

JUNE 2023

COMPREHENSIVE GROWTH PLAN

TEXARKANA ARKANSAS

A FUTURE VISION FOR THE CITY
OF TEXARKANA, ARKANSAS





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The 2040 Comprehensive Plan
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Table of Contents

COMPREHENSIVE GROWTH PLAN

MAY 2023



Introduction | 04-07

2040 Comprehensive Plan
 Texarkana, AR
 Authority and Jurisdiction



Context and Trends | 08-23

History and Region
 Trends
 Community Outreach Summary



Vision and Goals | 24-27

Vision and Goals
 Community Input
 Public Input Survey
 Stakeholder and Advisory
 Committee
 Visioning Meeting
 Final Public Meeting



The Plan | 28-39

Infill Housing and Neighborhood
 Focus Areas
 Future Land Use Plan
 Mobility Plan: Master Street Plan
 & Active Transportation Plan



Appendices

Appendix A: Existing Conditions
 Report
 Appendix B: Public Input
 Visioning Meeting Summary
 Appendix C: Public Input Survey
 Summary
 Appendix D: Future Land Use
 Categories
 Appendix E: Water & Sewer
 Projects

2040 Comprehensive Growth Plan Texarkana, AR

INTRODUCTION TO THE COMPREHENSIVE GROWTH PLAN

2040 TEXARKANA, ARKANSAS COMPREHENSIVE PLAN

In February 2022, the City of Texarkana, Arkansas, began the process to create the 2040 Texarkana, AR Comprehensive Plan as an update of its previous Comprehensive Plan created in 1988. This Plan articulates a vision for the community and identifies how development, mobility, housing, public services, and character interrelate and will guide Texarkana's bright future. The plan drafting process has engaged residents, elected, and appointed officials, community leaders and stakeholders, and others.

This document contains the Comprehensive Plan for Texarkana, Arkansas.

WHAT IS THE COMPREHENSIVE PLAN?

The Comprehensive Plan is not a legal document. Rather, it is an official guide adopted by the city for orderly management of growth. The Plan includes recommendations directly addressing specific challenges the city currently faces. Divided into key sections, the Comprehensive Plan is developed through a process of city-specific demographic research, community-wide input and evaluation, a careful assimilation of various opportunities, and challenges related to the future growth and development of the city.



The Comprehensive Plan serves all citizens and property owners within the city and city's planning area as well as others who may have a stake in the future of the Texarkana, Arkansas. The plan serves as an official policy statement of the City of Texarkana for directing growth and development within its city limits and planning area. A steering and advisory committee directed the preparation of the plan throughout the preliminary phase, which included careful study of the community. Areas of analysis include Texarkana's history, demographics, projected population, topography, utility capacity, transportation systems (mobility), existing infrastructure, and surrounding land use. The plan will help guide the decisions of both the Planning Commission and Board of Directors during the next planning period of approximately 20 years.

WHY PLAN NOW?

Cities are vessels of wealth and economic growth. They are subject to fluctuations in the state economy as well as positive or detrimental events in the national economy. Individuals want and expect different amenities and services from their cities, and many communities are grappling with how to meet their citizens' expectations and create a higher quality of life for their residents. Texarkana has already seen its landscape change because of these factors. Adopting a Comprehensive Plan now requires an objective assessment of the city as it is and an envisioning of what it can become. Resilient communities embark on this in-depth process and planning for the future must not commence at the arrival of local or national economic shocks. Undertaking a Comprehensive Plan is to prepare the way for Texarkana's best and plan for the worst.

PLANNING PROCESS TIMELINE

The diagram below depicts the process for developing the Comprehensive Plan.



Comprehensive Plan: Authority and Jurisdiction

AUTHORITY

The purpose of the Comprehensive Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-403. This section requires that plans of a municipality be “... prepared in order to promote, in accordance with present and future needs, the safety, morals, order, convenience, and general welfare of the citizens.” The statutes further state that plans may provide for, among other things, the following

- Efficiency and economy in the process of development
- The appropriate and best use of land
- Convenience of traffic and circulation of people and goods
- Safety from fire and other dangers
- Adequate light and air in the use and occupancy of buildings
- Healthful and convenient distribution of population
- Good civic design and arrangement
- Adequate public utilities and facilities
- Wise and efficient expenditure of funds

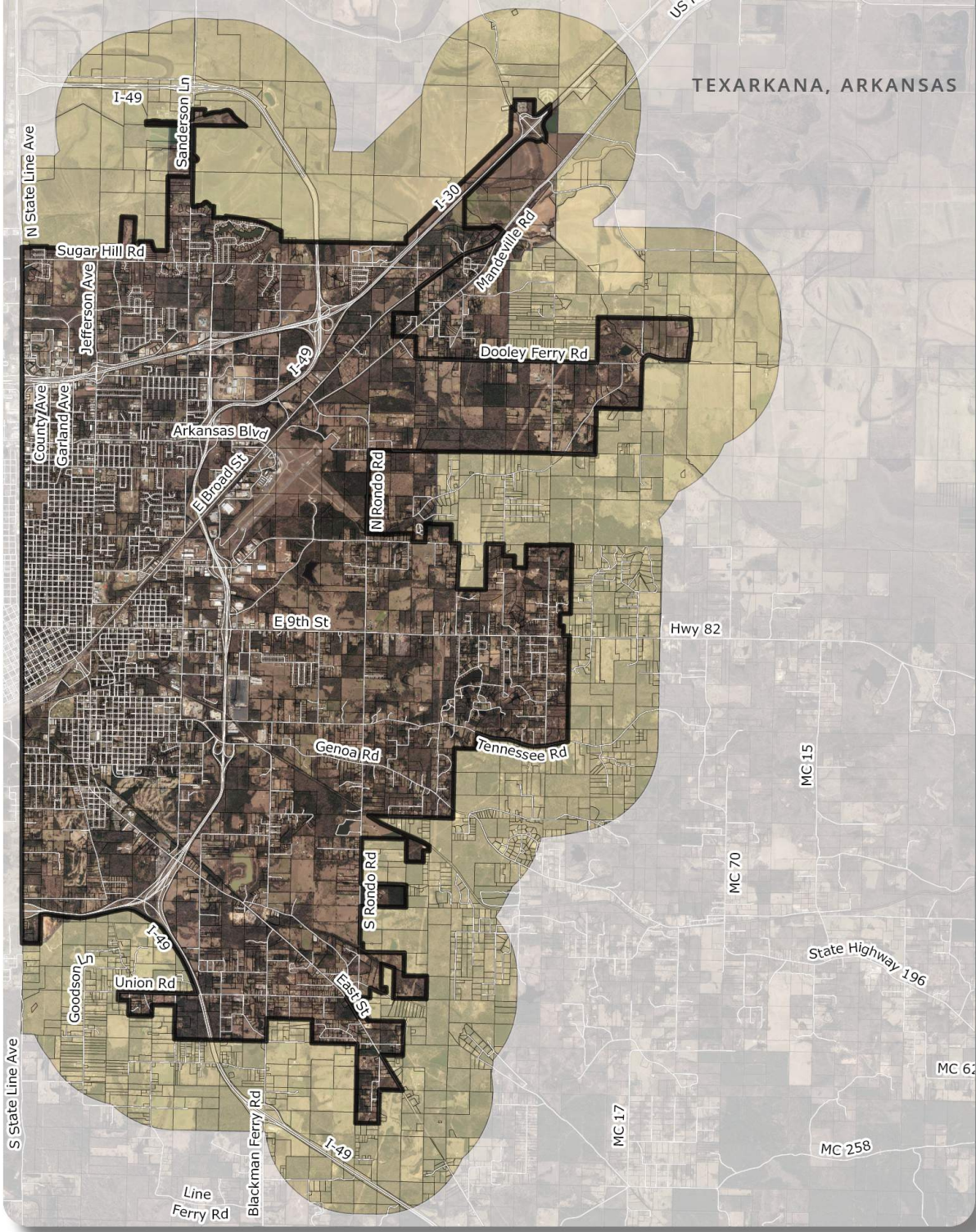
The Planning Area Boundary comprises those areas surrounding the city that may likely grow to become part of Texarkana in the future.

PLANNING AREA JURISDICTION

The Texarkana, Arkansas Planning Area Boundary appears in graphic form on the following map. The Planning Area Map was prepared in accordance with statutes found in the Arkansas Codes, Annotated § 14-56-413. The Planning Area Boundary includes those lands within the territorial jurisdiction of Texarkana for which it may prepare plans, ordinances, and regulations. This area extends beyond the city limits to include those areas most likely to become a part of the city in the future. The City of Texarkana, in accordance with A.C.A. § 14-56-422, is required to file the plans, ordinances, and regulations as they pertain to the territory beyond the corporate limits with the county recorder of Miller County.

COMMUNITY OUTREACH

Community outreach is an important part of the development of 2040 Texarkana Comprehensive Plan. Early in the plan process, we asked the community about the challenges facing Texarkana, Arkansas and the ways those challenges can be addressed. The community outreach summary contains an overview of the responses we received throughout the planning process.



TEXARKANA, AR PLANNING AREA BOUNDARY

The following events and forms of outreach have been held.

- Steering and Advisory Committee Workshops
- Key Person Interviews
- Stakeholder and Student Group Discussions
- Interactive Polls
- Public Website & Online Website Feedback Form
- Visioning Workshop
- City Staff Committee meetings
- Public Input Survey
- Final Public Input Meeting



Context & Trends

HISTORICAL PERSPECTIVE PROVIDES AN UNDERSTANDING OF A COMMUNITY AND HELPS TO SHAPE THE FOUNDATION OF A PLANNING PROCESS. THE PHYSICAL AND DEMOGRAPHIC CHARACTERISTICS OF TEXARKANA, ARKANSAS INFORM HOW PEOPLE LIVE AND WORK. UNDERSTANDING THE COMMUNITY'S CHARACTERISTICS, HISTORY, AND VALUES HELPS TO FRAME THE GOALS AND OBJECTIVES OF THE PLAN. THIS REPORT PROVIDES AN OVERVIEW OF A BRIEF HISTORIC AND EXISTING CONTEXT.

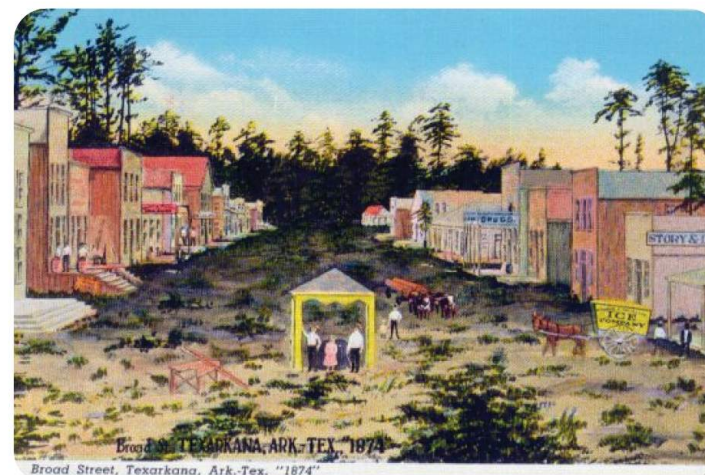
HISTORY

Before the European Settlement establishment, several native Indian groups, known as the Caddo Indians on the Great Southwest Trail, held permanent households, and farmed in the Texarkana area for over 1,000 years. The last of the Caddo settlements were abandoned by the end of the 18th century. By 1840, new European settlers came into the area and eventually established a settlement that paved the way for Texarkana becoming a town site on the Texas and Pacific Railroad. As white settlers continued to move in from the east and settle the area, slaves were brought in, and Native Americans were pushed out. The area was rural and agrarian, home to farms of all sizes incorporating slavery in varying degrees. In Lafayette County, Arkansas (portions of which became modern-day Miller County in 1874), 39% of the total population were slaves in 1850, which decreased to 33% in 1860.

U.S. Courthouse and Post Office in
Texarkana (Photo by John Gill) Modern
Era (1968 - the Present)

Texarkana was formally founded in the interim when the Texas and Pacific railroad sold the first town lots on December 8, 1873.

In the late 1850s, the builders of the Cairo and Fulton Railroad laid tracks in Arkansas, completing the railway to the Texas border in 1873. At the place where they would meet the Texas and Pacific Railroad (running east/west), a town site was established on December 8, 1873, selling town lots. The first lot was sold to J. W. Davis and today is the site of the Hotel McCartney across from Union Station.



Broad Street (Photo Courtesy of the Butler Center for
Arkansas Studies, Central Arkansas Library System)
Civil War through Reconstruction (1861-1874)

Map of Texarkana, Arkansas, and Texas
(Photo Courtesy of Library of Congress
Prints and Photographs Division) Post
Reconstruction through the Glided Age
(1875-1900)

Texarkana, Texas was granted a charter on June 12, 1874. In 1880, twenty-one citizens met and petitioned to incorporate Texarkana, Arkansas. The city was granted a charter on August 10, 1880, by County Judge H. W. Edwards. On November 12, 1880, the city government was established, and H. W. Beidler was elected mayor. Throughout the 1880s, schools and churches were established in Texarkana, including a school for African Americans on the Texas side that was established in 1885, the same year ragtime legend Scott Joplin left Texarkana to pursue a career in music.

Regarding employment and economy, Texarkana, Arkansas, and Texas are generally viewed as one economic area. There is one chamber of Commerce organization that serves both cities. The State of Texas does not assess a state income tax. While there is state income tax in Arkansas, special legislation allows the residents of Texarkana, Arkansas, exemption from income tax. State Line Avenue, the main street, was intentionally designed to lie on the dividing line between the two states. Texarkana, Texas and Texarkana, Arkansas have separate local governments serving each City. While there are joint operations of water and sewer facilities and the justice center, each City maintains its police and fire departments, parks, and sanitation departments.



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PERSPECTIVE MAP OF,
TEXARKANA,
TEXAS AND ARKANSAS.

Local and Regional Plans and Reports

CONTEXT AND TRENDS

The comprehensive plan is important because it serves as the framework for future vision of the community. Texarkana, Arkansas’s most recent comprehensive plan was adopted in 1989 and touched on various topics on land use, transportation, housing, and parks; important topics still relevant today. Over the last forty years, the city has experienced growth and changes that have impacted development within the city and region. Local and region-wide plans have also informed development and growth within Texarkana, Arkansas, and the surrounding region. The Local and Regional Plans summary provides a general overview of the latest plans and reports which have impacted, or will impact, the city and region.

1989 TEXARKANA, ARKANSAS COMPREHENSIVE PLAN (LOCAL)

The previous Texarkana, Arkansas comprehensive plan began with an endorsement from the Board of Directors in August of 1988 and was adopted in 1989. The plan included strategies for housing, industry expansion, urban growth, and expansion of the open space and the transportation system. The Comprehensive plan included a two-page document with a land-use map with public facilities, transportation roadways, and other areas.

