

2005 TRAVEL TIME STUDY

Prepared by the Texarkana Metropolitan Planning Organization

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2005 TRAVEL TIME STUDY TEXARKANA MPO

TRAVEL DISTANCES

1965 Travel Distances

In 1965 when the Texarkana Urban Transportation Study (TUTS) began to produce transportation studies, the geographical limits of the study area were substantially smaller than the current boundaries of TUTS. Map 1 shows the distances traveled in 8 minutes during peak periods in 1965. The distances traveled in 8 minutes extended to:

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

The travel time surveys in 1965 and 1975 started at the intersection of State Line Avenue and 4th Street.

1975 Travel Distances

When the 1975 travel time study was conducted, the geographical area included in the study increased significantly from 1965 with the correlating increase in the travel times shown on Map 2 to a maximum of 15 minutes compared to the 8 minute maximum in 1965. The study was conducted during peak hours. The distances traveled in 1975 in minutes along selected major roadways are specified below:

- 10 minutes along US 71 (State Line Avenue) to north of SH 296 (Sugar Hill Road)
- 11 minutes along Jefferson Avenue, Woodway Drive and Mount Olive Drive to south of SH 296 (Sugar Hill Road)
- 12 minutes along US 67 (East Broad Street), SH 245 and Sanderson Lane to SH 296 (Sugar Hill Road)
- 10 minutes along US 67 (East Broad Street) to north of the current location of SH 237 (Rondo Road)
- 9 minutes along US 82 (East 9th Street) to east of SH 237 (Rondo Road)
- 11 minutes along SH 196 (Division Avenue and Genoa Road) to east of SH 237 (Rondo Road)
- 12 minutes along US 71 (East Street) to south of Miller County Road 443
- 12 minutes along US 71 (East Street) and SH 237 (Blackman Ferry Road) to south of the current location of AR 549.
- 12 minutes along South State Line Avenue to Miller County Road 68

- 10 minutes along FM 558 (Buchanan Road) to approximately 1 mile south of FM 2516 (Buchanan Loop Road)
- 12 minutes along US 59 (Lake Drive) to Sherwood Forest Road
- 12 minutes along US 67 (West 7th Street) to east of FM 2148
- 15 minutes along US 82 (New Boston Road) to east of FM 2148
- 14 minutes along FM 559 (Richmond Road) to north of Jones Lane
- 12 minutes along SH 93 and FM 1397 (Summerhill Road) to Shilling Lane
- 7 minutes along Loop 14 (Texas Boulevard) to north of West 40th Street

2005 Travel Distances

The trips for the 2005 travel time study started or ended in front of the U.S. Post Office at State Line Avenue and 5th Street compared the 1965 and 1975 studies being one block to the south. The difference of one block does not materially impact the comparisons between the studies. The 2005 travel time studies were conducted during peak hours and off-peak hours. Traffic count data was analyzed for the specific roadways to determine the time of day that had the highest vehicular count. In some cases the peak period was in the morning when people were driving to their places of employment and other roadways had peak periods in the evening when people were driving home. Traffic count data was also reviewed to select the off-peak periods.

Map 3 details the time required to travel along selected roadways during peak periods. Results of the study conducted during peak hours were as follows:

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

The results of the 2005 study conducted during off-peak times, shown on Map 4, are as follows:

- 9 minutes along US 71 (State Line Avenue) to south of Miller County Road 55
- 10 minutes along Jefferson Avenue to south of SH 296 (Sugar Hill Road)
- 10 minutes along US 67 (East Broad Street) and SH 245 to SH 296 (Sugar Hill Road)
- 13 minutes along US 67 (East Broad Street) to SH 108
- 14 minutes along US 67 (East Broad Street), Mandeville Road and SH 296 (Dooley Ferry Road) to west of Old Post Road

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

Comparison Of Travel Distances Between 1965, 1975 and 2005

There are a number of factors that can impact the time to travel between places over a period of time. These factors can include population increases or decreases, increases or decreases in numbers of vehicles, widening of roads with additional lanes, adding of center turn lanes to roads, improvements in traffic signal operations, construction of new roads, and many other factors. It should be noted that from 1965 to 2005, the Texarkana area has experienced a limited amount of population growth, especially when compared to rapid growth increases in the large urban areas of Texas.

