

2008 TRAVEL TIME STUDY

Texarkana Metropolitan Planning Organization

April 2010

PREPARED IN COOPERATION WITH THE TEXAS DEPARTMENT OF TRANSPORTATION AND THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION

THE PREPARATION AND PUBLICATION OF THIS DOCUMENT WAS FINANCED IN PART BY FUNDS PROVIDED BY THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, AND FEDERAL TRANSIT ADMINISTRATION. THE PROVISION OF FEDERAL FINANCIAL ASSISTANCE SHOULD NOT BE CONSTRUED AS DENOTING U.S. GOVERNMENT APPROVAL OF PLANS, POLICIES, PROGRAMS OR PROJECTS CONTAINED HEREIN

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

NOTICE OF NONDISCRIMINATION

THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) MAKES EVERY EFFORT TO COMPLY WITH ALL CIVIL RIGHTS PROVISIONS OF FEDERAL STATUTES AND RELATED AUTHORITIES THAT PROHIBIT DISCRIMINATION IN PROGRAMS AND ACTIVITIES RECEIVING FEDERAL FINANCIAL ASSISTANCE. THEREFORE, THE MPO DOES NOT DISCRIMINATE ON THE BASIS OF RACE, SEX, COLOR, AGE, NATIONAL ORIGIN, RELIGION OR DISABILITY, IN ADMISSION OR ACCESS TO AND TREATMENT IN MPO PROGRAMS AND ACTIVITIES, AS WELL AS THE MPO'S HIRING OR EMPLOYMENT PRACTICES. COMPLAINTS OF ALLEGED DISCRIMINATION AND INQUIRIES REGARDING THE MPO'S NONDISCRIMINATION POLICIES MAY BE DIRECTED TO THE MPO STUDY DIRECTOR – EEO/DBE (ADA/504/TITLE VI COORDINATOR), P.O. BOX 1967, TEXARKANA, TX 75504, (903) 798-3927, OR EMAIL TO: TXKMPO@TXKUSA.ORG.

THIS NOTICE IS AVAILABLE FROM THE ADA/504/TITLE VI COORDINATOR IN LARGE PRINT, ON AUDIOTAPE AND IN BRAILLE.

THE CONTENTS OF THIS REPORT REFLECT THE VIEWS OF THE AUTHORS WHO ARE RESPONSIBLE FOR THE OPINIONS, FINDINGS, AND CONCLUSIONS PRESENTED HEREIN. THE CONTENTS DO NOT NECESSARILY REFLECT THE VIEWS OR POLICIES OF THE FEDERAL HIGHWAY ADMINISTRATION, THE FEDERAL TRANSIT ADMINISTRATION, THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT, OR THE TEXAS DEPARTMENT OF TRANSPORTATION.

THIS REPORT WAS PREPARED BY THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (TXKMPO). COMMENTS OR QUESTIONS REGARDING THE CONTENTS OF THIS REPORT SHOULD BE DIRECTED TO TEXARKANA MPO, P.O. BOX 1967, TEXARKANA, TX 75504, (903)798.3927, OR EMAIL TO TXKMPO@TXKUSA.ORG.

2008 TRAVEL TIME STUDY

INTRODUCTION

This Travel Time Study is designed to provide information on the time needed to travel between locations and the average speed experienced while driving along roadway segments in the study area. The resulting information is important in assessing the impact of various factors including traffic congestion and delay at traffic signals. By utilizing Travel Time Studies conducted from 1965 to 2008, data should indicate which roadways have experienced increasing levels of congestion, reduced levels of congestion or modest changes in congestion. This information can be of assistance in determining roadways in need of widening to increase roadway capacity and can assist in identifying roadway corridors or roadway segments needing traffic signal improvements to decrease travel delay at signals.

This 2008 Travel Time Study and the previous 2005 Travel Time Study were conducted by the Texarkana Metropolitan Planning Organization. Other studies were conducted in 1965, 1971 and 1975. It is anticipated that another study will be conducted in 2011.

The 1965, 1971 and 1975 Travel Time Studies started at the intersection of State Line Avenue and 4th Street while the 2005 and 2008 Travel Time Studies started or ended at the downtown Post Office at State Line Avenue and 5th Street. This difference of one block in travel time is negligible between the earlier and later studies and should not impact the comparisons in distances traveled and speeds between the studies.

This 2008 Study was undertaken using a Global Positioning System (GPS) unit, video camera and a laptop computer to gather data and video while driving along the following sixteen (16) routes listed below. Trips were made in the morning peak, noon peak and evening peak periods as determined by analyzing traffic count data on the following roadways:

- US 71 (State Line Avenue)
- Jefferson Avenue
- SH 245 (Hickerson Freeway)
- US 67 (East Broad Street)
- SH 296 (Dooley Ferry Road)
- US 82 (East 9th Street)
- SH 196 (Division Avenue and Genoa Road)
- US 71 (East Street)
- SH 237 (Blackman Ferry Road)
- South State Line Avenue
- FM 558 (Buchanan Road)
- US 59 (Lake Drive)
- US 67 (West 7th Street)
- US 82 (New Boston Road)
- FM 559 (Richmond Road)
- FM 1397 and SH 93 (Summerhill Road)

TRAVEL TIMES AND DISTANCES

1965 Travel Times and Distances

In 1965 when the Texarkana Urban Transportation Study (TUTS) began to produce transportation studies, geographical limits of the study area were smaller than current boundaries. Map 1 presents distances traveled in 4, 8 and 12 minutes during peak periods in 1965. Distances traveled in 12 minutes are identified below.

- US 71 (East Street) to south of Old Salem Road.
- SH 237 (Blackman Ferry Road) to near current location of AR 549.
- FM 558 (Buchanan Road) to north of FM 2516 (Buchanan Loop Road)
- US 59 (Lake Drive) to FM 2516 (Buchanan Loop Road)
- US 67 (West 7th Street) to east of FM 2148
- US 82 (New Boston Road) to FM 989 (Kings Highway)

Distances traveled in 8 minutes included:

- US 71 (State Line Avenue) to south of SH 296 (Sugar Hill Road)
- Jefferson Avenue to East 35th Street
- US 67 (East Broad Street) to north of Arkansas Boulevard
- US 82 (East 9th Street) to west of SH 237 (Rondo Road)
- SH 196 (Division Avenue) to Tennessee Road to east of current location of SH 245
- US 71 (East Street) to current location of SH 245
- South State Line Avenue to south of current location of SH 245 and Loop 151
- FM 558 (Buchanan Road) to south of SH 93 (Lake Drive)
- US 59 (Lake Drive) to east of South Robison Road
- US 67 (West 7th Street) to east of current location of US 59 (Jarvis Parkway)
- US 82 (New Boston Road) to Kenwood Road
- FM 559 (Richmond Road) to College Drive
- SH 93 (Summerhill Road) to south of Kennedy Lane

1971 Travel Times and Distances

Travel time distances for 1971, presented in the June 1972 Annual Report for the Texarkana Urban Transportation Study (TUTS), identified only distances traveled in 4 minutes and 8 minutes and are shown on Map 2. Distances traveled in 8 minutes were to:

- US 71 (State Line Avenue) to north of IH 30
- Jefferson Avenue to south of IH 30
- SH 245 to south of East 50th Street
- US 67 (East Broad Street) to north of current location of SH 237 (Rondo Road)
- US 82 (East 9th Street) to east of SH 237 (Rondo Road)
- SH 196 (Division Avenue) to Tennessee Road to west of SH 237 (Rondo Road)
- US 71 (East Street) to SH 237 (Blackman Ferry Road)
- South State Line Avenue to north of Miller County Road 68
- FM 558 (Buchanan Road) to north of Smith Road
- US 59 (Lake Drive) to east of Leopard Drive
- US 67 (West 7th Street) to east of current location of US 59 (Jarvis Parkway)
- US 82 (New Boston Road) to west of Kenwood Road
- FM 559 (Richmond Road) to Kennedy Lane
- SH 93 (Summerhill Road) to south of IH 30

1975 Travel Times and Distances

When the 1975 Travel Time Study was conducted, the geographical area included in the study increased significantly from 1965 and 1971 with the correlating increase in the travel times shown on Map 3 to a maximum of 15 minutes during the peak hour compared to the 8 minute maximum in 1971 and a 13 minute maximum in 1965. Distances traveled in 1975 in minutes along major roadways are specified below.

- 10 minutes along US 71 (State Line Avenue) to north of Forest Lake Drive
- 11 minutes along Jefferson Avenue, Woodway Drive and Mount Olive Drive to south of SH 296 (Sugar Hill Road)
- 12 minutes along US 67 (East Broad Street), SH 245 and Sanderson Lane to SH 296 (Sugar Hill Road)
- 10 minutes along US 67 (East Broad Street) to north of SH 237 (Rondo Road)
- 9 minutes along US 82 (East 9th Street) to east of SH 237 (Rondo Road)
- 11 minutes along SH 196 (Division Avenue and Genoa Road) to east of SH 237 (Rondo Road)
- 12 minutes along US 71 (East Street) to south of Old Salem Road
- 12 minutes along US 71 (East Street) and SH 237 (Blackman Ferry Road) to south of current location of AR 549.
- 12 minutes along South State Line Avenue to Miller County Road 68
- 10 minutes along FM 558 (Buchanan Road) to approximately 1 mile south of FM 2516 (Buchanan Loop Road)
- 12 minutes along US 59 (Lake Drive) to Sherwood Forest Road
- 12 minutes along US 67 (West 7th Street) to east of FM 2148
- 15 minutes along US 82 (New Boston Road) to east of FM 2148
- 14 minutes along FM 559 (Richmond Road) to north of Jones Lane
- 12 minutes along SH 93 and FM 1397 (Summerhill Road) to Shilling Lane
- 7 minutes along Loop 14 (Texas Boulevard) to north of West 40th Street

2005 Travel Times and Distances

Trips for the 2005 Travel Time Study started or ended in front of the U.S. Post Office at State Line Avenue and 5th Street compared to the 1965, 1971 and 1975 studies being one block to the south. The difference of one block does not materially impact the comparisons between the studies. The 2005 Travel Time Study was conducted during peak hours and off-peak hours. Traffic count data was analyzed for specific roadways to determine the time of day having the highest vehicular count. In some cases the peak period was in the morning when people were driving to their places of employment and other roadways had peak periods in the evening when people were driving home. Traffic count data was also reviewed to select the off-peak periods, typically at or near the noon hour or early afternoon, corresponding with school closing hours.