2014 THE CITY OF TEXARKANA, ARKANSAS HOUSING PLAN (LOCAL)

The City of Texarkana produced a five-year plan addressed to the U.S. Department of Housing and Urban Development (HUD) related to standard public housing updates and assessments that included how many units are managed and owned by the city. A further report on housing called the Texarkana, Arkansas Assessment of Fair Housing was conducted in 2022.

2015-2020 CITY OF TEXARKANA, ARKANSAS PARKS AND RECREATION PLAN (LOCAL)

The five-year Parks and Recreation Plan completed by the City of Texarkana, Arkansas, is a document that details the available facilities and programs for citizens of the city and surrounding area. The Parks and Recreation plan is utilized as an assessment tool that is helpful for planning future parks and recreation development and opportunities.

2022 STATELINE AVENUE CORRIDOR

STUDY (LOCAL)

The US 71/Stateline Avenue Corridor Study evaluates the need for, and feasibility of, improvements to enhance safety and efficiency of the 3.25-mile Stateline Avenue corridor for all modes of transportation. Stateline Avenue is the key north/south highway in Bowie and Miller Counties. The Corridor Study provides a vision for the future of the corridor, evaluates the economic development potential, transit facility feasibility, general aesthetics, traffic operations, and other aspects of Stateline Avenue.

2018 TEXARKANA MPO ACTIVE TRANSPORTATION MASTER PLAN (REGIONAL)

The Texarkana Metropolitan Planning Organization (TMPO) produced the 2018 Active Transportation Plan provides a unified vision for bicycle and pedestrian investments and analysis that shows the need for accessibility, connectivity, and mobility through the Texarkana Metropolitan area. This plan focuses on providing connected and accessible regional facilities.

2018 TEXARKANA, TEXAS COMPREHENSIVE PLAN—RENEW TEXARKANA (REGIONAL, NOT DIRECTLY RELATED TO TEXARKANA, ARKANSAS)

Renew Texarkana is the updated comprehensive plan for Texarkana, Texas that was completed in 2018. The comprehensive plan for Texarkana, Texas is like this process for provides existing conditions, analyzes constrains and opportunities, and develops a roadmap for the next 20 years for the neighboring city. Texarkana, Texas, and Arkansas both are separate by State lines that divides Arkansas and Texas but together they are called “Texarkana, USA” regional facilities.



Scott Joplin of Texarkana, AR Mural (photo by Eric Ethridge)

2018 TEXARKANA, TEXAS COMPREHENSIVE PLAN—RENEW TEXARKANA (REGIONAL, NOT DIRECTLY RELATED TO TEXARKANA, ARKANSAS)

Renew Texarkana is the updated comprehensive plan for Texarkana, Texas that was completed in 2018. The comprehensive plan for Texarkana, Texas is like this process for provides existing conditions, analyzes constrains and opportunities, and develops a roadmap for the next 20 years for the neighboring city. Texarkana, Texas, and Arkansas both are separate by State lines that divides Arkansas and Texas but together they are called “Texarkana, USA” regional facilities.

TEXARKANA, ARKANSAS IN CONTEXT

The city of Texarkana, Arkansas is located 143 miles southwest of Little Rock, 72 miles north of Shreveport, Louisiana, 184 miles south of Fort Smith, AR and 180 miles northeast of Dallas. Texarkana is the county seat of Miller County near the southwest border of the state. The city was founded at a railroad intersection on December 8, 1873, and was incorporated in Arkansas on August 10, 1880. Texarkana, Arkansas, and its counterpart Texarkana, Texas are the primary major cities of the Texarkana Metropolitan Area.

The city’s most prominent waterway is Nix Creek, a southwest-flowing tributary of Days Creek, part of the Sulphur River watershed leading to the Red River. Two major interstate highways converge here: Interstate 30 (I-30) and Interstate 49 (I-49). The city has long been a trading center, historically originating at the intersection of major railroads serving Texas, Arkansas, and north into Missouri.

Texarkana is home to the University of Arkansas Hope-Texarkana (UAHT). One of the major employers in Texarkana, Arkansas is Cooper Tire and Rubber with over 1,750 employees.

TEXARKANA WATER UTILITIES

PROPOSED PROJECTS

The following includes a list of proposed improvements and projects of the Texarkana Water Utilities as of July 14, 2023. Maps of the locations of projects can be found in Appendix E:

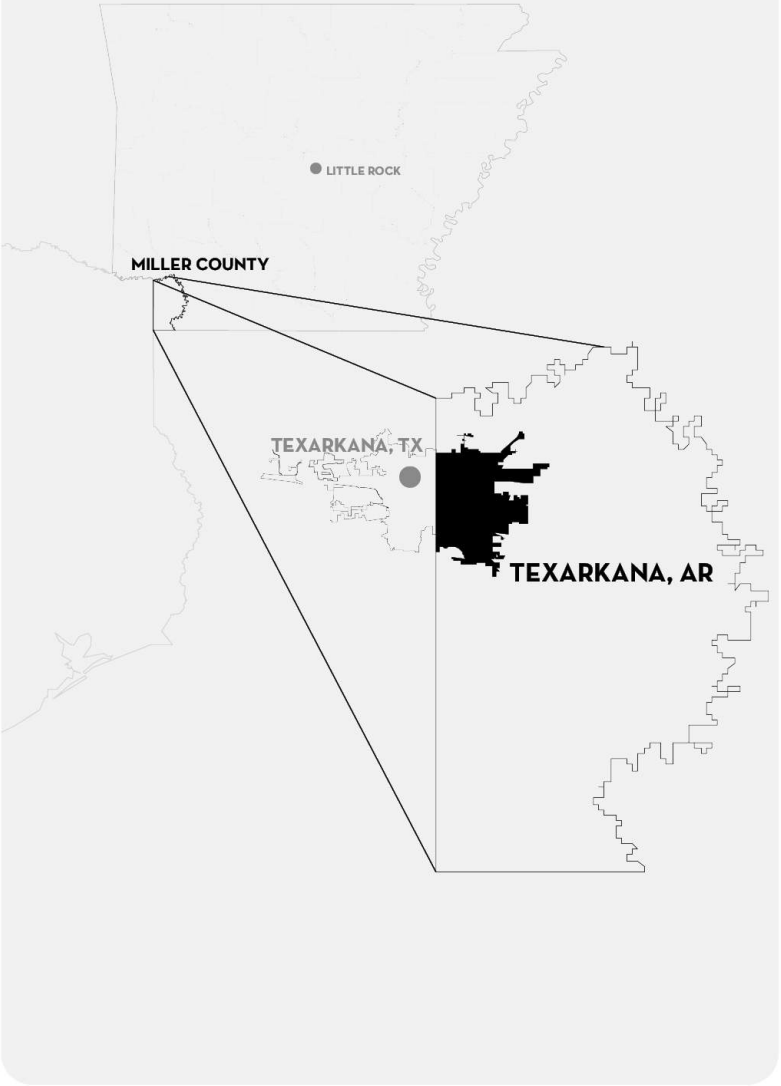
Project #1: Replace the 2” and 3” water mains along Dooley Ferry Road from Mandeville Road to Old Post Road with a 6” water main.

Project #2: Replace the 12” water main along Highway 245 from East 9th Street to Tennessee Road and continuing along Tennessee Road with a 24” water main.

Project #3: Replace the 6” water main along East Street from Boyd Road to Blackman Ferry Road and continuing south on Blackman Ferry Road to Old Blackman Ferry Road with a 12” water main.

Project #4: Replace the Lakewood Standpipe at Manor Way with a 500,000 gallon Elevated Tank.

Project #5: Replace 3,000 feet of 16” water main along Sugarhill Road.



TEXARKANA REGIONAL MAP

Project #6: Replace 3,000 feet of 36” water main along US Highway 71 North beginning at Sugarhill Road and running south.

Project #7: Replace/Upgrade sewer trunk main along the Nix Creek Drainage Basin.

Project #8: Extend water and sewer to the REDI site.

Project #9: Upgrade the North Texarkana WWTP from 0.95 MGD to 2.0 MGD.

Project #10: Install an Automatic Metering Infrastructure.

Project #11: Loop Dead end water mains.

Project #12: Extend Sewer to areas not served.

Project #13: Construction cost to identify Lead water service lines.

Project #14: Replace water mains under 6” in diameter.

Project #15: Replace aging water mains throughout system.

Project #16: Replace aging sewer mains throughout system.

Project #17: Install emergency generators at sewer lift stations.

Texarkana Trends

POPULATION

Source: 2020 Decennial Census, U.S. Census Bureau

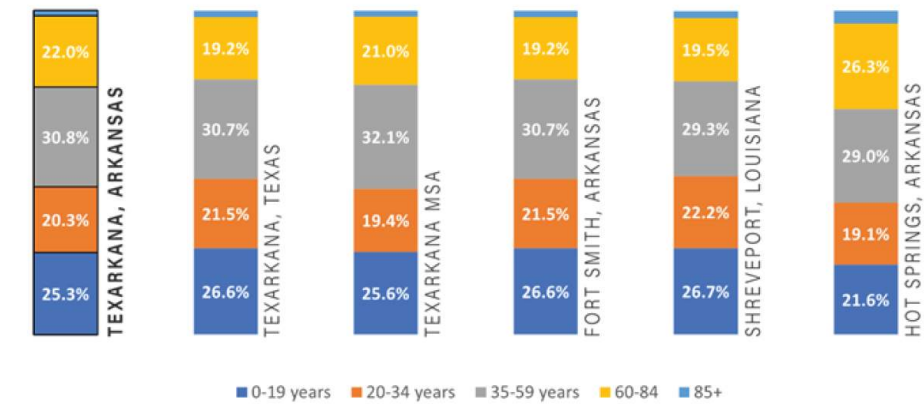


FIGURE 1: AGE BREAKDOWN - TEXARKANA, AR, AND SELECTED ENTITIES

Source: 2020 Decennial Census, U.S. Census Bureau

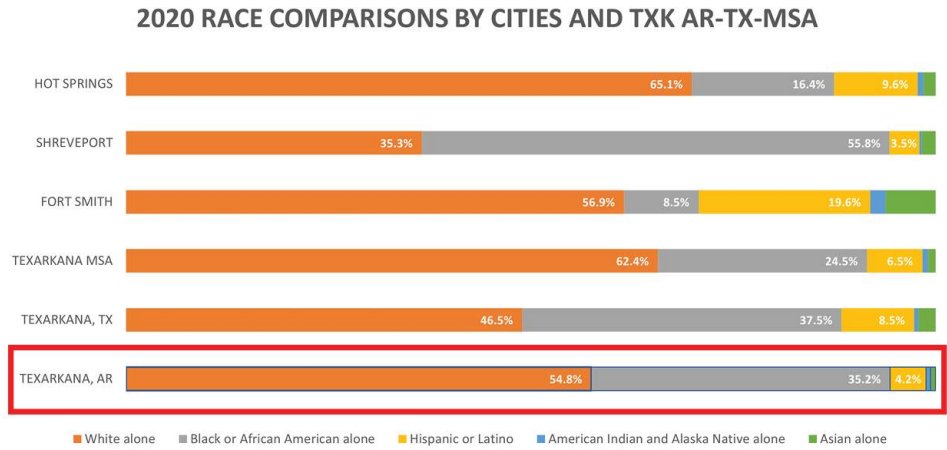
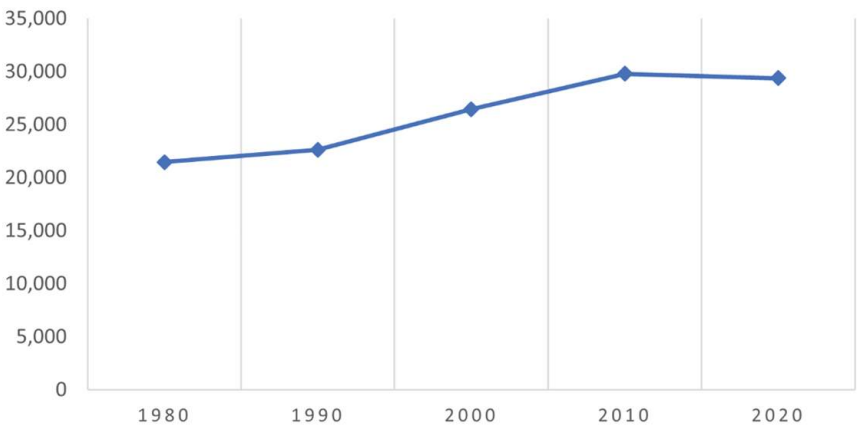


FIGURE2: RACE POPULATION COMPARISON - TEXARKANA, AR AND SELECTED ENTITIES

The largest age cohort for the city is the age range of 30-58 years old at 38%, followed by the age range from 0-19 years old at 25.3%. **The median age in Texarkana, Arkansas, is 39.5 years**, with 37.5 years for the male population and 40.9 years for the female population, as shown in Figure 1.

The racial makeup for Texarkana, Arkansas, is 54.8% White (Non-Hispanic), 35.2% Black or African American (Non-Hispanic), 1.64% White (Hispanic), 1.3% Two+ (Non-Hispanic), and 1% Other (Hispanic) are displayed in Figure 2. **White residents make up a majority of the population in Texarkana, Arkansas, at 54.8%**, which is similar to each of the selected entities except Shreveport, Louisiana. Shreveport has a majority of black residents at 55.8%, as shown in Figure 2. **The second majority population in Texarkana, Arkansas, consists of Black or African American (Non-Hispanic) at 33.5%.** The remaining population includes both **Hispanic or Latino residents and a population of two or more races at 4.2%.** The U.S. Census considers Hispanic an ethnicity, so those individuals who categorize themselves as Hispanic may also identify with another racial group.