The 1965 Travel Time Study delineated trips up to 8 minutes along the major roadways in the Texarkana area. As a result of that limit of 8 minutes, a number of comparisons will be made showing the distances traveled in 8 minutes between 1965, 1975 and 2005.

- US 71 (State Line Avenue) – In 1975, the shortest distance traveled in 8 minutes was to a point just north of I-30. In 1965 and 2005, the distances traveled in 8 minutes were relatively close and ended south of SH 296 (Sugar Hill Road). The major factor in traveling a greater distance in 1975 compared to 1965 was widening of State Line Avenue from US 67 (7th Street) to IH-30 between 1967 and 1974. Even with the widening of State Line Avenue, north of IH-30, in the 1980s, the distance traveled in 8 minutes in 2005 was less than traveled in 1975 and was a slightly longer distance than traveled in 1965. Between 1965 and 2005, State Line Avenue was widened but at the same time there was an increase of traffic volume that resulted in the distances traveled in 1965 and 2005 being comparable.
- Jefferson Avenue – In 2005, the distance traveled in 8 minutes was drastically less than traveled in 1965 and 1975. In 2005, the distance traveled in 8 minutes was to East 24th Street compared to East 35th Street in 1965 and north of East 35th Street in 1975. The shorter distance traveled in 2005 is attributed to the delay caused by traffic congestion at Arkansas High School.
- US 67 (East Broad Street) and SH 245 – In 1975 and 2005, the distance traveled in 8 minutes was virtually the same over that 30-year period. With US 67 being a 4-lane road, it has had excess capacity during the 30-year to accommodate the traffic utilizing this roadway and travel speeds have not been slowed by traffic congestion or slower by the installation of additional traffic signals along US 67. The lack of population growth in this area has allowed the existing roadways to accommodate the level of traffic.
- US 82 (East 9th Street) – In 1965 and 2005, the distance traveled in 8 minutes was nearly identical while the distance traveled in 1975 was slightly less. The increase in

distance traveled in 2005 compared to 1975 may be the result of re-striping US 82 to add a center turn lane that decreased delay when turning movements were previously made from the two inside lanes. The conversion of that portion of US 82 designated as East 7th Street and Dr. Martin Luther King, Jr. Boulevard to a one-way couplet in the late 1970s has also improved the movement of traffic in the downtown area.

- SH 196 (Division Avenue and Genoa Road) – In 1965 the distance traveled in 8 minutes along Division Avenue and Tennessee Road was nearly the same as traveled in 1975 and 2005 along Division Avenue and Genoa Road to the east side of SH 245. The lack of population growth in this area has allowed this 2-lane road to accommodate traffic at the same speeds over the 40-year period.
- US 71 (East Street) – In 1965, 1975 and 2005, the distance traveled in 8 minutes was nearly the same, that being, to near SH 245.
- South State Line Avenue – In 1965 and 1975, the distance traveled in 8 minutes was nearly identical to the current location of Loop 151 and SH 245. In 2005 it took 6 minutes to get to Loop 151 and SH 245 instead of 8 minutes as in 1965 and 1975. It is speculated that the reduction of the trip from 8 minutes to 6 minutes may be attributed to the increased speed to cross over the downtown railroads by traveling across the current 4-lane concrete Texas Viaduct compared to the trip over the 2-lane metal bridge that has since been demolished.
- US 59 (Lake Drive) – In 1965 and 2005, the distance traveled in 8 minutes was virtually the same, to South Robison Road. In 1975, that same distance to South Robison Road was reached in 7 minutes. Without increases in population, increases in traffic congestion, roadway improvements, it is assumed that the increased travel distance in 1975 may have been the result of being stopped at fewer red lights than in 1965 and 2005.
- US 67 (West 7th Street) – In 1965, 1975 and 2005, the distance traveled in 8 minutes was nearly the same to US 59 (Jarvis Parkway). Over the 40-year period from 1965 to 2005, there has been considerable growth in this area in the City of Wake Village and further to the west. At the same time, major street improvements have been completed including (1) replacing 4 lanes on West 7th Street with 6 lanes on West 7th Street and Martin Luther King, Jr. Boulevard in the 1980s, (2) widening West 7th Street from the Texas Northeast Railroad tracks to US 59 (Jarvis Parkway) from 4 lanes to 6 lanes with a center turn lane in the 1990s, and (3) widening West 7th Street from 2 lanes to 4 lanes with a center lane from US 59 (Jarvis Parkway) to FM 989 (Kings Highway) in 2003. The street improvements completed along US 67 have resulted in the travel time not increasing as this major artery into the city has seen an increase in traffic volume with increased growth in the area.
- US 82 (New Boston Road) – In 1965, the distance traveled in 8 minutes was to Kenwood Road. In 1975 and 2005, the distance traveled in 8 minutes was shortened to east of North Robison Road. The reduction in travel distance from 1965 to 1975 is assumed based on increased traffic congestion. The maintenance of the same travel distance in 8 minutes between 1975 and 2005 may be explained by the lessening of traffic congestion along US 82 after the opening of Central Mall in 1978 that diverted traffic from the Oaklawn Shopping Center at New Boston Road and North Robison Road. Another factor that may have resulted in the same travel distance was the installation of a new traffic signal system along New Boston Road that reduced delay at traffic signals.
- FM 559 (Richmond Road) – In 1965, 1975 and 2005, the distances traveled in 8 minutes were nearly identical to College Drive. During the 40-year period the widening of Richmond Road from 2 lanes to 4 lanes with a center turn lane has increased the roadways capacity to offset the increased traffic volume along this major arterial from

