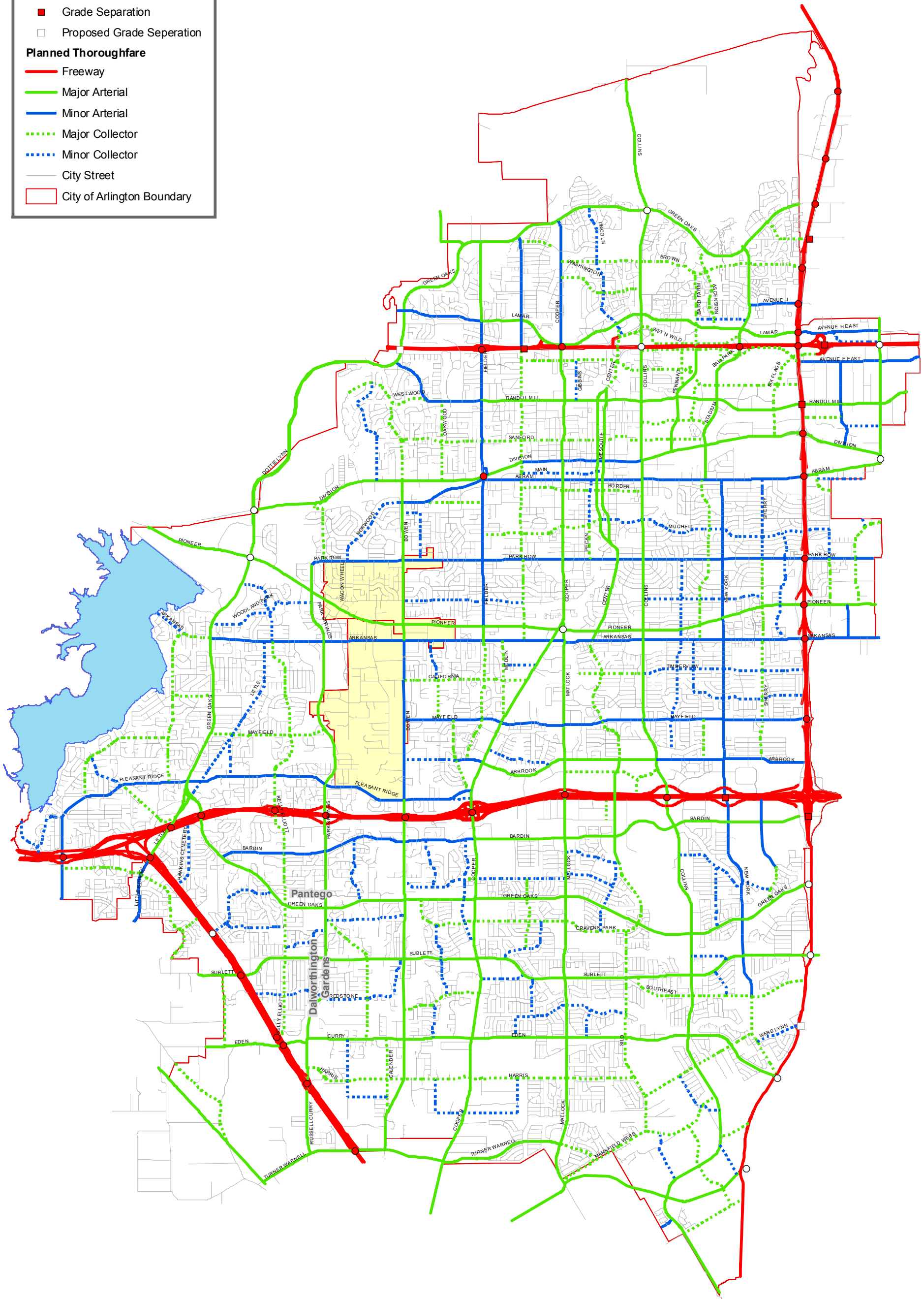


THOROUGHFARE DEVELOPMENT PLAN

- Existing Interchange
- Proposed Interchange
- Grade Separation
- Proposed Grade Separation

Planned Thoroughfare

- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- City Street
- City of Arlington Boundary



– Wide outside lanes prevent congestion delays when bicyclists are present, increase the separation between pedestrians and vehicular movement, and provide better turning radii for emergency vehicles. Bikeway Curb Lane widths shall be applied to new arterial and collector roadways.

Veloweb – An interconnected network of off-street trails which makes connections to City roadways and is designed to provide safe, efficient mobility to high-speed bicycle commuters. The veloweb alignment and Shared Lanes are depicted on the Arlington Bikeway System Plan Map.

Design Standards – Standards concerning horizontal and vertical street alignments are contained in the City of Arlington Subdivision Rules and Regulations. Specific questions concerning project designs and/or construction schedules should be directed to the Arlington Capital Improvements Department. The TDP represents Arlington's street network for the Year 2025. It recognizes the need to effectively use the City's current network and to modify that system as necessary. The TDP Map shows the approximate alignments for arterial, collector streets, and the veloweb. Actual alignments of each roadway and/or bicycle lane/routes will be based on a number of features, including: existing roadways, approved plans and programs for realignment and expansion, approved concept plans, preliminary plats, existing and dedicated right-of-way, and final plats. Roadway locations are also developed with special attention to existing nature features, topography, waterways, flood-prone areas, and other natural features. Existing and proposed man made features such as railroads, major utility lines and facilities, existing developments and property lines are also considered in the City's design process.

Amendment Process – The City, a developer, a neighborhood group or an individual may apply for an amendment to the Thoroughfare Development Plan by contacting the Department of Transportation.

Traffic Studies – Developers and landowners are sometimes required to do traffic studies before zoning is granted or permits are issued. A traffic study may be necessary to assess the impacts of the specific development activity on the existing and planned roadway system. Development activities that could require a traffic study include rezoning, preliminary and final plats, development plan approvals, building permits, driveway permits, certificates of occupancy, annexations, and TDP amendments. There are two levels of traffic studies that may be required. A Traffic Impact Analysis (TIA) is a comprehensive study of all aspects of a development's probable impacts on the transportation system. A TIA will be required when a development plan or preliminary plat proposes development which exceeds 5,000 trip ends per day and in a rezoning request the trip generation of the current zoning is exceeded by 1,000 vehicles per day. A Traffic Circulation Analysis (TCA) is a study of how a development's traffic relates to traffic on internal and immediately adjacent roadways. A TCA may be required for zoning cases generating more than 500 but less than 5,000 vehicle trip ends per day. The specific content requirements for Traffic Studies are provided in a separate document, "Traffic Study Guidelines," available in the Transportation Department. Trip generation estimates shall be based on the latest data contained in the Institute of Transportation Engineers Trip Generation Manual.

Roadway Impact Fees – Roadway Impact Fees are charged in Arlington to assess new development for the cost of roadway facilities necessary to serve the development's traffic demand. The fee charged is dependent upon land use, location, and the number of vehicle miles the development will generate during the P.M. peak hour of the adjacent roadway network. Roadway Impact Fees are calculated and collected by the Building Inspections Department at the time of building permit issuance. Questions regarding offsets and credits to these fees should be directed to the Capital Improvements Department.

Important Phone Numbers

459-6500 – Building Inspections Division
459-6550 – Public Works

459-5434 – Street Division
459-6600 – Utilities

459-6350 – Streetlights
459-6550 – Real Estate Services

459-6650 – Planning & Development Services