



CHAPTER 5

TRANSPORTATION & MOBILITY

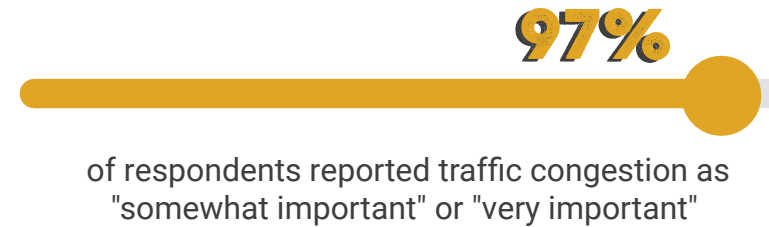
WHAT'S INCLUDED IN THE CHAPTER

This chapter provides an overview of the current transportation infrastructure in the City of Tyler. The chapter focuses on enhancing transportation and mobility planning by building upon existing adopted mobility and master streets plans rather than replacing them.

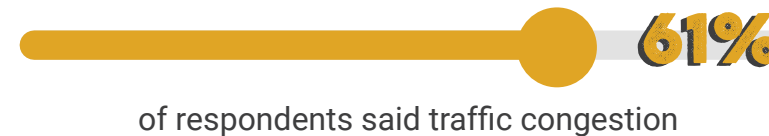
The chapter includes a qualitative review of the existing mobility system to identify policy opportunities and investment needs that support the Comprehensive Plan and future land use vision. It also recommends updates to the 2023 Master Street Plan, and evaluates design standards across street types.

WHAT WE HEARD

MOST IMPORTANT CITY ISSUES



When asked to select the top three items that should receive the most emphasis over the next five years



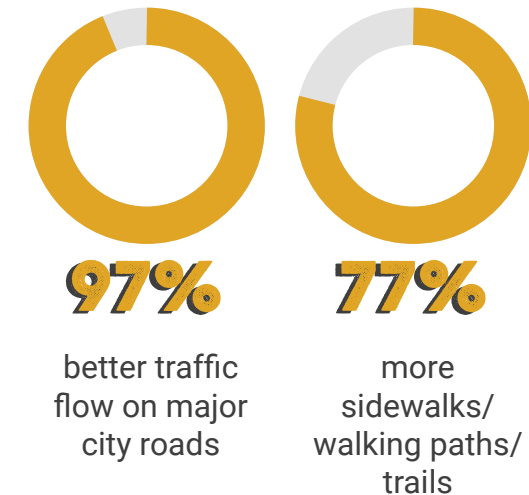
Source: Statistically Valid Survey

OTHER

- Need more Pedestrian scale infrastructure
 - Bike lanes or paths
 - Clean up the sidewalks
 - Commuter train/trams or light rail
- Need additional traffic capacity
- Need more public transportation services
- Focus on traffic safety

COMMUNITY VISION

When asked to rate their level of agreement with 22 potential improvements to the community. Respondents most agreed (rating "agree" or "strongly agree") with



Source: Statistically Valid Survey



TRANSPORTATION TODAY

Demographic Trends

Demographic factors like car ownership, commute time, limited English proficiency, and disability status significantly influence transportation planning. Understanding car ownership trends helps planners anticipate future infrastructure needs and prioritize investments in regional transit, biking and pedestrian infrastructure. Figure 21 shows that most households (77.6%) have at least two vehicles available. Only 2% of households in Tyler have no vehicles available. This high ownership rate could indicate dependence on personal vehicles, which in turn increases traffic congestion and parking demand. It highlights the need for safe, dependable, and convenient alternative transportation options such as walking, biking, or transit.

Commute times impact quality of life; long commutes highlight areas needing improved mobility and accessibility through expanded transit or ridesharing. Tyler’s local population benefits from short commutes to key destinations. The average commute in Tyler is 20.3 minutes, compared to 26.7 minutes in Texas as a whole. Over three-quarters (78.0%) of workers in Tyler travel less than 30 minutes to work (Figure 22). As the City expands, strategic planning should focus on preserving and improving travel efficiency.

Figure 21. Number of Vehicles Available per Household in Tyler

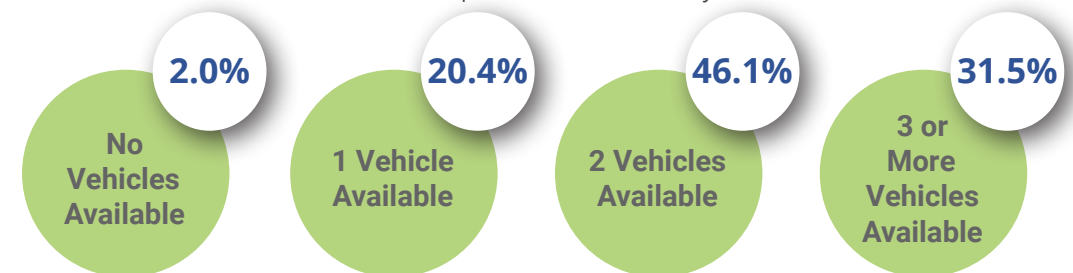
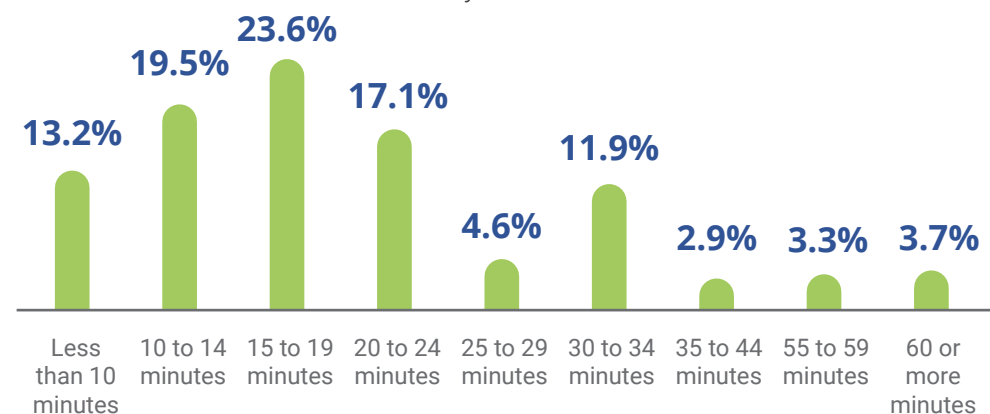


Figure 22. Commute Times of Workers in Tyler



Source: 2023 5-Year ACS Estimates

Commuting Patterns

Commuting data provides insights into where people, both within and outside the community, are going each day. By analyzing commuting data, city planners can identify the most heavily traveled routes and corridors, which is essential for prioritizing road maintenance, expansions, and new construction projects. Understanding these patterns helps verify that the City's road network can efficiently accommodate the commuting needs of residents.

Inflow of Commuters

According to the U.S. Census Bureau's Origin-Destination Employment Statistics (LODES) dataset, almost 56,000 people commute into Tyler from outside the City for work. This suggests that Tyler serves as a regional employment center, attracting workers from smaller neighboring towns and other large regional hubs. The most common home cities of those who work in Tyler, besides Tyler itself, are Whitehouse (1,657 workers), Longview (1,334 workers), and Dallas (1,015 workers). Other home cities make up $\leq 1\%$ of the workers in Tyler. The wide distribution of locations from which people travel to Tyler reflects its position as a connected, central employment center.