Map 4 details time required to travel along selected roadways during peak periods and results of the study conducted during peak hours were as follows:

- 11 minutes along US 71 (State Line Avenue) to north of Miller County Road 55
- 14 minutes along Jefferson Avenue to SH 296 (Sugar Hill Road)
- 10 minutes along US 67 (East Broad Street) and SH 245 to south of SH 296 (Sugar Hill Road)
- 14 minutes along US 67 (East Broad Street) to south of SH 108
- 14 minutes along US 67 (East Broad Street), Mandeville Road and SH 296 (Dooley Ferry Road) to west of Old Post Road
- 12 minutes along US 82 (East 9th Street) to west of Miller County Road 70
- 16 minutes along SH 196 (Division Avenue and Genoa Road) to Miller County Road 70

- 14 minutes along US 71 (East Street) to north of Edgewood Drive
- 16 minutes along US 71 (East Street) and SH 237 (Blackman Ferry Road) to Days Creek
- 11 minutes along South State Line Avenue to Hoot Plant Road
- 13 minutes FM 558 (Buchanan Road) to Hoot Plant Road
- 14 minutes along US 59 (Lake Drive) to south of FM 3244
- 17 minutes along US 67 (West 7th Street) to east of Bowie County Road 1216 (Trexler Road)
- 19 minutes along US 82 (New Boston Road) to east of FM 2253 (Leary Road)
- 19 minutes along FM 559 (Richmond Road) to south of Barkman Creek
- 16 minutes along SH 93 and FM 1397 (Summerhill Road) to McKinney Bayou

Results of the 2005 study conducted during off-peak times, shown on Map 5, are as follows:

- 9 minutes along US 71 (State Line Avenue) to south of Miller County Road 55
- 10 minutes along Jefferson Avenue to south of SH 296 (Sugar Hill Road)
- 10 minutes along US 67 (East Broad Street) and SH 245 to SH 296 (Sugar Hill Road)
- 13 minutes along US 67 (East Broad Street) to SH 108
- 14 minutes along US 67 (East Broad Street), Mandeville Road and SH 296 (Dooley Ferry Road) to west of Old Post Road
- 13 minutes along US 82 (East 9th Street) to Miller County Road 118
- 16 minutes along SH 196 (Division Avenue and Genoa Road) to Miller County Road 70
- 14 minutes along US 71 (East Street) to north of Miller County Road 10
- 15 minutes along US 71 (East Street) and SH 237 (Blackman Ferry Road) to Days Creek
- 11 minutes along South State Line Avenue to north of Hoot Plant Road
- 12 minutes along FM 558 (Buchanan Road) to north of Hoot Plant Road
- 14 minutes along US 59 (Lake Drive) to south of FM 3244
- 14 minutes along US 67 (West 7th Street) to east of Bowie County Road 1216 (Trexler Road)
- 17 minutes along US 82 (New Boston Road) to FM 2253 (Leary Road)
- 18 minutes along FM 559 (Richmond Road) to Barkman Creek
- 15 minutes along SH 93 and FM 1397 (Summerhill Road) to McKinney Bayou

2008 Travel Times and Distances

For the 2008 Travel Time Study trips were made during the morning, noon and evening peak periods with results shown on Maps 6, 7 and 8.

Map 6 presents the morning peak period results as follows:

- 10 minutes along US 71 (State Line Avenue) to MPO boundary, south of SH 108
- 13 minutes along Jefferson Avenue to south of SH 296 (Sugar Hill Road)
- 11 minutes along US 67 (East Broad Street) and SH 245 (Hickerson Freeway) to south of SH 296 (Sugar Hill Road)
- 13 minutes along US 67 (East Broad Street) to SH 108
- 16 minutes along US 67 (East Broad Street), Mandeville Road and SH 296 (Dooley Ferry Road) to Old Post Road
- 14 minutes along US 82 (East 9th Street) to west of Miller County Road 70
- 17 minutes along SH 196 (Division Avenue and Genoa Road) to Miller County Road 17
- 17 minutes along US 71 (East Street) to Miller County Road 10
- 18 minutes along US 71 (East Street) and SH 237 (Blackman Ferry Road) to north of Days Creek
- 10 minutes along South State Line Avenue to north of Hoot Plant Road
- 12 minutes along FM 558 (Buchanan Road) to Crutchers Creek Drive
- 14 minutes along US 59 (Lake Drive) to north of FM 3244

- 16 minutes along US 67 (West 7th Street) to east of Bowie County Road 1216 (Trexler Road)
- 18 minutes along US 82 (New Boston Road) to west of Roy Road
- 19 minutes along FM 559 (Richmond Road) to south of Barkman Creek
- 17 minutes along SH 93 and FM 1397 (Summerhill Road) to south of McKinney Bayou

Map 7 presents the noon peak period results as follows:

- 11 minutes along US 71 (State Line Avenue) to MPO boundary, south of SH 108
- 10 minutes along Jefferson Avenue to south of SH 296 (Sugar Hill Road)
- 10 minutes along US 67 (East Broad Street) and SH 245 (Hickerson Freeway) to SH 296 (Sugar Hill Road)
- 13 minutes along US 67 (East Broad Street) to south of SH 108
- 14 minutes along US 67 (East Broad Street), Mandeville Road and SH 296 (Dooley Ferry Road) to west of Old Post Road
- 16 minutes along US 82 (East 9th Street) to Miller County Road 70
- 16 minutes along SH 196 (Division Avenue and Genoa Road) to west of Miller County Road 70
- 14 minutes along US 71 (East Street) to north of Miller County Road 10
- 15 minutes along US 71 (East Street) and SH 237 (Blackman Ferry Road) to north of Days Creek
- 10 minutes along South State Line Avenue to Hoot Plant Road
- 12 minutes along FM 558 (Buchanan Road) to Crutchers Creek Drive
- 14 minutes along US 59 (Lake Drive) to north of FM 2148
- 14 minutes along US 67 (West 7th Street) to east of Bowie County Road 1216 (Trexler Road)
- 19 minutes along US 82 (New Boston Road) to west of Roy Road
- 25 minutes along FM 559 (Richmond Road) to south of Barkman Creek
- 18 minutes along SH 93 and FM 1397 (Summerhill Road) to south of McKinney Bayou

Map 8 details the evening peak period results as shown below:

- 11 minutes along US 71 (State Line Avenue) to south of Miller County Road 55
- 13 minutes along Jefferson Avenue to south of SH 296 (Sugar Hill Road)
- 10 minutes along US 67 (East Broad Street) and SH 245 (Hickerson Freeway) to south of SH 296 (Sugar Hill Road)
- 13 minutes along US 67 (East Broad Street) to south of SH 108
- 14 minutes along US 67 (East Broad Street), Mandeville Road and SH 296 (Dooley Ferry Road) to west of Old Post Road
- 13 minutes along US 82 (East 9th Street) to east of Cook Road
- 16 minutes along SH 196 (Division Avenue and Genoa Road) to west of Miller County Road 70
- 14 minutes along US 71 (East Street) to north of Miller County Road 10
- 15 minutes along US 71 (East Street) and SH 237 (Blackman Ferry Road) to Days Creek
- 10 minutes along South State Line Avenue to north of Hoot Plant Road
- 11 minutes along FM 558 (Buchanan Road) to north of Hoot Plant Road
- 15 minutes along US 59 (Lake Drive) to south of FM 3244
- 18 minutes along US 67 (West 7th Street) to east of Bowie County Road 1216 (Trexler Road)
- 18 minutes along US 82 (New Boston Road) to FM 2253 (Leary Road)
- 22 minutes along FM 559 (Richmond Road) to south of Barkman Creek
- 17 minutes along SH 93 and FM 1397 (Summerhill Road) to south of McKinney Bayou

Comparison of Travel Times and Distances in 1965, 1971, 1975, 2005 and 2008

There are a number of factors that impact travel time when comparing travel time and distances between periods ranging from 1965 to 2008. Factors can include population increases or decreases, increases or decreases in numbers of vehicles, widening of roads with additional lanes, adding of center turn lanes to roads, improvements in traffic signal operations, construction of new roads, and many other factors. It should be noted that from 1965 to 2008, the Texarkana area has experienced a limited amount of population growth, especially when compared to rapid growth increases in large urban areas of Texas.

The 1971 Travel Time Study delineated trips only up to 8 minutes along the major roadways in the Texarkana area as shown on Map 2 while the other studies covered longer periods of time and greater distances. Due to this time restriction of 8 minutes, the first comparisons between all of the studies from 1965 to 2008 will be based on distances traveled in 8 minutes as presented below.

- US 71 (State Line Avenue) – The shortest distances traveled in 8 minutes was to a point just north of I-30 in 1975 and the 2008 evening peak trip, a distance of 3.4 miles with an average speed of 25 mph. The longest distances traveled in 8 minutes were in 2005 and the 2008 morning peak period to Forest Lake Drive, a distance of 4.8 miles with an average speed of 36 mph. Even with the increased level of congestion in 2005 and 2008 compared to the earlier periods in the 1960s and 1970s, the 2005 and 2008 morning trips covered greater distances most likely due to widening of sections of State Line Avenue between the 1960s and the 1980s.
- Jefferson Avenue – In 2005, the distance traveled in 8 minutes was drastically less than traveled in 1971. In 2005, the distance traveled in 8 minutes was to East 24th Street, a distance of 2 miles at an average speed of 15 mph, compared to East 47th Street in 1971, a distance of 3.6 miles at an average speed of 27 mph. The shorter distance traveled in 2005 is attributed to the delay caused by traffic congestion at Arkansas High School.
- SH 245 (Hickerson Freeway) – The shortest distance traveled in 8 minutes was the 2008 morning peak trip to the entrance and exit ramps to US 67, a distance of 3.1 miles at an average speed of 23 mph. The longest distance traveled in 8 minutes during peak time was in 1971 to north of East 46th Street, a distance 4.2 miles with an average speed of 31 mph.
- US 67 (East Broad Street) – The shortest distances traveled in 8 minutes were in 2005 and the noon and evening peak periods in 2008 to East 35th Street, a distance of 3.4 miles with an average speed of 25 mph. 1971 experienced the longest distance traveled in 8 minutes to north of SH 237, a distance of 5.2 miles at an average speed of 39 mph.
- US 82 (East 9th Street) – The shortest distance in 8 minutes was the 2008 noon peak trip to Oats Street, a distance of 2 miles at an average speed of 15 mph. The longest distance traveled was in 1971 to east of SH 237 (Rondo Road), a distance of 4.1 miles at a speed of 31 mph. The significantly shorter distance and lower speed in 2008 compared to 1971 can most likely be attributed to increased traffic congestion and delays at traffic signals at US 71 (Hickory Street) and at US 67 (East Broad Street).
- SH 196 (Division Avenue, Genoa Road and Tennessee Road) – The shortest distance in 8 minutes was traveled in the 2008 morning peak period to Artesian Street, a distance of 2.4 miles at an average speed of 18 mph. The longest distance traveled in 8 minutes was along SH196 (Division Avenue) and Tennessee Road in 1971 to east of Meadows Road, a distance of 4.4 miles at an average speed of 33 mph.
- US 71 (East Street) – The shortest distance traveled in 8 minutes was the 2008 morning peak trip to Forest Street, a distance of 2.2 miles at a speed of 16 mph. The longest distance in 8 minutes was in 1971 to SH 237 (Blackman Ferry Road), a distance of 5 miles at an average speed of 37 mph. The more than halving of the distance and average speed from 1971 to 2008 is largely attributed to increased traffic congestion and delay time experienced at traffic signals.