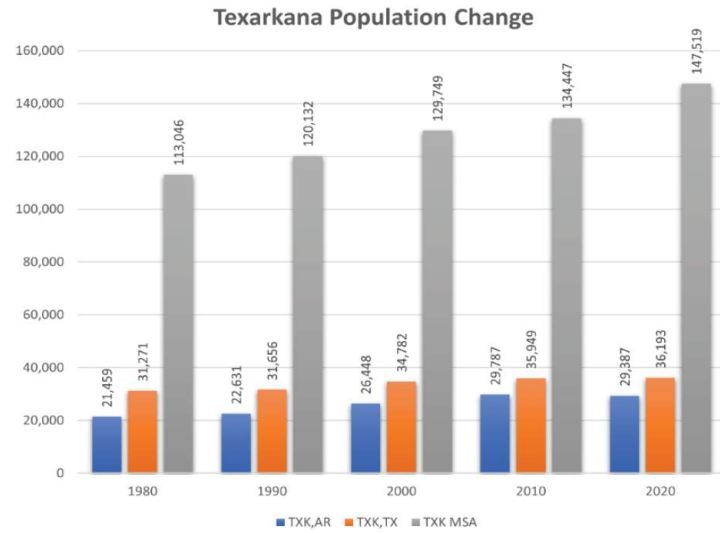
TXK,AR



Source: 2020 Decennial Census, U.S. Census Bureau

FIGURE 3: POPULATION GROWTH - TEXARKANA AR

The City of Texarkana's residential population experienced a slight decrease from 2010 to 2020. The city has experienced varied rates of growth over its history. From the 1980s- 2010, the city of Texarkana experienced a steady increase in the population, as shown in Figure 3. From 2010 to 2020, the city's population declined by approximately -1.0%, losing almost 400 residents. **As of the 2020 United States Census, Texarkana, Arkansas, has a population of 29,387, as shown in Figure 3.**



Source: 2020 Decennial Census, U.S. Census Bureau

FIGURE 4: POPULATION CHANGE - TEXARKANA, AR, TEXARKANA, TX, AND THE TEXARKANA METROPOLITAN STATISTICAL AREA (MSA)



Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 5: POPULATION BY GENDER - TEXARKANA, AR

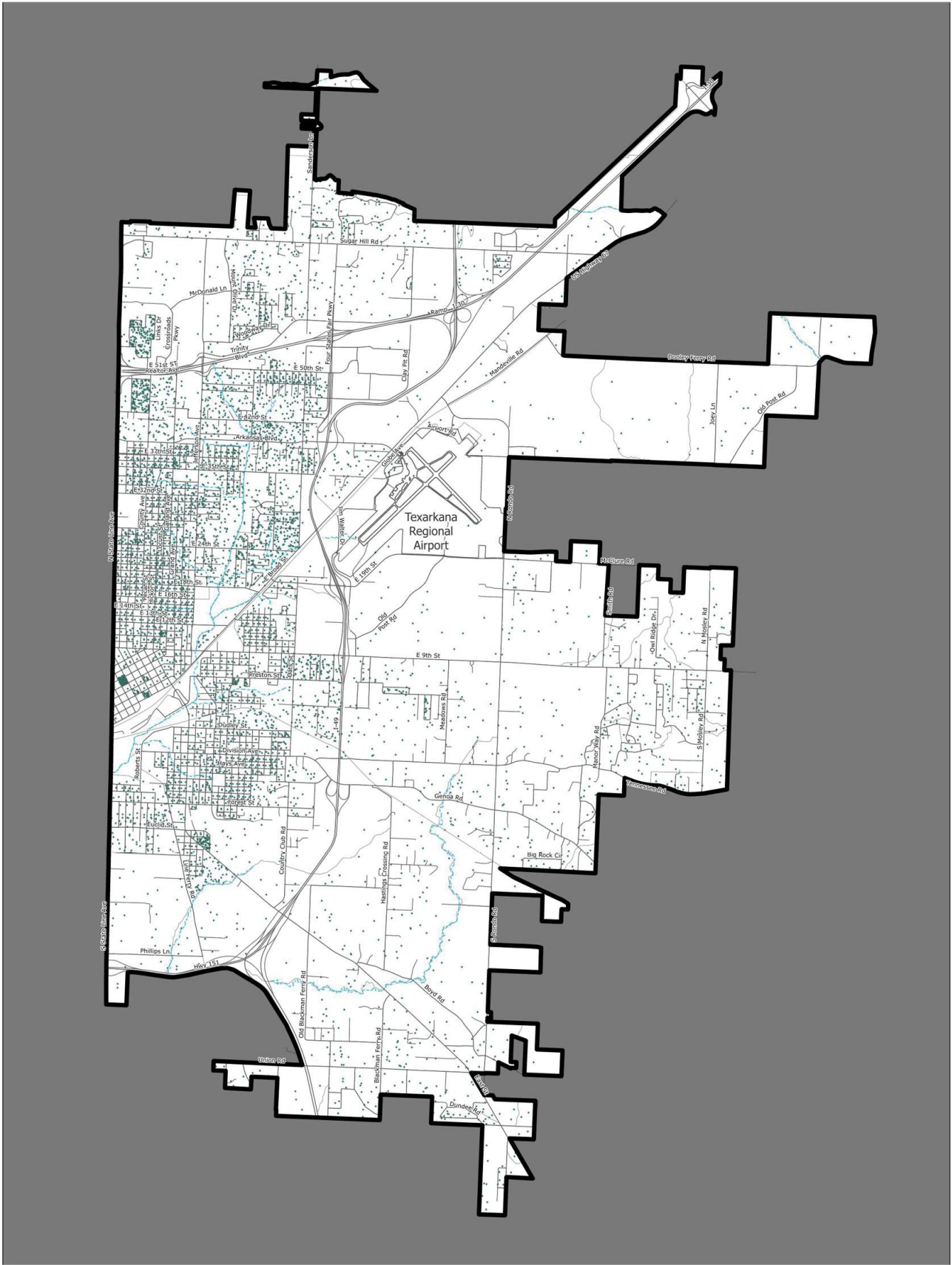
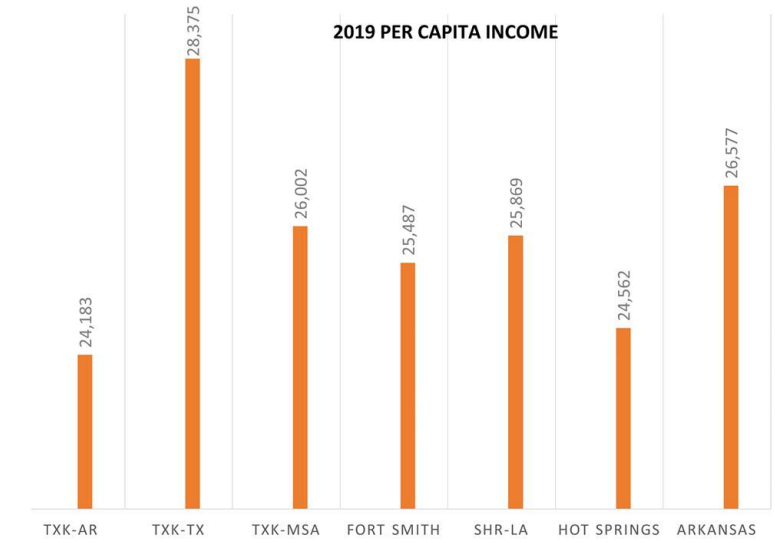


FIGURE 6: 2020 POPULATION DOT DENSITY - TEXARKANA, AR

LEGEND

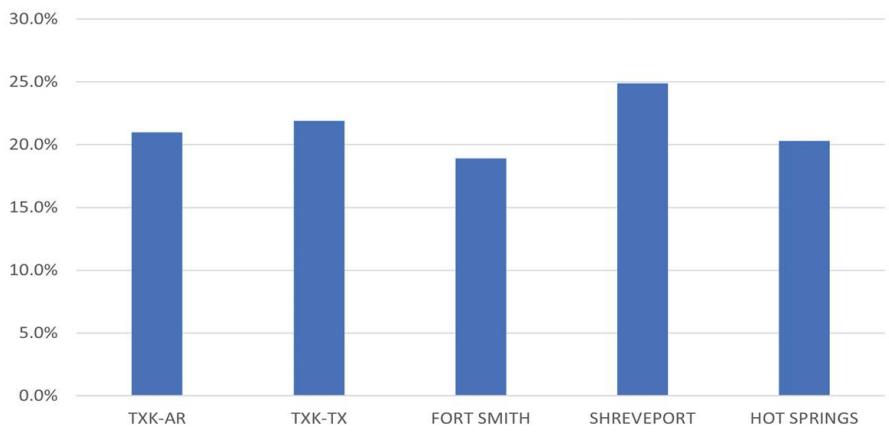
1 DOT = 1 PERSON

INCOME



Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 7: PER CAPITA INCOME - TEXARKANA, AR AND SELECTED ENTITIES



Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 8 : PERSONS IN POVERTY IN TEXARKANA, AR AND SELECTED ENTITIES

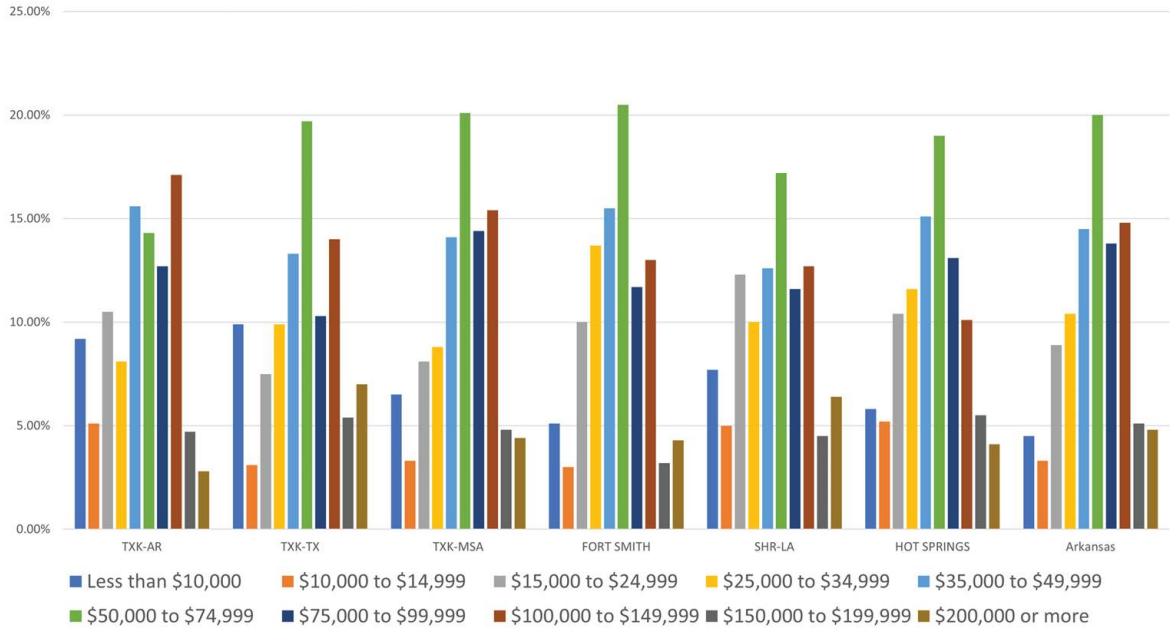


Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 9: FAMILY INCOME - TEXARKANA, AR

The income demographics shown depict several measures related to income per capita, household, and family income. According to the 2000 census, the per capita income in Texarkana, Arkansas, was \$17,130. In 2019, the per capita income of Texarkana, Arkansas, increased by \$7,053, making it \$24,183. **The per capita income of Texarkana, Arkansas remains lower than the state average of \$26,577 and lower than the 2020 national average of \$63,416.** Local incomes should be considered when planning for housing and economic development. Incomes partially determine the cost of living (along with housing prices and other costs).

2019 ACS HOUSEHOLD INCOME

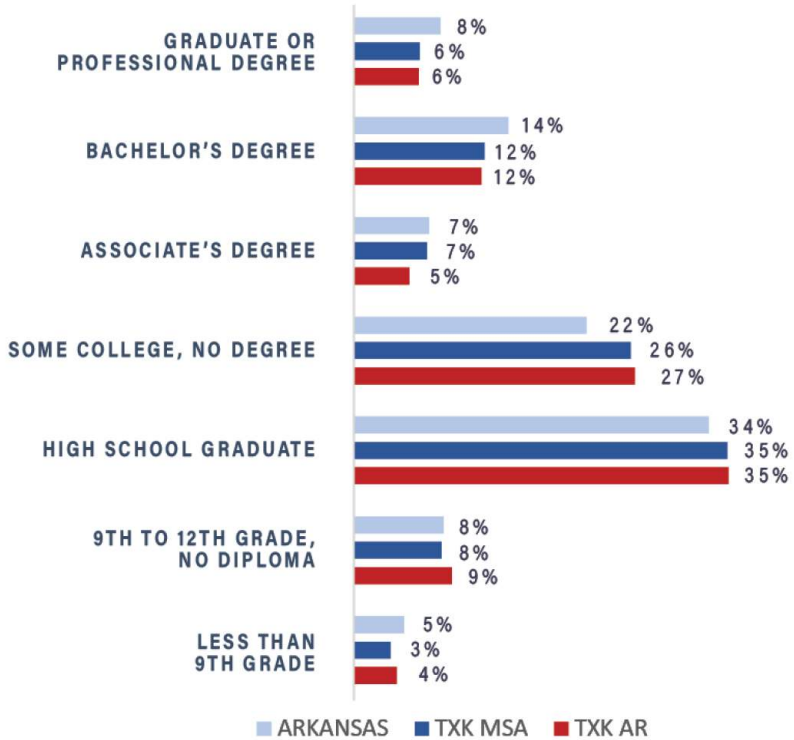


Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 10: HOUSEHOLD INCOME - TEXARKANA, AR AND SELECTED ENTITIES

The city's median household income for 2019 was \$41,873 as shown in Figure 10. Approximately 33 percent of Texarkana, Arkansas households earn less than \$25,000; 26 percent of households earn \$25,000 to \$49,999; 12.5 percent of households earn \$50,000 to \$74,999; and 27 percent of households earn \$75,000 or more shown in Figure 10.

EDUCATION

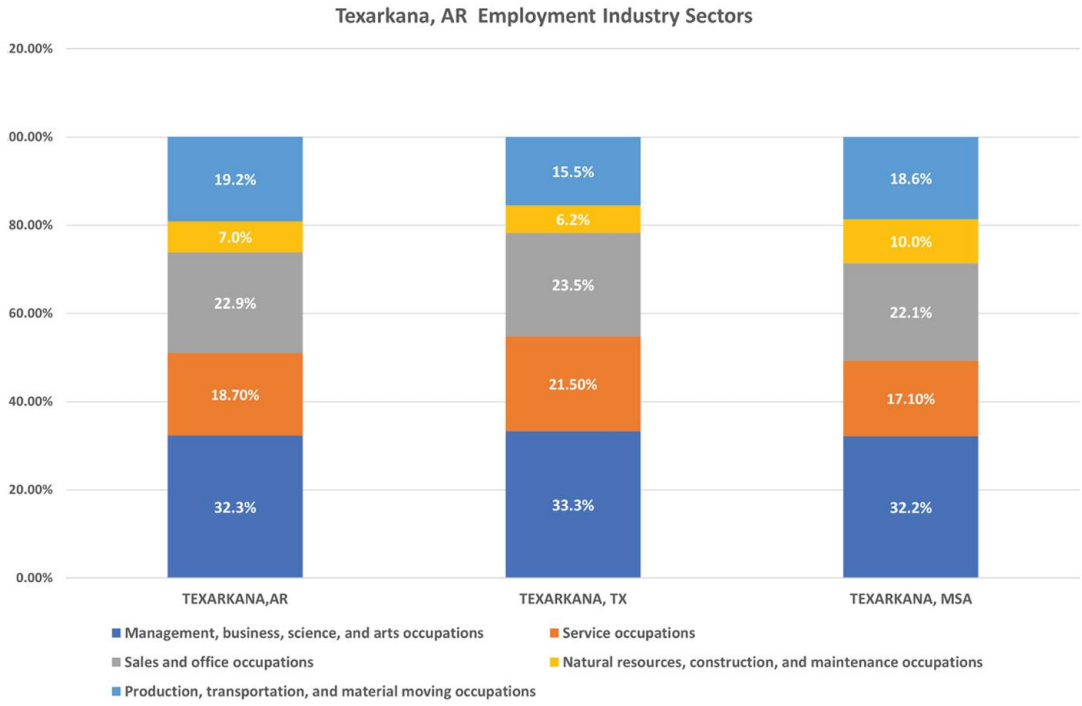


Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 11: EDUCATIONAL ATTAINMENT - TEXARKANA, AR, TEXARKANA, MSA, AND ARKANSAS

Educational attainment identifies the level of education completed by individuals in the Texarkana, Arkansas workforce. The educational attainment of the Texarkana, Arkansas workforce is compared to the workforce for the Texarkana Metropolitan Region and the State of Arkansas, as shown in Figure 11. A majority of the City of Texarkana's workforce completed high school or some college; the same applies to the metropolitan area. **In the 2019 Census, approximately 18.4% of residents aged 25 and older obtained a bachelor's degree or higher in Texarkana, compared to the state average of 23%.** For the same period and age group, 86.4% of residents were high school graduates or had some higher education compared to the state average of 86.5% (Source: U.S. Census Bureau).