the Pleasant Grove area into the city. Widening of sections of Richmond Road were completed in the late 1970s, in 1984 and in the early and mid 1990s.

- SH 93 (Summerhill Road) – In 1965, 1975 and 2005, the distances traveled in 8 minutes were nearly identical to Kennedy Lane. During the 40-year period the widening of Summerhill Road from 2 lanes to 4 lanes with a center turn lane has increased the roadways capacity to compensate for the increased traffic along this major arterial from the area north of I-30 into the city. Sections of Summerhill Road were widened in 1970 and in the 1990s.

The following analysis draws comparisons between the distances traveled in 1975 and in 2005 during peak periods:

- US 71 (State Line Avenue) – The distance traveled in 2005 compared to 1975 improved in that it took 10 minutes in 1975 to reach north of Forest Lake Drive while that trip in 2005 took 9 minutes. This improvement in 2005 may be attributed to operational improvements to traffic signals along State Line Avenue.
- Jefferson Avenue – In 2005, it took 14 minutes to travel to SH 296 (Sugar Hill Road) compared to 11 minutes in 1975 to reach a point along Mount Olive Drive just south of SH 296 (Sugar Hill Road). The increased time of 3 minutes in 2005 is caused by the delay from traffic congestion at Arkansas High School and possibly by increased delay at traffic signals due to increased congestion along Jefferson Avenue and the intersecting streets including Arkansas Boulevard, East 35th Street and East 24th Street.
- US 67 (East Broad Street) and SH 245 – In 1975 and 2005, the distance traveled in 8 minutes was nearly the same over the 30-year period. With US 67 being a 4-lane road, it has had excess capacity during the 30-year to accommodate the traffic utilizing this roadway and travel speeds have not been slowed by traffic congestion or having installed additional traffic signals along US 67.
- US 67 (East Broad Street) – In 1975 and 2005, the distance traveled in 10 minutes was nearly the same. As previously stated, US 67 being a 4-lane road with excess capacity is able to handle traffic on this roadway.
- US 82 (East 9th Street) – In 1975 and 2005, the distance traveled in 9 minutes was nearly identical. The area has not experienced a significant increase in population during the 30-year period and the existing roadways are capable of accommodating the existing traffic without delays due to congestion. Another factor that may have contributed to not increasing travel time was the conversion of sections of US 82 from 4-lanes to 4-lanes with a center turn lane.
- SH 196 (Division Avenue and Genoa Road) – In 1975 the distance traveled in 11 minutes along Division Avenue and Genoa Road was virtually identical as traveled in 2005. The lack of population growth in this area has allowed this 2-lane road to accommodate traffic at the same speeds over the 30-year period.
- US 71 (East Street) – The distance traveled in 12 minutes in 2005 was only slightly less than traveled 30 years earlier in 1975. The lack of population growth in this area and re-stripping to provide a turning lane along sections of US 71 has allowed this roadway to maintain travel distances comparable to those in 1975.
- US 71 (East Street) and SH 237 (Blackman Ferry Road) – The distance traveled in 12 minutes in 1975 was traveled in 2005 in 13 minutes. The possible reason for the comparable distances traveled in 2005 and 1975 along US 71 was set forth in the preceding paragraph.
- South State Line Avenue – In 1975, the distance traveled in 12 minutes was slightly more than traveled in 9 minutes in 2005. This significant decrease in the time to travel to near Miller County Road 68 can most likely be attributed to the increased speed to

cross over the downtown railroads by traveling across the current 4-lane concrete Texas Viaduct compared to the trip over the 2-lane metal bridge that was demolished.

