

THE THOROUGHFARE PLAN

A. INTRODUCTION

The Corsicana Thoroughfare Plan provides the first step towards realizing the community's vision for development by offering a foundation of sustainable infrastructure. The Thoroughfare Plan accommodates future trip demand (target year trip projections for 2036) in a city-wide thoroughfare system that recognizes form and configuration and relieves the growing constriction of the existing city grid. As Corsicana grows, the existing City grid will continue to experience greater congestion because of internal discontinuities, the transference of internally generated and incoming traffic volumes to limited through-streets (such as Highway 31), the lack of needed cross movement, and older and undersized streets (relative to emerging demand).

A system with such restrictions will attain its capacity well before the City of Corsicana fully develops. Therefore, the Thoroughfare Plan must seek to create a system that relieves this potential limitation and balances city flow through a series of looping networks. The Thoroughfare Plan:

- Pushes the downtown collectors through to Interstate 45.
- Makes full use of the Interstate 45 off-ramps.
- Pushes collectors through to the north and south to provide greater north/ south movement capacity to and from the Downtown Core (including increasing north/ south capacity in existing street system by making limited couplet roads out of existing two way roads such as N14th Street/ N13th Street and Beaton Street).
- Creates “relief points” in the overall system so that the 2036 road volumes between any two relief points do not exceed the planned road capacity.
- Creates an Inner Loop that provides needed relief points and makes cross connections **within** the City. Also, the Inner Loop provides multiple points of connection for the constrained older grid and relieves the constraints and discontinuities in the existing city grid by circumscribing the grid and connecting its end points.
- Increases road capacity in the industrial areas to accommodate 2036 traffic volumes.
- Creates points of nodal “hubbing” about the Downtown Core that reinforce the centrality of the core, balance commercial land use, and energize new development.
- Makes full use of the proposed by-pass to attract development to the southern part of the City.
- Establishes a direct connection to Richland Chambers Lake.

In addition, incremental, project-related, thoroughfare development (not driven by ultimate trip volumes) has led to a network of streets and thoroughfares with numerous internal discontinuities. The result is another emerging restriction in the middle of new development, forcing traffic to take increasingly complicated pathways to a few through-

streets. These discontinuities and restrictions make future trip volumes (generated by the “build-out” population) limited to a number of streets. Therefore, a “pass-through” system becomes operationally impossible for the City of Corsicana at a certain point in its development without dramatic changes to the existing system. Resolution of this emerging impasse and transition to a larger system with greater capacity that is less dependent on Interstate cross-under points at the few through streets becomes the greatest planning challenge facing Corsicana as it prepares for future growth.

An operational system that preserves the operational qualities of Corsicana’s “small town feel” can create the capacity to accommodate future growth without overburdening neighborhood streets. The Thoroughfare Plan allows portions of the currently restricted pattern to evolve into a more fluid “hub and spoke” distribution and maintain the historic grid without overburdening its capabilities. The hub and spoke system is an old and commonly used system design in many cities. In a hub and spoke design, the center of the system is linked to a peripheral loop by a network of radiating streets. This type of system will relieve emerging problems in older areas as well as other parts of the City, because independent loops gather traffic and allow that traffic to return to the City center via an increased number of improved Interstate interchanges, couplet streets, and the outward extension of central city streets (now trapped within the railroad barrier). As a result, all outlying parts of the future City are linked in a way that reinforces the City center. Consequently, the economic forces supported by these roadways converge rather than disperse and thereby create important nodal points within the system. Like major intersections along the beltway around many cities (such as Dallas, Baltimore, Washington, D.C., etc.), these points concentrate economic energy and create nodal centers for future development. (Without such value differentiations, commercial development will continue to gravitate to Interstate 45.)

At a more regional level, the hub and spoke system links neighboring communities in a single pattern of inter-city movement. It was the hub and spoke system that forced Paul Revere’s famous ride to pass through Lexington on his way to Concord. The hub and spoke system asserts that all routes of travel do not have to have the same level of desirability (the physical implication of the grid). It concentrates development so that desirable routes connect desirable places. The grid disperses development and requires that desirable routes must also be dispersed. The grid design ignores the behavioral aspect of travel and gives the form of the City over to operational functions of the street design. By evolving to a hub and spoke system, Corsicana will effectively expand its operational capacity (without overburdening the existing grid) by expanding the limited number of “pass through” routes and connecting them within a larger system that serves Corsicana (and not just through-movement). Also, Corsicana can then concentrate land uses with destination significance so that desirable routes connect to desirable places.

B. PROPOSED LOOPS

The Thoroughfare Plan anticipates three loops and associated proposed street extensions:

- Inner Loop:

Circumscribes the Downtown Core and is the conceptual cornerstone of the Thoroughfare Plan. It provides relief points for older roadways carrying traffic to and from the Downtown Core so that the length of road-way from core-area relief points (at downtown throughways) to any loop-road relief point (at the Inner Loop) is scaled to the potential trip demand it will likely serve in target year 2036. Because of its traffic-gathering and cross-movement function, portions of the Inner Loop (from Highway 22 around the southern side of the City and then north to Business 75) should reserve enough right-of-way to accommodate future widening to a Parkway, six-lane, divided thoroughfare.