Resident Workers

The segment of 22,882 individuals living and working in Tyler is integral to the health of the City's economy as it contributes to its productivity, tax base, and community investment. Understanding the distribution of industries and occupations within this group can provide insights into the City's economic structure and its capacity to retain talent locally.

FUNDING CHALLENGES DUE TO COMMUTING PATTERNS

The Tyler Area Metropolitan Planning Organization (MPO) receives and distributes federal funds based on population in the MPO planning area. Therefore, a significant portion of the workers who commute into Tyler every day are not included in this population. Because of this, there is often insufficient funding to address the additional wear and tear on the transportation system by this commuting pattern, putting the region at a disadvantage.

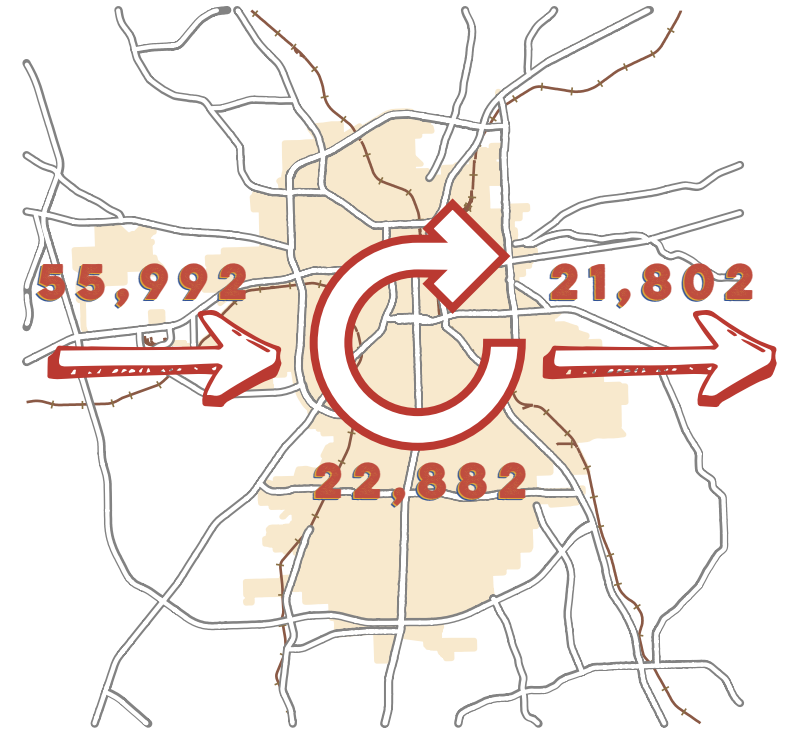
Outflow of Residents

21,802 residents of Tyler commute outside the City for work. The top destinations of workers who live in Tyler are Dallas (1,461 workers), Longview (1,175), and Houston (982 workers). This highlights the need for regional connectivity on a large scale to accommodate these daily trips into and out of the City.

Overall Commuting Patterns

The net difference between inbound and outbound commuters (55,992 inbound – 21,802 outbound = 34,190) indicates a commuter surplus, meaning more workers commute into Tyler than out of the City for work. This indicates that Tyler has more employment opportunities than its surrounding cities. However, this commuter traffic contributes heavily to congestion, especially during weekday peak hours, and increases wear and tear on roads in Tyler.

Figure 23. Tyler Commuter Inflow and Outflow



Source: U.S. Census Bureau, OnTheMap Application, <https://onthemap.ces.census.gov>

Safety

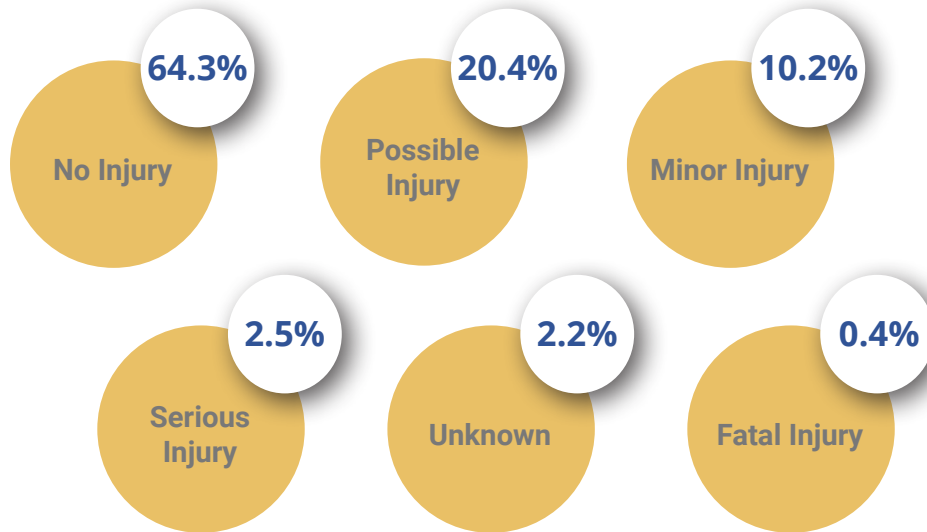
Mapping fatal injuries, serious injuries, and minor injury crash locations is crucial for transportation planning and safety improvement efforts. By understanding where these incidents occur most frequently, resources can be directed toward implementing targeted safety measures to reduce the likelihood of future crashes.

Understanding the spatial distribution and severity of crashes may help prioritize future safety improvements or evaluate the effectiveness of existing safety measures. Areas with a high number of fatal or serious injuries may require immediate attention, such as the installation of traffic signals, pedestrian crossings, or improved lighting.

