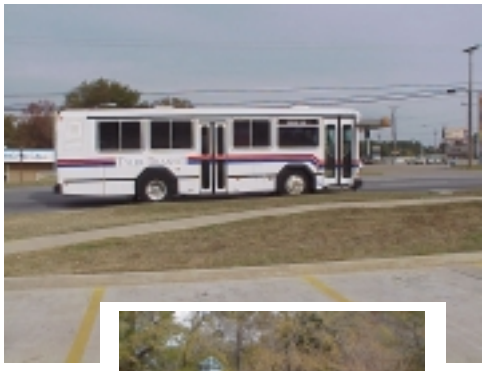
1999-2025
Metropolitan Transportation Plan







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Preface

The Tyler Urban Transportation Study Metropolitan Planning Organization has prepared this Metropolitan Transportation Plan in compliance with the Transportation Equity Act for the Twenty-First Century (TEA-21). The preparation of this plan has been funded in part by the Federal Highway Administration and Federal Transit Administration. Assistance was provided by the cities of Lindale, Tyler and Whitehouse; Smith County, and the Texas Department of Transportation.

The contents of this report reflect the view of the authors which are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view of or policies of the Federal Highway Administration, Federal Transit Administration or Texas Department of Transportation.

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CHAPTER 1 - INTRODUCTION

1.0 Federal Legislation

With the passage of the Federal Aid Highway Act of 1962, Congress made urban transportation planning a condition for receipt of federal highway funds in urban areas with 50,000 population or more. In these urbanized areas, Metropolitan Planning Organizations (MPO) were designated by the governor of each state to carry out this legislative requirement. This legislation encouraged "a **Continuing**, **Comprehensive** transportation planning process carried on **Cooperatively** by the states and local communities;" thus, the **"3-C"** planning process evolved. Subsequent highway bills further increased the need for the transportation planning process. These bills include:

- Federal Aid Highway Act of 1970
- FHWA/UMTA Joint Regulations (1975)
- Federal Aid Highway Act of 1982
- Revised FHWA/UMTA Joint Regulations (1983)
- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Transportation Equity Act for the 21st Century of 1998 (TEA-21)

In 1991, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was signed into law and provided a new perspective on transportation planning and transportation project development. ISTEA required that 20-year transportation plans, called Metropolitan Transportation Plans, be adopted every five years by Metropolitan Planning Organizations. It also required that these plans be financially constrained which means that the projects expected to be constructed or buses purchased, etc., in the 20-year planning horizon could not exceed the funds projected to be available. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) was enacted, continuing the objectives set out in ISTEA with minor modifications.

As a result of these federal guidelines, the City of Tyler was designated as the Tyler Urban Transportation Study Metropolitan Planning Organization in 1974. The MPO is responsible for the "3-C" planning process, operating basic planning activities of the Study. Transportation planning is a process of projecting future transportation needs, investigating and evaluating alternative actions for meeting those needs, assessing the financial ability of the community to implement those actions, and recommending reasonable strategies based on needs and available resources. Elected officials and others in decision-making roles need access to this information to help them develop policies, programs, and projects.

The transportation planning process is continuous. Conditions affecting the transportation system, such as population growth, land use patterns, employment changes, traffic volumes, etc., are monitored. Alternate means for alleviating congestion are identified, and decisions are made on which projects are to be carried out. The proposed projects are evaluated in relation to expected funding levels, prioritized, and listed in order of importance to the community. All transportation modes for the entire metropolitan area are studied and addressed in a comprehensive manner. The transportation planning process is structured to include cooperative input and direction from participating cities, counties, agencies, and the public. This results in the development of a plan, which encompasses the 3-C planning process.

The transportation plan must be comprehensive, and all elements of transportation throughout the study area considered in preparing the Plan. The Plan must be developed through cooperative participation between local, state, and federal governments. The Plan must be continuing. After the initial Plan is developed and adopted, the Plan must be continuous through on-going review of transportation projects and continual monitoring of basic elements of the Plan.

These provisions were, and still are, intended to:

- Prevent the development of conflicting plans by different governmental entities,
- Prevent duplication of effort by providing a single focus of regional transportation planning, the designated Metropolitan Planning Organization, and
- Provide an organized system to establish priorities for project funding.

1.1 Purpose

The purpose of the MPO is to provide continuous, cooperative and comprehensive transportation planning for the MPO study area. Transportation planning involves making informed predictions concerning future transportation needs, investigating and assessing alternative actions for meeting those needs, and making recommendations as to which course of action should be pursued. The information generated through the transportation planning process is made available to city staff and officials to assist them in developing transportation policies and programs. The transportation process is an on-going process of evaluating data, needs and programs for future growth and development. The purpose of this Plan is to provide a framework for rational development of transportation improvements within the Tyler Metropolitan Study Area.