- US 59 (Lake Drive) – In 1975 a 12 minute trip reached south of Sherwood Forest Road while that same distance was traveled in 13 minutes in 2005. This increase in travel time of 1 minute was added between the downtown Post Office and the intersection of Lake Drive and Phenie Street. The increase probably resulted from increased time stopped at traffic signals instead of delay caused by congestion since this area has not experienced significant population growth.
- FM 558 (Buchanan Road) – In 1975 it was a 10 minute trip to get to south of FM 2516 (Buchanan Loop Road) compared to 12 minutes in 2005. The increased travel time of 2 minutes is due to congestion and delays at traffic signals.
- US 67 (West 7th Street) – In 1975 a 12 minute trip reached east of FM 2148 while approximately the same distance was traveled in 14 minutes in 2005. This increase of 2 minutes in travel time by 2005 is attributed to delay at traffic signals at West 7th Street and Wake Village Road and at FM 898 (Kings Highway). The widening of West 7th Street with its increased capacity has permitted this roadway to accommodate increased traffic caused by the significant growth experienced in the Wake Village area and the area to the west along US 67.
- US 82 (New Boston Road) – In 1975, the distance traveled in 15 minutes was to east of FM 2148 and nearly the same distance was traveled in 2005 in 16 minutes. This additional trip length of 1 minute resulted from delay at the traffic signal at US 59 and the slower travel speeds in the vicinity of the Super Wal-Mart.
- FM 559 (Richmond Road) – In 1975, the distance traveled in 14 minutes was to north of Jones Lane while the same distance was traveled in 2005 in 17 minutes. This additional trip length of 3 minutes resulted from delay due to traffic congestion and delay at traffic signals in the vicinity of Central Mall, delay at traffic signals on Richmond Road at FM 2240 (Moores Lane) and FM 1297 (McKnight Road), and congestion and delay at the traffic signal at Richmond Road and FM 2878 (Pleasant Grove Road). The widening of Richmond Road from 2-lanes to 4-lanes with a center turn lane has increased the roadway's capacity to help compensate for the increased traffic along this major arterial from the Pleasant Grove area into the city. The rapid retail development in the vicinity of I-30 and Richmond Road and the resulting delays at traffic signals could result in travel time continuing to increase along the Richmond Road corridor in the future.
- SH 93 (Summerhill Road) – In 1975, the distance traveled in 12 minutes was to Shilling Lane while the same distance was traveled in 2005 in 14½ minutes. This additional trip length of 2½ minutes was primarily the result of traffic congestion and delay at traffic signals in the vicinity of I-30 and Summerhill Road. In 1975 and 2005, the distances traveled in 8 minutes was nearly identical to Kennedy Lane. During the 30-year period, the widening of Summerhill Road from 2-lanes to 4-lanes with a center turn lane has increased the roadway's capacity to compensate for the increased traffic along this major arterial south of I-30.

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

- US 67 (East Broad Street) to SH 245
- US 67 (East Broad Street) to SH 296 (Dooley Ferry Road)
- US 82 (East 9th Street)

- SH 196 (Division Avenue and Genoa Road)
- US 71 (East Street)
- South State Line Avenue
- US 59 (Lake Drive)

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

- US 71 (State Line Avenue) – 1 minute
- Jefferson Avenue – 4 minutes
- US 67 (East Broad Street) – 1 minute
- US 71 (East Street) to SH 237 (Blackman Ferry Road) – 1 minute
- FM 558 (Buchanan Road) – 1 minute
- US 67 (West 7th Street) – 3 minutes
- US 82 (New Boston Road) – 3 minutes
- FM 559 (Richmond Road) – 1 ½ minutes
- SH 93 and FM 1397 (Summerhill Road) – 1 minute

The only roadways experiencing delays in peak hours of more than 1 minute compared to off-peak times were FM 559 (Richmond Road), US 67 (West 7th Street), US 82 (New Boston Road) and Jefferson Avenue with the largest increase of 4 minutes.