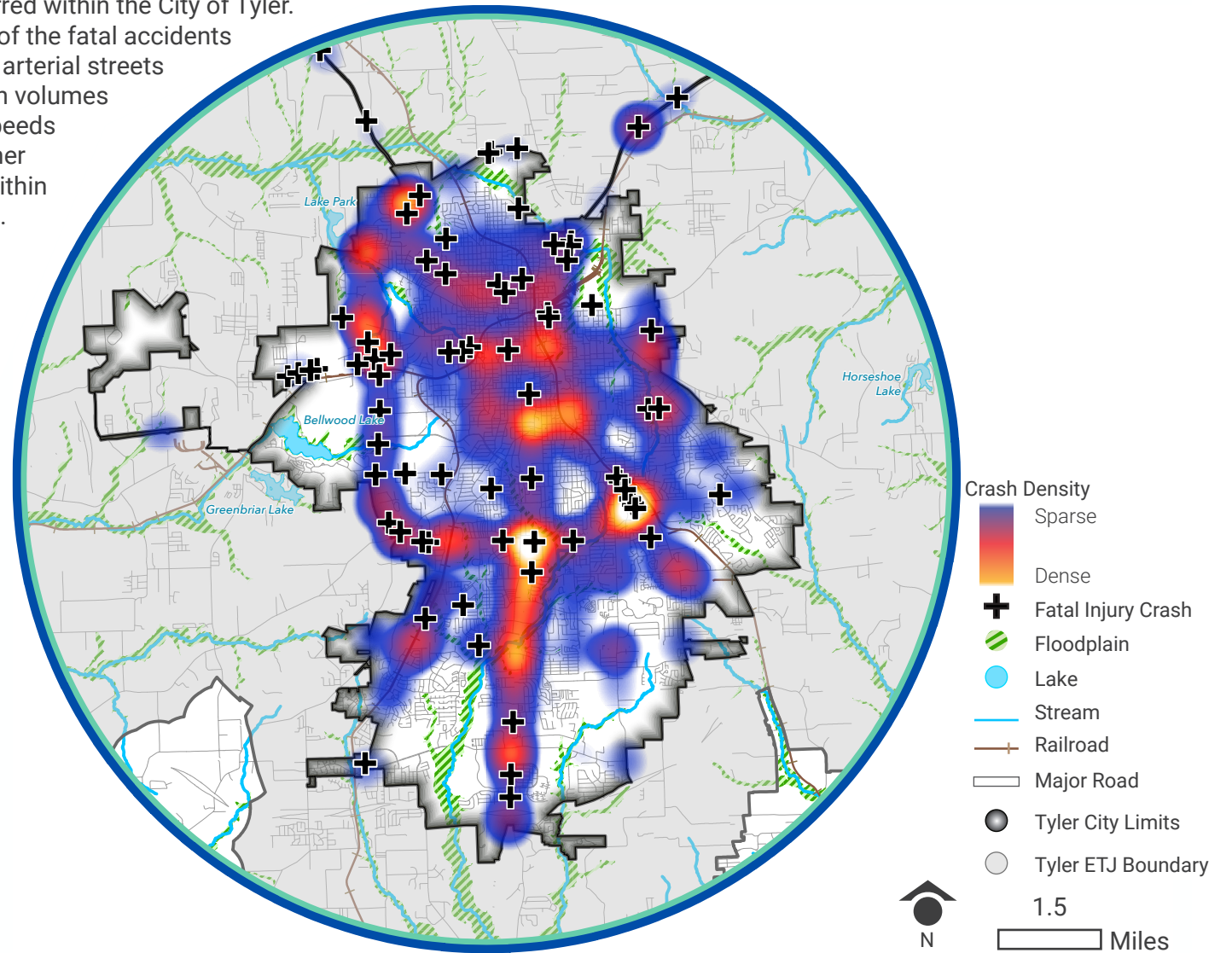
From 2020 through 2024, there have been 74 fatal accident events which are shown on Map 18. In the same period, 2,186 incidents that caused potentially serious or minor injuries occurred within the City of Tyler.

The majority of the fatal accidents happened on arterial streets that have high volumes and higher speeds relative to other local roads within the city limits.

Figure 24. Type of Injury from Traffic Crashes (2020-2024)



Source: 2020-2024 TxDOT Crash Records Information System (CRIS)



Map 18. 2020-2024 Fatal Crashes and Crash Severity in Tyler

Source: 2020-2024 TxDOT Crash Records Information System (CRIS)

Existing Street Network

The existing street network in Tyler is broken down into six categories: interstate/freeway, principal arterial, minor arterial, major collector, minor collector, and local road.

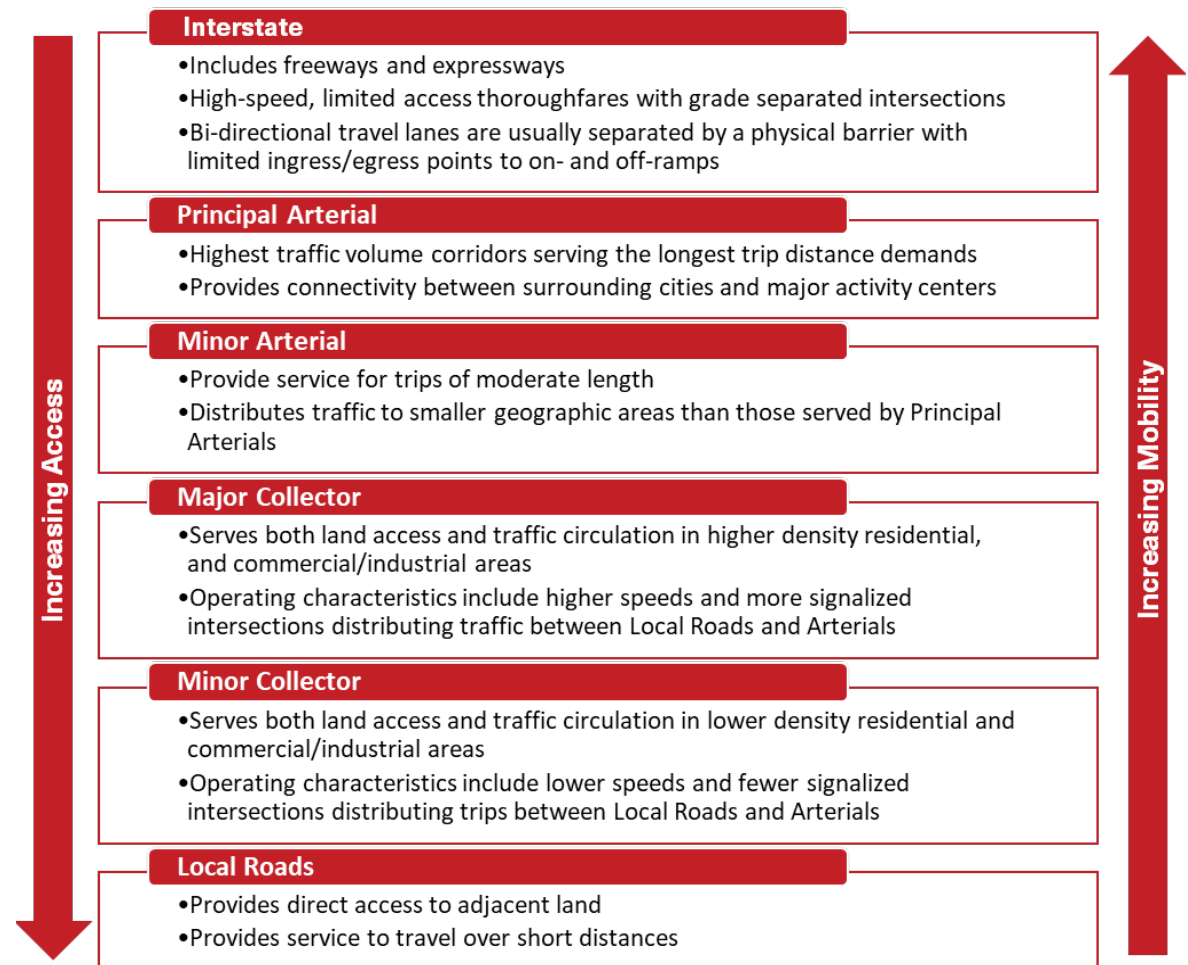
The functional classification system categorizes streets based on their role in the transportation network, balancing access and mobility. As the functional classification tier increases, mobility increases, but land access often decreases. Conversely, as the classification tier decreases toward local streets, land access becomes easier, but mobility decreases. The functional classifications are defined in Figure 25.

Interstate and state highways are typically the principal arterials in a city. In Tyler, this includes Loop 49 and I-20.

Minor and principal arterials are the highest functional classification in a community. These routes are designed to move large volumes of traffic quickly and efficiently across longer distances and offer little to no access to adjacent properties. Examples in Tyler include US 271, Broadway Avenue and Grande Boulevard.