- South State Line Avenue – In 1965 and 1975, the shortest distance traveled in 8 minutes was nearly identical to the current location of Loop 151 and SH 245, a distance of 3.2 miles at an average speed of 24 mph. The longest distance in 8 minutes was the 2008 noon peak trip to north of Miller County Road 6, a distance of 4.9 miles at 37 mph. One of the factors that may have caused the increase in the distance traveled and the average speed in 2008 compared to 1965 and 1975 was use of the current 4-lane concrete Texas Viaduct to cross over the downtown railroad tracks compared to the trip over the 2-lane metal bridge that has since been demolished.
- FM 558 (Buchanan Road) – The shortest distance traveled in 8 minutes was in 1965 to north of Liberty Lane, a distance of 3 miles at 23 mph. The longest distance in 8 minutes was in 1971 to Smith Road, a distance of 4.7 miles at an average of 35 mph.
- US 59 (Lake Drive) – The shortest distance in 8 minutes was the 2008 evening peak to Ann Street, a distance of 3 miles at 22 mph. The longest distance traveled in 8 minutes was in 1975 to Leopard Drive, a distance of 4.2 miles at an average speed of 31 mph.
- US 67 (West 7th Street) – The 1965, 1971 and 2008 evening peak trip were the shortest distances traveled in 8 minutes to east of US 59 (Jarvis Parkway), a distance of 3.3 miles at 25 mph. The longest distance in 8 minutes was in 2005 to east of FM 989 (Kings Highway), a distance of 4.6 miles at 34 mph.
- US 82 (New Boston Road) – The shortest distance traveled in 8 minutes was in 1975, 2005 and 2008 noon peak period to east of North Robison Road, 2.7 miles at 20 mph on average. The longest distance traveled in 8 minutes was in 1971 and 2005 to west of Kenwood Road, a distance of 3.6 miles at 27 mph.
- FM 559 (Richmond Road) – The shortest distance traveled in 8 minutes was the 2008 noon peak period to west of SH 93 (Summerhill Road), 2.4 miles at an average speed of 18 mph. The longest distance covered in 8 minutes was in 1971 to Kennedy Lane, a distance of 3.7 miles at 28 mph. It is understandable that the shortest distance traveled was in 2008 and the longest distance in 1971 since the roadway has experienced a significant increase in traffic congestion and increased delay at traffic signals in nearly 40 years even taking into account the widening of sections of Richmond Road from 2 lanes to 4 lanes with a center turn lane in the late 1970s, in 1984, and in the early and mid 1990s.
- SH 93 (Summerhill Road) – The 2008 noon peak trip had the shortest distance traveled in 8 minutes to Parish Street, a distance of 2.5 miles at 19 mph. The longest distance in 8 minutes was in 1971 to south of IH-30, a trip of 3.7 miles at an average of 28 mph. Even with the widening of Summerhill Road since the 1970s, increased roadway capacity has not entirely compensated for the increased traffic congestion along this major artery from the center of the city to the area's growth area north of IH-30.

The following analysis draws comparisons between distances traveled in the 30-year period between the 1975 and 2005 Travel Time Studies.

- US 71 (State Line Avenue) – Traveling 5 miles to north of Forest Lake Drive in 1975 took 10 minutes which is an average of 30 mph. In 2005 that same trip was completed in 9 minutes at an average speed of 33 mph. This improvement in travel time by 1 minute may be attributed to operational improvements to traffic signals along State Line Avenue.
- Jefferson Avenue – In 2005, it took 14 minutes to travel to SH 296 (Sugar Hill Road) compared to 11 minutes in 1975 to reach a point along Mount Olive Drive just south of SH 296 (Sugar Hill Road). The increased time of 3 minutes in 2005 is caused by the delay from traffic congestion at Arkansas High School and possibly by increased delay at traffic signals due to increased congestion along Jefferson Avenue and the intersecting streets including Arkansas Boulevard, East 35th Street and East 24th Street.
- SH 245 (Hickerson Freeway) – In 1975 it took 12 minutes to reach SH 296 (Sugar Hill Road) by way of SH 245 and then Sanderson Lane while in 2005 the trip was slightly more than 10

minutes. The increased travel time in 1975 is partially attributed to traveling along Sanderson Lane for part of the trip.

- US 67 (East Broad Street), US 82 (East 9th Street) and SH 196 (Division Avenue and Genoa Road) had nearly the same travel times in 1975 and 2005. Factors influencing travel times remaining nearly the same over the 30 year period can include adequate roadway capacity in both time periods, roadway capacity improvements, traffic signal improvements and limited growth experienced in this area.
- US 71 (East Street) – The distance traveled in 12 minutes in 2005 was only slightly less than traveled 30 years earlier in 1975. The lack of population growth in this area and re-stripping to provide a turning lane along sections of US 71 has allowed this roadway to maintain travel distances comparable to those in 1975.
- SH 237 (Blackman Ferry Road) – The distance traveled in 12 minutes in 1975 was traveled in 2005 in 13 minutes. The possible reason for the comparable distances traveled in 2005 and 1975 along US 71 was set forth in the preceding paragraph.
- South State Line Avenue – In 1975, the distance traveled in 12 minutes was slightly more than traveled in 9 minutes in 2005. This significant decrease in the time to travel to near Miller County Road 68 can most likely be attributed to the increased speed to cross over the downtown railroads by traveling across the current 4-lane concrete Texas Viaduct compared to the trip over the 2-lane metal bridge that was demolished.
- FM 558 (Buchanan Road) – In 1975 a 10 minute trip was needed to reach 1.4 miles south of FM 2516 (Buchanan Loop Road) while in 2005 the same trip was accomplished in 12 minutes. One minute of the increased travel time in 2005 occurred along Buchanan Road south of its intersection with SH 93 (Lake Drive) and the second minute of increased travel time occurred between the downtown Post Office and Lake Drive at Garber Street.
- US 59 (Lake Drive) – In 1975 a 12 minute trip reached south of Sherwood Forest Road while that same distance was traveled in 13 minutes in 2005. This increase in travel time of 1 minute was added between the downtown Post Office and the intersection of Lake Drive and Phenie Street. The increase probably resulted from increased time stopped at traffic signals instead of delay caused by congestion since this area has not experienced significant population growth.
- US 67 (West 7th Street) – In 1975 a 12 minute trip reached east of FM 2148 while approximately the same distance was traveled in 14 minutes in 2005. Part of this 2 minute increase in travel time in 2005 is attributed to delay at traffic signals at US 59 (Jarvis Parkway) and Wake Village Road. Widening of West 7th Street, with its increased capacity, has permitted this roadway to accommodate increased traffic caused by the significant growth experienced in the Wake Village area and the area to the west along US 67.
- US 82 (New Boston Road) – In 1975, the distance traveled in 15 minutes was to east of FM 2148 and nearly the same distance was traveled in 2005 in 16 minutes. This additional trip length of 1 minute resulted from delay at the traffic signal at US 59 (Jarvis Parkway) and the slower travel speeds in the vicinity of the Super Wal-Mart.
- FM 559 (Richmond Road) – In 1975, the distance traveled in 14 minutes was to north of Jones Lane while the same distance was traveled in 2005 in 17 minutes. This additional trip length of 3 minutes resulted from delay due to traffic congestion and delay at traffic signals at North Robison Road, Kennedy Lane, FM 1297 (McKnight Road), FM 2240 (Moores Lane) and FM 2878 (Pleasant Grove Road). The widening of Richmond Road from 2-lanes to 4-lanes with a center turn lane has increased the roadway's capacity to help compensate for the increased traffic along this major arterial from the Pleasant Grove area into the city. The rapid retail development in the vicinity of IH-30 and Richmond Road and the resulting delays at traffic signals could result in travel time continuing to increase along the Richmond Road corridor in the future.
- SH 93 (Summerhill Road) – In 1975, the distance traveled in 12 minutes was to Shilling Lane while the same distance was traveled in 2005 in 14½ minutes. This additional trip length of

2½ minutes was primarily the result of traffic congestion and delay at traffic signals in the vicinity of IH-30. In 1975 and 2005, the distances traveled in 8 minutes were nearly identical to Kennedy Lane. During the 30-year period, the widening of Summerhill Road from 2-lanes to 4-lanes with a center turn lane has increased the roadway's capacity to compensate for the increased traffic along this major arterial south of IH-30.

As part of the 2005 travel time study, trips were made during peak hours and during off-peak hours. It is notable that on several roadways, the travel time between the peak and off-peak hours was nearly identical while along other roadways, the travel time increased by a couple of minutes. The roadways where the trips during peak hours and off-peak hours were nearly identical included:

- US 67 (East Broad Street) to SH 245 to SH 296 (Sugar Hill Road)
- US 67 (East Broad Street) to SH 296 (Dooley Ferry Road) to near Old Post Road
- US 82 (East 9th Street) to west of Miller County Road 70
- SH 196 (Division Avenue and Genoa Road) to Genoa
- US 71 (East Street) to near Miller County Road 10
- South State Line Avenue to Hoot Plant Road
- US 59 (Lake Drive) to FM 3244

Travel times increased from the off-peak hours to the peak hours as indicated below:

- US 71 (State Line Avenue) – 1 minute
- Jefferson Avenue – 4 minutes
- US 67 (East Broad Street) – 1 minute
- US 71 (East Street) to SH 237 (Blackman Ferry Road) – 1 minute
- FM 558 (Buchanan Road) – 1 minute
- US 67 (West 7th Street) – 3 minutes
- US 82 (New Boston Road) – 2½ minutes
- FM 559 (Richmond Road) – 1½ minutes
- SH 93 and FM 1397 (Summerhill Road) – 1½ minutes

The only roadways experiencing delays in peak hours of more than 1 minute compared to off-peak times were Jefferson Avenue, US 67 (West 7th Street), US 82 (New Boston Road), FM 559 (Richmond Road) and SH 93 and FM 1397 (Summerhill Road). The most notable increases were 3 minutes along US 67 (West 7th Street) and Jefferson Avenue with the largest increase of 4 minutes. With only three (3) of the routes experiencing increased travel times of at least 2 minutes on the peak period trips compared to the off-peak periods, a number of factors can be surmised to influence this result. Factors can include lack of population growth in significant portions of the Texarkana area, widening of roadways to include center turn lanes or additional lanes, and improved traffic signal timing to decrease delay at signals.