- North Loop:

Connects distant areas of future northern development (northern edges of Corsicana, north of Hardy Lane) to an improved Interstate interchange at the intersection of Business 75 and Interstate 45. The North Loop has two functions:

- o First, it supplements the limited capacity of the Inner Loop imposed by an inability to widen the Dobbins Road and Hardy Lane sections of the Inner Loop.
- o Second, it gathers traffic from northern growth areas (both residential and commercial) and offers a variety of operationally comfortable routes into the Downtown Core as well as access to Interstate 45. This northerly loop also carries trip volumes generated by development to the north so that such volumes do not overload Corsicana streets within the existing older areas.
- o It provides a north-bound relief route to Highway 22, specially for heavy traffic.

The total acreage of developable land in northern Corsicana represents a potential population that would easily overload existing local roadways if this population had to flow through older areas to reach Interstate 45 or the business center. Therefore, the North Loop is essential in preserving the “small town” feel of Corsicana and its quality of life.

- South Loop:

Traverses north-south along I-45 enhanced service roads. It loops on the north side as a U-Turn on I-45 and loops to the south on Old Waterworks Road. This provides a thematic “industrial boulevard” and heavy traffic spine that also connects to the east and west side of the Southern District and the Lake Halbert District. Serving the existing industrial areas (south of downtown), the South Loop also would potentially serve a possible future expansion of the airport site and ultimately the industrial properties adjacent to that airport. This loop offers industrial traffic several exit options and connects to a high capacity, two-way service road at the interstate scaled to accommodate truck traffic and not force one way patterns that extend trip times and flow to points of congestion. The total acreage of this area represents a potential industrial square footage that cannot be served by two interchanges or limited capacity

service roads. Therefore, the South Loop is essential to the economic development and potential development of the airport (with its intermodal potential) and further future industrial development that could be drawn to it. This South Loop Industrial thematic spine will also provide Corsicana with a visible marketing urban statement for the Dallas bound traffic as its boulevard quality creates a desirable business address.

C. KEY COMPONENTS

In addition to three loops, the key components related to the physical development of Corsicana are:

I. Interchanges

This first component anticipates interstate interchanges and connections to them, more continuity for existing streets, and more route options away from the core. As remaining tracts in the older areas build-out and the Downtown Core expands, it will be necessary to:

- Make east-west connections flowing to and from the Downtown Core by:
 - Linking Highway 22 through downtown (via West 2nd Avenue) to Interstate 45 (via Roane Road) and creating a visual identity as a Downtown Core “Approach-way.”
 - Extending downtown West 5th Avenue eastward, along 3rd Avenue, and to Interstate 45 as an improved through-way and westward as a thematic boulevard connection between the Carriage District and the Downtown Core.
 - Enhancing the existing connection between Highway 31 and Interstate 45 (via downtown E 7th Avenue) and carrying this enhanced connection through Martin L. King- E 7th to the Inner Loop and the Loop Bypass (west of Interstate 75) This enhanced connection would make better use of the Right-of-way, impose a coordination of access/ egress maneuvers (access management), and establish a visual theme as a major “Approach-way” into the Downtown Core. The Roane Road / 2nd Avenue connection ultimately offers the greatest potential for a cognitively significant downtown “Approach-way” that will economically benefit the core because its flows directly into the historic commercial area (whereas 7th Avenue bypasses this area). Fifth Avenue also flows into the core area, but existing residential development along its Right-of-way (east of the Railroad Track) will limit any future opportunities for widening and/ or opportunities to make major visual enhancements with its own unique theme.
 - Enhancing the existing west extension of Highway 31 between the

