

**Minutes Of The  
Transportation Advisory Committee  
Lubbock Metropolitan Planning Organization  
June 1, 2010**

The meeting of the Transportation Advisory Committee of the Lubbock Metropolitan Planning Organization was held 916 Main, 2<sup>nd</sup> Floor Conference Room, at 2:00 PM on June 1, 2010. Required notices were given to the members of the Committee and the public. The following Transportation Advisory Committee members were present:

Bill McCay, Lubbock County  
Marsha Reed, City of Lubbock  
Mark Heinrich, Lubbock County  
Jerry Cash, TxDOT – Lubbock  
Sharmon Owens, City of Lubbock  
Shannon Garrett, Citibus  
Larry Hertel, City of Lubbock  
Nick Olenik, Lubbock County

Visitors/Staff: David Jones, Lubbock MPO  
Tera Davis, Lubbock MPO  
Darrell Westmoreland, Lubbock MPO  
Byron Williams, AUI Contractors

**Call to Order.**

Mr. McCay called the meeting to order at 2:03 p.m.

**The Committee moved to the next item.**

**Acknowledgement of Quorum by Chairman.**

Mr. McCay acknowledged a quorum of the Transportation Advisory Committee.

**Approval of the May 4, 2010 minutes of the Transportation Advisory Committee.**

Mr. McCay asked for any corrections to the May 4, 2010 minutes of the Transportation Advisory Committee. No corrections were made.

***Jerry Cash made motion to approve the May 4, 2010 minutes of the Transportation Advisory Committee. Nick Olenik seconded and the motion passed unanimously.***

**The Committee moved to the next item.**

**Discuss and take action on proposed projects received from the Call for Projects, FY 2011 Unified Planning Work Program.**

Mr. Jones stated that he included a Statement of Revenues and Expenditures that were presented to the Transportation Policy Committee (TPC) at their last meeting. Mr. Jones said that was to show that they approved a number somewhat larger than what is shown but the LMPO found there would be additional charges from the City of Lubbock and those charges are shown. Mr. Jones said what would be programmed today is the total of excess revenue over expenditures. Mr. Jones stated that Line Item 8406 – Contributions Other has already had allocations of \$127,000 programmed for what we call the “recurring” expenditures. Those expenditures include the \$7,000 that goes to Traffic Engineering to allow them to continue their

review and record our Congestion Management Plan for our reporting purposes. The item also includes \$60,000 for the City of Lubbock Planning Department to continue their data base entry and maintenance that is the basis of our Travel Demand Forecast Model that TxDOT maintains for us and also includes \$60,000 for Citibus which we started doing some years back to help them be able to move money around for their operations. We call these projects recurring because we have been doing them for a number of years and we programmed in the money; however, any action today needs to include these projects as they are not necessarily automatically approved.

Mr. Jones said as far as the budget is concerned, there is \$283,721 additional dollars to program and that is what the TPC is looking for a recommendation. Mr. Jones said the project proposals are included in the agenda backup. Mr. Jones said the first program was the one submitted by Citibus and they are proposing to do the Mandated Trip Sampling Study for the National Transit Database next year which is a required Federal report and a Marketing Survey that is also mandated by the Federal Transit Administration as part of their Triennial Review. Mr. Jones said they included a budget to show where the \$60,000 will be in the format of our UPWP.

Mr. Jones said the next program is the City of Lubbock Traffic Engineering with their description for their continuing program of monitoring our Congestion Management Plan and making the Federal report for the LMPO. Mr. Jones said the next page is the written description for the City of Lubbock's continuing data base application, preparation and maintenance of the data file.

Mr. Jones said the next project is a new project requested by Traffic Engineering and asked Ms. Owens to describe the project. Ms. Owens stated that as neighborhoods are being treated as collector streets, there are a lot of traffic issues, particularly speeding and cut through traffic. Ms. Owens said that she did not think that the proposal would be a "City of Lubbock" project but a project that could be a plan adopted by Lubbock County or other cities. She said it is to hire a consultant to create a Traffic Calming Guideline Manual and the City would adopt that manual. They would then have way to try to calm the traffic down when they receive calls by following the steps provided in the manual. They would also adopt ordinances to go to the City Council. She said although there are cost estimates for the traffic calming measures, they would be part of the document. Ms. Owens said they will plan fiscal strategies and report detailed requirements. She said that she has received some information from a consultant that has done this in the past and there is a great traffic calming website that they have been looking at. She said this is a plan and a document that could be adopted by Council could be used regionally. It is a one year plan and they would not be asking for additional planning funds annually. Mr. McCay said that Lubbock County has similar interest as they lack zoning and there is active commercial areas as well as residential. Mr. McCay asked Ms. Owens if she recalled the website. Ms. Owens said she believed it was [www.trafficcalming.org](http://www.trafficcalming.org) and would send it to him.