The following analysis draws comparisons between distances traveled in 2005 and 2008:

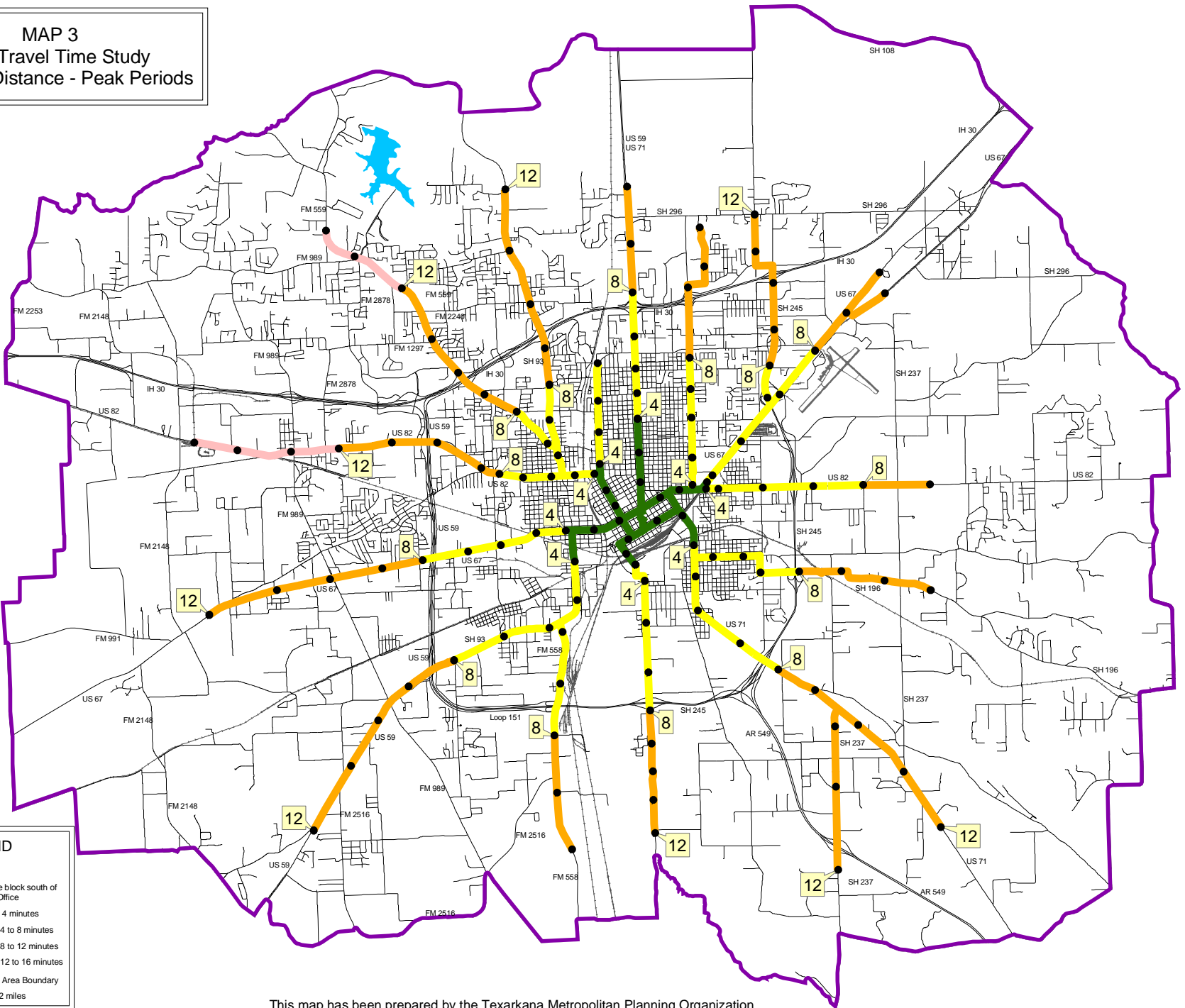
- US 71 (State Line Avenue) – In 2005 it took 11 minutes to reach the MPO boundary, north of Miller County Road 55. In comparison, in 2008 it took 10 minutes to reach the same point in the morning peak trip, 11 minutes for the noon peak trip and nearly 12 minutes for the evening peak trip. Even comparing travel time since 1965, there has not been a significant increase in time traveling from downtown to north of the cities at the MPO boundary near the Red River.
- Jefferson Avenue – In 2005, it took 14 minutes to travel to SH 296 (Sugar Hill Road) compared to 13 minutes for the morning peak trip, 10 minutes for the noon peak trip and 13 minutes for the evening peak trip. Between 2005 and 2008, there was slight decrease in travel time along Jefferson Avenue to SH 196 (Sugar Hill Road).
- SH 245 (Hickerson Freeway) – In 2005 it took 10 minutes to nearly reach SH 296 (Sugar Hill Road) compared to almost 12 minutes for the 2008 morning peak trip, 10 minutes for the

noon peak trip and almost 11 minutes for the evening peak trip. Based on the 2008 morning and evening travel times compared to 2005, SH 245 has experienced an increase in travel time of nearly 2 minutes and 1 minute, respectively.







- US 67 (East Broad Street) – In 2005 it took 14 minutes to reach SH 108 compared to 13 minutes for the 2008 morning peak trip and slightly more than 13 minutes for the noon and evening peak trips. Although there is a slight improvement in travel time in 2008 compared to 2005, it is not possible to pinpoint the reason for this 1 minute improvement.
- SH 296 (Dooley Ferry Road) – In 2005, the trip to west of Old Post Road was 14 minutes and 16 minutes for the 2008 morning trip and 14 minutes for the noon and evening peak trips. The morning trip in 2008 was 2 minutes longer with 1 additional minute in trip length from the downtown Post Office to Arkansas Boulevard and the second additional minute between Arkansas Boulevard and the intersection of Mandeville Road and Dooley Ferry Road.
- US 82 (East 9th Street) – In 2005, traveling to west of Miller County Road 70 took 12 minutes in the peak period while in 2008 the morning trip was 14 minutes, the noon trip 16 minutes and the evening trip 13 minutes. Comparing the 12 minute 2005 trip to the 16 minute noon trip, 3 of the 4 minutes in added travel time in 2008 were experienced between the Post Office and SH 245 with only 1 minute added east of SH 245 in 2008.
- SH 196 (Division Avenue and Genoa Road) – In 2005 it took 16 minutes to travel to Genoa along SH 196 and it took the same time in 2008 during the noon and evening peak periods to travel that distance. Only for the 2008 morning peak period was the trip 1 minute longer than in 2005.
- US 71 (East Street) – In 2005 and the noon and evening 2008 trips, it took about 14½ minutes to travel to Miller County Road 10. The 2008 morning trip took 17 minutes to travel to Miller County Road 10. 2 minutes of travel time was added between the Post Office and Dudley Street for the 2008 morning trip compared to the 2005 trip with this increase in trip time likely caused by delay at traffic signals.
- SH 237 (Blackman Ferry Road) – The peak period travel time in 2005 to Days Creek along US 71 (East Street) and SH 237 was 16 minutes. The 2008 noon and evening travel times were slightly shorter than the 2005 trip. The 2008 morning peak period trip was 18 minutes compared to 16 minutes in 2005. 3 minutes in travel time was added in 2008 to travel from the Post Office to Euclid Street compared to the 2005 trip. Delay at traffic signals is the most likely reason for increased travel time.
- South State Line Avenue – The travel time in 2005 to Hoot Plant Road was 11 minutes while the 2008 morning, noon and evening travel time to that point decreased to 10 minutes. No obvious reason is known for the decreased travel time of 1 minute.
- FM 558 (Buchanan Road) – As was the case with South State Line Avenue, there was a slight decrease of about 1 minute in travel time along Buchanan Road from 2005 to 2008, probably attributed to less delay at traffic signals.
- US 59 and SH 93 (Lake Drive) – The times traveled in 2005 and the morning, noon and evening trips in 2008 were all in the range from 14 to 15 minutes. This section of US 59 and SH 93 has minimal congestion and relatively few traffic signals which can cause delay and increase travel times.
- US 67 (West 7th Street) – In 2005 the peak period travel time from the Post Office to the MPO western boundary was slightly over 17 minutes. The 2008 evening trip to the same point was nearly 19 minutes. This difference of only 1½ minutes can most likely be attributed to delay at traffic signals.
- US 82 (New Boston Road) – In 2005 the peak period trip was nearly 20 minutes while the 2008 peak period trips ranged from nearly 19 minutes in the morning, almost 20 minutes at noon and 18 minutes in the evening. Again, the minimal difference in driving times is most likely the reason of delay at traffic signals at Summerhill Road, US 59 (Jarvis Parkway) or Kings Highway.

- FM 559 (Richmond Road) – In 2005 and the 2008 morning trip, it took about 19½ minutes to travel from the Post Office to Barkman Creek along Richmond Road. For the 2008 evening trip, it took about 22½ minutes for the trip, with the 2008 noon trip taking the longest time at about 25½ minutes. This 2008 noon peak period trip was 6 minutes longer than the 2005 trip and the 2008 morning trip. This significant increase in travel time for the noon peak trip was almost entirely the result of delay due to congestion and traffic signal delay along Richmond Road from Robison Road to IH30 during the IH 30 corridor project. It took 7 minutes to travel between Robison Road and IH30.
- SH 93 and FM 1397 (Summerhill Road) – In 2005 the peak period trip from the Post Office, along West 7th Street and Summerhill Road to the MPO northern boundary, lasted nearly 16 minutes. The 2008 trips were 2 and 3 minutes longer than the 2005 trip. The 2008 morning and evening trips were nearly 18 minutes long and the 2008 noon trip was nearly 19 minutes. The increased trip time of 2 minutes for the 2008 morning trip was almost entirely due to delay at IH30 caused by congestion and traffic signal delay at IH30. The increased trip time of 3 minutes for the noon trip can be attributed to delay at IH30 and traffic signal delay between the Post Office and Summerhill Road at West 13th Street. The added 2 minute trip length for the 2008 evening trip compared to the 2005 trip is caused by delay at traffic signals between the Post Office and Summerhill Road at Kennedy Lane.