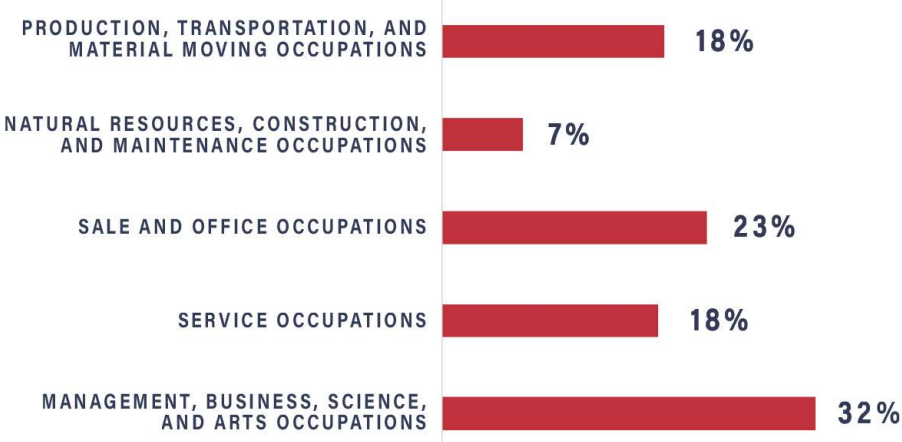
EMPLOYMENT



Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 12: INDUSTRY BY OCCUPATION IN TEXARKANA, AR, TEXARKANA, TX, AND TEXARKANA METROPOLITAN STATISTICAL AREA (MSA)

In Texarkana, Arkansas, **from 2018 to 2019, employment grew at a rate of 1.15%**, from 12,100 employees to 12,300 employees. Nearly 32.3% across the Texarkana Arkansas and the region have job sectors related to the Management, Business, Science, or Arts occupation sectors.



Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 13: INDUSTRY BY OCCUPATION IN TEXARKANA, AR

Based on employee numbers, the most common jobs held by residents of Texarkana, Arkansas are Office & Administrative Support Occupations (1,451 people), Sales & Related Occupations (1,360 people), and Management Occupations (1,278 people). The 2019 lowest-paid jobs held by Texarkana, Arkansas residents by median earnings are Service Occupations (\$17,368), Life, Physical and Social Science Occupations (\$14,538), Building and Grounds Cleaning and Maintenance Occupations (\$14,375), and Personal Care and Service Occupation (barbers, stylists, etc.) at \$6,316.

HOUSING

	TEXARKANA AR	TEXARKANA TX	ARKANSAS
TOTAL HOUSING UNITS	13,407	16,668	1,370,281
OCCUPIED HOUSING UNITS	85.1%	84.1%	84.5%
VACANT HOUSING UNITS	14.9%	15.9%	15.5%

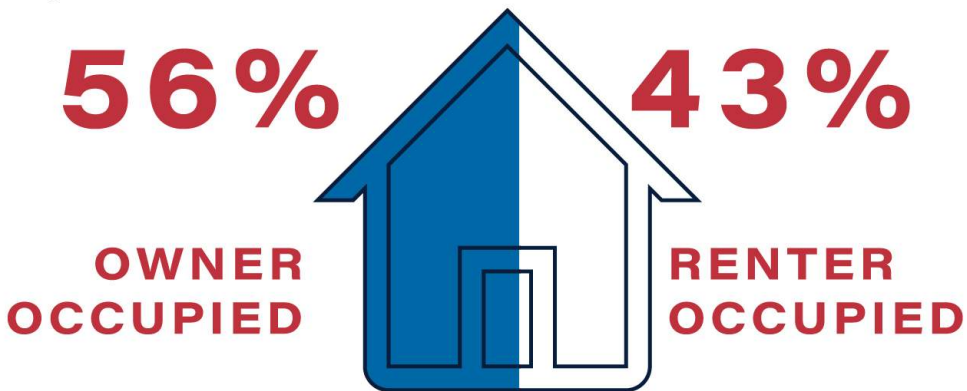
Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 14: HOUSING OCCUPANCY

	TEXARKANA AR	TEXARKANA TX	ARKANSAS
TOTAL HOUSING UNITS	13,407	16,668	1,370,281
BUILT 2014 OR LATER	1.6%	0.3%	3.0%
BUILT 2010 TO 2013	2.8%	5.5%	4.0%
BUILT 2000 TO 2009	14.1%	13.0%	16.4%
BUILT 1990 TO 1999	15.7%	13.0%	17.8%
BUILT 1980 TO 1989	12.8%	13.0%	15.0%
BUILT 1970 TO 1979	18.3%	19.8%	18.1%
BUILT 1960 TO 1969	10.6%	14.9%	10.3%
BUILT 1950 TO 1959	11.7%	9.3%	6.9%
BUILT 1940 TO 1949	6.0%	5.4%	3.7%
BUILT 1939 TO EARLIER	6.3%	5.7%	4.8%

Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 15: YEAR STRUCTURE BUILT



Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 16: RENTER VS. OWNER OCCUPIED UNITS

In Texarkana, the median rental costs in recent years are \$739 per month, and the median house value is \$127,500, less than the state and national average. In 2019, the median property value in Texarkana, Arkansas declined from the previous year's value of \$120,100 to \$119,700.

HOUSING TENURE	TXK AR		TXK TX		Arkansas	
Occupied housing units	11,404		14,025		1,158,071	
Owner-occupied	6,396	56.1%	7,114	50.7%	759,455	65.6%
Renter-occupied	5,008	43.9%	6,911	49.3%	398,616	34.4%
Average household size of owner-occupied unit	2.57	(X)	2.65	(X)	2.57	(X)
Average household size of renter-occupied unit	2.41	(X)	2.37	(X)	2.42	(X)

Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 17: HOUSING TENURE

HOUSING VALUE	TXK AR		TXK TX		Arkansas	
Owner-occupied units	6,396		7,114		759,455	
Less than \$50,000	931	14.6%	925	13.0%	105,371	13.9%
\$50,000 to \$99,999	1,721	26.9%	1,601	22.5%	182,592	24.0%
\$100,000 to \$149,999	1,243	19.4%	1,487	20.9%	156,381	20.6%
\$150,000 to \$199,999	1,169	18.3%	1,266	17.8%	121,851	16.0%
\$200,000 to \$299,999	626	9.8%	1,091	15.3%	109,571	14.4%
\$300,000 to \$499,999	542	8.5%	478	6.7%	59,195	7.8%
\$500,000 to \$999,999	164	2.6%	238	3.3%	19,330	2.5%
\$1,000,000 or more	0	0.0%	28	0.4%	5,164	0.7%
Median (dollars)	119,700		130,600		127,800	

Source: 2019. American Community Survey, U.S. Census Bureau

FIGURE 18: HOUSING VALUE

UNITS IN STRUCTURE	TXK AR	TXK TX		Arkansas	
Total housing units	13,407	16,668		1,370,281	
1-unit, detached	67.80%	11,046	66.30%	955,714	69.7%
1-unit, attached	1.00%	260	1.60%	21,735	1.6%
5 to 9 units	8.30%	1,046	6.30%	49,000	3.6%
10 to 19 units	5.70%	835	5.00%	51,599	3.8%
20 or more units	4.70%	1,218	7.3%	37,689	2.8%
Mobile home	3.90%	315	1.9%	165,147	12.1%
Boat, RV, van, etc.	0.00%	0	0.0%	1,951	0.1%

Source: 2019. American Community Survey, U.S. Census Bureau

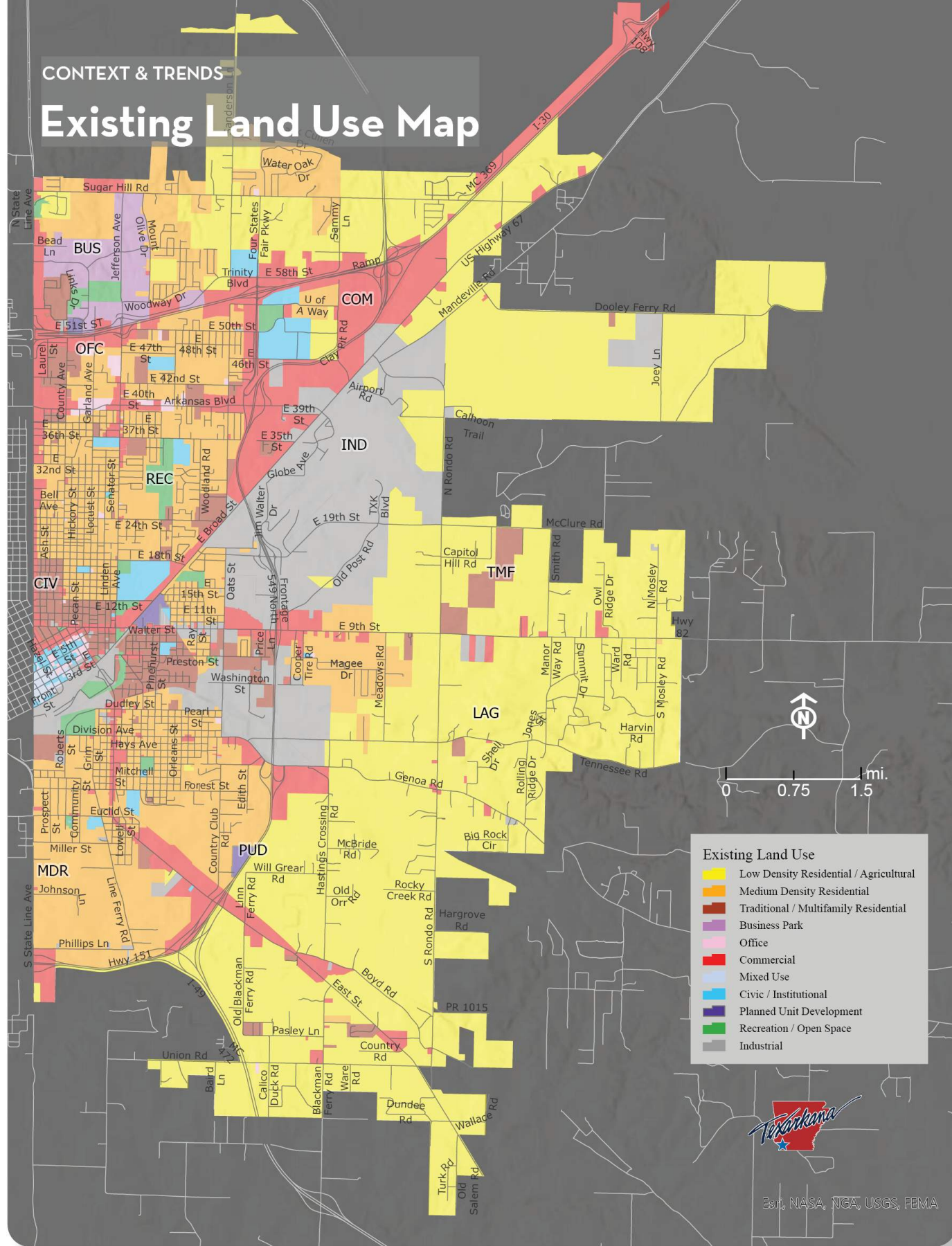
FIGURE 19: UNITS IN STRUCTURE

There are more renter-occupied units in Texarkana, Texas, at 49.3%, as 43.9%. As shown in Figure 17, the State of Arkansas has 34.4% of rental occupied units in the entire state.

The housing unit structures in Texarkana, Arkansas, display that a majority of the units in the city, 67.8% are 1-unit, detached structures.