Mr. Hertel said it was his experience that they get just as many calls from people that want to slow down traffic, stop traffic, put in school zones and stop signs than there are to put in streets. Mr. McCay said unless you have officers to stop people who don't slow down or stop at the stop signs and give tickets every day, they are not always effective. Ms. Owens said that there are both horizontal and vertical options you can use. You can squeeze in a lane to make people feel less comfortable going fast. She said they tried one on Flint Avenue by going with six inch Raised Pavement Markers (RPMs) and yellow in the middle of the street and "skinnied" the street down and squeezed the speed down by ten miles per hour. She said for the first year traffic went from 38 miles per hour down to about 32 or 33 but then they began to creep up again as they are seeing 34 to 35 miles per hour. She said that is a minor, low cost solution and they wanted to try and see if something like that would work. Ms. Owens said it is at 24<sup>th</sup> and Flint if anyone wanted to go and see it.

Mr. Olenik asked if the City of Lubbock gets something developed for the City Council to consider could it be made effective as policy in the ETJ. Ms. Owens said that she wasn't sure and that someone in legal would need to review that. Mr. Jones said in the context Mr. Olenik is asking he

does not think so. He said we would need to sit down and be sure what could be done. Mr. Olenik asked if the Commissioner's Court could adopt it as their standard too. Mr. Jones said they could but it would take separate action. Mr. Hertel said subdivision regulations could but he did not think that traffic control devices would fall within the ETJ. Mr. Olenik said he was thinking if the plan could be developed where the Commissioner's Court could consider and adopt it. Ms. Owens said she felt it could be done regionally and feels it would be a good plan. Ms. Reed said it could be developed as such but if legally the County has the ability to enforce that she doesn't know. Mr. Hertel said he felt the County would need to adopt it separately. Mr. Olenik felt if it was developed as a standard for the City of Wolfforth, City of Lubbock and Lubbock County, they might find an avenue for the Commissioner's Court to approve it. Mr. McCay said Commissioner's Court can lower speed limits but cannot increase speed limits. He said they are currently sixty miles per hour on a paved rural road and they could choose to reduce that speed. Ms. Owens said that they were not necessarily talking about lowering speed limits as most of the issues are on residential streets which are 30 miles per hour anyway. Mr. McCay verified that the City of Lubbock was requesting \$75,000.

Mr. Jones introduced Mr. Frank Phillips from TxDOT to tell the TAC about the South Loop 289 Corridor Study Phase II. Mr. Phillips stated that TxDOT began the first phase of the study about two and a half years ago from Spur 327 to IH-27 on the main lanes of the South Loop. He said there are a lot of problems in the am and pm peak periods with the LOS (Level of Service). He said there are over 100,000 vehicles a day on the main lanes. Mr. Phillips showed a presentation of the LOS in each of the areas and said that one of the solutions from phase one of the studies would be to reverse the ramps. Currently Quaker to Slide Avenue has the "x" pattern ramps while the ramps from Quaker Avenue to University are the diamond pattern. Phase one showed that there would be a benefit to change all of the ramps to the "x" pattern.

Mr. Phillips said that if these changes are made, Phase two would then determine what the impact on the frontage roads might be. Converting the ramps to the "x" pattern will cause most of the "weaving" to occur on the frontage roads rather than on the main lanes. Phase two would help to determine the LOS on the frontage roads and on the arterials in the affected area as well. Mr. Hertel asked if they believe there will be negative impacts if the ramps are reversed. Mr. Phillips said there may be negative impacts on the frontage roads. Ms. Owens asked if they were planning on lowering the speeds. Mr. Phillips stated whatever they feel is necessary. He said the LOS on the arterials is D's and E's. Ms. Owens said she felt it would help with signalization as far as the frontage roads right now back up at the signals. She said there would be less traffic going through the signals as they would be able to get onto the main lanes without going through a signal. Ms. Owens asked if there was an increase or decrease of accidents after the Quaker to Slide ramps were converted. Mr. Phillips was not sure. Ms. Reed said another thing that might need to be looked at is the accessibility of the side streets on the frontage roads as it is difficult to access the Loop. Mr. Phillips said they would do some of the analysis in house. He said they would be moving traffic closer to businesses.

Ms. Reed said another thing that needs to be looked at if they are planning on building an extra lane on the frontage roads between University and Quaker is that there are two playa lakes where if anything is built a cut must be made somewhere and she is unsure where that cut might come from. She said it is an issue as well as not adding flooding issues to those properties. Mr. Phillips agreed and asked if there were any other questions. No further questions were asked.