MAP 3
1975 Travel Time Study
Time and Distance - Peak Periods



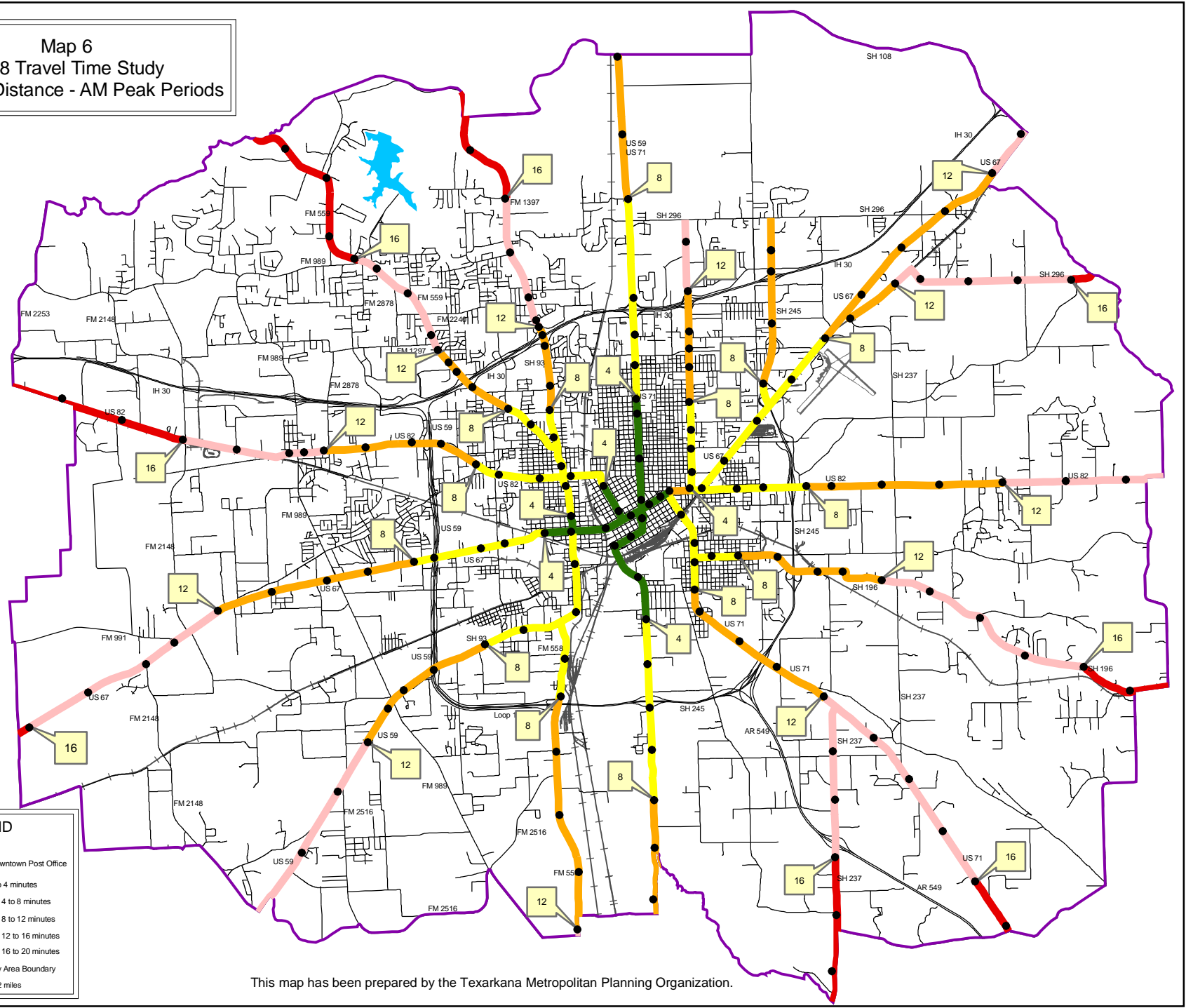
LEGEND

-  Minutes from one block south of downtown Post Office
-  Travel time up to 4 minutes
-  Travel time from 4 to 8 minutes
-  Travel time from 8 to 12 minutes
-  Travel time from 12 to 16 minutes
-  Texarkana Study Area Boundary

Scale: 1 inch = 2 miles

This map has been prepared by the Texarkana Metropolitan Planning Organization.

Map 6
 2008 Travel Time Study
 Time and Distance - AM Peak Periods



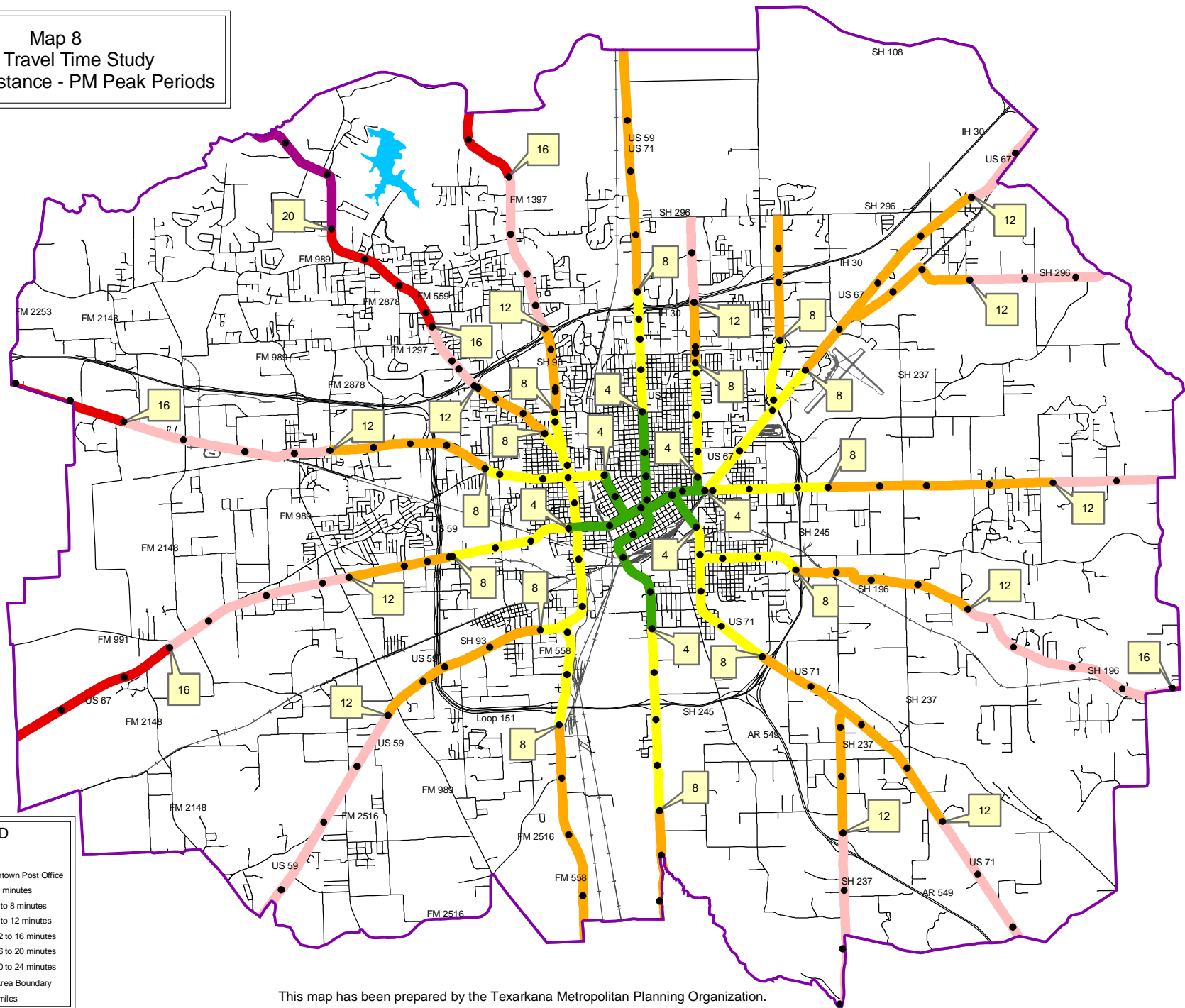
LEGEND

- Minutes from downtown Post Office
- Travel time up to 4 minutes
- Travel time from 4 to 8 minutes
- Travel time from 8 to 12 minutes
- Travel time from 12 to 16 minutes
- Travel time from 16 to 20 minutes
- Texarkana Study Area Boundary

Scale: 1 inch = 2 miles

This map has been prepared by the Texarkana Metropolitan Planning Organization.

Map 8
2008 Travel Time Study
Time and Distance - PM Peak Periods



LEGEND

8
Minutes from downtown Post Office

- Travel time up to 4 minutes
- Travel time from 4 to 8 minutes
- Travel time from 8 to 12 minutes
- Travel time from 12 to 16 minutes
- Travel time from 16 to 20 minutes
- Travel time from 20 to 24 minutes
- Texarkana Study Area Boundary

Scale: 1 inch = 2 miles

This map has been prepared by the Texarkana Metropolitan Planning Organization.

TRAVEL SPEEDS

1965 Travel Speeds

The 1965 Travel Time Study presented travel speeds within 4 ranges of miles per hour (mph), those being, under 13 mph, 13 to 21 mph, 22 to 30 mph, and over 30 mph shown on Map 9.

The following locations experienced travel speeds under 13 mph:

- US 67 (West 7th Street) near its intersection with State Line Avenue
- Sections of Broad Street between Texas Boulevard and Laurel Street
- State Line Avenue from Broad Street to 4th Street
- Texas Boulevard from West Broad Street to West 4th Street

Areas with travel speeds between 13 and 21 mph were:

- SH 93 (Summerhill Road) from College Drive to Kennedy Lane
- US 82 (New Boston Road) from Taylor Street to Waterall Street
- FM 559 (Richmond Road) from Reading Avenue to SH 93 (Summerhill Road)
- US 82 (Texas Boulevard) from Loop 14 (Texas Boulevard) to West 14th Street
- US 67 (West 7th Street) from Bowie Street to Waterall Street
- Texas Boulevard from US 67 (West 7th Street) to West 4th Street
- US 71 (State Line Avenue) from (US 67 (7th Street) to Hazel Street
- State Line Avenue from 4th Street to US 67 (7th Street)
- US 82 (East 7th Street) from Hazel Street to East 9th Street
- East 9th Street from US 71 (State Line Avenue) to Garland Street
- Jefferson Avenue from US 82 (East 9th Street) to East 12th Street
- East Broad Street from State Line Avenue to Walnut Street

Areas with travel speeds between 22 and 30 mph were:

- Jefferson Avenue from East 12th Street to Arkansas Boulevard
- US 82 (East 9th Street) from Garland Avenue to US 67 (East Broad Street)
- East Broad Street from US 71 (East Street) to East 12th Street
- East Broad Street from Laurel Street to Beech Street
- US 71 (East Street) from US 82 (East 7th Street) to East 3rd Street
- US 71 (East Street) from Dudley Street to SH 196 (Division Avenue)
- SH 196 (Division Avenue) from US 71 (East Street) to Ferguson Street
- US 71 (State Line Avenue) from East 16th Street to Hazel Street
- South State Line Avenue from Euclid Street to Miller Street
- South State Line Avenue from Ida Street to West Broad Street
- West Broad Street from South State Line Avenue to Texas Boulevard
- US 67 (West 7th Street) from Waterall Street to Olive Street
- US 82 (Texas Boulevard) from US 67 (West 7th Street) to West 14th Street
- Loop 14 (Texas Boulevard) from US 82 (New Boston Road) to West 40th Street
- Loop 14 (Texas Boulevard) from Olive Street to US 71 (State Line Avenue)
- US 82 (New Boston Road) from Loop 14 (Texas Boulevard) to Waterall Street
- US 82 (New Boston Road) from Taylor Street to Reading Avenue
- US 82 (New Boston Road) from Milam Street to Virginia Avenue
- Taylor Street from US 82 (New Boston Road) to West 24th Street
- West 24th Street from Taylor Street to SH 93 (Summerhill Road)
- SH 93 (Summerhill Road) from West 24th Street to FM 559 (Richmond Road)
- FM 559 (Richmond Road) from Reading Avenue to College Drive

All other roadways shown in green on Map 9 had speeds over 30 miles per hour.