1.2 Previous Studies

Urban transportation planning efforts have been conducted for the Tyler urban area since the early 1960's. The first comprehensive transportation plan was released in 1966. The Plan was completed as a requirement of the Federal-Aid Highway Act of 1962 that required long-range transportation planning be undertaken in metropolitan areas over 50,000 population where federal funds were used in highway construction. Since the original plan, various updates have been adopted. An update was released in the mid-1970's in response to an increased awareness of environmental issues. In 1988, an additional update was conducted and included the collection and analysis of large data bases relative to urban activity in the Tyler area. Population and land use forecasts in this update served as a base year to project traffic demands to the year 2005. Until 1994, a comprehensive long-range transportation plan had not been released since the original 1966 report and various updates mentioned. Through a consultant study completed in 1985, the City of Tyler developed and adopted the Master Street Plan. The Master Street Plan identified improvement needs to existing major streets in the city. The Master Street Plan was updated with the City's Comprehensive Plan adoption in the fall of 1999.

1.3 Goals and Objectives

A long range plan is a forecast for a twenty year period, which must consider a wide range of social, environmental, energy and economic factors. These factors are important in determining overall regional goals and how transportation can best meet these goals. The following goals have been identified for the long-range plan:

- To collect and evaluate information concerning both the condition and performance of the existing and future transportation system.
- To promote the efficient use and preservation of existing transportation systems and their infrastructure.
- To develop a long-range plan which considers long term mobility, environmental concerns and future development issues.
- To identify and prioritize transportation improvements in order to guide future growth and development in the urban area.
- To provide a comprehensive planning framework for the continuous evaluation of transportation.

There are several objectives that address key issues of transportation planning. They include:

- Develop a plan that is consistent with adopted land use plans and ordinances.
- The development of a plan that will accommodate future land development and provide an adequate level of accessibility to the street network in the study area.
- The identification of transportation improvements and priorities to enable development to occur in a timely manner.
- The continuation of the long range transportation planning process and to provide for periodic evaluation, monitoring and update.

1.4 Organizational Structure and Function

In accordance with the Department of Transportation guidelines, the MPO organizational structure provides for a Policy Committee and a Technical Advisory Committee for the purpose of continuing the transportation planning program. The Policy Committee provides the policy direction necessary for continuing the transportation planning process in a coordinated and cooperative manner as outlined in the agreement with the Texas Department of Transportation (TxDOT). The responsibilities of the committee include an annual review of the adopted transportation plan and improvement programs, appropriate action on recommendations of the Technical Advisory Committee, meeting as necessary to perform its functions, and holding a public meeting at least once a year to discuss the status of transportation planning in the Tyler metropolitan area.

The MPO Policy Committee is comprised of nine (9) voting members.

Table 1.1
Tyler Urban Transportation Study Policy Committee Voting Membership

Smith County - 3	Smith County Judge
	Smith County Commissioner
	Smith County Engineer
City of Tyler - 5	City of Tyler Mayor
	City Council Members (2)
	Tyler City Manager
	City of Tyler Planning and Zoning Commissioner
Texas Department of Transportation -1	TxDOT Tyler District Engineer

Additionally, there are twelve (12) non-voting members on the Policy Committee.

Table 1.2
Tyler Urban Transportation Study Policy Committee Non-Voting Membership

Texas Department of Transportation - 5 members
City of Tyler - 4 members
Tyler Transit - 1 member
Texas Natural Resource Conservation Commission - 1 member
Federal Highway Administration - 1 member

The Technical Advisory Committee consists of 24 members. The Technical Committee's purpose is to advise the Policy Committee on the development of the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP). All official action of adopting policies, endorsing the UPWP, approving the MTP, and adopting the TIP resides with the Policy Committee. The Policy Committee may direct the Technical Committee to present alternatives for its consideration, with accompanying recommendations and supporting rationale.

Table 1.3
Tyler Urban Transportation Study Technical Advisory Committee

City of Tyler -- 7 (including one member from the Planning and Zoning Commission)
Smith County -- 2
TxDOT District -- 5
Tyler Transit --1
Texas Natural Resource Conservation Commission -- 1
Tyler Economic Development Council -- 1
Tyler Chamber of Commerce -- 1
East Texas Council of Governments -- 1
Freight Industry --1
Mini-bus -- 1
Tyler Bicycle Club -- 1

1.5 Study Area Boundaries

The long-range transportation plan requires analyzing the existing transportation network in terms of current and projected future needs and developing a program of projects to address these needs. In order to accomplish this, the plan must outline a transportation study area.