Major and minor collectors are roads that collect traffic from local roads and channel it to arterials. Collector roads are in the middle of the classification hierarchy and may provide limited access to adjacent properties, and will often have less residential properties fronting them. Notable examples of collectors in Tyler include Old Bullard Road, Houston Street and Hollytree Drive.

Figure 25. Description of Functional Classification System in Tyler



Local roads provide the highest level of access to adjacent land of any classification. They are primarily smaller residential streets that provide access to individual properties and connect to higher-order streets. Tyler has a moderately dense grid network of local streets near the core of the City, with the local roads becoming less dense and more curvilinear as they near the edge of the City. Local streets often mitigate traffic congestion by distributing trips across many different routes.

While the functional classification system provides a framework for transportation planning, it is not without limitations. One key limitation is that it may not adequately account for the diversity of street typologies and contexts within a city. Streets often serve multiple functions and may require a more nuanced classification system that considers factors such as land use, context, and community priorities.

In Tyler, roadway classification is taken a step further by accounting for local context. For each road on the 2021 Master Street Plan, a functional classification and street context type is assigned. These two elements come together to aid in the decision-making process on the appropriate design elements to include on a new or retrofitted street. Typical cross sections are provided for each functional classification and street context type. While the 2021 Master Street Plan identifies a Rural Town Street Context Type, there are no roads designated as Rural Town in the City of Tyler. The development of a full Mobility Master Plan for the City of Tyler would allow for more tailored, complete recommendations for roadway and multimodal transportation planning in Tyler.

Figure 26. Example Photos of Street Context Types



Urban Core
Ferguson Street (Collector)



Urban
Beckham Avenue (Arterial)



Suburban
Shiloh Road (Arterial)



Rural
Highway 69 North (Arterial)



Rural Town
Hubbard Street in Lindale (Arterial)

PREVIOUS TRANSPORTATION PLANNING EFFORTS

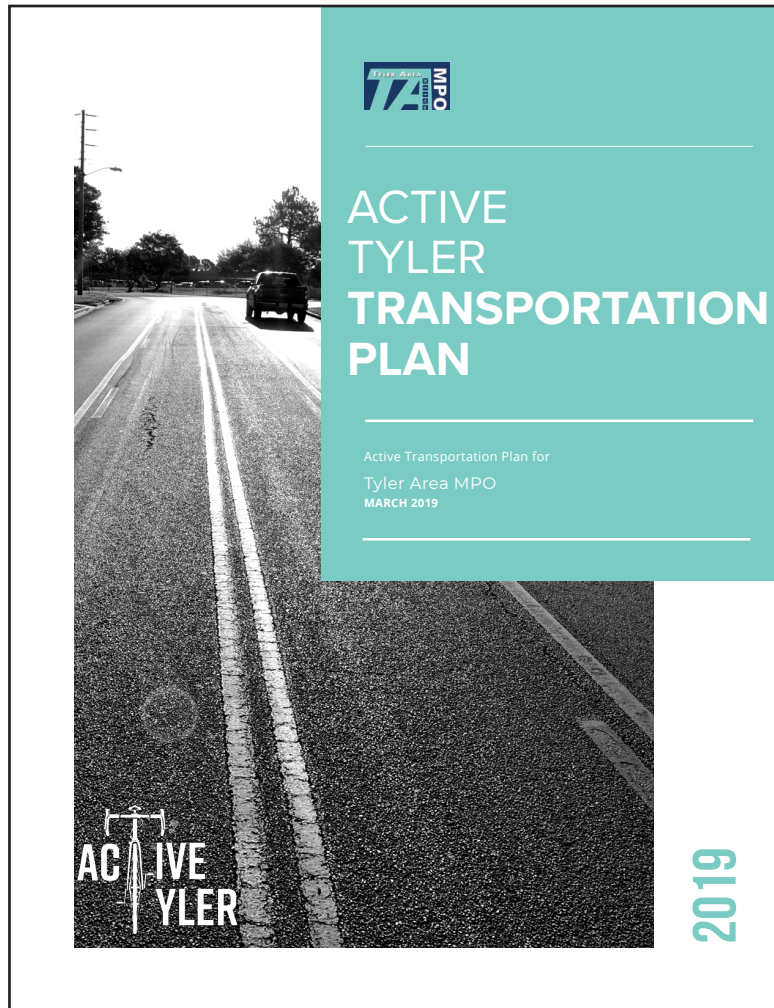
Active Tyler (2019)

The Active Tyler Plan was adopted in 2019 and serves as a tool to help guide investment for transportation projects in the Tyler region and encourage active transportation in the greater Tyler area. The plan provides recommendations for the City of Tyler and the Tyler MPO. Public engagement for the plan, including workshops, an online survey and pop-up events, revealed that people in the greater Tyler area care about bicycling and walking and that people want to bicycle and walk more. Concerns about unsafe roadways and intersections were commonly stated.

The plan's goals include:

- Encourage active transportation as a mode choice
- Educate people about the benefits of bicycling and walking
- Create a vision for a network of bicycling and walking facilities
- Identify a path for success

Active Tyler included a network of recommended active transportation facilities, separated into Regional Connection (long-distance route), Local Connection (short-distance connection within a municipality), Sidewalk (pedestrian facility) and Equestrian Trail (natural surface regional equestrian trail).



Intelligent Transportation Systems Master Plan (2020)

The City of Tyler's Intelligent Transportation Systems (ITS) Master Plan identifies ways to leverage technology to update and modernize Tyler's transportation system. Capital Improvement Program projects, cost projections, and an implementation plan were developed. One key finding is that the City should evaluate alternative platforms for its Advanced Transportation Management System and that there is a need to modernize traffic control cabinets to Advanced Traffic Controller Cabinets to aid in maintenance and operations. Several other technological upgrades were recommended across the City, including:

- Remote monitoring for easy updating of the school zone flashing beacon system
- Pre-emption system to provide a green light to emergency vehicles at intersections
- Phased upgrades to the communication network, first to cellular technology at all intersections then to a hybrid fiber/high-bandwidth secure wireless radio network

Master Street Plan (2021)

The 2021 Master Street Plan (MSP), an update to the 2012 Master Street Plan, is the Tyler Area MPO's long-range master transportation plan. It provides guidance for the orderly development of an efficient roadway transportation system. The plan's goals, identified in public and stakeholder engagement, are:

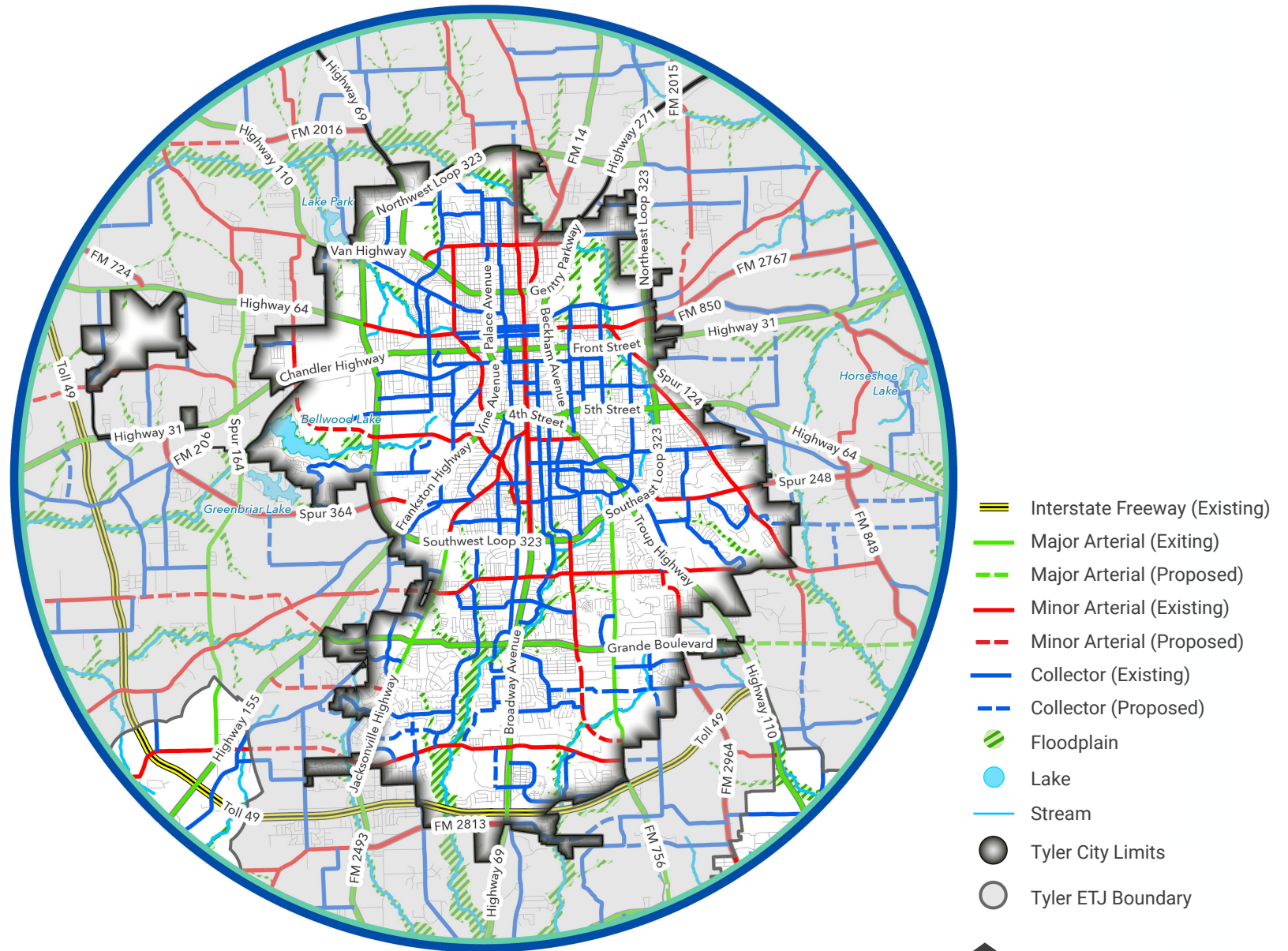
- Reduce Congestion
- Improve Safety
- Increase Connectivity and Accessibility

The objectives of the MSP are:

- Reevaluate the performance of the transportation network
- Make appropriate edits to the street designations
- Provide clear recommendations to the staff and public for implementation

The MSP assigns functional classifications to existing and proposed facilities as a starting point for the development of the roadway system. These classifications are intended to be adapted to fit the local context of the road (i.e., urban core, urban, suburban, or rural). Cross sections were developed for these functional classifications and context types. The MSP serves as the thoroughfare plan for the City of Tyler and was updated in 2023. The 2023 Master Street Plan Map is shown in Map 19.

Other policy recommendations include intersection design guidance, transit design considerations and tools to foster connectivity in the street network.



Map 19. 2023 Master Street Plan

South Tyler Mobility Study (2025)

The South Tyler Mobility Study involved the evaluation of seven corridors (Figure 29) to identify prioritized short-, mid- and long-term improvements to increase mobility in South Tyler. This area was chosen to be evaluated due to existing congestion as well as anticipated growth from planned developments. The study was designed to:

- Improve mobility and decrease congestion in South Tyler
- Reduce vehicular delays at the intersection of Broadway Avenue and Grande Boulevard
- Accommodate additional traffic from future developments in South Tyler
- Safely accommodate pedestrians and bicyclists along new roadways

Intersection improvements along Broadway Avenue at South Town Drive, Heritage Drive, Cumberland Road and Centennial Parkway are short-term recommendations. Mid-term recommendations include intersection improvements at Broadway Avenue and Grande Boulevard, and long-term recommendations include improvements to several roads such as Waljim Street, New Copeland Road, and Hollytree Drive. Of these long-term improvements, a 500-foot connection of Waljim Street from South Town Drive to Thigpen Drive is the highest priority.

Figure 29. South Tyler Mobility Study Project Corridors



ISSUES AND NEEDS

Public and stakeholder input, existing transportation conditions, and previous planning efforts were evaluated to identify issues and needs for transportation within Tyler. For each identified issue or need, recommendations were made to support the implementation of solutions to these issues.

Connectivity

Community members in Tyler expressed a strong desire to feel more connected to destinations both within the City and in surrounding areas. A connected transportation network allows for convenient travel via multiple modes of transportation, including private vehicles, walking, biking and transit. A lack of adequate connections in a street network can force traffic onto nearby arterial roads and exacerbate congestion. A city's active transportation network must be well-connected to make walking and biking a convenient and safe option.

Traffic congestion is especially prevalent in the southern part of Tyler, notably creating traffic build up on roads like S Broadway Avenue, W Grande Boulevard, and Cumberland Road. The 2025 South Tyler Mobility Study, discussed on page 94, took a closer look at this area, resulting in recommended improvements to the street system. Several key connections would improve the traffic flow in this area. The physical layout of a street system has ripple effects on the character, functionality, and livability of a community. In Tyler, the streets near the City's center are mostly laid out in a grid system, with the streets becoming more curvilinear as they near the edge of the City.

By decreasing route redundancy and forcing large amounts of vehicular traffic onto a small number of streets, residential developments that lean on a curvilinear street network without connections to the larger arterial system increase congestion and decrease mobility. A more connected, gridded street network can be encouraged through updates to Tyler's Unified Development Code. One simple tool to objectively measure connectivity within a transportation system is the Connectivity Index. This is the ratio of roadway segments to nodes (intersections), where a higher ratio is better. A Connectivity Index of 1.4 is the standard minimum for a community to be considered walkable. The Connectivity Index can also be applied to nonmotorized travel.

GRIDDED AND CURVILINEAR STREET SYSTEMS

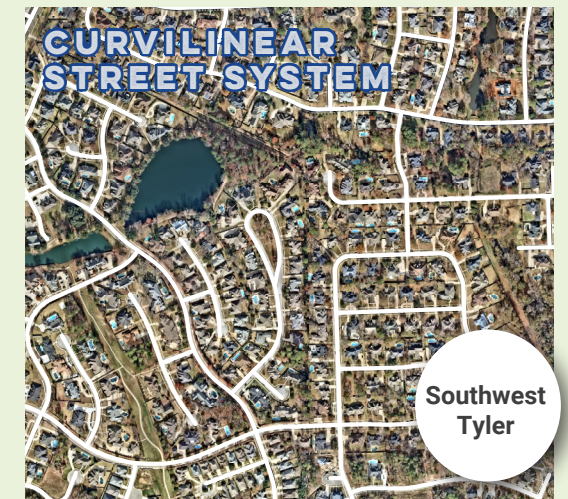
Gridded streets, characterized by rectangular layouts and short block lengths, offer several advantages:

- Navigation is straightforward and intuitive.
- The system distributes traffic along a variety of alternative routes, reducing congestion and providing redundancy.
- They promote walking and cycling by creating interconnected streets, making it easier to travel without needing to access high-volume, high-speed roads.
- Regular block sizes and street patterns support a diverse mix of land uses and are more easily redeveloped as community needs change.