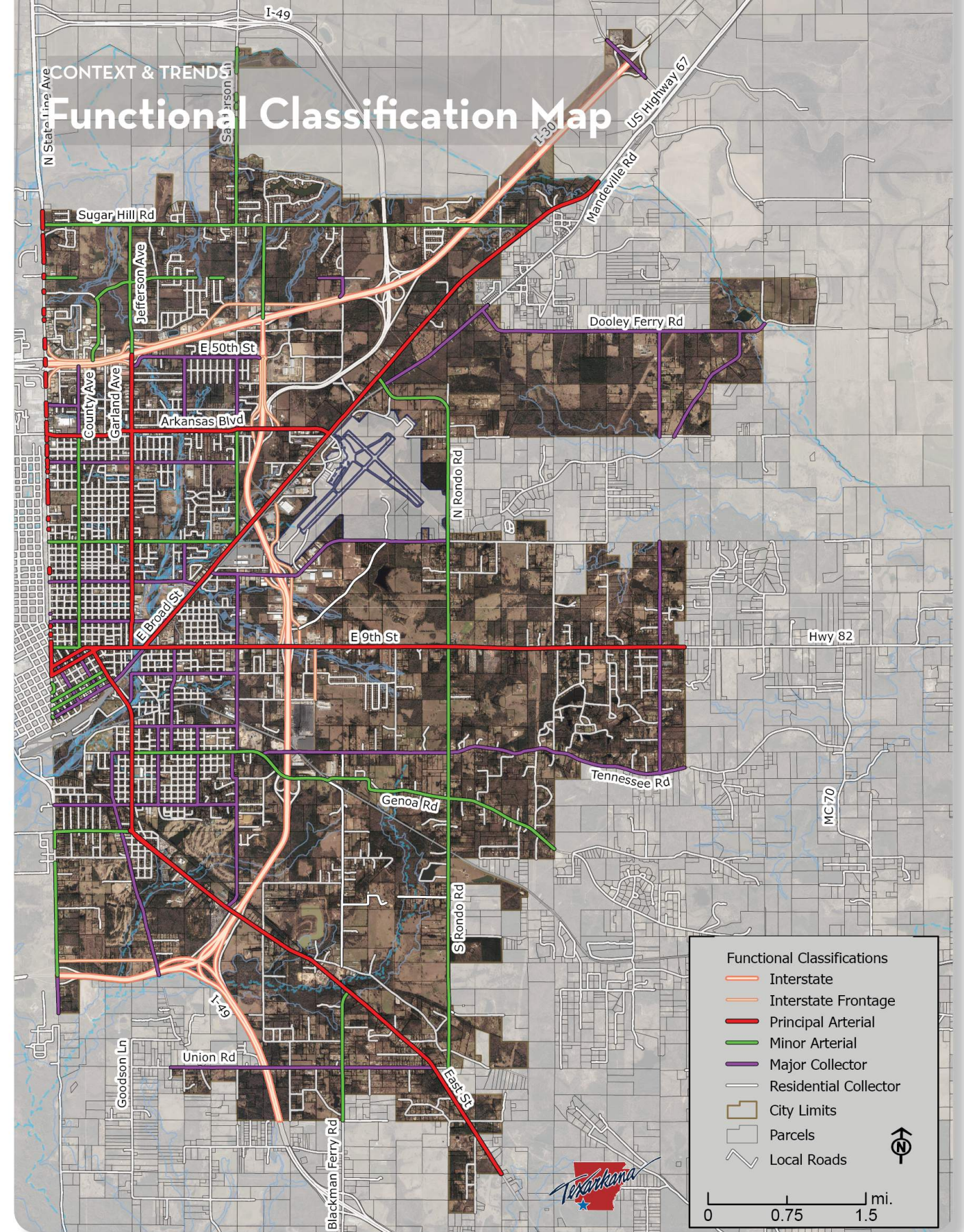
CONTEXT & TRENDS

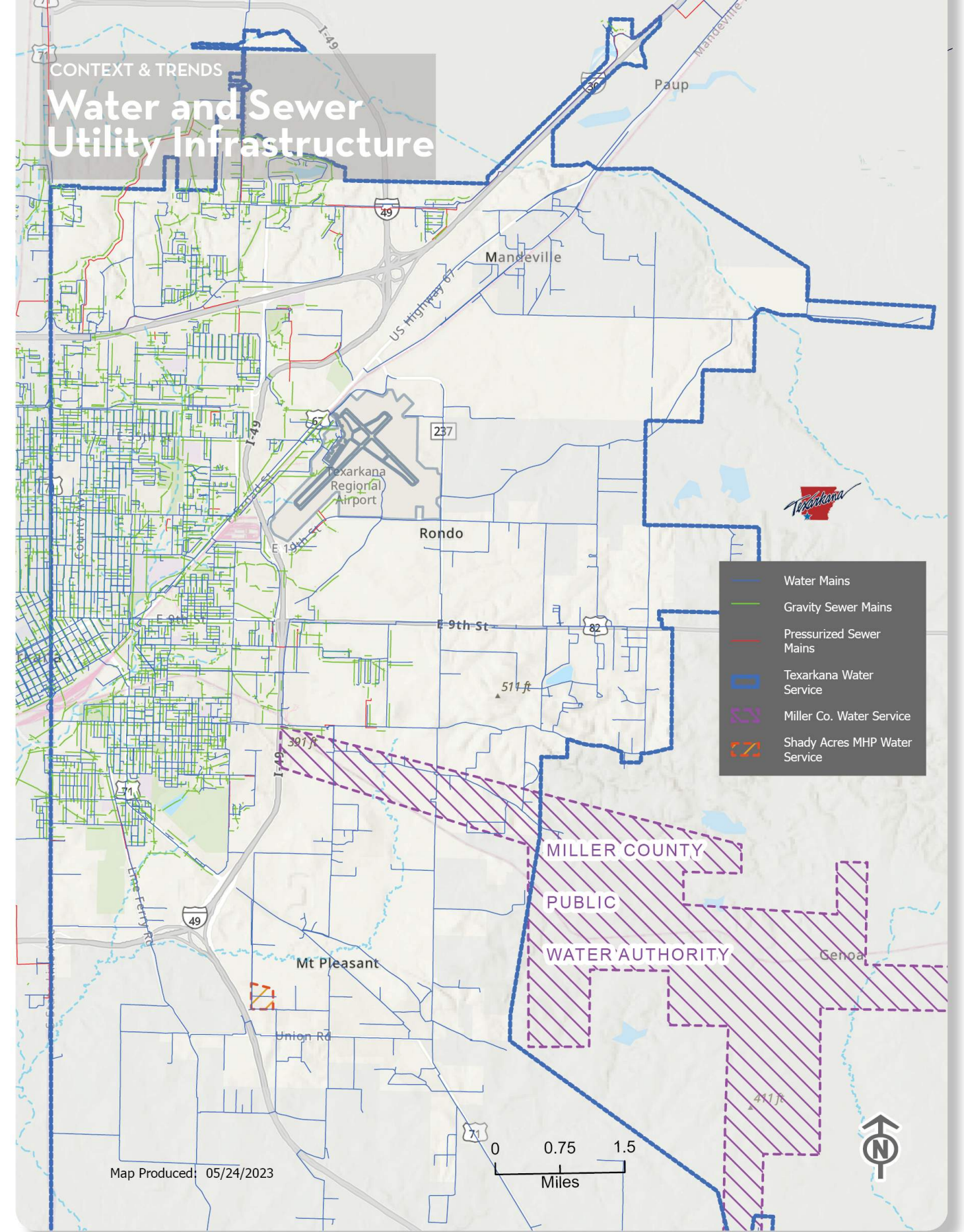
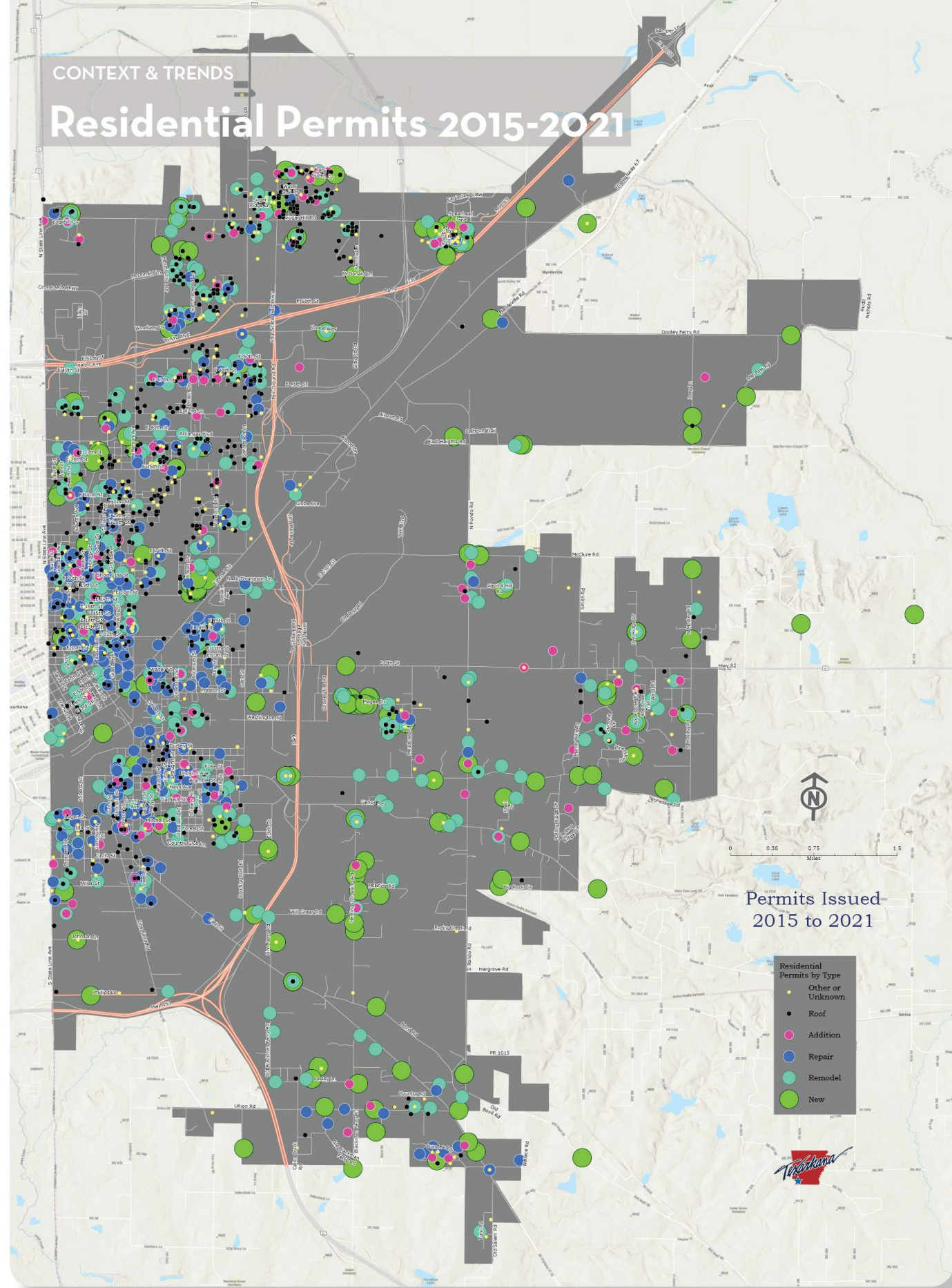
Existing Land Use Map



CONTEXT & TRENDS

Functional Classification Map





See Appendix E for Texarkana Water Utilities (TWU) Proposed Projects.

Vision, Goals, and Community Input

VISION, GOALS, AND OBJECTIVES

VISION STATEMENT

The City of Texarkana, Arkansas is a vibrant community and the home to a diverse economy. This plan will respect the city's history and unique neighborhood characteristics, while allowing the city to thoughtfully plan for safe and sustainable infill, growth, and development.

This plan encourages continued city investment in public infrastructure to foster quality of life improvements and provide a foundation for ongoing economic growth and opportunity. This plan creates a framework to facilitate the management of appropriate development and supporting infrastructure of all types in order to provide for a high quality of life and place enjoyed by current and future residents, organizations, and businesses within the city.



VISIONING GOAL AREAS

The following goals and objectives have been created to help direct action in key finding areas within the plan. These goals help facilitate the actualization of the vision.



ENDURING NEIGHBORHOODS AND PLACES



QUALITY OF LIFE AND IMAGE



INFRASTRUCTURE AND FISCAL HEALTH

GOAL 1



ENDURING NEIGHBORHOODS AND PLACES

Texarkana, Arkansas will grow and develop in a smart way that meets the needs of its population. The city will effectively manage growth which respects the character of the existing neighborhoods and commerce areas within the city while planning for future growth and encouraging residential and commercial infill and redevelopment within the city.

The city will capitalize on existing assets, strive to preserve enduring historic areas, respond to changes in demographic trends and market preferences, foster economic vitality respect the environment, and closely steward taxpayer dollars.

GOAL 2



QUALITY OF LIFE AND IMAGE

Texarkana, Arkansas will become a model city in the region by striving to provide a high quality of life and built environment. The community will be a desirable destination for new residents with excellent social, economic, and recreational amenities.

The city will have a strong identity and community pride aided by development that creates attractive community gateways, corridors, and districts. The city will enhance its community and recreational assets to serve its diverse population. Pursuit of creative and strategic economic development, funding, and grant opportunities with a focus on quality of life should continue.

GOAL 3



INFRASTRUCTURE AND FISCAL HEALTH

Texarkana, Arkansas will provide and maintain public infrastructure as a foundation for the city's economy and tax base.

The city will pursue policies, programs, and actions which coordinate growth, multimodal transportation, related to key findings and utilities in an efficient and effective manner.

Master planning of water, wastewater, stormwater, and transportation system infrastructure should be pursued and utilized infrastructure investment decision-making to promote the fiscal health of the city and careful stewardship of tax dollars.

Community Input

VISION, GOALS, AND COMMUNITY INPUT

Extensive public input is critical to the success of any comprehensive planning process. If a plan is to effectively communicate a community’s values and address its needs, the first step in the planning process must be to discover the nature of existing values and needs. The primary goal of the public input process is to gain an understanding of what the city’s residents and stakeholders think, feel, and believe about Texarkana, Arkansas. Many different concepts and ideas were discussed and assimilated.



WHAT WE HEARD

The survey kicked off in April 2022 and received 818 responses over five weeks. Questions focused on the current and future growth of the city as well as input about the city’s character, retention of younger citizens, and development/redevelopment potential. The survey was shared on the city’s website, Facebook page, the regional newspapers, other social media outlets, and through word of mouth.

Respondents were asked a wide variety of questions ranging from why they choose to live in Texarkana, Arkansas, to what types of development they would like to see in the next 5-20 years, as well as what investments in the community should prioritize in the next few years. Additionally, as part of the public input process, we received input from Texarkana, Arkansas High School students. They provided feedback regarding factors that may attract members of the young adult population to stay in the city after graduation.

RESPONSE THEMES

The city is perceived as a community “where you can live close to family and friends” and one that provides an “affordable cost of living,” yet many respondents feel that the city lacks job and business opportunities, and voiced concerns regarding housing and blighted areas of the city.

Many respondents expressed a desire for better jobs, more retail and commercial options, and cultural and entertainment events.

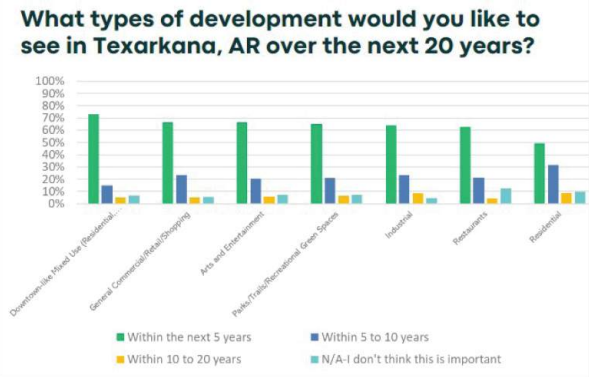
There is consensus that Texarkana, Arkansas downtown is successfully revitalizing and becoming a core attraction within the city.

Concerns about road infrastructure, crime, and a need for a more positive perception of the Texarkana, Arkansas school system were shared by the public.

There is a strong desire for future infill development and revitalization of housing within the city and that new development occurs in an organized and controlled manner to avoid further sprawl.

Support was expressed to increased commercial and industrial development and for have more affordable single-family and multi-family housing options.

Respondents are interested in city clean-up and blight reduction, walking trails, tourism attractions, outdoor community gathering spaces, and parks.



When asked about the types of developments residents would like to see over the next 20 years, nearly 72% mentioned they would like to see Downtown-like Mixed Use within the next five years.



Several meetings were held with the steering and advisory committee members throughout the planning process. The body represented a range of city, stakeholder, and community interests. The committees’ role was to meet periodically and discuss strategic milestones of the project, and to provide direction, feedback and review throughout the process.



A public input visioning meeting was held on April 28, 2022, at 6:00 P.M. The meeting occurred at the new Texarkana Recreation Center located at 1 Legion Drive in Texarkana, Arkansas. Residents, community members, organizations, city staff, elected officials, and other public members attended the meeting, with an estimated attendance of sixty-seven (67) people.