The transportation planning study area for the Tyler urbanized area includes the City of Tyler and several other small towns such as Gresham, Lindale, New Chapel Hill, Noonday and Whitehouse. The Study Area Boundary is contiguous with the incorporated cities of Whitehouse on the southeast, and New Chapel Hill on the east. The study area is intended to include those areas outside the main urban area most likely to experience urbanization during the 25-year planning horizon. (See Figure 1.1 for Study Area Map)

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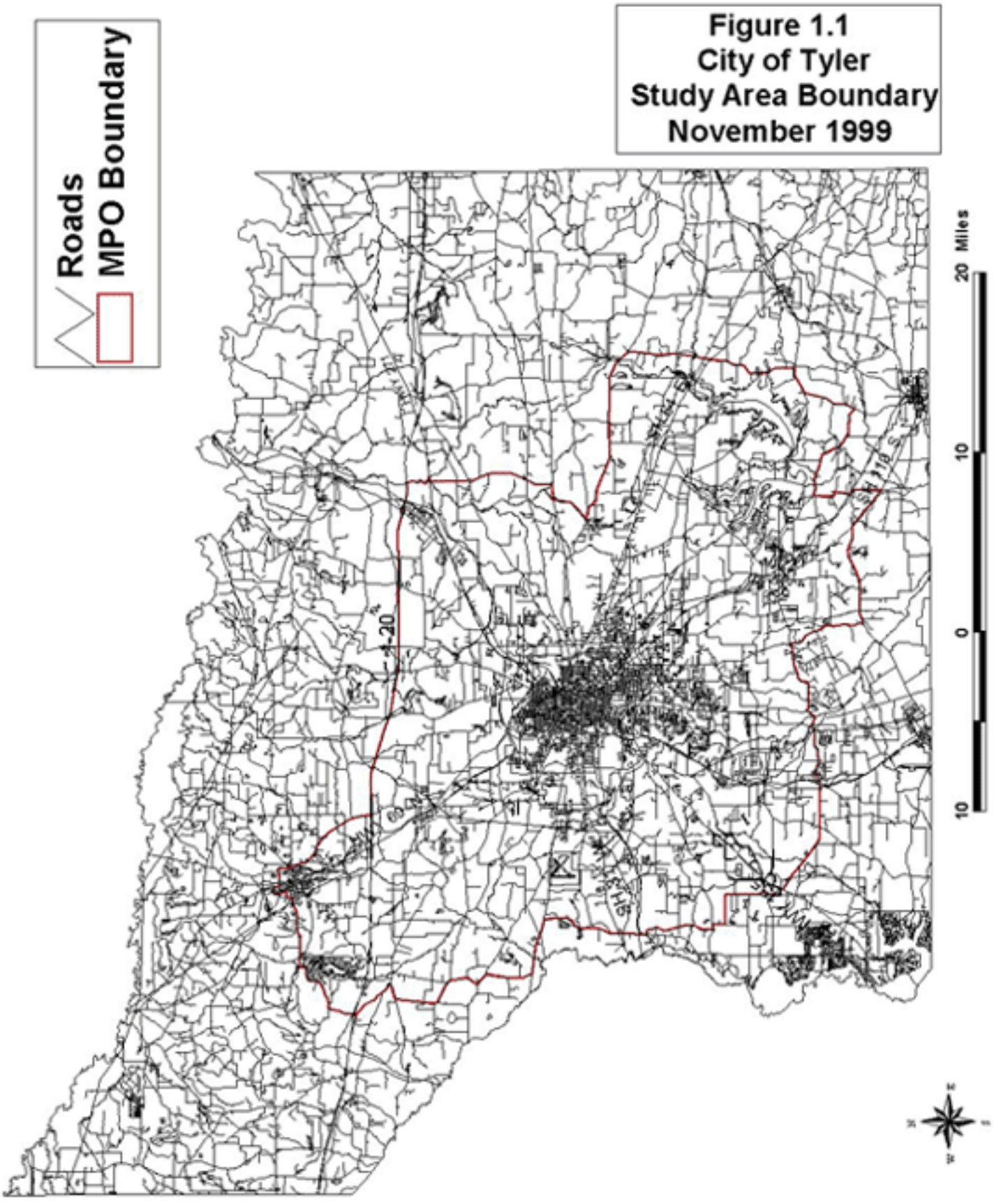

The study area must be divided into analysis units in order to link information about activities, travel and transportation to locations within the area. These analysis units are small geographical areas referred to as Traffic Analysis Zones (TAZ's). These zones were initially developed to be as compatible as possible with existing census tract boundaries and with existing and/or proposed transportation system routes. The original study conducted in the 1960's utilized 260 zones, the 1985 update identified 220 zones, the 1994 plan and this one utilize 228 traffic analysis zones. (See Figure 1.2 for previous Traffic Analysis Zones)

The next transportation model will use 239 traffic analysis zones for the Study Area but will include the entire county because of air quality considerations.