Ms. Reed said the City of Lubbock has one other project that they have been discussing although did not submit by the deadline and wondered if it would be okay to discuss it. Mr. Hertel said they had discussed the possibility of looking at the Thoroughfare Plan. He said it hasn't been too long since it has been redone; however, the thought they had is as we are getting further and further away from the population center of the City, and with some of the barriers that are out there, do we need to take a detailed look at trying to determine if that seven lane thoroughfare be out there every section line road that we have for evermore. He said there are cases where maybe a five lane thoroughfare would be just fine and be that way from now on depending on the ultimate

design plan for future development, the potential and whether that thoroughfare might end up "dead-ending". He said an example would be Milwaukee Avenue at FM 1585. If Milwaukee goes to FM 1585, it really stops there and he did not know if it would ever go beyond FM 1585. He said maybe it should be a five lane thoroughfare down to 114<sup>th</sup> or even 98<sup>th</sup> Street. Mr. Hertel said their thought was that now is the time to take a look at, away from the population center of town, if we need to continue on with the seven lane thoroughfare. Mr. Hertel said if the Outer Route will be a major facility maybe the roads close to it don't need to be seven lanes. Mr. Hertel said it would be beneficial to look at it from a planning standpoint so that we have a better overall transportation plan for not only the City but the ETJ and Lubbock County later on to determine if these big, wide thoroughfares are what we want to have for every section line.

Ms. Reed said they would be looking to hire a consultant to study and model it. She it would be nice to bring it back as a recommendation on the Master Thoroughfare Plan because as Mr. Hertel said at some point the growth will slow. Ms. Reed said she is not sure that they want to get in to narrowing right-of-way widths but just the facilities. She said they are interested in looking at it more specific than they have in the past. Mr. Hertel said another thought they had that might be incorporated into it is the collector streets. Mr. Hertel said they are getting pressure right now from the development sector to narrow down the collector streets. Mr. Hertel said they are not sure that is what they really want to do. He said they still need collector streets to gather the traffic it and take it out to the thoroughfares but does not know if they want those to act as residential streets either. He said there has been talk about narrowing the intersection down. Mr. Westmoreland pointed out that the streets are used as drainage and there are times when you don't want to be in the outside lane as it is carrying water to the nearest playa. Mr. Hertel said with the wide street you also have a crown which is keeping more water to one side than the other. Ms. Reed said the collector streets carry more water than the thoroughfares do because of the crown.

Mr. Jones said he did not feel that the right-of-way needs to be narrowed because once you get rid of the at 110' right-of-way cross-section it is going to be hard to go back and pick it up. Mr. Jones said if you keep the cross-section width you can always build a narrower pavement section. Mr. Hertel said that is true but the problem he has is the same as the problem TxDOT had at 19<sup>th</sup> Street. He said they came back later and tried to widen 19<sup>th</sup> Street inside the Loop and had to fight with every property owner to take down their trees that were in the right-of-way and all the improvements. Mr. Hertel said he is a proponent of building a thoroughfare to its ultimate cross-section; he is just not sure our ultimate cross-section needs to be the full seven lanes everywhere. Mr. Hertel said if you look in the Thoroughfare Plan even in the ETJ we are showing that the ultimate cross-section is going to be a seven lane thoroughfare every mile. Mr. Heinrich said twenty or thirty years from now it will cost you a lot more. Mr. Hertel said it will but if we look at the land use plan and what it is planned to be, and it will generate the traffic the ultimate cross-section should be the seven lane thoroughfare but if we are looking at some place that is not going to have a lot of traffic generation, that we are never going to use the seven lanes, maybe that ultimate cross-section ought to be five lanes to begin with.

Mr. McCay said he is looking for an example where a seven lane road is under utilized. Mr. Hertel said he doesn't know if we have any right now. He said he is thinking around the airport and there are still T-2 thoroughfares at every square mile that is out there in areas that are not potentially going to be developing as resident. Ms. Reed said they are really looking at those that dead-end like Frankford. She said we have enough right-of-way to build seven lanes but they built five because it dead-ends at 50<sup>th</sup> Street and the Freeway and has all these issues along Frankford. She said Milwaukee is going to be the same way. She said there are a lot of rural subdivisions on big acre tracts where there will not be a lot of traffic. She said they would have to come up with some kind of a design time line where they would likely be reconstructing that roadway anyway where it might be able to go from five to seven if the need is there at the time. Mr. Hertel said that could be part of the study too as to whether we ought to be phasing that construction and go ahead and build a five lane and expand it on to seven lanes later on. Mr. Hertel said the Thoroughfare Plan is looking at the ultimate right-of-way width. Mr. Jones said that the land use

plan generates the numbers that go in to the model and tell us if we have to have that 110' cross-section. He said if we change the right-of-way then you are not going with what your model tells you are needed so the land use pattern is not right. Mr. Hertel said he just doesn't know if we have done a model that is ten miles from City center.