The meeting began with an overview/presentation of the comprehensive plan, an update of city initiatives. Interactive visual display stations and city comment maps provided information regarding the comprehensive plan process offering participants a chance to give feedback and preferences regarding what they would like to see in the city.

Over 50 attendees participated in an interactive visioning poll during the meeting. The poll encouraged participation and the opportunity to obtain additional input regarding the community’s priorities and needs.



The final public meeting was held on March 21, 2023. A total of 16 people attended the meeting. The public open house included a final meeting with the steering and advisory committee members, as well as a forum open to the public to view the draft plan updates and facilitate discussion regarding vision and goals, existing condition updates, the proposed future land use categories and map, updated master street map, options for active transportation, and infill and redevelopment focus areas.

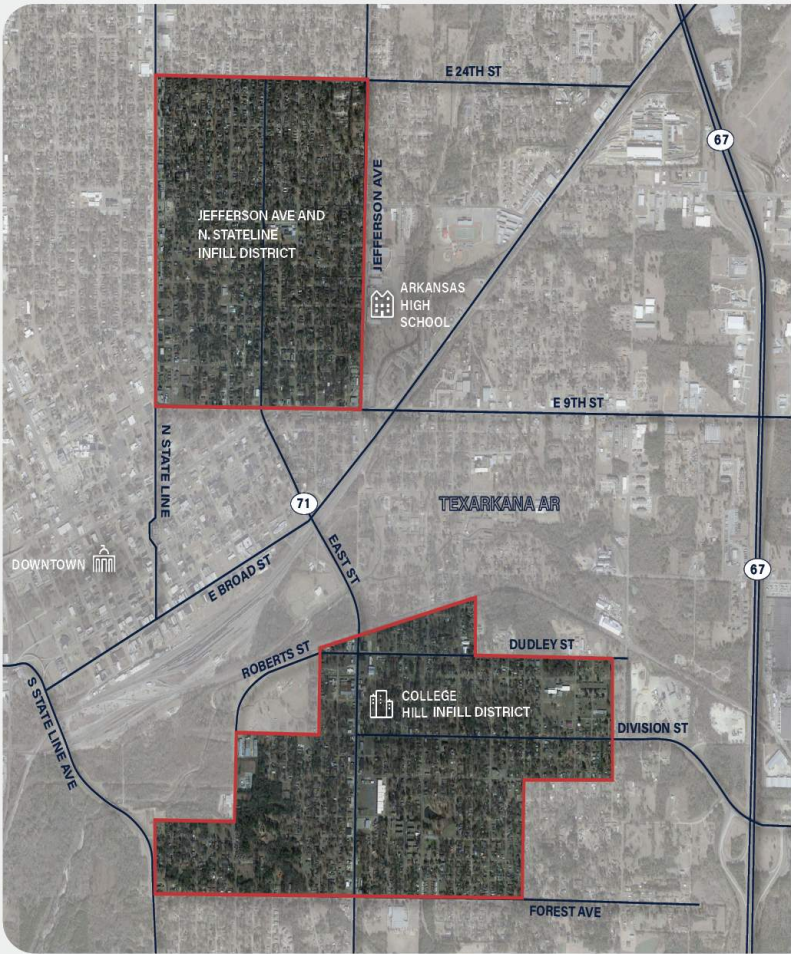
Infill Areas

THE IMPORTANCE OF INFILL HOUSING DEVELOPMENT

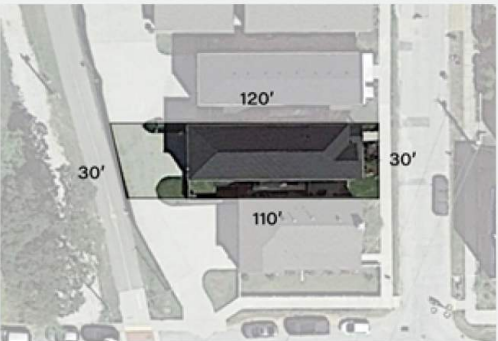
The addition of new housing to existing neighborhoods within the city is a positive investment in the legacy neighborhoods within the city. It is also a sound fiscal pursuit for the city as it allows for population growth in the city without the cost of extending new stretches of infrastructure (water, sewer, sidewalks, roadways, etc.) to serve the development. IT can also provide for other positive fiscal outcomes such as increasing the property values of the neighbors surrounding the infill development, as well as the parcels being directly developed. This helps to support school district, county, and city services.

STEPS TO FACILITATE INFILL HOUSING DEVELOPMENT

The comprehensive plan recommends updates be made to the existing zoning code to encourage new housing development in legacy neighborhoods throughout the city. Additionally, the plan encourages the creation of a committee consisting of city staff, members of the local home builder/development community, neighborhood representatives within legacy neighborhoods, and local financial institutions who provide development financing. It is recommended that the committee meet regularly to identify shared goals and potential roadblocks regarding infill development within the community.



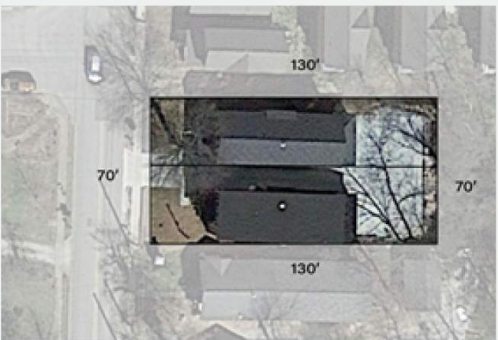
RECOMMENDED FOCUS AREAS FOR INFILL HOUSING DEVELOPMENT



SMALL LOT SINGLE-FAMILY RESIDENTIAL EXAMPLE



SINGLE FAMILY RESIDENTIAL (ATTACHED) TOWNHOME UNITS EXAMPLE



SMALL LOT SINGLE-FAMILY RESIDENTIAL WITH SHARED DRIVEWAY EXAMPLE

EXAMPLES OF NEW CONSTRUCTION ON SMALL AND NARROW LOTS

COLLEGE HILL INFILL DISTRICT FOCUS AREA

Housing infill development plays a crucial role in the comprehensive plan for College Hill in Texarkana, Arkansas, aiming to address the community's evolving housing needs and contribute to the neighborhood's revitalization. The College Hill area comprises small to medium-sized single-family homes and very limited and small apartment buildings. It has a mixture of owners and renters, with many residences built between 1940 and 1969 and others between 1970 and 2000. College Hill faces the issues of vacant and blighted properties in multiple areas. College Hill in the comprehensive plan prioritizes inclusion of various housing options, including

single-family homes, townhouses, and small-scale multi-unit housing to cater to the differing needs of residents, including families, students and professionals.

When developing infill housing projects in College Hill, the design character of new multi-unit housing should be guided by the neighborhood's architectural heritage to ensure that new construction complement the existing character and overall aesthetic appeal of the area. Furthermore, future investment by both public and private entities within the College Hill community should emphasize the importance of walkability, green spaces, and provide enhanced connectivity to amenities and public transportation. By promoting housing infill development, the comprehensive plan aims to create an inclusive and livable community that meets the diverse housing needs of its residents.

JEFFERSON AVE AND N. STATELINE INFILL DISTRICT FOCUS AREA

The district spanning from the east and west between N. State Line Avenue to Jefferson Avenue encompasses twelve blocks with a mix of housing types. However, multiple locations within this district suffer from blight and areas of vacant lots. Given the smaller lot sizes in this historically significant part of town, infill development is strongly recommended as one tool to help combat the existing issues within areas of the district. This strategic approach aims to maximize land use efficiency while preserving the existing neighborhood fabric, and contribute to a vibrant and thriving community.



The potential for infill development is clear with eleven vacant parcels within these two blocks in the Jefferson Ave. and N Stateline Infill District. Existing structure footprints are denoted in yellow; while the gray footprints indicate areas where structures have been removed/ demolished. (data Courtesy of TWU and Miller County)

Neighborhood Focus Areas

NEXT STEPS

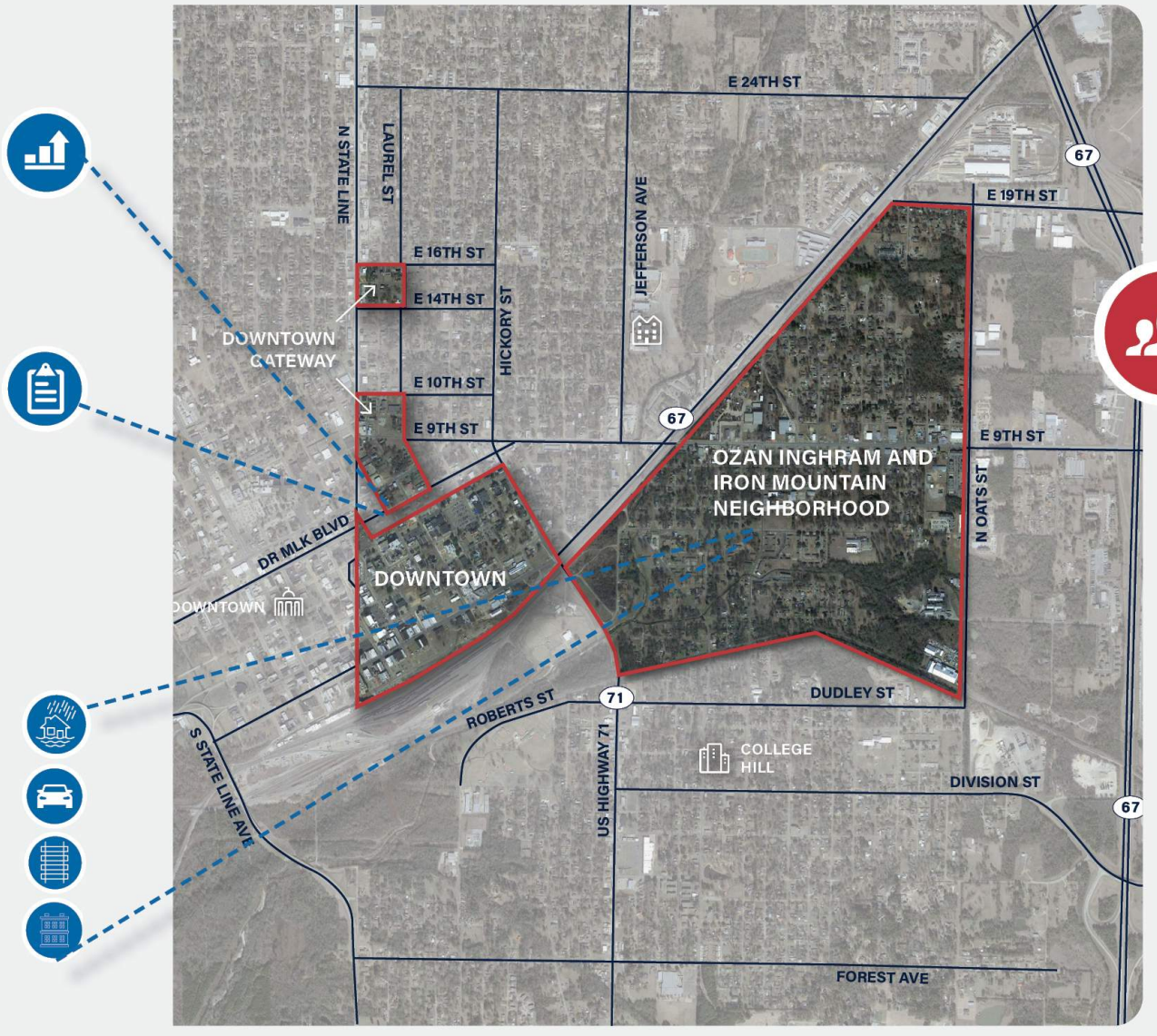
Within the process of Comprehensive Planning, specific neighborhoods are identified as areas needing more detailed study and planning. This plan recommends that Special Neighborhood Plans should be undertaken for the Downtown and Ozan-Inghram and Iron Mountain Neighborhoods Comprehensive plans cover large areas. These neighborhoods have very specific opportunities and constraints, warranting a more tailored approach. The goal of a neighborhood plan is to create a comprehensive and coordinated plan that promotes sustainable development and enhances the quality of life for the people living and working in the area. Through focused community engagement and detailed research and analysis, the special neighborhood plan provides detailed guidance on land use and development, helps ensure that development is compatible with the natural and built environment and that the unique needs of the neighborhood are met.

DOWNTOWN AREA AND GATEWAYS

- ECONOMIC DEVELOPMENT
- Historical Landmarks
- Residential Development Synergy
- Civic Property
- Public-Private Partnership Opportunity
- PLAN OR STUDY IMPLEMENTATION
- Cohesion with Texarkana, TX
- Entertainment District Plan
- Downtown Bike and Pedestrian Connections
- Greenspace Plan
- Market Study for Downtown Land Uses

OZAN-INGHRAM IRON MOUNTAIN

- Floodplain-Floodways Within Neighborhoods
- Highway Barriers
- Railroad Track Barriers
- Strong History and Cultural Landmarks
- Washington School
- Carver School



COMMUNITY ENGAGEMENT
is necessary for a successful plan.

DOWNTOWN AND DOWNTOWN GATEWAY FOCUS AREA

The downtown area is unique in many aspects. Over the past few decades, the City and private entities have invested significantly in the downtown. A neighborhood plan focused on the downtown and its gateways is strongly recommended to assure continued investment in this vital area of the city. A plan will facilitate the creation of a clear vision for the downtown and a framework for future development within the area. Many investors want to have a clear picture and reasonable expectation of the future of downtown so they understand that what happens around their investment will be compatible and complementary to their development in the future. The plan can take a more detailed look at the types of potential development planned for certain areas of downtown and make

recommendations regarding the infrastructure and support elements necessary to facilitate the success of the desired land uses. For instance, an analysis of existing rights-of-way and infrastructure within the downtown can determine the amount of on-street parking available to support future residential and commercial developments downtown, as well as explore different configurations of striping and parking layouts which may greatly increase parking capacities within existing rights of way and can be implemented solely through the minimal cost of re-striping. This minor exercise alone can give private investors and developers the confidence they need to move forward with plans for new residential spaces and commerce within the downtown core.

Likewise, the utility capacities of water and sewer within the downtown area can also be evaluated so that potential developers are aware of portions of the downtown that have existing capacity to support their proposed developments and improvements planned and undertaken by the City or TWU are completed in an efficient and effective manner

The plan should also address a number of other factors including its relationship with the planned uses and improvements on the Texas side of downtown, an evaluation of greenspace and civic property opportunities downtown, a detailed land use plan, specific street sections for individual streets within the downtown neighborhood, and detailed bike and pedestrian connectivity plans.

It is recommended that a detailed downtown plan be completed for both the Texas and Arkansas sides concurrently if possible.

OZAN-INGHRAM FOCUS AREA

This neighborhood has many challenges and an array of infrastructure needs. The prevalence of floodplain and floodways within the neighborhood create a barrier to redevelopment and the construction of new housing. Federal and State grants may be a funding option for some existing flood mitigation measures, this could be further explored in this plan. This area could also benefit from a detailed land use plan- especially the Iron Mountain area where land use conflicts and the commercial corridor come into play. Community input regarding cultural and community landmarks is also recommended.