Another consideration in the planning of transportation is that of the cities' extraterritorial jurisdiction, or ETJ. Extraterritorial jurisdiction powers are granted by the State of Texas and are limited to the control of subdivisions, the incorporation of new cities and the formation of utility districts. The law also provides that reasonable and appropriate street arrangement be required and it may require the installation of adequate utilities and other improvements. The City of Tyler has an ETJ area, which is generally 3.5 miles beyond the city limits. Exceptions to the 3.5 mile jurisdiction occur where the City's ETJ abuts a surrounding communities' incorporated city limit.

CHAPTER 2 - PHYSICAL AND ENVIRONMENTAL FEATURES

2.1 General Features and Topography

Organized in 1846, Smith County is located in East Texas, 90 miles east of Dallas, 100 miles west of Shreveport, Louisiana and 200 miles north of Houston. Smith County encompasses an area of 949.4 square miles (21 square miles of water area), with an elevation range of 300 to 600 feet. The county's topography is characterized by gentle rolling hills, many of which are timbered. Smith County is situated in a transition zone between the piney woods of East Texas and the plains of North Central Texas. Less than 10 percent of Smith County's land is considered to be prime farmland. Soil types are various and include alluvial, gray, sandy loam and clay.

Tyler, the county seat, is centrally located within the county. There are nine other incorporated municipalities in the county: Arp, Bullard, Lindale, New Chapel Hill, Noonday, Overton, Troup, Whitehouse and Winona. All of the towns in the county are linked to Tyler, and each other, via Farm to Market Roads and State and U.S. Highways. Total public road mileage in the county is 2,499 centerline miles. Interstate Highway 20 traverses the northern portion of the county, affording the county a direct link to Dallas and Shreveport. Interstate 20 also forms a portion of the northern boundary of the transportation plan study area. Several state routes, 31, 64, 110, 155, and U.S. Highways 69 and 271 link the county with the other communities and counties of East Texas.

Water resources are plentiful in the county. Lake Tyler and Lake Tyler East along with a proposed Lake Palestine project, supply the City of Tyler with an abundant water supply. The City of Tyler's water supply is large enough to support a metropolitan population of 400,000. The Sabine River serves as the county's northern boundary with the Neches River and Lake Palestine as the west boundary. The other communities in the county and rural areas are supplied with water from surface and subsurface sources.

The county produces oil, gas, clays, sand, gravel and stone. The county is a major supplier of rose bushes and horticultural crops. Other important crops include hay, watermelon, pecans, nursery stock and berries. There are substantial timber sales and timber related products produced including saw logs, poles and pulpwood.

2.2 Current Land Use

Future development trends in the City of Tyler will be influenced by past and present land use patterns. By evaluating existing land uses in the study area, guidelines will be developed for future growth. The new City of Tyler comprehensive plan has plotted both the current and future land uses for the city. This will make it possible to better plan transportation routes as well as influence decision making in areas concerning future growth and development. (Figure 2.1 shows the current land use.)

In 1850, Tyler was a 100-acre town site with initial development taking place around the Town square. Today, Tyler encompasses more than 50 square miles. This development has been in a radial pattern extending from the downtown with development being influenced by both natural and man-made features. Recent residential growth has concentrated in the southeast and southwest portions of the city. Single family dwellings account for the majority of residential land use with