- Downtown Core, the Inner Loop, and the TXDOT Loop Bypass (west of the Downtown Core).
- v. Enhancing the existing west extension of Highway 22 between the Downtown Core and Inner Loop (west of the Downtown Core).
 - vi. Linking the Inner Loop to the 5th Avenue extension via East 3rd Avenue, west of Interstate 45.
 - vii. Linking the Inner Loop to the 2nd Avenue extension via Roane Road, west of Interstate 45.
- b. Make north/south connections flowing to and from the core by:
 - i. Linking FM 709 to the Downtown Core via a 15th Street connection.
 - ii. Extending Navarro Drive to link with the North Loop
 - iii. North of the Downtown Core, N13th Street and Beaton Street function as a couplet so that the combined roadways provide the lane capacity of a 4 lane-divided road section. This links the Downtown Core with the Inner Loop and the North Loop.
 - iv. Linking the Downtown Core to the Inner Loop, the TXDOT Loop Bypass and the North Loop via Business 75.
 - v. Linking South 37th Street to Highway 31, with increased lane capacity by making South 37th and South 34th Streets' function as a couplet (north of Oak Valley Road) and widen South 37th Street to a 4-lane, divided road section south of Valley Road. This link provides direct access between the future TXDOT Loop Bypass (by connecting to F.M. 709) and the Hospital/ College area, thereby enhancing the Navarro District's economic influence over growth south of Highway 31.
 - vi. Linking the North and Inner Loops at Dobbins Road to Highway 22 via North 26th and North 24th Streets, functioning as a couplet and providing the combined lane capacity of a 4-lane, divided road section. This couplet will be extended in a new mayor arterial thoroughfare that connects to the North Loop.
 - vii. Completing the Downtown Circuit by adding a link at the north edge of Navarro Mall Parking Lot and the other link at South 19th Street. This will complete the Downtown circuit.
 - viii. Extending North 24th Street to Bowie and the North Loop.
- II. Capacity
- The second component recognizes the need for greater capacity potential in the system to accommodate future demand as the City grows. The Thoroughfare Plan recommends identifying and reserving right-of-way availability along key roadways within the Thoroughfare System that will allow road widening when future trip volumes pass thresholds that would begin to overburden older Downtown area streets.
- a. Provide right-of-way reserves for future road-widening when needed to accommodate projected 2036 trip demand:
 - i. Right-of-way reserve for six-lane, divided roadways for the following street sections:
 1. Business 75, north of the Downtown Core.
 2. Highway 22, west of the Inner Loop.
 3. The Inner Loop from its proposed intersection with Highway 22, around the southern portions of Corsicana, then north to a proposed intersection with Business 75.
 - ii. Right-of-way reserve for a four-lane roadway (divided where possible) for the following road sections:
 1. Highway 31, east and west of the Downtown Core.
 2. FM 744, west of the proposed Inner Loop.
 3. Dobbins Road from the intersection with Highway 22 to North 26th Street.
 4. Highway 22 from an intersection with the Inner Loop, west to the Downtown Core.
 5. The North Loop from the intersection with Dobbins Road and north to the intersection with Interstate 45.
 6. Northwood Boulevard, north of the Inner Loop.
 7. North 13th Street, north of the Inner Loop.
 8. Roane Road, west of Interstate 45.
 9. East 3rd Avenue, west of Interstate 45.
 10. The South Loop, from an intersection with the proposed TXDOT Loop Bypass (east of Interstate 45) to a second intersection with the proposed TXDOT Loop Bypass (west of Interstate 45).
 11. Highway 287, south of the Downtown Core.
 12. Business 45, south of 19th Street.
 13. 15th Street/ FM 709, south of the Downtown Core.
 14. FM 2555, between the propose Inner Loop and the TXDOT Loop Bypass.
 15. The Interstate service roads (east and west of the Interstate 45), between Highway 31 and the TXDOT Loop Bypass.
 - b. Improve the capacity and operational geometry of Interstate interchanges/ underpasses at:
 - i. Business 45 and Interstate 45.
 - ii. Highway 287 and Interstate 45.
 - iii. West 7th Street (Highway 31) and Interstate 45.
 - iv. East 3rd Avenue and Interstate 45.
 - v. Roane Road and Interstate 45.
 - vi. North Loop, Business 75, and Interstate 45.
 - c. Create a new freeway flyover at the South Loop and Interstate 45.

III. Railroads

Corsicana must resolve the railroad restrictions and other traffic/pedestrian movement restrictions to improve the overall operations of the thoroughfare system. By relieving and resolving restrictions in the Corsicana thoroughfare system that result from conflicts between train operations and vehicular operations and also from discontinuities within the City grid, Corsicana can encourage healthy growth.

- a. Create a railroad over-pass that takes the two railroad tracks west of Beaton street over:
 - i. The East 2nd Avenue/ Roane Road extension.
 - ii. The East 5th Avenue/ E3rd Avenue extension.
 - iii. The Highway 31 extension.
- b. Reconnect streets within the City-grid areas of new and infill development and, where possible, in areas of existing development.

IV. Alternative Transportation

As Corsicana grows, the emergence of alternative modes of transit / movement become more important to the reduction of rising traffic volumes, reduction of air pollution, and enhancement of the quality of life. Alternative transit/ movement should be expanded by:

- a. Expanding the current trail network into a city-wide system that connects desired destinations.
- b. Establish a trolley-type service for the Downtown Core and the Navarro District.
- c. Encourage a commuter-rail connection to both Dallas and Houston.

D. FUNTIONAL CLASSIFICATION SYSTEM

I. Explanation and Application

In order to prepare the City of Corsicana for future trip demands that will be placed upon its streets and roadways (from both internal and external growth), it is necessary to establish a hierarchical pattern of movement that operates as a system (when completed), comprised of streets that have system-related purposes, capacities, and functions. The hierarchical system defines the role of each street within it, and this role translates into specific design standards for that street (pavement section, lane widths, traffic management, Right-of-way). The description of role and assignment of standards is called the “functional classification.” Attributes of each classification should apply to all newly constructed streets within the City and to those built streets where conformance with the classification can reasonably be achieved.