Mr. McCay asked if a dollar amount had been identified. Mr. Hertel said it had not. Mr. McCay said the first task at hand is to focus on the three recurring tasks.

***Marsha Reed moved that the TAC recommend the three recurring tasks to the Transportation Policy Committee for approval into the FY 2011 Unified Planning Work Program. Jerry Cash seconded the motion and the motion passed unanimously.***

***Marsha Reed made a motion to approve both new requests totaling \$133,000 and also an amount equal to \$125,000 for an update to the Master Thoroughfare Plan to include street widths and termini for the entire Metropolitan Planning Organization boundary. Jerry Cash seconded and the motion passed unanimously.***

**The Committee moved to the next item.**

#### **Reports**

- A. Cities and County
- B. TxDOT
- C. Citibus
- D. Director's

#### **City of Lubbock**

Ms. Reed said Indiana Avenue is still closed. Mr. Hertel said that Neil is hoping it will be open by the end of next week. Mr. Hertel said it would be shifted over to the new pavement. Mr. McCay said they are going across plowed fields to circumvent the blockage.

Ms. Reed said Quaker Avenue is under construction although they have not yet started. She said the utilities should be out of the way and should be issuing notice on South Quaker pretty quick.

Ms. Reed said Erskine/Slide should be wrapping up soon. They are currently tearing up pavement in the center turn lanes and when it is re-poured and everything finished it will be open. She said there should be a nice ribbon cutting soon.

Ms. Reed said they had a recent meeting with the consultant on the Gateway projects and there should be several shelved projects if money does become available.

Mr. Hertel said the thoroughfares are falling apart right now on 98<sup>th</sup> Street. He said they do have a testing firm that has been hired and are out there trying to find the limits of their problems with the old sanitary sewer line where there is settling and lanes are blocked off. He said they should have an answer in the next six to eight weeks. He said they also had some failure where they had a water leak with the storm sewer ditch on University at 90<sup>th</sup> Street and closed off some lanes.

Ms. Reed said the Council just awarded a contract for the communications and signal upgrades. Ms. Owens said they have already had a kickoff and a workshop with the consultant and are working on developing a plan for computer system and communication system. She said it should take about thirteen months.

Mr. Hertel said that 34<sup>th</sup> Street has gotten started with the design team and they have been going door to door talking to the business owners up and down 34<sup>th</sup>.

### **Lubbock County**

Mr. Olenik said the Commissioners gave \$900,000 to throw at the paved roads due to the winter damage. He said it would be a big benefit. He said they have beefed up their asphalt crew with some staff as well as some equipment.

Mr. Olenik said on the Lubbock County website they have another update of their maps and encouraged everyone to look at them. He said they also put on the website their storm water management plan which they enjoy having.

### **TxDOT**

Mr. Cash said he wanted to let everyone know they have a rural TIP meeting on June 17<sup>th</sup> in Brownfield. He said they will piggyback onto the MPO for their meeting on June 23<sup>rd</sup>.

He said the Outer Route results are still being developed and they hope to be able to present a draft in a few weeks.

### **Citibus**

Ms. Garrett said that on May 27<sup>th</sup>, TxDOT awarded Citibus \$673,000 in Transportation Development Credits to be used for the renovation of the Downtown Transfer Plaza. She said it would make it more efficient with the Greyhound operations with the freight and ticket sales. She said it would also revamp the vending area and the operator's waiting areas. She said currently the operator's waiting areas are for the Fixed Route operators and the Greyhound operators and will include some areas for the other Regional operators to come in and wait in between pickups as well which will help with our Regional Coordination process. She said this is the second stage of a five stage project.

### **Director's Report**

Mr. Jones said there will be a special TPC meeting on Wednesday, June 9<sup>th</sup> to consider the TIP and MTP amendments to send them to the public participation process. He said the first citizen's meeting would be June 23<sup>rd</sup> at the Mahon Library in the Conference Room and the final meeting will be at the July TPC meeting. He said we will keep the TAC informed and if you want to attend the July TPC meeting to hear the Outer Route presentation, you are welcome to do so.

### **Meeting Adjourned.**

***Mr. McCay adjourned the meeting at 2:59 p.m.***