Future Land Use

CATEGORY DESCRIPTIONS

The intended character, form, and uses in the future of your city are described through the use of broad land use categories. The future land use map and its corresponding categories are intended as a guide for decisions regarding future zoning and development decisions. On the following pages, key future land use districts are described. The detailed descriptions for all categories are included in Appendix D.

DOWNTOWN GATEWAY FOCUS AREA

Transition nodes which act as gateways to the Downtown neighborhood and Downtown Core Areas of the City.

These nodes encourage the movement of residents, visitors, development, and citizens to adjacent downtown districts. Includes non-residential and residential uses.

DOWNTOWN CORE

The heart of your city! This redeveloping area contains some of the highest development/redevelopment potential within the city.

Designed to accommodate some of the densest development in the city adjacent to the greatest variety of buildings in a downtown development pattern.

Primarily mixed uses with pedestrian access to residential, office, commercial, and civic uses coupled with open space amenities.

DOWNTOWN NEIGHBORHOOD

Serves as a transition district between the Downtown Core and adjoining Walkable Neighborhood and Mixed Use Commercial districts. This area contains multiple residential types including single-family and small multifamily residential options and pedestrian access.

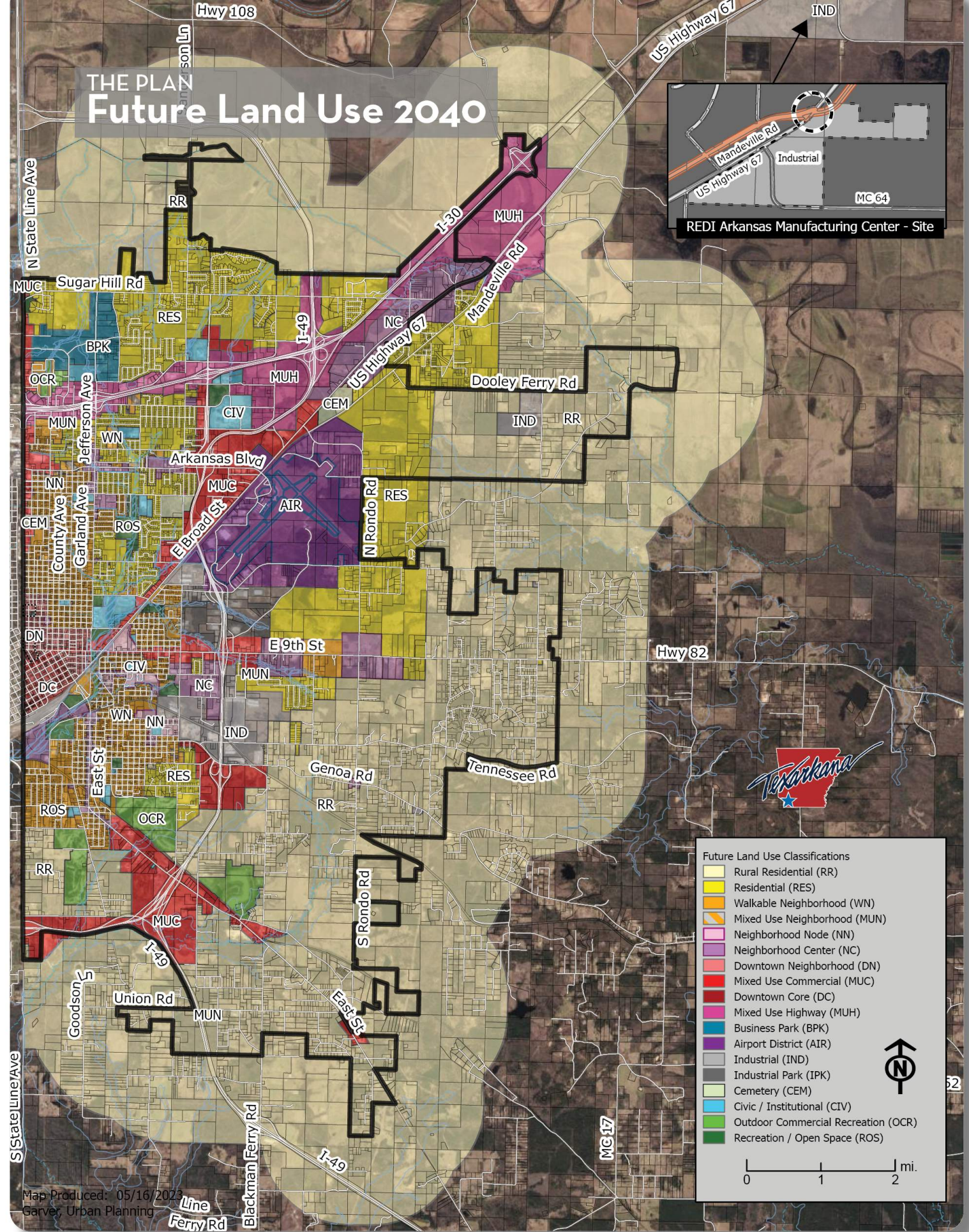
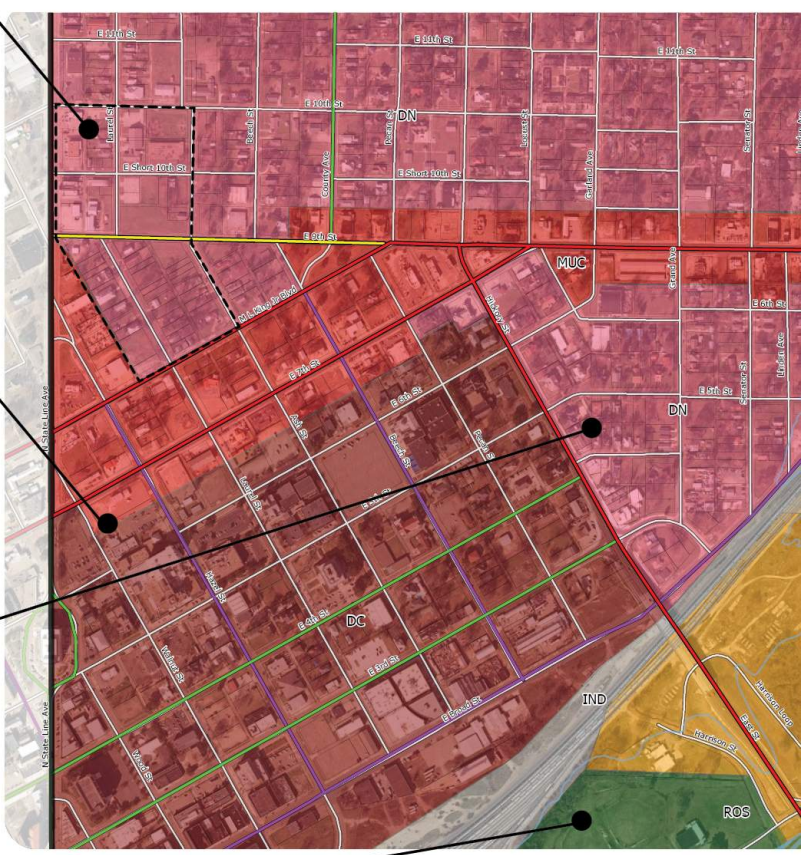
Smaller-scale commercial and civic uses are also integrated within this area. Many structures are historic in nature and built of enduring materials.

RECREATION/OPEN SPACE

Includes parks, recreational areas, floodways, wetlands, and environmentally sensitive lands. Integrating this type of development throughout the entire city benefits citizens, visitors, and employers.

DOWNTOWN FUTURE LAND USE

The future land use plan focuses on defining the differences in form and character between the downtown core and its adjacent neighborhoods and commercial corridors. The development of transitional gateway areas that “announce” your entrance to downtown as you approach from the north area also included.



NEIGHBORHOOD CENTER

Neighborhood Center areas allow for people to live, work, shop and play in the same area. Designed to accommodate a variety of uses and development and serve the surrounding neighborhoods. Neighborhood centers include mixed use, residential, office, civic and commercial with pedestrian access to adjoining neighborhoods. Residential users include multifamily developments and single family residential which would likely be patio homes, town homes or row house models.

NEIGHBORHOOD NODE

Primarily located within the walkable neighborhood districts. Neighborhood Nodes allow for denser residential and a wider variety of uses to serve the immediate neighborhood areas. This district encourages the opportunity to investment in individual neighborhoods and allow for vibrant neighborhood activity nodes areas. These areas might include small multifamily housing, small offices, live work units, civic uses, day care facilities, or other neighborhood-scale services.

WALKABLE NEIGHBORHOOD

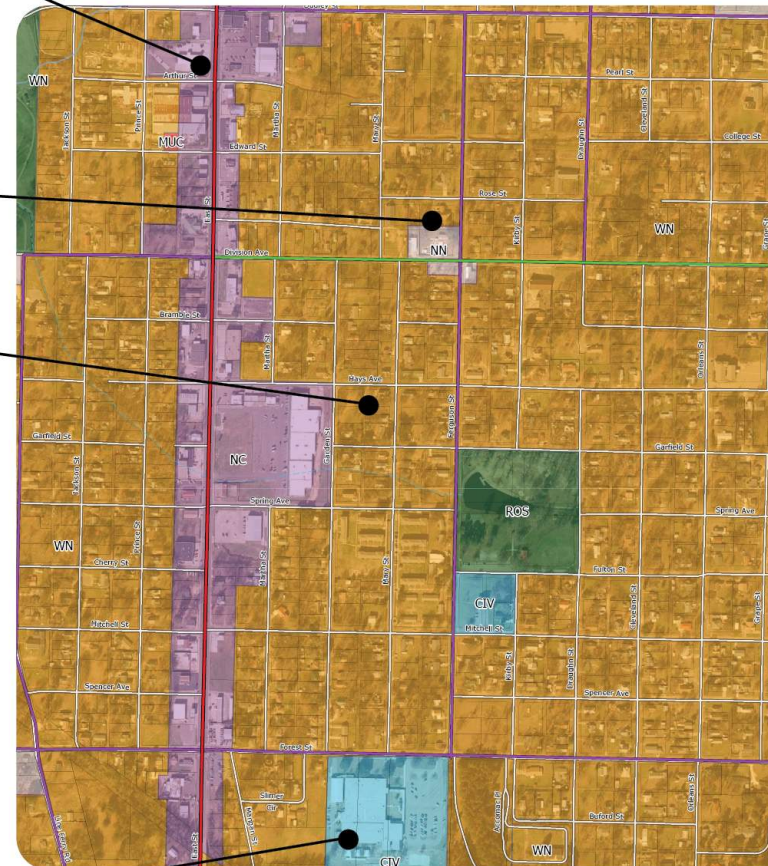
Traditional neighborhood development that encompasses most neighborhoods built before 1950. This district has higher densities than strictly single-family residential neighborhoods and provide a mix of non-residential and residential uses. Single-family and some lower density multifamily may be found within this area. The focus of this area is primarily residential, but institutional and neighborhood-scale commercial uses are incorporated and are anticipated to provide services to the surrounding residential uses. Moderate density is idea with residential, office, and commercial uses, with some open space and recreational areas within the development. For neighborhood-scale commercial uses; structure footprint size is limited to size that is appropriate for compatibility with the surrounding development and uses.

CIVIC/INSTITUTIONAL

Includes government buildings and services, schools, community buildings, educational institutions, and cultural facilities. Should be integrated into the fabric of each zoning district except for industrial. Integral to a community and its citizens by providing services and social connection to the city.

COLLEGE HILL FUTURE LAND USE

The proposed future land uses within this area are reflective of the unique character found in the legacy neighborhoods within the city. There are areas of mixed use, a diversity of housing options, and smaller nodes of mixed use and commercial that serve and support the residential neighborhoods.



MIXED USE HIGHWAY

Includes high intensity commercial uses. Non-residential uses vary and are located along connecting corridors with connectivity between neighborhoods Encourages connectivity while acknowledging existing conventional, large-scale commercial development patterns.

MIXED USE NEIGHBORHOOD

Neighborhood scale commercial mixed with single-family and multifamily residential. Encompasses existing office land use areas. Primarily to serve a particular area or neighborhood with a mix of land uses. Residential densities of six (6) to ten (10) dwelling units/acre.

MIXED USE COMMERCIAL

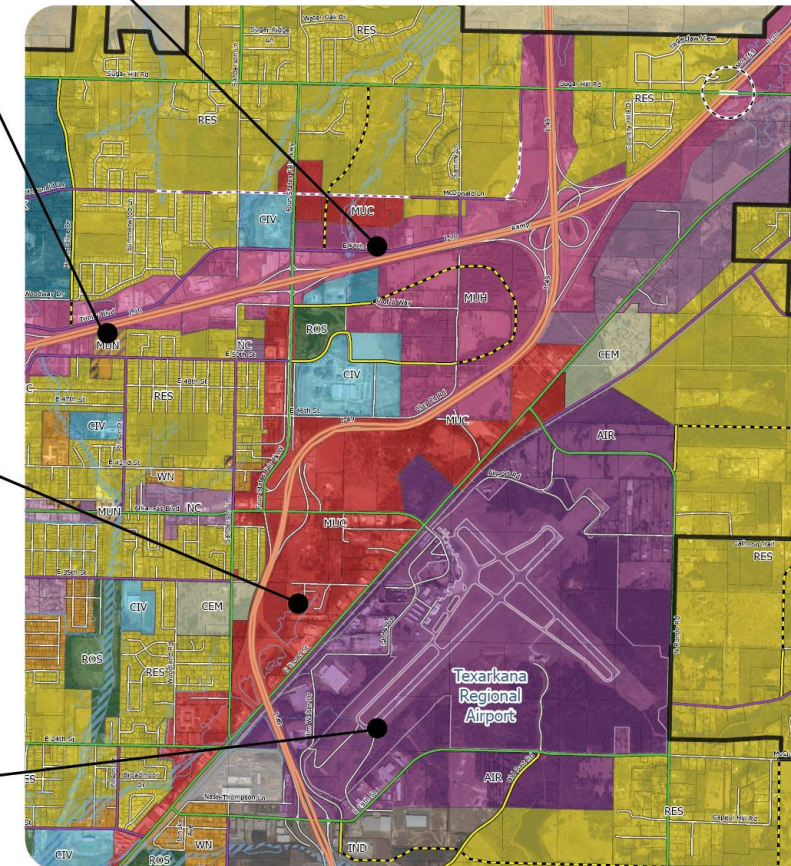
Mixed use commercial areas allow for people to live, work, shop and play in the same area. Designed to accommodate a mix of uses and development in the City with a variety of buildings in a more traditional square, node, or downtown-like development pattern. Residential, office, commercial, and open space amenities are included in the development site with pedestrian access. Residential uses include multifamily developments and single family residential which would likely be patio homes, townhomes or row house models. Up to 18 dwelling units/acre. For non -residential uses; structure footprint size is limited to a size that is appropriate for compatibility with the surrounding developments and uses.