The typical functional classification system consists of a range of streets with related purposes. Access means movement to property(ies) within the neighborhood (e.g. garage to street). Mobility refers to longer trips from local streets to more distant destinations (e.g. neighborhood to work). Therefore, some streets distribute access to many properties and others collect traffic for fluid conveyance to common destinations. Local Streets which perform well at providing access to many properties have the capability to accommodate slow, incremental, generally non-directed movement (the type of movement necessary for numerous, closely associated points of ingress/ egress). Mobility Streets (typically arterials and collectors) permit higher travel speeds and more directed movement. With higher speeds and larger traffic volume/ capacities, these streets function well for longer trips to common destinations, but function poorly as local access streets. Thereby, the various streets function collectively (each according to its best capabilities) to make an overall system of movement. However, the higher traffic volumes on mobility streets also make them attractive for commercial development. As a result, many mobility streets throughout the country are plagued by “strip” commercial land uses which place access demand on the roadway and diminish its volume, speed, and capacity characteristics. When this occurs, various forms of access management become necessary. These include:

- Deceleration lanes
- Turn lanes
- Limited curb cuts
- Limited median cuts
- Forced turn lanes

Mobility streets fall into two general classifications: arterials and collectors. Arterials (major arterials and arterials) carry longer trips and should form continuous links that carry traffic through sub areas and to major points of destination or distribution. Collectors supplement the arterial network and are intended to distribute traffic between the arterials and local access streets. As a result, they are not intended to carry trips for long distances, but should have some level of continuity so that points of connection are well distributed over the arterial network.

Local streets (sometimes called neighborhood streets) should be developed between collectors so that traffic is generally routed around and not through these areas. Local streets should have some level of continuity so that they are not burdened by bottlenecks and concentrated collection points due to long cul-de-sacs. However, these patterns of continuity should have a horizontal alignment that discourages “cut through” trips.

In accordance with the above system element descriptions, the thoroughfare system for Corsicana will have parkways (limited access major arterial), major arterials, arterials, major collectors, collectors, downtown couplets, and local streets. Freeways and highways are typically under the jurisdiction of other agencies (such as TXDOT). Interstate 45 and Highway 31 are examples of such corridors. However, each of these (and others) plays an important part in the overall operation of Corsicana’s system. Therefore, right-of-way and improvement requirements are proposed that must be approved and implemented in conjunction with the appropriate jurisdictions.

II. Guidelines Table

The following table – Functional Classification and Planning Guidelines - describe the most important characteristic of each classification and its intended use

FUNCTIONAL CLASSIFICATION AND PLANNING GUIDELINES					
CLASSIFICATION	FUNCTION	INTERSECTION SPACING	MEDIAN CUT SPACING	SPEED LIMIT	COMMENTS
Parkway	Primary long distance conveyance to limit the total number of “pass through” trips	mile minimum	Emergency access only	55	Provides cross own movement between spokes of the radial system and provides relief point in strategic places along the radiating arterial and mayor arterials.
Major Arterial	Moderate distance, inter-community traffic conveyance with greatest volume capacity. Land access should be concentrated to intersection locations as much as practical	1200 feet minimum	600 feet Minimum	45	The backbone of the street system that provide the major radial links to the above described parkways, Interstate 45 and the South Loop
Arterial	Moderate distance, inter-community traffic conveyance with intermediate volume capacity. Land access should be limited to a minimum spacing	1000 feet	600 feet	40	Primary linkages between Major Arterials and to key destinations within the system
Major Collector	Collect and distribute traffic between local streets, collector streets, and the Arterial network as well as provide inter-neighborhood movement. Land access should be limited where possible.	600 feet Minimum	600 feet minimum	35	Should not become over burdened by land access and should not be used for the same long trip connections intended for arterials and major arterials
Collector	Collect and distribute traffic between local streets and the Arterial network as well as provide inter-neighborhood movement. Land access is permitted but should be more limited than local streets. Should have sidewalk collectors.	600 feet Minimum	600 feet minimum	30	Can be residential streets that collect traffic from several local streets within a single community.
Couplet	Creation of a traffic pattern within the Historic core that allows on street parking and pedestrian use of the right of way edges.	Typical downtown block length	N/A	30	Key component to creating destination attributes within the Downtown Core
Local Street	Land access and sidewalk movement.	250 feet	N/A	25	Cut through traffic should be discouraged through horizontal alignment design or other traffic calming devices.

E. TRAFFIC CAPACITIES

Traffic capacity is an essential element of the Thoroughfare Plan. The thoroughfare system is intended to have an overall operational capacity that can accommodate future trip volumes from internally-generated and externally-generated trip demand. The Thoroughfare Plan is comprised of street classifications that, when fully developed, will provide an overall capacity that optimizes the system as it transitions to the new functions described above. Capacities are associated with the street classifications described above. The magnitude of capacity for each road type is partially determined by the level of service at which that street operates. The “level of service,” or LOS, is the ability of a signalized intersection to accommodate traffic. The various levels of service are generally defined in the table below. (Level of service “C” is the most frequently recommended level of service for suburban communities. However, as a City grows and urbanizes, this level of service is extremely costly to maintain.)