Curvilinear street systems, with their meandering layouts, offer a different set of characteristics:

- They are often associated with a more aesthetically pleasing and tranquil environment.
- They provide more privacy and less through traffic in neighborhoods.
- They funnel traffic onto a few high-volume roads, leading to congestion and fewer alternatives to circumnavigate blockages.
- They make a less efficient use of land and often require higher lengths of utility infrastructure.

Figure 30. Gridded and Curvilinear Street Examples in Tyler



Connectivity and Land Use

Land use significantly impacts the connectivity of a city's transportation system. Higher-density, mixed-use development supports connectivity by providing key destinations near each other, requiring less travel and placing less demand on the network. This also makes active transportation a more viable and convenient option, as people can walk or bike to most destinations.

A mix of residential, commercial, and recreational land uses in close proximity can reduce the need for long trips and encourage walking, cycling, and the use of public transit. This enhances connectivity by making it easier for people to access various services and destinations. Additionally, the location of key services and employment centers relative to residential areas affects how easily people can access these places. Good regional accessibility ensures that major destinations are well-connected by various modes of transportation. Well-placed transit hubs can serve as key nodes in the transportation network.

Different land use contexts require different roadway designs and classifications to serve them appropriately. For example, an arterial roadway with a typical design standard of four to six divided lanes may be suitable for suburban or regional corridors, but less suitable for an urban downtown area. In a downtown environment, the same functional connection might instead be provided by a two-lane street with on-street parking and pedestrian-oriented features to support the surrounding mixed land uses.

Key destinations in Tyler have been identified on which efforts to increase connections should be focused. Primarily, easier mobility for pedestrians and cyclists between the downtown area and midtown area is needed. Although geographically close, these two areas feel disconnected due to the auto-oriented street design in the area. Easier flow between downtown and midtown, including the medical facilities and Tyler Junior College, would boost visitors to downtown. Additionally, increased active transportation facilities in the area would allow the patrons of the midtown area to travel to businesses, services and recreational activities without a vehicle. The ongoing Midtown Small Area Plan will provide insight

Action Items

into specific recommendations for transportation in this area.

- *Implement priority projects in the updated Master Street Plan which will create key missing connections (see page 103).*
- *Establish standards for a Connectivity Index and use it as a way to measure connectivity in proposed developments.*
- *Update UDC to encourage street and pedestrian connections within and between developments.*
- *Consider recommendations in the Midtown Small Area Plan.*

CONNECTIVITY



Multimodal Transportation

A multimodal transportation system accounts for all types of transportation, including automobiles, transit, and active transportation like walking and biking.

A truly multimodal transportation network provides options for those who live and work in the City of Tyler, allowing people to choose the mode that best suits their lifestyle and budget. Decreased reliance on automobiles leads to a healthier population, a safer transportation system and a more resilient city. Public and stakeholder engagement continuously identified increasing access to alternative modes of transportation options as a priority for the City of Tyler.

There are several strategies to increase mode choice:

- Install safe, convenient, connected bicycle and pedestrian infrastructure
- Expand and upgrade transit services
- Design streets so that the right-of-way is available for all modes of transportation, not just cars

Figure 32. Active Tyler Plan Engagement Event



Active Transportation

Active transportation refers to any mode of transportation that involves physical activity as the primary means of travel. Walking, cycling, rollerblading, and skateboarding are all examples of active transportation.

In the last few years, several planning efforts have focused on increasing options for transportation in Tyler. The Tyler Area MPO's 2019 Active Tyler Transportation Plan detailed the need for increased bicycle and pedestrian facilities within Tyler. The plan identified more than 300 miles of recommended bicycle facilities across the region. The Tyler Bike Stripes Project outlined 11 priority bicycle routes radiating from a centralized hub near downtown, linking three college campuses and surrounding neighborhoods. The work includes installing pavement striping and signage along existing streets to provide

continuous, recognizable facilities. Pedestrian signals have recently been constructed at two locations: at 5th Street and Beckham Avenue and at FM 2493 and Sunnybrook Drive.

Figure 31. Active Transportation Infrastructure Example in Tyler



Implementation of active transportation projects should be prioritized along corridors already slated for roadway improvements or other capital projects. Coordinating bicycle and pedestrian enhancements with planned roadway, utility, or maintenance work increases cost efficiency, minimizes construction disruption, and significantly improves the likelihood that these improvements will be delivered. This approach treats active transportation infrastructure not as standalone projects competing for limited funding, but as integral components of broader infrastructure investments.

Figure 33. Shared Micromobility in Corpus Christi, TX



Micromobility

Micromobility is defined by the Federal Highway Administration as:

Any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters, and other small, lightweight, wheeled conveyances.

Micromobility is one part of a complete active transportation system. Shared micromobility is often provided by a publicly owned and operated bike or scooter-share system, like MetroBike in Austin, or a private company, like Bird or Lime. This allows the user to forgo the costs associated with owning, maintaining, and storing a micromobility vehicle and pay only for operating the vehicle.

One benefit of micromobility is providing first- and last-mile connections to transit services, allowing for transit to become a viable transportation option for people. Additionally, micromobility vehicles such as e-scooters and e-bikes are a lightweight, low-cost, convenient option when

one does not want to or cannot afford to travel by personal vehicle. However, if it is not properly managed, shared micromobility can pose safety concerns and increase tension between roadway users by encroaching on the public right-of-way. Geofencing, pilot programs, a permit program for potential shared micromobility providers, and robust guidelines for micromobility users and providers are ways to mitigate these issues.

Tyler can consider introducing shared micromobility in the City if the demand exists. As transit services expand, the focused introduction of e-scooters and/or e-bikes in near key destinations and transit corridors can provide helpful first- and last-mile connections. A robust permitting program and clear guidelines for both users and providers of shared micromobility should first be in place.

Transit

Tyler Transit currently provides microtransit and paratransit services to the City of Tyler. The City's on-demand microtransit program replaced the previous fixed-route

MICROMOBILITY SUITABILITY

Micromobility is most suitable for communities that:

- Have the administrative capabilities to continually monitor shared micromobility companies, including data analysis
- Are able to make necessary infrastructure changes including establishing/expanding bike lanes, widening sidewalks, or introducing traffic-calming measures
- Have had community engagement efforts which revealed the desire for expanded transportation options or decreased congestion
- Want to increase the connectivity of their active transportation system
- Have a generally young, educated population

system and has been well-received by residents. The system utilizes the bus stops from the previous fixed-route service, which reduces the cost of operation but limits the service's reach.