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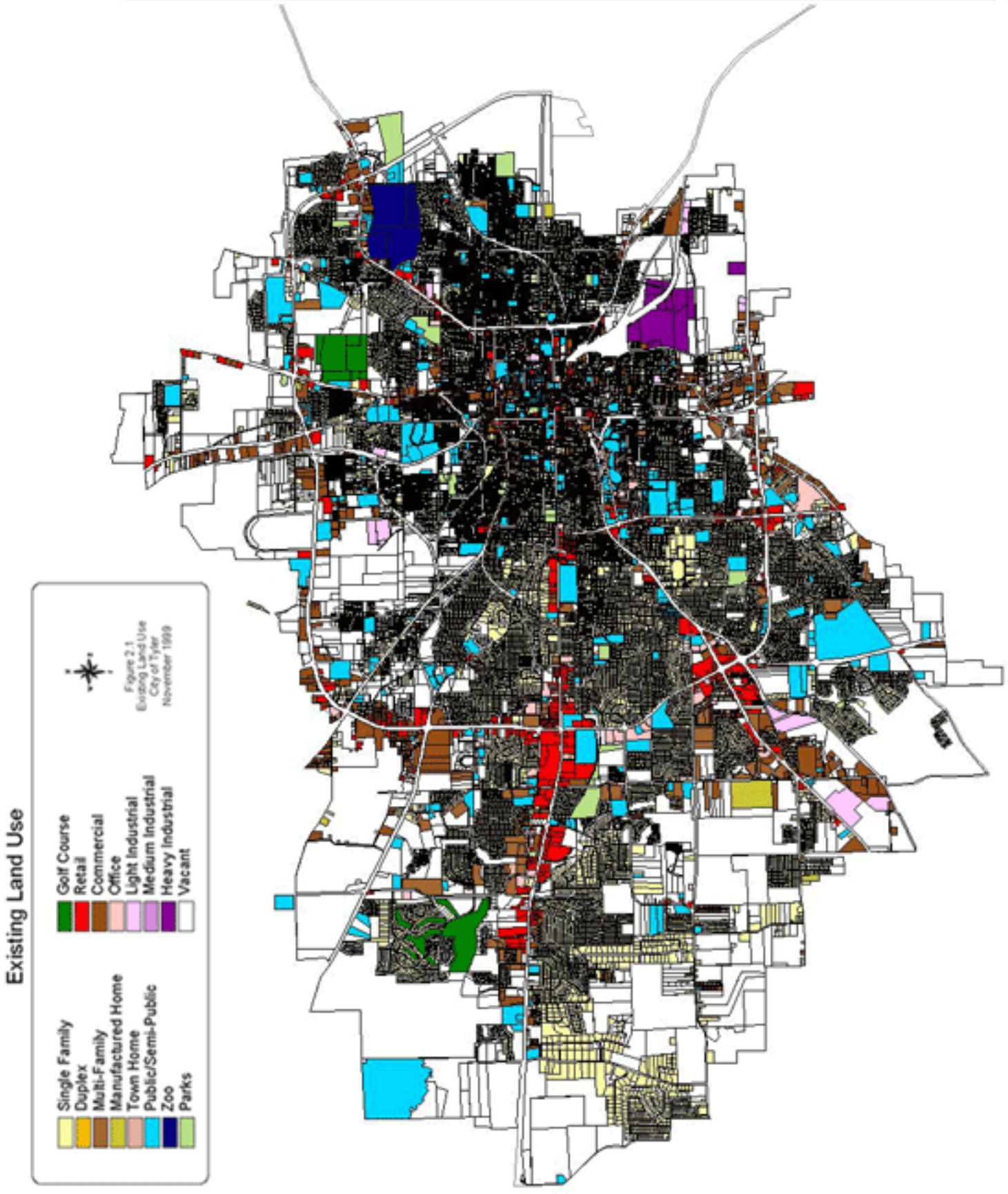


duplex, apartment and mobile home development accounting for the remainder of the residential land uses within the city.

The continued construction and improvement of thoroughfares have been the impetus for increased commercial land use. These commercial uses, which were once concentrated in the downtown area and areas along major thoroughfares leading into the downtown, are now distributed throughout the study area. The greatest development now occurs in South Tyler along South Broadway Avenue and along Troup Highway, and all areas contiguous to South Loop 323. To a lesser degree, commercial development has occurred in North Tyler along Gentry Parkway.

Table 2.1
Existing Land Use, City of Tyler

Land Use Category	Existing Acreage
Low Density Residential	7,483
Medium Density Residential	181
High Density Residential	468
Retail	947
Commercial	1,353

Source: Dunkin, Selko and Associates, Inc.