TRAVEL SPEEDS

1965 Travel Speeds

The 1965 travel speed study during peak hours presented data for areas with speeds under 30 miles per hour and areas with speeds over 30 miles per hour. Map 5 shows areas with speeds under 30 miles per hour were generally in the downtown area, along Jefferson Avenue to Arkansas Boulevard, along State Line Avenue to East 18th Street, US 67 (East Broad Street) to East 12th Street, US 71 (East Street) from Dudley Street of SH 196 (Division Avenue), US 82 (New Boston Road) to Smelser Street, SH 93 (Summerhill Road) between US 82 and FM 559 (Richmond Road) and between College Drive and Kennedy Lane, along FM 559 (Richmond Road) to College Drive, along US 67 (West 7th Street) from downtown to Bowie Street, and along the Texas Viaduct metal bridge which was demolished when replaced with the current Texas Viaduct concrete bridge. The remaining sections of the major roadways studied in 1965 had speeds over 30 miles per hour.

1975 Travel Speeds

In 1975, the speed study utilized a different speed breakdown compared to the 1965 limits of under 30 miles per hour and over 30 miles per hour. Map 6 presents speeds under 13 miles per hour, 13 to 21 miles per hour, 22 to 30 miles per hour and over 30 miles per hour.

The slowest speeds under 13 miles per hour were limited to the following areas:

- Hazel Street, Laurel Street, 3rd Street and 4th Street in the downtown area
- East 9th Street between County Avenue and Garland Street
- Texas Boulevard from Broad Street to West 4th Street
- US 82 (Texas Boulevard) between New Boston Road and West 14th Street
- US 82 (New Boston Road) between North Robison Road and Westlawn Drive

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

- In the downtown area along State Line Avenue from East 12th Street to 3rd Street, West 7th Street from Elm Street to US 71 (Hickory Street), Texas Boulevard between West 7th Street and West 4th Street, East 9th Street from State Line Avenue to County Avenue, and the Texas Viaduct metal bridge (since demolished).
- US 82 (East 9th Street) between Jefferson Avenue and Pinehurst Street
- Jefferson Avenue from US 82 (East 9th Street) to East 12th Street
- US 82 (New Boston Road) from Loop 14 (Texas Boulevard) to Waterall Street and at the intersection of US 82 and SH 93 (Summerhill Road).
- At the intersection of FM 559 (Richmond Road) and SH 93 (Summerhill Road)
- State Line Avenue from Arkansas/Texas Boulevard to East 35th Street

Speeds between 22 and 30 miles per hour were found in the following locations:

- The majority of the length of Loop 14 (Texas Boulevard) from US 82 (New Boston Road) to US 71 (State Line Avenue) and continuing along Arkansas Boulevard to County Avenue
- SH 93 (Summerhill Road) between College Drive and West 40th Street
- The majority of the length of US 71 (State Line Avenue) from East 12th Street to East 35th Street
- The majority of the length of Jefferson Avenue from East 12th Street to East 35th Street
- The majority of the length of US 82 (New Boston Road) from Waterall Street to North Robison Road
- The majority of the length of US 67 (West 7th Street) from Elm Street to Bowie Street
- South State Line Avenue from Loop 151 and SH 245 to Miller County Road 68
- US 71 (East Street) from Dudley Street to Forest Avenue
- The majority of the length of SH 196 (Division Avenue) from US 71 (East Street) to Country Club Road
- US 82 (East 9th Street) from Pinehurst Street to Oats Street
- US 67 (East Broad Street) from US 82 (East 9th Street) to East 12th Street

Speeds above 30 miles per hour were found along the following roadways:

- US 71 (State Line Avenue) from Arkansas Boulevard and Texas Boulevard to north of Forest Lake Drive
- The majority of the length of SH 93 and FM 1397 (Summerhill Road) from US 82 (New Boston Road) to Shilling Lane
- FM 559 (Richmond Road) from west of SH 93 (Summerhill Road) to Jones Lane
- US 82 (New Boston Road) from Westlawn Drive to east of FM 2148
- The majority of US 67 (West 7th Street) from Bowie Street to east of FM 2148
- US 59 (Lake Drive) from US 67 (West 7th Street) to Sherwood Forest Road
- FM 558 (Buchanan Road) from US 59 (Lake Drive) to about 1 mile south of FM 2516 (Buchanan Loop Road)
- South State Line Avenue from Logan Street to the current Loop 151 and SH 245
- The majority of the length of US 71 (East Street) from East Broad Street to south of Miller County Road 443
- SH 237 (Blackman Ferry Road) from US 71 (East Street) to south of the current location of AR 549
- The majority of the length of SH 196 (Division Avenue and Genoa Road) from Fairview Street to east of SH 237 (Rondo Road)
- US 82 (East 9th Street) from Oats Street to east of SH 237 (Rondo Road)
- US 67 (East Broad Street) from East 12th Street to north of SH 237 (Rondo Road)

- Arkansas Boulevard from County Avenue to US 67 (East Broad Street)
- SH 245 from US 67 (East Broad Street) to Sanderson Lane to SH 296 (Sugar Hill Road)
- Jefferson Avenue from East 35th Street to Woodway Drive to Mount Olive Drive and then to SH 296 (Sugar Hill Road)

2005 Travel Speeds

In the 2005 Travel Time Study, the analysis and presentation of travel speeds was calculated from the distance traveled between various points on trips to or from the downtown Post Office and the time spent traveling between those specific points. Speeds were calculated as shown on Map 7 with speeds ranging from 10 to 19 miles per hour, 20 to 29 miles per hour, 30 to 39 miles per hour, 40 to 49 miles per hour, 50 to 59 miles per hour, and 60 to 69 miles per hour.

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

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

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

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

- US 71 (State Line Avenue) between 3rd Street and West 36th Street
- Jefferson Avenue from East 18th Street to East 47th Street
- US 71 (East Street and Hickory Street) from US 82 (East 9th Street) to Spring Street
- Texas Viaduct from Logan Street and then West 3rd Street to State Line Avenue
- US 67 (West 7th Street and East 9th Street) from Butler Street to west of Jefferson Avenue
- FM 558 (Buchanan Road) from north of Loop 151 to US 59 (Lake Drive)
- SH 93 (Lake Drive and Summerhill Road) from Garber Street to US 82 (New Boston Road)
- US 82 (Texas Boulevard and New Boston Road) from West 11th Street to west of Waterall Street and from Peach Street to North Robison Road
- The majority of the length of FM 559 (Richmond Road) from SH 93 (Summerhill Road) to Jones Lane
- SH 93 (Summerhill Road) from south of College Drive to south of South Park Road

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

- Jefferson Avenue from East 47th Street to north of Woodway Drive
- US 67 (East Broad Street) from US 82 (East 9th Street) to East 18th Street
- US 82 (East 9th Street) from west of Jefferson Avenue to west of Meadows Road
- SH 196 (Division Avenue) from Orleans Street to west of Oats Street, and in Genoa, Arkansas

- US 71 (East Street) from Spring Avenue to south of SH 245
- South State Line Avenue from Logan Street to north of Miller County Road 68
- US 67 (West 7th Street) from east of Central Avenue to west of Macedonia Road
- US 82 (New Boston Road) from North Robison Road to east of US 59 (Jarvis Parkway) and from Pecan Street to east of FM 2148
- SH 93 (Summerhill Road) from FM 559 (Richmond Road) to south of College Drive

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

- US 71 (State Line Avenue) from West 36th Street to Bead Lane
- US 67 (East Broad Street) from East 18th Street to north of SH 237 (Rondo Road)
- Mandeville Road and SH 296 (Dooley Ferry Road) from SH 237 (Rondo Road) to west of Joey Lane
- US 82 (East 9th Street) from west of Meadows Road to west of Manor Way Road
- SH 196 (Division Avenue and Genoa Road) from west of Oats Street to east of SH 237 (Rondo Road)
- South State Line Avenue from north of Miller County Road 68 to Hoot Plant Road
- FM 558 (Buchanan Road) from north of Loop 151 to Cruthers Creek Drive
- US 59 (Lake Drive) from Garber Street to west of FM 989 (Kings Highway)
- US 67 (West 7th Street) from Butler Street to Talbert Street and from west of Macedonia Road to Bowie County Road 1349
- US 82 (New Boston Road) from Walton Drive to Pecan Street
- FM 559 (Richmond Road) from Morris Lane to Gin Road and from Jones Lane to south of FM 1397 (Summerhill Road)
- SH 93 (Summerhill Road) from Galleria Oaks Drive to south of Stonegate Drive