1971 Travel Speeds

The 1971 Travel Time Study detailed roadways on Map 10 with travel time speeds under 30 mph and roadways with speeds over 30 mph. Roadways, shown in yellow on Map 10, which had speeds under 30 mph are:

- US 71 (State Line Avenue) from US 82 (7th Street) to East 18th Street
- State Line Avenue from US 82 (7th Street) to Broad Street
- East 9th Street from US 71 (State Line Avenue) to US 82 (East 9th Street)
- US 82 (East 7th and 9th Streets) from US 71 (State Line Avenue) to US 67 (East Broad Street)
- Jefferson Avenue from US 82 (East 9th Street) to Arkansas Boulevard
- East Broad Street from US 71 (East Street) to East 12th Street
- US 71 (East Street) from US 82 (East 7th Street) to East 3rd Street
- US 71 (East Street) from Dudley Street to SH 196 (Division Avenue)
- SH 196 (Division Avenue) from US 71 (East Street) to Ferguson Street
- South State Line Avenue from Euclid Street to Miller Street
- South State Line Avenue from Ida Street to West Broad Street
- West Broad Street from South State Line Avenue to Beech Street
- Texas Boulevard from West Broad Street to US 67 (West 7th Street)
- US 82 (Texas Boulevard) from US 67 (West 7th Street) to US 82 (New Boston Road)
- US 67 (West 7th Street) from Bowie Street to US 71 (State Line Avenue)
- US 82 (New Boston Road) from Loop 14 (Texas Boulevard) to Reading Avenue
- US 82 (New Boston Road) from Milam Street to Virginia Avenue
- US 82 (New Boston Road) from North Robison Road to Westlawn Drive
- Taylor Street from US 82 (New Boston Road) to West 24th Street
- West 24th Street from Taylor Street to SH 93 (Summerhill Road)
- SH 93 (Summerhill Road) from West 24th Street to FM 559 (Richmond Road)
- SH 93 (Summerhill Road) from College Drive to Kennedy Lane
- FM 559 (Richmond Road) from SH 93 (Summerhill Road) to College Drive

All other roadways shown in green on Map 10 had speeds over 30 miles per hour.

1975 Travel Speeds

In 1975, the speed study utilized the same speed ranges as were used for the 1965 speed study. Those four ranges were under 13 mph, 13 to 21 mph, 22 to 30 mph, and over 30 mph which are shown on Map 11.

The slowest speeds of under 13 miles per hour for roadways on Map 11 include:

- 3rd Street from Texas Boulevard to Hazel Street
- Texas Boulevard from West 3rd Street to West 4th Street
- US 82 (East 7th Street) intersection with East 9th Street and US 71 (East Street)
- US 82 (Texas Boulevard) from West 14th Street to Loop 14 (Texas Boulevard)
- US 82 (New Boston Road) from Bowie Street to Reading Avenue
- US 82 (New Boston Road) from North Robison Road to Westlawn Drive

Speeds between 13 and 21 miles per hour were found in the following locations:

- US 71 (State Line Avenue) from Arkansas/Texas Boulevard to East 35th Street
- FM 559 (Richmond Road) from SH 93 (Summerhill Road) to Robbins Street

- US 82 (New Boston Road) from Loop 14 (Texas Boulevard) to Waterall Street
- East 9th Street from US 71 (State Line Avenue) to County Avenue
- US 71 (State Line Avenue) from East 12th Street to East 3rd Street
- East 3rd Street from Walnut Street to Laurel Street and from Beech Street to US 71 (East Street)
- US 82 (East 9th Street) from Jefferson Avenue to Pinehurst Street
- Jefferson Avenue from US 82 (East 9th Street) to East 12th Street
- South State Line Avenue from Logan Street to West 3rd Street
- West 3rd Street from South State Line Avenue to Texas Boulevard
- Texas Boulevard from West 4th Street to West 7th Street
- US 67 (West 7th Street) from SH 93 (Lake Drive) to Waterall Street
- US 67 (West 7th Street) from Elm Street to Olive Street
- US 67 (East 7th Street) from US 71 (State Line Avenue) to US 71 (Hickory Street)

Speeds between 22 and 30 miles per hour were located at:

- US 71 (Hickory Street) from US 67 (East 7th Street) to East Broad Street
- US 71 (East Street) from Dudley Street to Forest Street
- SH 196 (Division Avenue) from US 71 (East Street) to Fairview Street
- Genoa Road from SH 196 (Division Avenue) to Spring Avenue
- South State Line Avenue from Phillips Lane to Miller County Road 68
- US 82 (East 9th Street) from Pinehurst Street to Oats Street
- US 82 (East 9th Street) from Jefferson Avenue to Garland Avenue
- US 67 (East Broad Street) from US 82 (East 9th Street) to East 12th Street
- Jefferson Avenue from East 12th Street to East 18th Street
- Jefferson Avenue from East 24th Street to East 35th Street
- US 71 (State Line Avenue) from East 12th Street to East 18th Street
- US 71 (State Line Avenue) from East 24th Street to East 35th Street
- Arkansas Boulevard from US 71 (State Line Avenue) to County Avenue
- Loop14 (Texas Boulevard) from US 71 (State Line Avenue) to Olive Street
- Loop14 (Texas Boulevard) from West 40th Street to US 82 (New Boston Road)
- SH 93 (Summerhill Road) from West 40th Street to College Drive
- FM 559 (Richmond Road) from Kennedy Lane to North Robison Road
- US 82 (New Boston Road) from North Robison Road to Reading Avenue
- US 82 (New Boston Road) from SH 93 (Summerhill Road) to Waterall Street
- US 67 (West 7th Street) from FM 989 (Kings Highway) to Bowie County Road 1402
- US 67 (West 7th Street) from Bowie Street to SH 93 (Lake Drive)
- US 67 (West 7th Street) from Waterall Street to Elm Street

All other roadways shown in green on Map 11 had speeds over 30 miles per hour.

2005 Travel Speeds

In the 2005 Travel Time Study, the analysis and presentation of travel speeds was calculated from the distance traveled between various points on trips to or from the downtown Post Office at State Line Avenue and 5th Street and the time spent traveling between those specific points. Speeds were calculated as shown on Map 12 with speeds ranging from 10 to 19 miles per hour, 20 to 29 miles per hour, 30 to 39 miles per hour, 40 to 49 miles per hour, 50 to 59 miles per hour, and 60 to 69 miles per hour.

The slowest speeds of 10 to 19 miles per hour were located at:

- Jefferson Avenue between US 82 (East 9th Street) and East 18th Street
- US 82 (Texas Boulevard) between US 67 (West 7th Street) and West 11th Street
- US 82 (New Boston Road) from east of SH 93 (Summerhill Road) to Peach Street
- US 82 (New Boston Road) from east of US 59 (Jarvis Parkway) to Walton Drive
- SH 93 (Summerhill Road) from US 82 (New Boston Road) to FM 559 (Richmond Road)
- SH 93 (Summerhill Road) from south of South Park Road to Galleria Oaks Drive
- US 67 (West 7th Street) from Talbert Street to east of Central Avenue

These slow speeds were primarily caused by traffic congestion and delay experienced at traffic signals along these major roadways. There was one exception to this cause for the low speeds and that was along Jefferson Avenue between US 82 (East 9th Street) and East 18th Street. The slow speeds were associated with students traveling to and from Arkansas High School.

Significant areas had speeds ranging from 20 to 29 miles per hour including:

- US 71 (State Line Avenue) from US 67 (7th Street) to West 36th Street
- State Line Avenue from US 67 (7th Street) to 3rd Street
- Jefferson Avenue from East 18th Street to East 47th Street
- US 71 (East Street and Hickory Street) from US 82 (East 9th Street) to Spring Street
- SH 196 (Division Avenue) from US 71 (East Street) to Cleveland Street
- West 3rd Street from State Line Avenue South State Line Avenue
- South State Line Avenue from West 3rd Street to Logan Street
- FM 558 (Buchanan Road) from north of Loop 151 to SH 93 (Lake Drive)
- SH 93 (Lake Drive and Summerhill Road) from Garber Street to US 82 (New Boston Road)
- US 82 (Texas Boulevard and New Boston Road) from West 11th Street to west of Waterall Street and from Peach Street to North Robison Road
- US 67 (West 7th Street and East 9th Street) from Butler Street to west of Jefferson Avenue
- SH 93 (Summerhill Road) from south of College Drive to south of South Park Road
- FM 559 (Richmond Road) from SH 93 (Summerhill Road) to Morris Lane
- FM 559 (Richmond Road) from Gin Road to Jones Lane

There were a number of areas where speeds were between 30 and 39 miles per hour. These areas included:

- Jefferson Avenue from East 47th Street to north of Woodway Drive
- US 67 (East Broad Street) from US 82 (East 9th Street) to East 18th Street
- US 82 (East 9th Street) from west of Jefferson Avenue to west of Meadows Road
- SH 196 (Division Avenue) from Cleveland Street to west of Oats Street
- SH 196 (Genoa Road) from west of Miller County Road 17 to Miller County Road 70
- US 71 (East Street) from Spring Avenue to south of SH 245
- South State Line Avenue from Logan Street to north of Miller County Road 68
- US 67 (West 7th Street) from east of Central Avenue to west of North Macedonia Road
- US 82 (New Boston Road) from east of North Robison Road to east of US 59 (Jarvis Parkway)
- US 82 (New Boston Road) from Pecan Street to east of FM 2148
- SH 93 (Summerhill Road) from FM 559 (Richmond Road) to south of College Drive

Areas with speeds between 40 and 49 miles per hour were found at:

- US 71 (State Line Avenue) from West 36th Street to Bead Lane
- US 67 (East Broad Street) from East 18th Street to north of SH 237 (Rondo Road)
- SH 237 (Rondo Road) from US 67 to Mandeville Road, from Mandeville Road and SH 296 (Dooley Ferry Road) to west of Joey Lane

- US 82 (East 9th Street) from west of Meadows Road to west of Smith Road
- SH 196 (Division Avenue and Genoa Road) from west of Oats Street to east of SH 237 (Rondo Road)
- South State Line Avenue from north of Miller County Road 68 to Hoot Plant Road
- FM 558 (Buchanan Road) from north of Loop 151 to Cruthers Creek Drive
- SH 93 and US 59 (Lake Drive) from Garber Street to south of FM 989 (Kings Highway)
- US 67 (West 7th Street) from Butler Street to Talbert Street
- US 67 (West 7th Street) from west of North Macedonia Road to Bowie County Road 1349
- US 82 (New Boston Road) from Walton Drive to Pecan Street
- FM 559 (Richmond Road) from Morris Lane to Gin Road
- FM 559 (Richmond Road) from Jones Lane to south of FM 1397 (Summerhill Road)
- SH 93 (Summerhill Road) from Galleria Oaks Drive to Forest Brook Drive