There is a desire to expand the microtransit service to become door-to-door if the funding becomes available. In the interim, analyzing the comprehensive data that accompanies the microtransit system could help to increase efficiency within the system and create opportunity for improvements. Identifying the most common destinations would be helpful for several reasons. Firstly, there is opportunity for Tyler Transit to coordinate with local businesses that are common destinations, such as Walmart, to add stops at their locations. This would streamline pick-ups and drop-offs and create a more comfortable experience for people waiting at these locations. Additionally, investments in active transportation infrastructure should be prioritized in these areas; gaps in the sidewalk or bicycle network in these high-traffic locations should be identified and addressed to allow for first- and last-mile connections.

Stakeholder input reflects growing interest in transit alternatives, particularly in light of congestion challenges in South Tyler and the City's role as a regional employment hub. More than 55,000 workers commute into Tyler daily, creating significant pressure on the roadway system. Expanded transit options could provide congestion relief and broaden access to jobs, education, and services. The Tyler Area MPO is currently exploring a potential passenger rail connection between midtown and downtown. This illustrates the City's long-term vision for multimodal transportation, though implementation remains conceptual and dependent on coordination with Union Pacific, which owns the existing rail corridors.

In the near term, there is opportunity for incremental expansion of the City's microtransit service, paired with strategic planning for regional mobility. Efforts should focus on shaping land use patterns to support higher-density, mixed-use nodes that are conducive to transit.

Aviation

Aviation is an additional mode of transportation available in Tyler. The Tyler Pounds Regional Airport serves over 150,000 passengers each year and fulfills an essential community purpose. Increasing flight options would greatly expand accessibility to Tyler and could be a tool to attract young people and business professionals. The Tyler Pounds Regional Airport Master Plan identifies several recommended improvements to the airport which should be implemented to fully utilize this important resource.

Figure 34. Tyler Transit Bus



MULTIMODAL TRANSPORTATION

Action Items

- *Adopt a Complete Streets Policy.*
- *Consider the introduction of shared micromobility to assist in first- and last-mile connections to transit services.*
- *Align the future land use plan with multimodal improvements.*
- *Coordinate with stakeholders such as TxDOT, Tyler Area MPO, UT Tyler, and TJC to align goals and prioritize active transportation infrastructure.*
- *Implement the recommendations in the Tyler Pounds Regional Airport Master Plan.*

Roadway Design Standards

The process of constructing a new road or reconstructing an existing road involves adhering to a set of approved design standards for the roadway's functional classification. These can dictate the amount of right-of-way needed, number of lanes, inclusion or exclusion of bike/ pedestrian facilities, spacing of driveways, and more. The typical cross sections provided in the 2021 Master Street Plan illustrate the standard components of each functional classification and street context type. The UDC also contains design standards in *Table 10-156 Minimum Paving Widths*.

Roadway design in Tyler depends heavily on minimum TxDOT standards. While these standards provide consistency, they often produce wide corridors with multiple driveways and fast-moving traffic that create conflicts for pedestrians and cyclists. This also leaves the City with less ability to shape the design of the street network. The design standard elements which need to be addressed include driveway spacing, acceleration/deceleration lanes, access management, driveway consolidation and more. These standards would be addressed in updates to the City's UDC.

Another challenge lies in access management. Corridors such as Broadway Avenue are lined with numerous driveways and curb cuts, leading to frequent conflict points and operational inefficiencies. Without clear local design standards for driveway spacing, cross access between adjacent properties, and turn lanes, future growth will only compound congestion and safety risks. Updating the UDC to establish predictable and enforceable design standards would give Tyler more control over how streets function.

Street design is also closely tied to resilience. Tyler experiences recurring drainage issues that impact both

mobility and infrastructure performance. Streets that double as drainage channels are often damaged during severe rain events, leading to higher maintenance costs and unreliable connectivity. By integrating green infrastructure elements, such as bioswales, permeable pavement, and stormwater retrofits, into street design, Tyler can manage runoff, extend pavement life, and improve the pedestrian environment.

Additionally, Tyler has an opportunity to embrace a Complete Streets approach to guide all future roadway projects. Complete Streets policies emphasize designing for all users, including drivers, pedestrians, cyclists, and transit riders, rather than prioritizing one mode over others. For Tyler, this means ensuring that, where appropriate, new and reconstructed corridors include sidewalks, safer crossings, bicycle facilities, transit accommodations, and green infrastructure. The first step in this approach is adopting a formal Complete Streets Policy which outlines the City's vision and commitment to this approach.

Re-designing existing streets can be a lower-cost way to make gradual improvements to known issue areas. Roadway rightsizing re-allocates the right-of-way to ensure all users can safely travel on a certain road, often through restriping. Good candidates for rightsizing have high crash rates, high speeds, relatively low traffic volumes, and are near pedestrian-oriented land uses like schools, transit stops, civic centers, or retail. There are two completed rightsizing projects within Tyler: Garden Valley Road and Martin Luther King Jr. Boulevard. Gentry Parkway is a candidate for future rightsizing. As it is operated and maintained by TxDOT, any changes to Gentry Parkway would not be under the jurisdiction of the City of Tyler.

ROADWAY DESIGN STANDARDS

Action Items

- *Update UDC and Engineering and Construction Standards requirements for driveway spacing, cross access, and right-turn deceleration lanes.*
- *Adopt updated design standards.*
- *Adopt a Complete Streets Policy.*
- *Consider candidates for roadway rightsizing, reallocating space for sidewalks, bike lanes, and landscaping.*
- *Integrate green infrastructure into street design.*
- *Develop a roadway maintenance plan which considers partnerships with EDC to utilize resources from PIDs and TIRZs.*

Funding

Rising construction costs and limited local revenue pose a major challenge for Tyler. The City relies heavily on the Half Cent Sales Tax for transportation projects, which limits the ability to take on multiple large-scale projects simultaneously. As costs rise, delaying projects becomes increasingly expensive, making timely execution critical. Therefore, the proper prioritization of projects is crucial. The City should focus on high-impact projects that align with regional goals so that funding, momentum, and support can be leveraged.

To help with prioritization, the City of Tyler can consider using temporary demonstration projects to prove efficacy before fully implementing a project. One example that has already been done is the traffic lights in downtown. The City was interested in transitioning from full traffic lights to all-way stops. As a pilot program, the traffic lights were all programmed to be flashing red lights to simulate stop signs. The changes were deemed successful, and this low-cost solution saved the City thousands in infrastructure costs. This also helps to build support from the public by showing tactile examples of potential improvements and the trade-offs required to implement them. While this is may not be plausible on all streets in Tyler due to environmental and jurisdictional conditions, temporary demonstration projects can be a low-cost, high-yield exercise when utilized.

Implementation costs can also be reduced by integrating transportation improvements into projects that are already planned or funded for other purposes. By "stacking" efforts, such as adding bicycle striping during routine asphalt resurfacing, the City can take advantage of existing

capital or maintenance programs to deliver roadway enhancements more cost-effectively.

Additionally, as discussed on page 87, funding at the MPO level is limited based on the population living in the metropolitan area, so the high volume of workers commuting into Tyler every day creates additional demand on the transportation system that cannot be addressed using this funding source. The Tyler Area MPO offers educational resources to cities in the region to aid in applying for grant funding to plan and implement large projects.

Stakeholders expressed concerns about whether Tyler can continue to deliver large projects without additional funding sources. The City can address these challenges by developing a long-term financial plan that also leverages State and federal funding programs, many of which prioritize multimodal and safety-focused projects. Some examples are listed in Table 3 on the following page.

