

Target Corridor	Limits	Specific Issues	Corridor Context	Analysis	Recommendations/Strategies	Graphics
<i>Example</i>	<i>From/To</i>	<i>List issues identified by City Staff and in the Input Workshop to be addressed in the analysis</i>	<i>Context of corridor including land use, gateway features, corridor amenities, public facilities, etc.</i>	<i>Analysis needed to address identified corridor issues, including microsimulation traffic modeling, urban design evaluation, and multimodal best practices application</i>	<i>Culmination of analysis process resulting in recommendations and strategies to address the identified issues. These can include planning-level cost estimates, implementation timing, policy and planning considerations, conceptual intersection or special treatments, and next steps.</i>	<i>List of potential graphics to be included in documentation</i>
OPTION 1 Bedford-Euless	SH 26 to Strummer	Commercial corridor; asphalt in poor condition; sight and alignment issues at eastern end; sidewalks on most of north side but none on south; each restaurant/business has individual driveway(s). Additional exit off 121 anticipated. Can corridor be redesigned as attractive "restaurant row"? Can driveway curb cuts be reduced? Can lane configurations be modified?	Restaurants (S. side) Residential (N. side) Partial trail/greenway along N. side of ROW	<ul style="list-style-type: none"> • Evaluate NCTCOG model output to verify ultimate sizing. • Analyze access management best practices for driveway reduction recommendations. • Analyze property access and turning movements for potential lane reconfiguration (Synchro). • Evaluate urban design considerations for context sensitive adaption of roadway. • Evaluation of potential two-way left turn operations 	<ul style="list-style-type: none"> • Ultimate lane configuration • Conceptual roadway section and intersection treatments • Specific access management guidance • Priority incremental enhancements to corridor character, such as medians, landscaping, lighting, etc. 	<ul style="list-style-type: none"> • Conceptual Roadway Section • Land Use Context Map • Map depicting Conceptual Roadway Enhancements/Modifications
OPTION 2 Holiday	Loop 820 to Liberty	Heavy school peak traffic. The City has an unfunded project to widen this portion of Holiday to 48'. What is ultimate sizing needed? How can bike/ped mobility be improved for students? How can better connection be made between trails?	Single Family Residential High School 4' sidewalk exists only on the W. side of the street and is on BOC. Commonly used as connection between North Electric Trail and Calloway Branch Trail	<ul style="list-style-type: none"> • Evaluate NCTCOG model output to verify ultimate sizing. • Analyze bike/ped best practices for facility type along corridor. • Evaluate bike/ped intersection treatments and connections at terminii. 	<ul style="list-style-type: none"> • Ultimate lane configuration • Conceptual roadway section and intersection treatments • Specific bike/ped guidance for implementation 	<ul style="list-style-type: none"> • Conceptual Roadway Section • Land Use Context Map • Map depicting Conceptual Intersection Treatments