Speeds in excess of 50 miles per hour were limited to the outskirts of the MPO study area and the more rural areas where speed limits are higher and the volume of traffic is lower. Areas with speeds from 50 to 59 miles per hour were:

- Jefferson Avenue from north of Woodway Drive to SH 296 (Sugar Hill Road)
- SH 245 from US 67 (East Broad Street) to SH 296 (Sugar Hill Road)
- US 67 (East Broad Street) from north of SH 237 (Rondo Road) to SH 108
- SH 296 (Dooley Ferry Road) from west of Joey Lane to MPO boundary, east of Old Post Road
- US 82 (East 9th Street) from west of Smith Road to Miller County Road 118
- SH 196 (Genoa Road) from east of SH 237 (Rondo Road) to west of Miller County Road 17
- US 71 (East Street) from south of SH 245 to MPO boundary at Miller County Road 10
- SH 237 (Blackman Ferry Road) from US 71 (East Street) to MPO boundary at Days Creek
- US 59 (Lake Drive) from south of FM 989 (Kings Highway) to FM 2148
- US 67 (West 7th Street) from Bowie County Road 1349 to MPO boundary at Bowie County Road 1216 (Trexler Road)
- US 82 (New Boston Road) from east of FM 2148 to MPO boundary at FM 2253 (Leary Road)
- FM 559 (Richmond Road) from south of FM 1397 (Summerhill Road) to MPO boundary at Barkman Creek
- FM 1397 (Summerhill Road) from Forest Brook Drive to MPO boundary at McKinney Bayou

Areas with speeds from 60 to 69 miles per hour were:

- US 71 (State Line Avenue) from Bead Lane to the MPO boundary, north of Miller County Road 55

2008 Travel Speeds

For the 2008 Travel Time Study, travel speeds were determined for morning trips, noon trips and evening trips as are presented on Maps 13, 14 and 15, respectively. For the morning and evening trips, speed ranges were from under 10 mph to 60 to 69 mph while the noon trips had speed ranges from under 10 mph to 70 to 79 mph. Instead of listing all the roadway sections based on all speed ranges for the morning, noon and evening trips, the following listing of roadway sections will only identify sections with speeds under 20 mph to highlight areas with the slowest speeds, and therefore areas of greatest concern and areas to consider future improvements to eliminate or reduce these areas of low speeds. The maps can be viewed to find locations with speeds of 20 mph and above.

Areas with morning speeds of under 10 mph (dark red on Map 13) and speeds between 10 and 19 mph (red on Map 13) were:

- US 71 (State Line Avenue) from north of West 35th Street and Bell Avenue

- US 71 (State Line Avenue) from US 67 (Martin Luther King, Jr. Boulevard) to 5th Street
- US 67 and US 82 (Martin Luther King, Jr. Boulevard and East 9th Street) from US 71 (State Line Avenue) to US 67 (East Broad Street)
- Jefferson Avenue from US 82 (East 9th Street) to East 22nd Street
- Jefferson Avenue from East 35th Street to East 42nd Street
- SH 237 (Rondo Road) from US 67 (East Broad Street) to Mandeville Road
- US 71 (East Street) from south of Dudley Street to Bramble Street
- SH 196 (Division Avenue) from US 71 (East Street) to Ferguson Street
- West 3rd Street from Texas Boulevard to west of Elm Street
- US 67 (West 7th Street) from Pine Street to US 71 (State Line Avenue)
- US 67 (West 7th Street) from Brown Street to Milam Street
- US 67 (West 7th Street) from US 59 (Jarvis Parkway) to west of Wake Village Road
- SH 93 (Summerhill Road) from US 67 (West 7th Street) to West 10th Street
- SH 93 (Summerhill Road) from US 82 (New Boston Road) to Melton Street
- FM 1397 and SH 93 (Summerhill Road) from Galleria Oaks Drive to IH-30
- FM 559 (Richmond Road) from north of Belt Road to Monroe Drive
- US 82 New Boston Road) from FM 989 (Kings Highway) to Pecan Street

Areas with noon speeds of under 10 mph (dark red on Map 14) and speeds between 10 and 19 mph (red on Map 14) were:

- US 71 (State Line Avenue) from IH-30 to south of IH-30
- Jefferson Avenue from US 82 (East 9th Street) to East 12th Street
- US 82 (East 9th Street) from US 71 (Hickory Street) to Garland Avenue
- US 82 (East 9th Street) at intersection with US 67 (East Broad Street)
- US 82 (East 9th Street) near intersection with Cooper Tire Road
- US 71 (East Street) from Eastside Drive to Dudley Street
- State Line Avenue from US 67 (East 7th Street) to West 3rd Street
- West 3rd Street from State Line Avenue to Texas Boulevard
- US 82 (New Boston Road and Texas Boulevard) from Spruce Street to West 11th Street
- SH 93 (Summerhill Road) from College Drive to Charlestine Street
- FM 1397 and SH 93 (Summerhill Road) from Galleria Oaks Drive to South Park Road
- FM 559 (Richmond Road) from North Robison Road to Gibson Lane
- FM 559 (Richmond Road) from FM 2240 (Moores Lane) to Morris Lane
- US 82 (New Boston Road) at US 59 (Jarvis Parkway)

Areas with evening speeds of under 10 mph (dark red on Map 15) and speeds between 10 and 19 mph (red on Map 15) were:

- US 71 (State Line Avenue) from south of IH-30 to south of East 42nd Street
- Jefferson Avenue from Arkansas Boulevard to East 35th Street
- US 82 (East 9th Street) from US 71 (Hickory Street) to US 67 (East Broad Street)
- State Line Avenue from US 82 (Martin Luther King, Jr. Boulevard) to 4th Street
- West 4th Street from State Line Avenue to Texas Boulevard
- US 67 (West 7th Street) from east of US 59 (Jarvis Parkway) to Wake Village Road
- US 82 (New Boston Road) from North Robison Road to Westlawn Drive
- FM 559 (Richmond Road) from North Robison Road to Robin Lane
- FM 559 (Richmond Road) from FM 2240 (Moores Lane) to Morris Lane
- SH 93 (Summerhill Road) at interchange with IH-30
- SH 93 (Summerhill Road) from Kennedy Lane to south of College Drive

Comparison of Travel Speeds in 1965, 1971, 1975, 2005 and 2008

An analysis of the travel speeds between 1965, 1971, 1975, 2005 and 2008 shows that the areas with speeds under 30 miles per hour have substantially increased over the 43-year period from 1965 to 2008. In 1965, areas with speeds under 30 miles per hour shown on Map 9 were generally confined to the downtown area, Jefferson Avenue, US 67 (East Broad Street) to East 12th Street, State Line Avenue to East 16th Street, Loop 14 (Texas Boulevard) from New Boston Road to US 71 (State Line Avenue), SH 93 (Summerhill Road) to Kennedy Lane, FM 559 (Richmond Road) to College Drive, US 82 (Texas Boulevard and New Boston Road) from West Broad Street to Smelser Street, US 67 (West 7th Street) to Bowie Street, South State Line to Miller Street, and US 71 (East Street) to SH 196 (Division Avenue). In 1971, areas with speeds under 30 miles per hour were basically the same as in 1965 with the exception that Loop 14 (Texas Boulevard) from US 82 (New Boston Road) to US 71 (State Line Avenue) had changed from speeds under 30 mph to speeds over 30 mph.

By 1975, areas with speeds under 30 miles per hour had increased slightly overall and the areas, as shown on Map 8, with these slower speeds had spread to the following roadway sections:

- US 71 (State Line Avenue) from East 16th and East 18th Streets to Arkansas Boulevard and Texas Boulevard
- US 82 (East 9th Street) from US 67 (Broad Street) to Oats Street
- SH 196 (Division Avenue and Genoa Road) from Ferguson Street to Fairview Street and from Division Avenue to Spring Avenue
- US 71 (East Street) from SH 196 (Division Avenue) to Forest Street
- South State Line Avenue from Phillips Lane (north of current location of Loop 151 and SH 245) to Miller County Road 68
- US 67 (West 7th Street) from FM 989 (Kings Highway) to Bowie County Road 1402
- US 82 (New Boston Road) from Smelser Street to Westlawn Drive
- FM 559 (Richmond Road) from North Robison Road to Kennedy Lane
- Loop 14 (Texas Boulevard) from US 82 (New Boston Road) to West 40th Street and from Olive Street to US 71 (State Line Avenue)
- Arkansas Boulevard from US 71 (State Line Avenue) to County Avenue

By 1975, areas with speeds over 30 miles per hour compared to speeds under 30 miles per hour in 1971 were as follows:

- Jefferson Avenue from East 18th Street to East 24th Street
- South State Line Avenue from Euclid Street to Miller Street
- FM 559 (Richmond Road) from Reading Avenue Street to College Drive
- SH 93 (Summerhill Road) from FM 559 (Richmond Road) to US 82 (New Boston Road)

By 2005, areas with speeds under 30 miles an hour, as delineated on Map 12, had increased significantly overall and areas with these slower speeds had spread to the following roadway sections:

- US 71 (State Line Avenue) from East 18th Street to East 24th Street
- Jefferson Avenue from East 35th Street to East 47th Street
- US 59 (Lake Drive) from US 67 (West 7th Street) to Garber Street
- FM 558 (Buchanan Road) from US 59 (Lake Drive) to north of Loop 151
- US 67 (West 7th Street) from Bowie Street to Butler Street and from Talbert Street to east of Central Avenue
- US 82 (New Boston Road) from Old Boston Road to Walton Drive
- US 82 (Texas Boulevard) from West 14th Street to US 67 (Martin Luther King Boulevard)
- FM 559 (Richmond Road) from Reading Avenue to Morris Lane and from Gin Road to Jones Lane
- SH 93 and FM 1397 (Summerhill Road) from West 40th Street to Galleria Oaks Drive

It is notable that the following areas changed from having a speed of less than 30 miles per hour in 1975 to speeds of over 30 miles per hour in 2005:

- US 71 (State Line Avenue) from West 36th Street to Arkansas Boulevard and Texas Boulevard
- US 82 (East 9th Street) from Jefferson Avenue to Oats Street

With the utilization of GPS to undertake the 2008 Travel Time Study, there was a vastly more accurate delineation of speeds while travelling along the routes in that study compared to the 2005 study. For that reason, care should be utilized in drawing conclusions in the comparison of areas in 2005 and 2008 that experienced changes between being under or over the 30 miles per hour limits. With that said, the following identifies areas in 2008 morning peak period trip that experienced speeds below 30 miles per hour compared to speeds above 30 miles per hour in 2005:

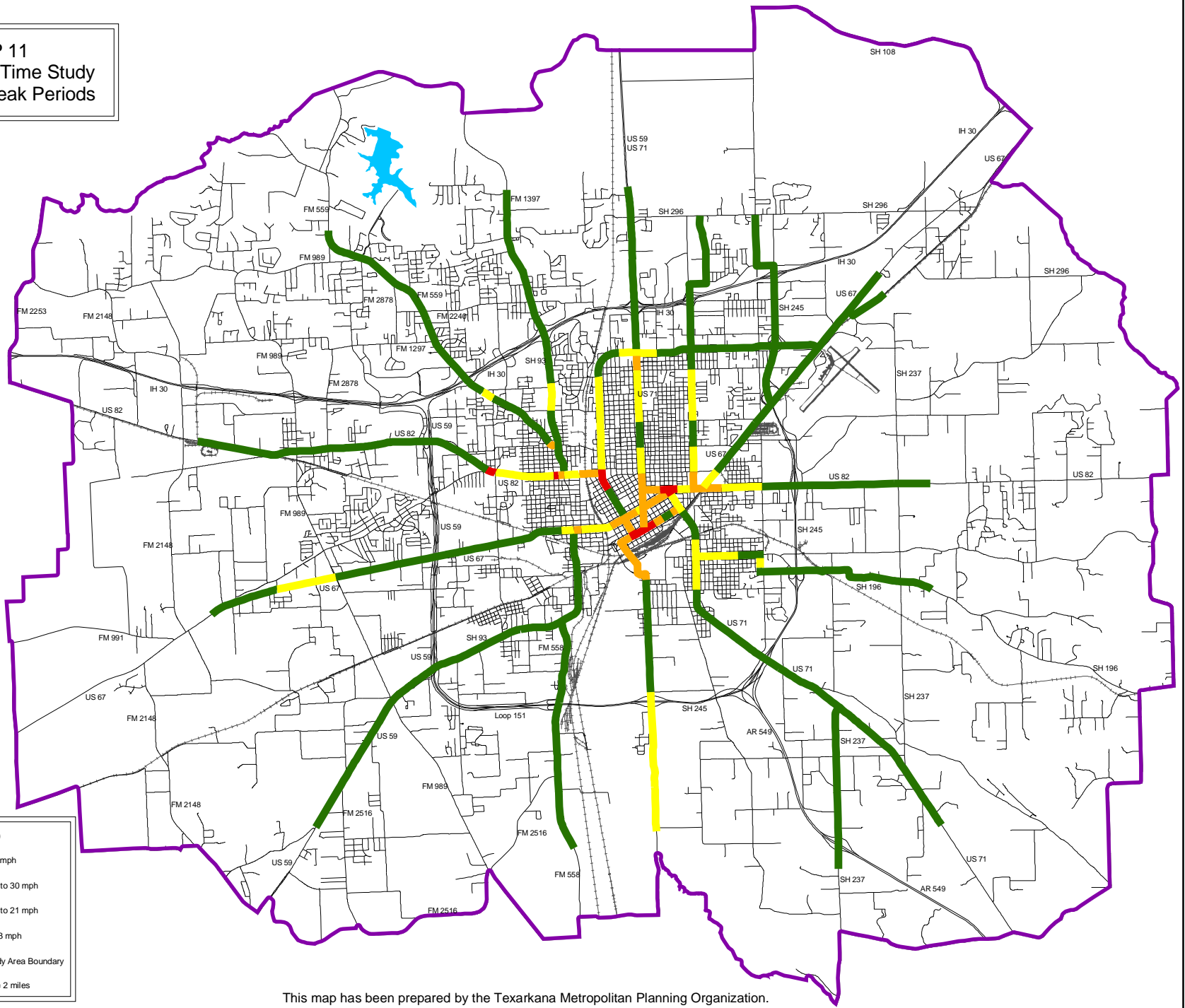
- US 71 (State Line Avenue) from East 37th Street to East 42nd Street
- SH 245 from IH30 to north of Trinity Boulevard
- SH 237 (North Rondo Road) from US 71 (East Broad Street) to Mandeville Road
- US 82 (East 9th Street) from Ray Street to east of Oats Street and from Cooper Tire Road to the east 1/3 mile
- SH 196 (Division Avenue and Genoa Road) from Cleveland Street to Fairview Street and from Hastings Crossing Road to the east 4/10 mile
- US 71 (East Street) from Spring Avenue to Lowell Street
- US 59 (Lake Drive) at its intersection with FM 989 (Kings Highway)
- US 67 (West 7th Street) at its intersection with Robison Road
- US 82 (New Boston Road) from North Robison Road to west of Westlawn Drive, from Old Boston Road to Walton Drive, and from Pecan Street to FM 989 (Kings Highway)
- SH 93 (Summerhill Road) from FM 559 (Richmond Road) to south of College Drive
- FM 1397 (Summerhill Road) from Galleria Oaks Drive to north of FM 2240 (Moores Lane)

The following areas had an increase in travel speeds above 30 miles per hour in the 2008 morning peak period compared to having travel speeds below 30 miles per hour in 2005:

- US 71 (State Line Avenue) from US 67 (Martin Luther King Boulevard) to Bell Avenue
- Jefferson Avenue from north of East 42nd Street to East 47th Street
- Texas Viaduct from West 3rd Street to Argyle Street
- SH 93 (Lake Drive) from Phenie Avenue to Garber Street
- FM 558 (Buchanan Road) from SH 93 (Lake Drive) to north of Loop 151
- US 67 (West 7th Street and Martin Luther King Boulevard) from Lelia Street to SH 93 (Summerhill Road and Lake Drive), from Milam Street to east of Robison Road, from Talbert Street to US 59 (Jarvis Parkway), and from Wake Village Road to east of Central Avenue
- US 82 (Texas Boulevard) from West 15th Street to New Boston Road
- US 82 (New Boston Road) from Loop 14 (Texas Boulevard) to Taylor Street, from Milam Street to east of North Robison Road
- FM 559 (Richmond Road) from SH 93 (Summerhill Road) to Short Pierre Street and Cindy Street, from Weaver Place to Mall Drive, from Gin Road to Scott Wright Road, and from University Avenue to Woodmere Court.

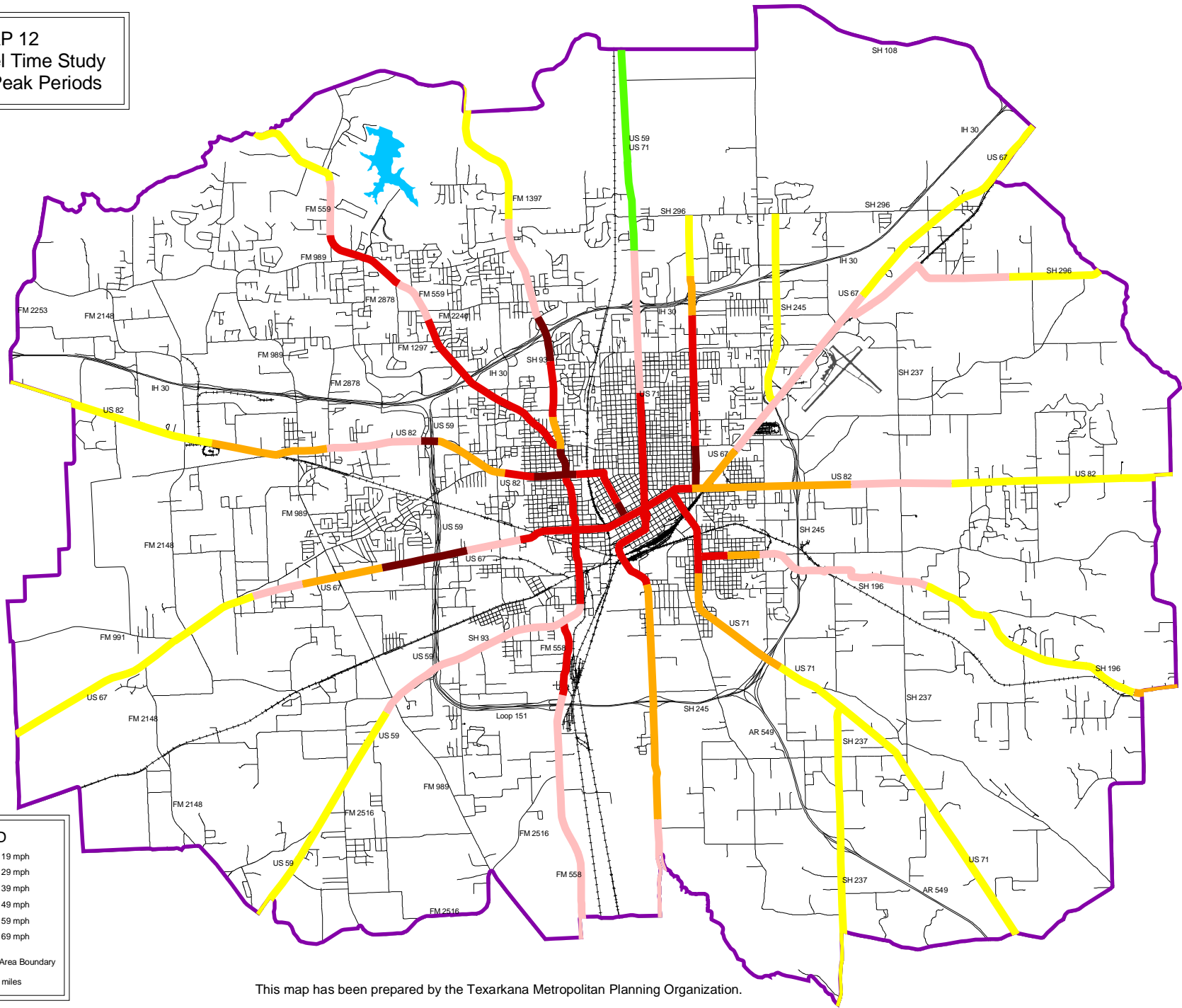
It will be interesting to see the results of the 2011 Travel Time Study, anticipated to be completed by mid 2011, in comparison to the 2008 Travel Time Study. Of particular interest will be comparisons between travel time and delay at IH30 and FM 559 (Richmond Road) and IH30 at SH 93 (Summerhill Road) after completion of the IH30 corridor project.

MAP 11
1975 Travel Time Study
Speeds in Peak Periods



This map has been prepared by the Texarkana Metropolitan Planning Organization.

MAP 12
2005 Travel Time Study
Speeds - Peak Periods



LEGEND

- Speed from 10 to 19 mph
- Speed from 20 to 29 mph
- Speed from 30 to 39 mph
- Speed from 40 to 49 mph
- Speed from 50 to 59 mph
- Speed from 60 to 69 mph

Texarkana Study Area Boundary
 Scale: 1 inch = 2 miles

This map has been prepared by the Texarkana Metropolitan Planning Organization.