LEVELS OF SERVICE		
LEVEL OF SERVICE	DESCRIPTION	STOPPED DELAY PER VEHICLE AT INTERSECTION (SECONDS)
A & B	Virtually no delays at intersection with smooth progression of traffic flow. Generally an operation without congestion, where all the vehicles clear the intersection in one signal cycle	Less than 15 sec.
C	Slight to moderate delays at intersection with satisfactory progression of the traffic flow. Occasional light to moderate congestion with occasional back-ups on streets at critical points in the thoroughfare system or critical approach lanes.	15.1 to 25.0 seconds
D	Forty percent probability of delays of one cycle or more at every intersection. No progression of traffic movement from the intersection with 90 percent probability of being stopped at every intersection experiencing “D” conditions. Significant congestion on critical approaches, but the intersection is functional. Vehicles required to wait more than one cycle during short peaks. No long standing lines formed.	25.1 to 40.0 seconds
E	Heavy condition. Delays of two or more cycles probable. No progression. 100 percent probability of stopping at intersections experiencing “E” conditions. Blockage of intersection may occur if the traffic signal does not provide for protected turning.	40.1 to 60.0 seconds
F	Unstable flow. Heavy congestion. Traffic moves in forced condition. Three or more cycles to pass through intersection. Total breakdown with stop-and-go operation.	More than 60.1 seconds.

DAILY SERVICE VOLUME RANGES			
Roadway Type	Level of Service “C”	Level of Service “D”	Level of Service “E”
8-D (Arterial)	41 to 47,000	47 to 52,000	52 to 58,000
6-D (Arterial/Parkway)	31 to 35,000	35 to 39,000	39 to 44,000
4-D (Collector)	21 to 23,000	23 to 26,000	26 to 39,000
4-UD	17 to 18,000	18 to 21,000	21 to 23,000
2-UD	6 to 8,000	8 to 9,000	9 to 10,000

F. KEY GOALS

In light of the above plan elements and their phasing, the Thoroughfare Plan for Corsicana is shaped by four broad-performance goals that will measure its ultimate success. These goals are:

- 1. Establish an adequate and efficient thoroughfare system that will create and preserve the image of Corsicana.**

As Corsicana grows within its corporate limits, increasing population and the trip volumes associated with it will require an interim system that increases the capability of the current roadway network by expanding its capacity and resolving restrictive discontinuities. As areas adjacent to Corsicana grow (such as Richland Chambers Lake), the operational effectiveness of Corsicana’s local system must be protected by providing alternative pathways to destinations that would otherwise burden this system with excessive, externally-generated volumes. Therefore, the system must be phased so that it can operationally transform into an overall system appropriate to the overall traffic demand pattern.

2. Coordinate roadway classification and adjacent land uses.

Roadways are the greatest determinant of land values that influence development and land use patterns. Therefore, it is important that the final constellation of land use is appropriate for the functional classification of future roadways as they fulfill their ultimate purpose in the thoroughfare system. By coordinating land use and thoroughfares, Corsicana can facilitate better operation of the system and create a legible city form.

3. Create a phased and cost-effective system driven by demand.

The final demand requirements of current streets and streets built in the near future will not be realized until some point of future build-out. Therefore, it is necessary to reserve capacity in the ultimate system even though it is not constructed today. The capacity of the future system can be sustained by reserving the right-of-way.

4. Create a system that physically recognizes and economically reinforces the Historic Downtown Core.

Bringing economic investment into the Historic Downtown Core requires that Downtown Corsicana become a “destination of choice” as well as one of convenience. Key to acquiring destination qualities is giving the downtown area physical recognition as the hub of the City’s thoroughfare system.

G. RECOMMENDATIONS

1. The Inner Loop

A. Phase One

- Connect Highway 22 to Business 75
- Classification: Parkway
- Pavement Section: four-lane divided roadway except for those portions between Business 75 and 26th Streets which will be limited to 2 lanes because of existing development (therefore provide an opportunity for traffic volumes to flow to the North Loop)

B. Phase Two

- Connect from the High 22 intersection, around the southern portion of Corsicana, and north (west of Interstate 45) to an intersection with Business 75
- Classification: Parkway
- Pavement Section: four-lane lane divided roadway expandable to 6 lanes,

measuring feet back of curb to back of curb

2. The North Loop

- Connect from 26th Street to Interstate 45
- Classification: Parkway
- Pavement Section: four-lane divided roadway

3. The South Loop

A. Phase One

- Extend west of Interstate 45 and south to TXDOT Loop Bypass.
- Classification: Arterial
- Pavement Section: four-lane divided roadway expandable to 6 lanes (south of the Inner Loop)

B. Phase Two

- Extend east of Interstate 45 and south to the TXDOT Loop Bypass
- Classification: parkway
- Pavement Section: four-lane divided roadway expandable to 6 lanes

4. The Roane Road/ 2nd Avenue Connection

A. Phase One

- Connect from Interstate 45 to the Downtown Core
- Classification: Residential Collector visually identified as an “Approach-way”
- Pavement Section: two-lane *undivided* roadway

B. Phase Two

- Extend west of Interstate 45
- Classification: Parkway
- Pavement Section: four-lane divided roadway with right and left turn capabilities at the Hardy Road Extension

5. The 3rd Avenue/ 5th Avenue Connection

A. Phase One

- Connect from Interstate 45 to the Downtown Core
- Classification: Residential Collector visually identified as an “Approach-way”
- Pavement Section: two-lane *undivided*, with right and left turn capabilities at the Hardy Road Extension

B. Phase Two

- Extend west of Interstate 45
- Classification: Major Arterial
- Pavement Section: four-lane divided roadway, with right and left turn capabilities at the Hardy Road Extension.