FUNDING

Action Items

- *Pursue state and federal funding opportunities, such as Transportation Alternatives and Safe Streets for All (SS4A) grants.*
- *Expand demonstration projects to pilot improvements before full investment.*
- *Develop a long-term financial plan to diversify revenue sources and reduce reliance on the Half Cent program.*
- *Utilize the Tyler Area MPO as a resource for funding opportunities and best practices.*

Table 3. State and Federal Transportation Funding Sources

#	Program Name	Administering Agency	Eligible Projects	Local Match	How to Apply
1	Highway Safety Improvement Program (HSIP)	TxDOT	Safety upgrades: intersections, signals, lighting, pedestrian crossings, guardrails	10%	Submit projects to TxDOT
2	RAISE (Rebuilding American Infrastructure with Sustainability & Equity)	U.S. DOT	Multimodal projects, complete streets, freight, resilience	20% typical (may vary)	Apply directly to U.S. DOT
3	Safe Streets and Roads for All (SS4A)	U.S. DOT (FHWA)	Vision Zero plans, safety planning, safety infrastructure projects	20% (10% for planning)	Apply directly to U.S. DOT
4	FTA Section 5307 (Urbanized Area Formula Grants)	Federal Transit Administration	Transit operations, rolling stock, capital projects	20% capital; 50% operating	Apply through FTA / local transit agency
5	FTA Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities)	Federal Transit Administration	Accessible vehicles, paratransit, mobility services	20% capital; 50% operating	Apply through FTA / local transit agency
6	FTA Section 5339 (Bus & Bus Facilities)	Federal Transit Administration	Buses, shelters, transit facilities	20%	Apply through FTA / local transit agency
7	PROTECT (Resilience Program)	U.S. DOT (FHWA)	Flood-proofing, drainage retrofits, green infrastructure, resilience projects	20% typical, up to 40%	Apply directly to U.S. DOT (coordination with TxDOT if state routes involved)
8	INFRA / Mega Grants	U.S. DOT	Large-scale freight, highway, and multimodal projects	20% typical	Apply directly to U.S. DOT
9	TxDOT Category 2, 7, and 9 Funds	TxDOT & MPOs	Cat. 2: regional mobility; Cat. 7: STBG-MPO flexible; Cat. 9: bike/ped	20%	Apply through MPO/TxDOT allocation
10	Texas Infrastructure Resiliency Fund (TIRF)	State of Texas	Flood control and drainage tied to transportation	Varies (20–25%)	Apply directly to State of Texas
11	State Infrastructure Bank (SIB)	TxDOT	Roadway projects (on or off-system) eligible for funding under United States Code, Title 23 or Title 49	Loan	Apply through TxDOT

2026 MASTER STREET PLAN

The Master Street Plan identifies the locations of existing and future thoroughfares along with their functional classifications. The functional classification system defines the design standards and performance expectations for each roadway type to ensure they operate efficiently and support the community's transportation objectives.

A full, comprehensive update to the 2023 Master Street Plan (Map 19 on page 92) is recommended. This update should identify issues and needs based on public and stakeholder engagement efforts, observed and projected traffic volumes, crash data, and traveler demographics. An updated Master Street Plan map, updated street design standards and typical cross sections, priority projects, funding opportunities for implementation, and policy recommendations should be included. This update to the Master Street Plan can be a part of a larger Mobility Master Plan which considers all modes of transportation, including walking, biking, and transit.

When the Master Street Plan is updated, the following recommendations should be considered based on previous planning efforts and ongoing projects:

- Recommendations from the South Tyler Mobility Study:
 - Waljim Street extended and realigned
 - Future Minor Arterial from Jeff Davis Drive to Paluxy Drive realigned, added connection to Cumberland Road
 - Market Square Boulevard extensions added and realigned
- Rhones Quarter Road at Shiloh Road realigned based on TxDOT project alignment

The following changes were made to *Table 10-156 Minimum Paving Widths* from Tyler's UDC to create recommended design standards shown in Table 4:

- Commercial Street: Active Mobility Element changed from 4' sidewalk both sides @ 5.5' back of curb to 10' shared-use path both sides. ROW increased to 65' from 60' and face-to-face (F2F) reduced to 36' from 40'
- Minor Arterial: Urban ROW reduced to 100' from 110'. Urban Core ROW reduced to 90' from 110'
- Principal Arterial: Urban ROW reduced to 110' from 130'. Urban Core ROW reduced to 100' from 130'

Figure 35. Open House Participants Discuss Transportation Issues in Tyler



Recommended Design Standards

Table 4. Recommended Design Standards

Type	Functional Classification	ROW Width (ft)	Face to Face (ft)	Travel Lanes	Median Width (ft)	Left-Turn Lane Width	Residential Lot Capacity	Active Mobility Element (where recommended in the Active Tyler Plan)
	Cul-De-Sac	55'	28'	2			≤60	4' sidewalk both sides @ 5.5' back of curb [6]
	Local Street	55'	28' [1]	2			≤60	4' sidewalk both sides @ 5.5' back of curb [6]
E - Minor Collector	Rural	60'	24' [4]	2			≥61	
	Suburban	60'	32'	2			≥61	10' shared-use path both sides @ 3.5' back of curb
	Urban	60'	40'	2			≥61	6' sidewalk both sides @ 2.5' back of curb plus a 5' bike lane both sides buffered 2' from travel lane
	Urban Core	60'	28'	2			≥61	6' sidewalk both sides buffered 2' from cycle track both sides @ 2.5' back of curb
D	Commercial Street	65'	36'	2				10' shared use path both sides @ 4' back of curb
C - Major Collector	Rural	70'	24' [2][4]	2			≥61	
	Suburban	70'	40' [2]	2	1 @ 13'		≥61	10' shared-use path both sides @ 4.5' back of curb
	Urban	70'	52'	2	1 @ 12'		≥61	6' sidewalk both sides @ 2.5' back of curb plus 5' bike lane both sides buffered 2' from travel lane
	Urban Core	70'	40' [2]	2	1 @ 13'		≥61	6' sidewalk both sides buffered 2' from 5' bike lane both sides @ 2.5' back of curb
B - Minor Arterial	Rural	110'	24' each direction [4]	4	20'	1 @ 13' [5]		12' shared-use path one side or alternative at least 12' back of shoulder
	Suburban	110'	28' each direction	4	20'	1 @ 13' [5]		10' shared-use path both sides @ 6' back of curb
	Urban	100'	28' each direction	4	40'	1 @ 13' [5]		6' sidewalk both sides buffered 2' from 5' bike lane both sides @ 3' back of curb
	Urban Core	90'	36'	2		1 @ 12' [5]		14' sidewalk both sides buffered 2' from 5' bike lane both sides @ 4' back of curb
A - Principal Arterial	Rural	130'	24' each direction [4]	4	16'	1 @ 13' [5]		10' shared-use path both sides at least 20' back of shoulder
	Suburban	130'	40' each direction	6	16'	1 @ 13' [5]		10' shared-use path both sides @ 6' back of curb
	Urban	110'	40' each direction	6	16'	1 @ 13' [5]		6' sidewalk both sides buffered 2' from 5' bike lane both sides @ 3' back of curb
	Urban Core	100'	48' [2]	4				9' sidewalk both sides buffered 2' from 5' bike lane both sides @ 4' back of curb

Bold text indicates that the standard has been updated from the previously-adopted standards.



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