Speeds in excess of 50 miles per hour were limited to the outskirts of the MPO study area where speed limits are higher and the volume of traffic is lower. These are also the more rural areas surrounding the cities of Texarkana, Nash and Wake Village, Texas and the city of Texarkana, Arkansas. The areas with speeds of 50 miles per hour and higher were:

- US 71 (State Line Avenue) from Bead Lane to north of Miller County Road 55
- Jefferson Avenue from north of Woodway Drive to SH 296 (Sugar Hill Road)
- SH 245 from US 67 (East Broad Street) to SH 296 (Sugar Hill Road)
- US 67 (East Broad Street) from north of SH 237 (Rondo Road) to SH 108
- SH 296 (Dooley Ferry Road) from west of Joey Lane to east of Old Post Road
- US 82 (East 9th Street) from west of Manor Way Road to Miller County Road 118
- SH 196 (Genoa Road) from east of SH 237 (Rondo Road) to west of Miller County Road 17
- US 71 (East Street) from south of SH 245 to Miller County Road 10
- SH 237 (Blackman Ferry Road) from US 71 (East Street) to Days Creek
- US 59 (Lake Drive) from west of FM 989 (Kings Highway) to FM 2148
- US 67 (West 7th Street) from Bowie County Road 1349 to Bowie County Road 1216 (Trexler Road)
- US 82 (New Boston Road) from east of FM 2148 to FM 2253 (Leary Road)
- FM 559 (Richmond Road) from south of FM 1397 (Summerhill Road) to Barkman Creek
- FM 1397 (Summerhill Road) from south of Stonegate Drive to McKinney Bayou

An analysis of the travel speeds between 1965, 1975 and 2005 shows that the areas with speeds under 30 miles per hour have substantially increased over the 40-year period from 1965 to 2005. In 1965, the areas with speeds under 30 miles per hour shown on Map 5 were

generally confined to the downtown area, Jefferson Avenue, State Line Avenue to East 18th Street, SH 93 (Summerhill Road) to Kennedy Lane, FM 559 (Richmond Road) to College Drive, US 82 (New Boston Road) to Smelser Street, US 67 (West 7th Street) to Bowie Street, South State Line to Miller Street, and US 71 (East Street) to SH 196 (Division Avenue).

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

- US 71 (State Line Avenue) from East 18th Street to Arkansas Boulevard and Texas Boulevard
- US 82 (East 9th Street) from US 67 (Broad Street) to Oats Street
- SH 196 (Division Avenue) from Ferguson Street to Fairview Street
- US 71 (East Street) from SH 196 (Division Avenue) to Forest Street
- South State Line Avenue from the current location of Loop 151 and SH 245 to Miller County Road 68
- US 82 (New Boston Road) from Smelser Street to Westlawn Drive
- Loop 14 (Texas Boulevard) from US 82 (New Boston Road) to West 40th Street

It is to be noted that the area from along SH 93 (Summerhill Road) from US 82 (New Boston Road) to FM 599 (Richmond Road) and along FM 559 (Richmond Road) from Reading Avenue to College Drive changed from having a speed of less than 30 miles per hour in 1965 to speeds over 30 miles per hour in 1975.

By 2005, the area with speeds under 30 miles an hour, as delineated on Map 9, had increased significantly overall and the areas with these slower speeds had spread to the following roadway sections:

- Jefferson Avenue from East 35th Street to East 47th Street
- US 59 (Lake Drive) from US 67 (West 7th Street) to Garber Street
- FM 558 (Buchanan Road) from US 59 (Lake Drive) to north of Loop 151
- US 67 (West 7th Street) from Bowie Street to Butler Street
- US 67 (West 7th Street) from Talbert Street to east of Central Avenue
- US 82 (New Boston Road) from Old Boston Road to Walton Drive
- The majority of the length of FM 559 (Richmond Road) from Reading Street to Jones Lane
- SH 93 and FM 1397 (Summerhill Road) from West 40th Street to Galleria Oaks Drive

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

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