6. Highway 31

- from the TXDOT Loop Bypass west of Interstate 45 to the TXDOT Loop Bypass east of Interstate 45
- Classification: Major Arterial visually identified as an “Approach-way”
- Pavement Section: four-lane *undivided* roadway

7. Highway 22

A. Phase One

- Connect from the Downtown Core to the Inner Loop
- Classification: Major Arterial
- Pavement Section: four-lane *undivided* roadway

B. Phase Two

- Extend west of the Inner Loop
- Classification: Major Arterial
- Pavement Section: four-lane divided roadway

8. Town Center Grid Connections

- Classification: Urban Streets
- Pavement Section: two-lane *undivided* roadway

9. The Beaton Street/ 13th Street Couplet

- Classification: Major Arterial visually identified as an “Approach-way”
- Pavement Section: four-lane capacity in a couplet configuration comprised of two-lane road sections, each two-lane section

10. Northwood Boulevard (north of the Inner Loop)

- Classification: Major Arterial visually identified as an “Approach-way”
- Pavement Section: four-lane divided roadway

11. 13th Street (north of the Inner Loop)

- Classification: Major Arterial visually identified as an “Approach-way”
- Pavement Section: four-lane divided roadway

12. The 27th Street/ 24th Street Couplet

- Classification: Major Arterial
- Pavement Section: four-lane capacity in a couplet configuration comprised of two-lane road sections, each two-lane section

14. The 37th Street/ 34th Street Connection

A. Phase One

- Connect from Highway 31 to the Inner Loop
- Classification: Residential Collector visually identified as an “Approach-way”
- Pavement Section: two-lane *undivided*

B. Phase Two

- Extend south of the Inner Loop to the TXDOT Loop Bypass
- Classification: Major Arterial
- Pavement Section: four-lane divided roadway

15. The FM 2555 Connection (from the Inner Loop to the Loop Bypass)

- Classification: Arterial
- Pavement Section: four-lane divided roadway

16. The Business 45 Connection (from Business 75 to Interstate 45)

- Classification: Arterial
- Pavement Section: four-lane divided roadway

17. The FM 744 Extension (west of the Inner Loop)

- Classification: Arterial
- Pavement Section: four-lane divided roadway

18. Two-way Interstate Service Roads (from Highway 31 to the Loop Bypass)

- Classification: Arterial
- Pavement Section: four-lane *undivided* roadway

19. Interchange Improvements

- Off ramp design, urban configuration

20. Trails

Preservation of the quality of life of Corsicana and overall trip reduction will require that Corsicana take full advantage of a trail network for the City that links areas of trip origin (neighborhoods) with designated trip destinations (parks, recreation, schools, retail, and employment). Therefore, a system of pedestrian trails and bikeways should be developed that contains the following elements:

Trails through drainage-ways, creek-ways, and natural corridors: Post Oak Creek and other watershed drainage/ways that flow into Lake Halbert (as well as the abandoned railroad right-of-way south of Highway 31) connect in such a way that they create the basic form of a City-wide trail/ open space system that connects to the Downtown Core (residing on a ridge line between two watersheds). Therefore, these drainage-ways, creek-ways, and natural corridors are the basic system elements of a City-wide pedestrian and bike trail system.

On-street trails and bikeways: Collector streets should provide sufficient right-of-way for development of on-street (dedicated bike lanes) or along street trails (sidewalks built for trail use).

Trail Hubs: Places where trails from neighborhoods and collectors connect with the natural corridor trail network and where elements of the trail network converge should be designated with the provision of a trail head that has directional signage and pedestrian furniture.

Trail facilities: To make the system fully usable and comfortable for pedestrians of all ages, certain key trail heads should be equipped with restroom facilities and drinking fountains.

21. Trolley and Mass Transit

As Corsicana attracts more Downtown Core area visits and development of the Navarro District increases trip demand for inter-connection among various activity nodes, a situation could evolve to support a trolley-type conveyance. The trip route of this feature conveyance could be sequenced as follows:

Connection One: Connecting the commercial/hotel nodes at Interstate Interchanges to the Navarro District through the Historic City Center and Carriage District Boulevard.

Connection Two: Connecting the commercial/hotel nodes at interstate interchanges to Lake Halbert through industrial areas adjacent to and south of the Downtown Core and through the Historic City Center.

Connection Three: Connecting the commercial/hotel nodes at interstate interchanges to parks and industrial areas north of the Downtown Core and through the Historic City Center.