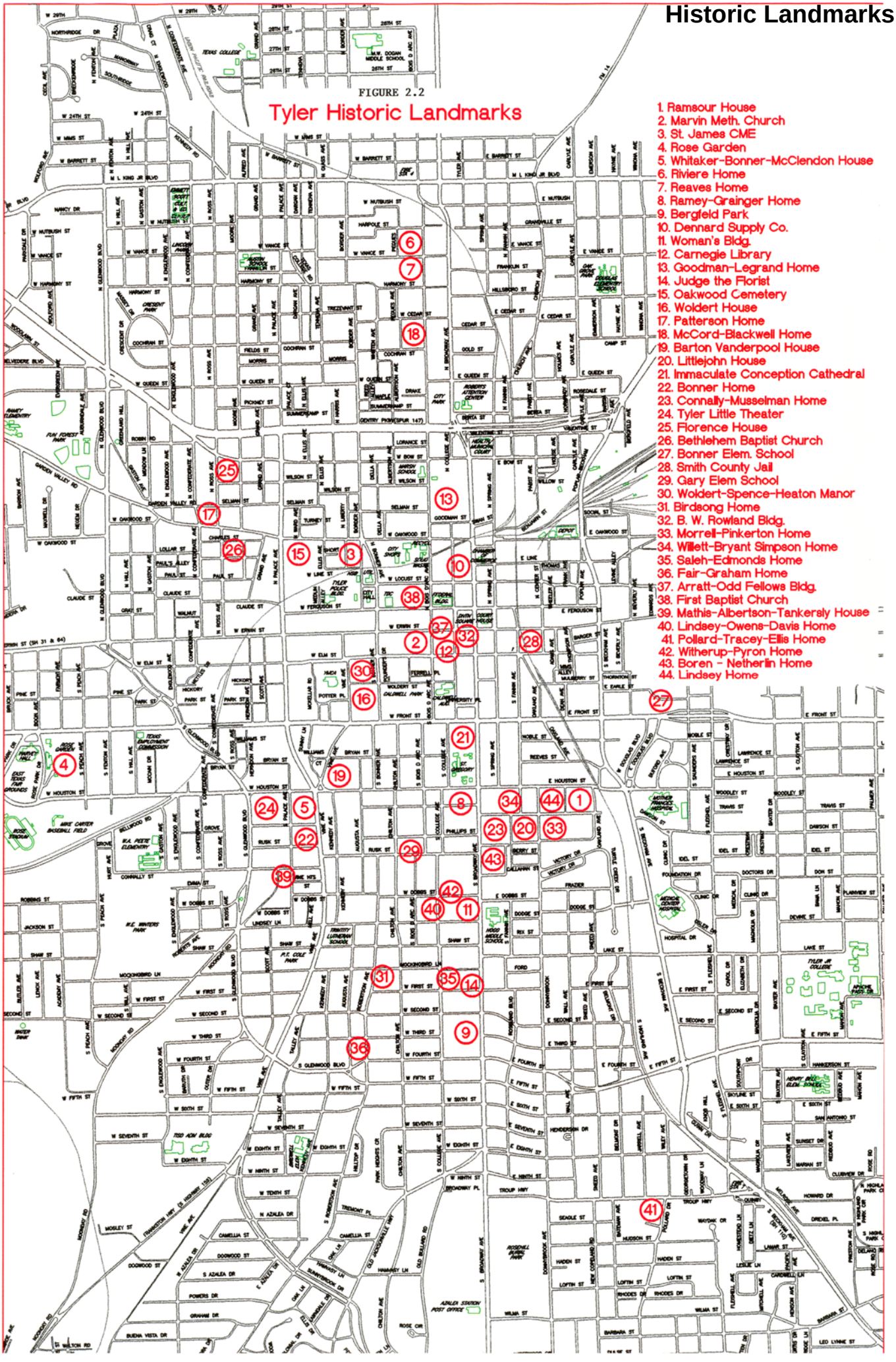
2.3 Historic Landmarks and Sites

Traveling is a favorite pastime for many individuals. Exploring new places, experiencing new scenery and getting in touch with the past is playing an increasingly important role in our leisure time. Historic preservation and tourism often go hand in hand as developers and promoters see the economic benefits of historic tourism.

The City of Tyler through the Tyler Historical Preservation Board recognizes and preserves the City's historic landmarks through a voluntary owner participation program. There are forty-four properties designated as historic landmarks on the Local Register of Historic Places in the City of Tyler. (See Figure 2.2) In addition, there are a number of sites that are eligible or already designated as properties on the National Register of Historic Places and/or Texas Historic Landmark Register.

The majority of sites are located in the older sections of the city including several in the Central Business District. Of the 44 properties listed in the register, five are churches, two are schools, and 17 are private residential properties, while the remaining are offices, a park, a cemetery, and a service organization building. Tyler received a National Historic Register Designation for the Charnwood District in August of 1999 and has begun survey work on another district to be slated for the National Register at a later date. The City of Tyler, utilizing Surface Transportation Enhancement Program funds and state public transportation dollars, is restoring the historic Tyler Cotton Belt Depot.

Historic Landmarks Map



2.4 Parks and Recreation

Park and recreation facilities are an important feature in our community. Many citizens' enjoy strolling, jogging, bicycling and participating in a variety of park and recreational activities. There are a number of parks and recreational areas in the MPO study area. (See Figure 2.3) The City of Tyler's Parks and Recreation Department is responsible for the develop, maintenance and operation and city-owned parks and recreation facilities.

Parks continue to be a major attraction to a large percentage of the population. There are 34 local parks maintained by the City of Tyler. Each of the parks is easily accessible by the existing street network. Following is a discussion of the major parks and their facilities.

Bergfeld Park - Bergfeld is one of the oldest and most utilized parks in the study area due to its central location. The park covers one city block bordered by S. Broadway Avenue, W. Second Street, S. College Avenue and W. Fourth Street. It comprises over eight acres and includes a tennis court, playground, picnic areas and an outdoor amphitheater.