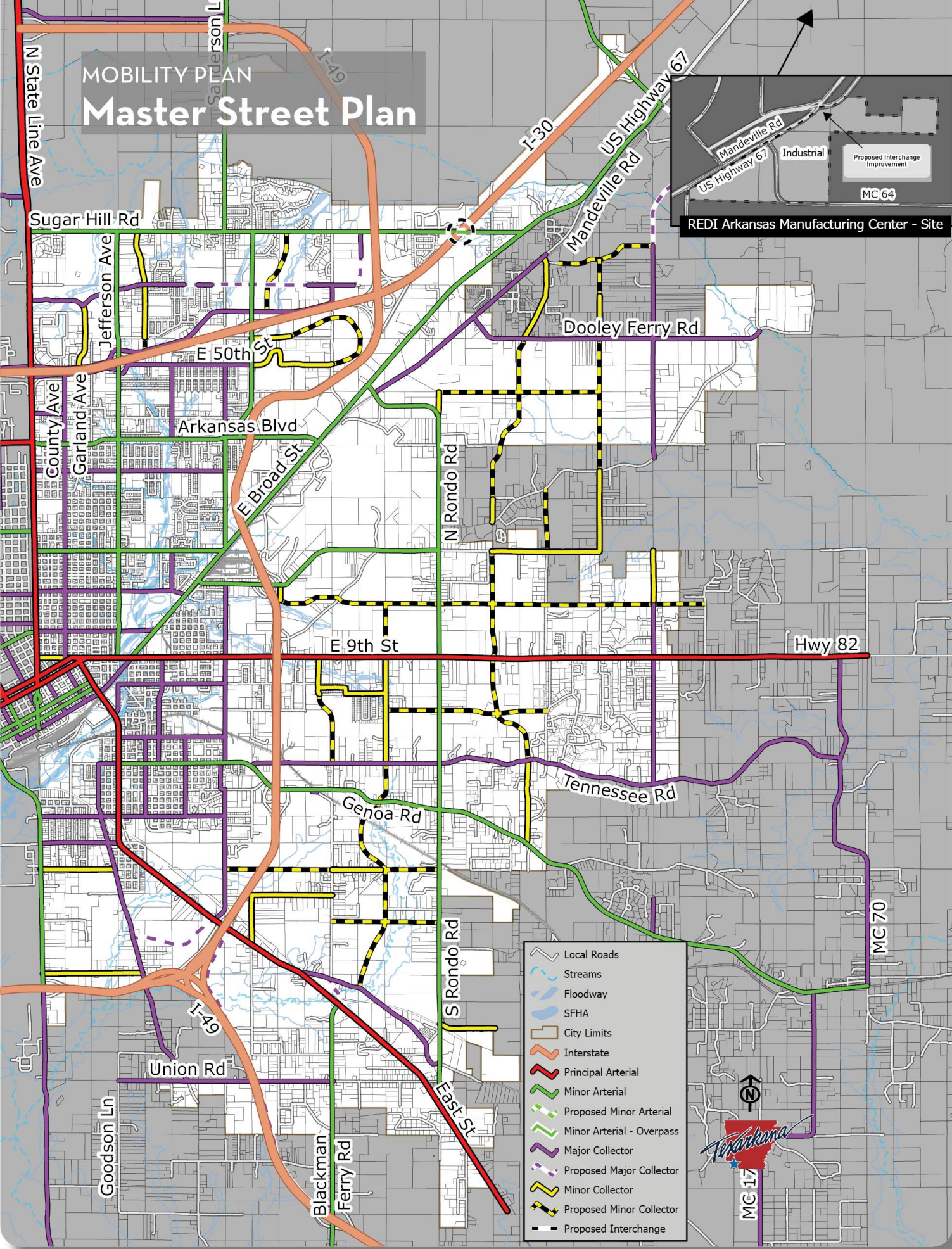
AIRPORT DISTRICT

Existing area of Texarkana Regional Airport. Serves to accommodate the types of land uses adjacent to the airport.

I-30/I-49 AND AIRPORT FUTURE LAND USE

This area of the city contains some of the most intense uses within the city including the airport and related industrial development as well as the high traffic areas along the interstate.





Master Street Plan

The Master Street Plan, a part of the city's Mobility plan, classifies roadways, and proposes future roadway connections and interchanges. The Master Street Plan focuses on establishing vehicular connections to leverage future development in the city. An additional section of the plan focuses on active transportation, such as strategic locations for multi-modal, shared use trails and on-street bicycle infrastructure.

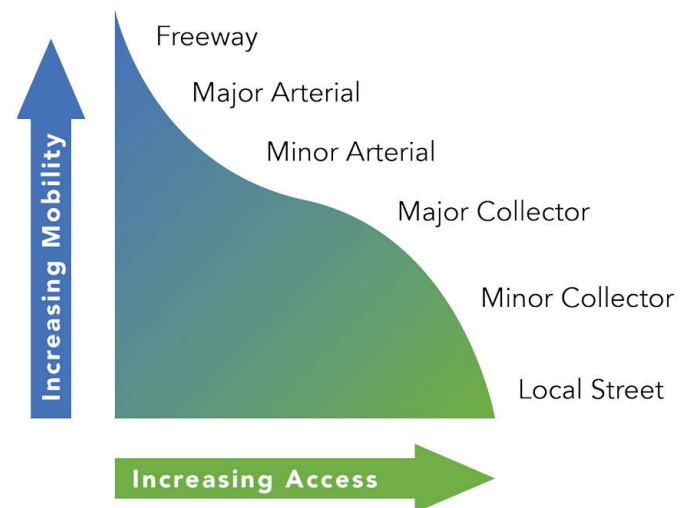
Future Street Connectivity and Proposed Master Street Plan

The street classification system is a hierarchical breakdown of how roadways function now and how they are planned to function in the future. This Master Street Plan (MSP) provides for three overarching types of functional classifications: Arterials, Collectors, and Local streets. A street function classification system should represent a well-planned network operating like a circulatory system.

Arterial- Arterials provide for increased mobility by moving traffic. Arterials are typically designed around permitting unimpeded or semi controlled traffic flow and are not primarily designed to provide high property access. This Master Street Plan provides for Interstates as well as both 'Principal' and 'Minor' Arterials. I-30, I-49 are Interstate Arterials, while Hwy 82/9th Street and State line are considered principal arterials in Texarkana. Drive spacing requirements and access limitations are common to these higher classifications of Arterial streets. Alternatively, E. Broad Street, Genoa Road, and Arkansas Blvd. are classified as Minor Arterials.

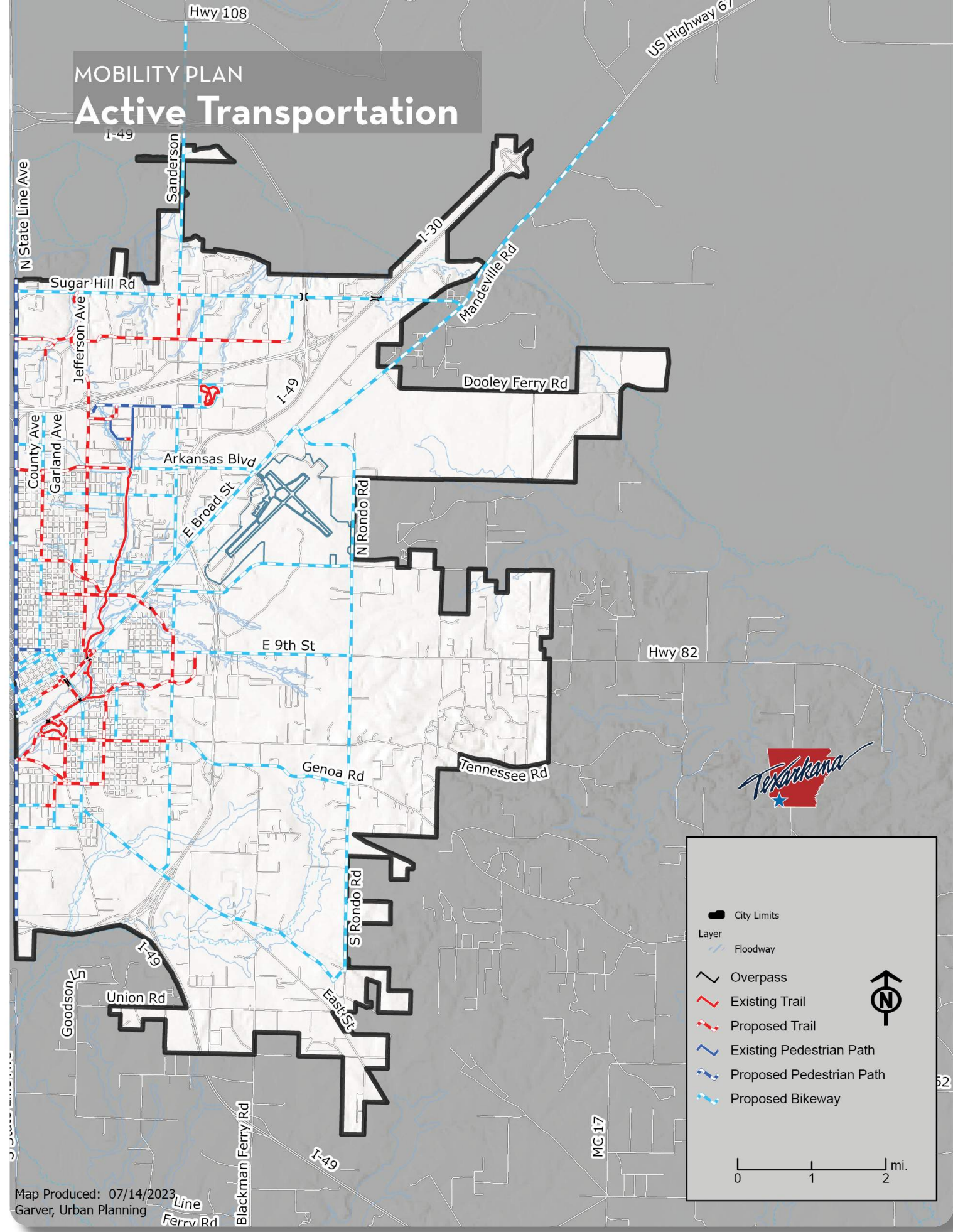
Collector - Collector streets connect the arterial roadway network to the local streets and accommodate access to adjoining land. They are designed to balance adjacent land access standards with providing sufficient traffic flow to permit greater mobility within the city. This MSP provides for Major and Minor Collectors. Tennessee Road and Genoa Rod are examples of Major Collectors, while E. 50th is a minor collector.

Local - Local streets are intended to connect traffic with collectors and ultimately to the arterial roadway network.



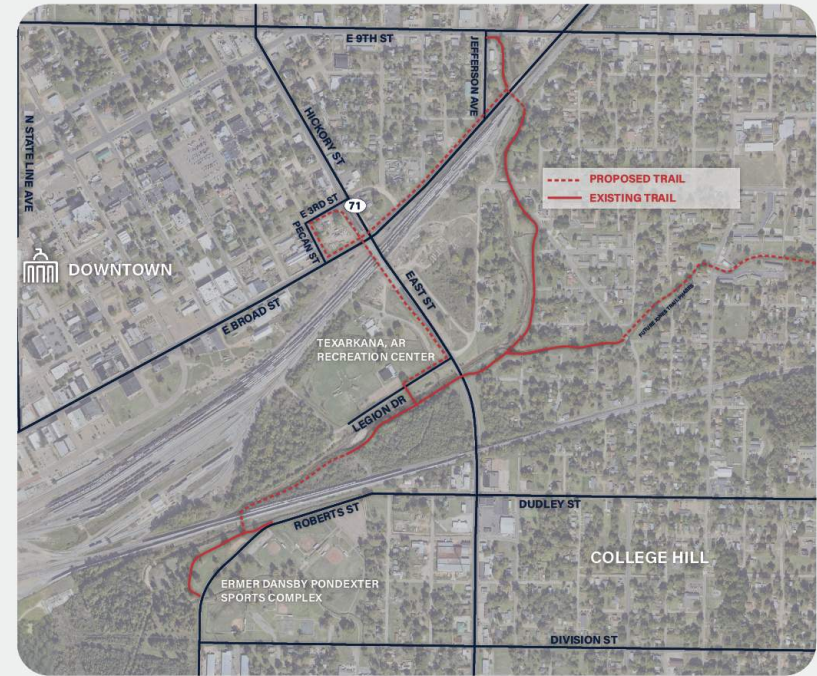
Access Management: Balance Mobility vs. Access
Source: U.S. Department of Transportation Federal Highway Administration

Note: While the MSP proposes numerous future roads, it is intended that many of these road projects be built and constructed as property is developed. In this way, existing residents and the taxpayers will not bear all of the burdens of the cost for these road projects. Rather, the appropriate portions of those costs will be borne by the developers/developments that create the necessity for the new roads. However, circumstances may arise where it is advantageous for the city to be proactive in widening or constructing roads to meet the needs of the community and help direct growth in an orderly manner.



Active Transportation Plan

The Active Transportation Plan is the portion of the mobility plan which focuses on bicycle and pedestrian connectivity throughout the city. The public survey responses indicated strong support for trails and bicycle/pedestrian infrastructure expansion throughout the city. The existing Nix Creek trail is well utilized by all age ranges of Texarkana citizens and future connectivity to that trail system is currently underway.



Option 1: Provide a below grade crossing under E. Broad and the railroad tracks, along with a bike/pedestrian bridge to cross the creek and connect to the rail near Chelsea/Marietta Streets.

Option 2: Extend the trail across the Railroad (via the existing Hickory Street Bridge) to connect with the trails, parks and amenities on the south side of the railroad.



ACTIVE TRANSPORTATION FOCUS AREAS
OPTIONS TO PROVIDE CRITICAL CONNECTIONS ACROSS E.BROAD/ HWY 67 AND THE RAILROAD TRACKS

East Broad Street/HWY 67 and the railroad tracks are substantial barriers to bike and pedestrian access and access to existing trail and recreation infrastructure on either side. This exhibit shows examples of how the trail could potentially cross both E.Broad and the Railroad tracks in two different locations.

The Nix Creek Trail currently ends at Broad Street due to the difficulties in crossing the railroad at this location. This proposed trail extension would utilize the existing Hwy. 71/ Hickory Street bridge to cross the railroad by restriping the road to remove the bike lanes and widening the sidewalk to become a shared-use path/trail. This would allow for continuous, two-directional travel for pedestrians and cyclists between Nix Creek Trail and the Texarkana Recreation Center, located south of the railroad, without ever having to cross traffic on Hwy. 71/ Hickory Street. The new route would also cross under a separate spur of the railroad near the Ermer Dansby Pondexter Sports Complex. This would provide connectivity to the parks, trails, and neighborhoods on the south side of this railroad spur.

To be successful, both projects would require early and consistent coordination with ARDOT and Union Pacific Railroad.



Texarkana, Arkansas Comprehensive Plan 2040