H. CONCLUSION

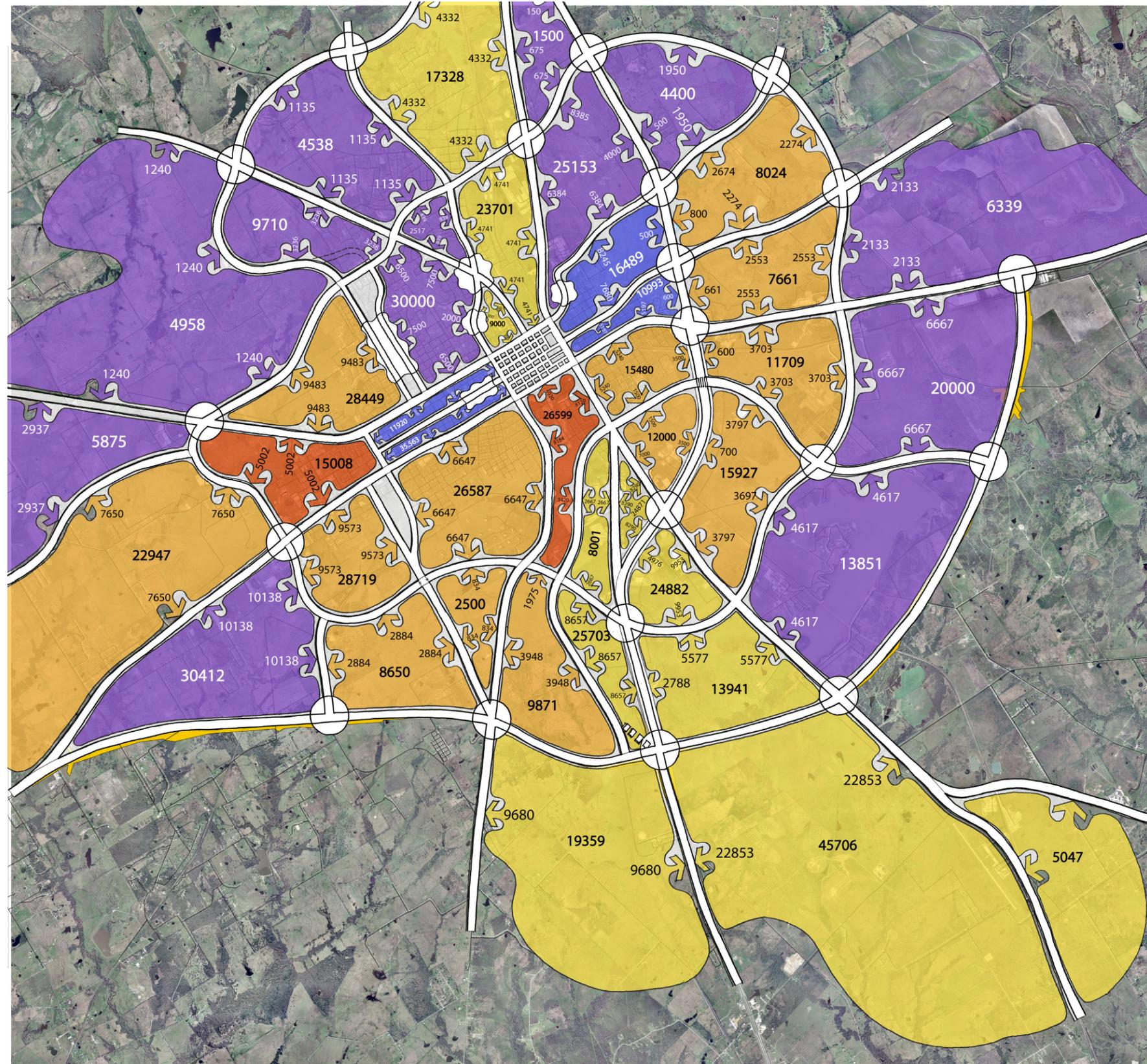
The Thoroughfare Plan for Corsicana creates a local and overall system that protects the existing older road network. The Thoroughfare Plan accomplishes the following:

- Preserves the existing City form,
- Preserves existing elements of the City system,
- Improves current street continuity,
- Increases interstate connections,
- Reinforces the importance of the Corsicana Downtown Core,
- Connects outlying areas of development with the overall City fabric,
- Creates a comprehensible legibility that aids orientation and identity,
- Relieves the potential traffic burden on older local streets imposed by development adjacent to the City, and
- Offers a phased approach to the future system.

In the final analysis, Corsicana's Thoroughfare Plan provides greater lane capacity and combines elements of the existing thoroughfare framework with an overall system design for the future.