Fun Forest Park - located at Glenwood Boulevard and Garden Valley Road, the park encompasses almost thirty-two acres and has basketball courts, tennis courts, ball fields, picnic areas, and an Olympic size swimming pool. This park is also adjacent to the Senior Citizen's Center and serves a large geographic area.

Lindsey Park - located at Spur 364 and Greenbriar Road, seventy-four acres are developed out of a total of four hundred and fifty-three. This park is the largest facility for soccer and softball, with restrooms and concession stands, picnic areas, a pavilion and basketball court.

Southside Park - located at Donnybrook and Shiloh Road, this park is forty-nine acres in size and has a large playground, picnic areas, fitness trail and covered pavilion. Southside is also adjacent to the Greenbelt Parkway.

Rose Rudman Park - (Greenbelt Parkway) located along West Mud Creek from Loop 323 to Reick Road has biking and walking trails, outdoor exercise stations, and rest areas.

Faulkner Park - located on W. Cumberland Road adjacent to S. Broadway Avenue, this park encompasses 120 acres. The park features ballparks, jogging trails, tennis courts, concessions and restrooms.

The remainder of the parks vary in size and function.

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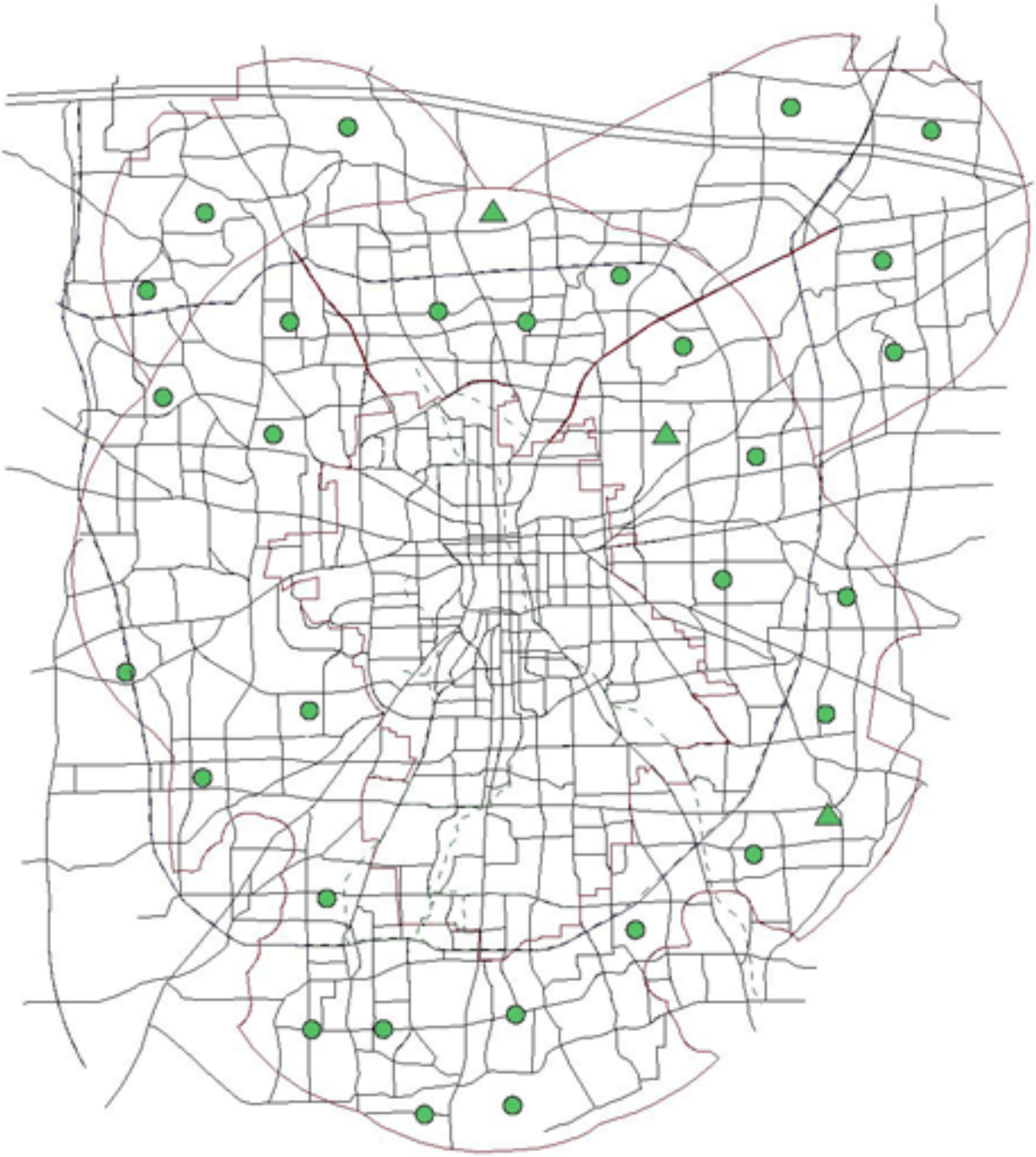