I. TRAFFIC VOLUME MAP

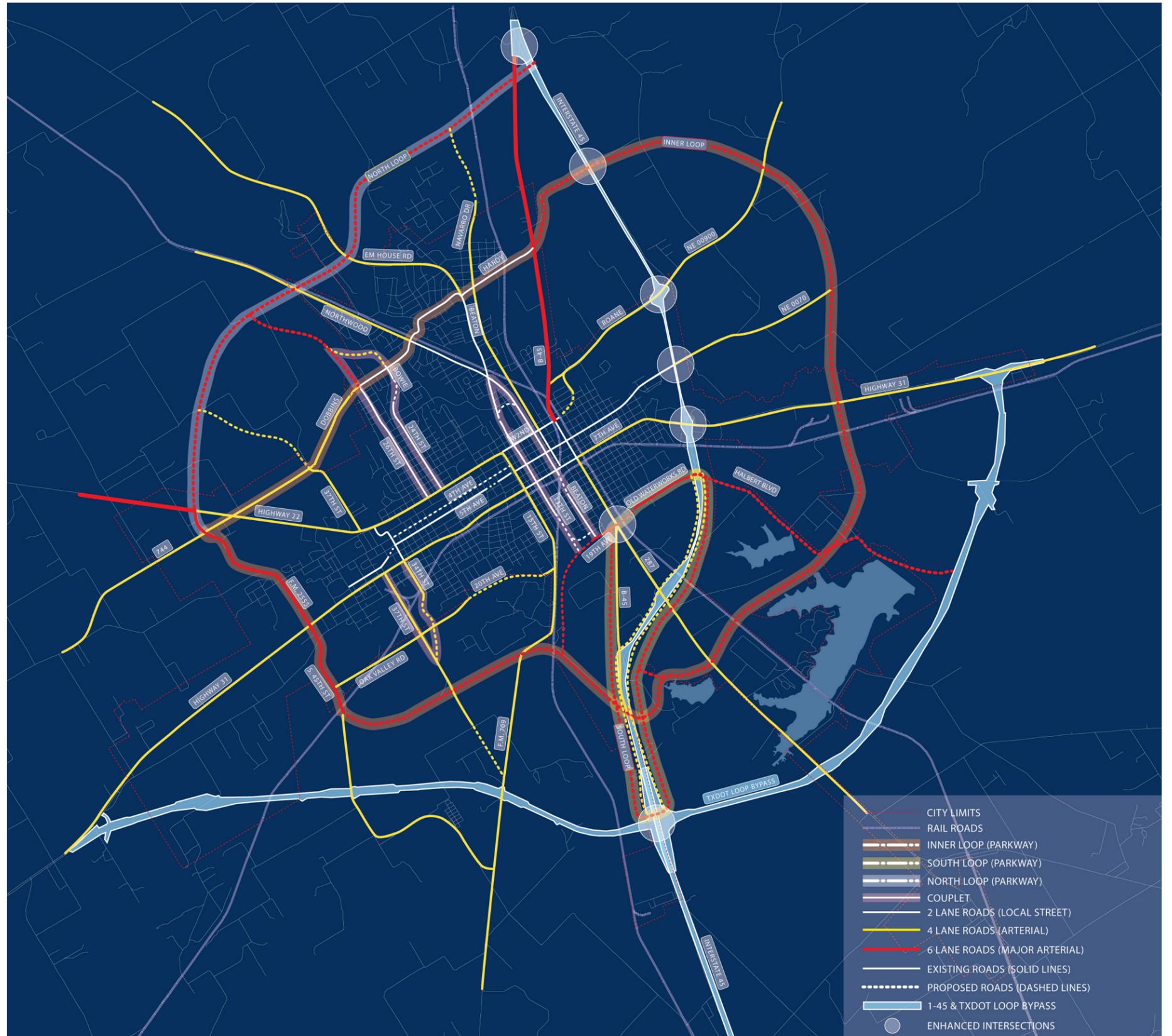
This map illustrates the projected trip volumes for planning target year 2036. These volumes reflect assumed densities and percent “build-out” of the proposed Land Use Plan, as well as areas of existing zoning. The resulting square-foot and unit counts were translated into average daily trips using trip generation standards of the Institute of Transportation Engineers “Trip Generation 7th Edition, 2003. All trips within an area bound by arterial/ collector roadways were summed, a 20% overall trip reduction was allowed (because of mixed land uses within traffic cells), and a total average daily trip volume for the planning target year was established. Total trips are the bold numbers indicated within each cell. Average daily trips within each cell were assigned to streets serving that cell so that the cell volumes can be converted to street volumes. The number of trips assigned to any street is shown by the smaller numbers within each cell.



Traffic Volumes Map

J. THOROUGHFARE MAP

This map illustrates the Thoroughfare Plan. Streets within the Plan have been sized to accommodate the 2036 projected traffic volumes. Each road section required to accommodate future trip volumes is indicated by a designated roadway color. Fuchsia roads are two-lane roadways. Red roads are arterial and major arterial roadways. Arterial roadways are generally four-lane, divided thoroughfares, but some four-lane roads in older developed areas will have to be four-lane, undivided road sections. Some four-lane roads must preserve the right-of-way necessary to accommodate possible future expansion to six lanes. Green roads are parkways. Parkway are ultimately six-lane, undivided thoroughfares. Blue roads are the Interstate and TX DOT Loop Bypass.



Thoroughfare Map