Parks and Open Space Master Plan

Proposed Loop 49 Trails
Proposed Trails
Proposed Parks

Figure 2.3
Parks and Open Space
Master Plan
City of Tyler
November 1999

TABLE 2.3

Parks & Recreation Facilities

FACILITY	ACREAGE	LOCATION	AMENITIES
Fun Forest	31.72	2000 Forest Ave.	Restrooms, pool, wading pool, tennis courts, basketball courts, picnic areas, ball fields, shelter, sr. citizens center
Woldert	27.50	701 W. 32nd St.	Restrooms, pool, playground, picnic area, shelter, ball fields, tennis courts
Goodman Museum	7.90	624 N. Broadway	Restrooms, playground, picnic area, museum, arboretum
Crescent	1.30	1560 Crescent Dr.	Picnic area
T. R. Griffith	2.56	2810 & 2930 N. Carter	Playground, picnic area
Bergfeld	8.32	1510 S. College	Restrooms, tennis courts, wading pool, shelter, picnic areas, amphitheater, playground
Lindsey	453.00	12557 Spur 364	Soccer fields, softball fields, restroom/concession stands, parking lot, playground picnic area, pavilions, basketball court
Noble E. Young	39.00	3125 Seaton St.	Shelter, restrooms, handicapped playground, hike and bike trail, basketball court, picnic area, practice field, skate park
Faulkner	120.00	W. Cumberland Rd. & 69 South	Ballparks, jogging, tennis courts, concession, restrooms
Caldwell	5.00	300 S. Bois d'Arc	Softball fields, soccer fields, basketball court, Restrooms, picnic area, playground
City	1.85	200 W. Queen	Restrooms, basketball court, picnic area, playground, shelter
Gassaway	6.70	3102 W. Martha St.	Playground, basketball court, picnic area, ball field
Lincoln	2.75	1710 N. Confederate Ave.	Restrooms, playground, basketball court, picnic area, shelter, ball field
Oak Grove	3.83	1525 N. Carlyle Ave.	Playground, basketball court, picnic area, Ball field, tennis court
Wilks	26.00	Morningside Dr.	Picnic area, playground, hard surfaced play area
Herndon Hills	2.00	2802 Brookhollow Dr.	Playground, picnic area, basketball court
Hillside	2.43	1111 E. Erwin	Restrooms, playground, basketball court, picnic area, shelter, ball field, recreation center
P. T. Cole	4.68	1001 S. Vine Ave.	Restrooms, playground, tennis court, picnic area, shelter, ball fields
Headache Springs	85.00	Hwy 64 East/Universe	Natural park, nature trails
W. E. Winters	9.00	910 S. Peach	Restrooms, playground, pavilion, basketball courts, hike and bike trail
Golden Road	37.00	2300 McDonald Rd.	Restrooms, playground, parking lot, picnic area, soccer and baseball fields
Pollard	9.16	710 Amherst St.	Restrooms, shelter, playground, ball fields, tennis courts, picnic area
Southside	49.40	455 Shiloh Rd.	Handicapped playground, picnic areas, basketball court, fitness trail, restrooms, shelter
Mike Carter Field	54.49	400 Fair Grounds Dr.	Restrooms, picnic area, pavilion, ball field
Windsor Grove	5.46	415 S. Lyons Ave.	Picnic area, nature trail
Greenbelt Pkwy. (Rose-Rudman)	60.00	450 Shiloh Rd.	Walking and bike path, outdoor exercise stations, rest areas
Northside	5.00	WNW Loop 323	Air strip for model airplanes
Tyler Rose	27.00	400 Rose Park Dr.	Picnic Tables, gardens, gazebo

2.5 Air Quality

The TEA-21 legislation reflects a growing recognition that transportation programs must be compatible with environmental goals. Transportation sources are a major and growing impediment to maintaining clean air goals. Changes in the Clean Air Act (CAA 1990) have far-reaching effects on transportation plans and programs.

In the last two decades Tyler has seen a slow and steady growth in development. An extensive study of the Tyler and Smith County economy, conducted by M. Ray Perryman Consultants, Inc., found encouraging signs of diversity and resiliency within the local economy and suggested healthy employment increases in the services and manufacturing sector. While growth and development in a community are positive, there are negative effects as well. An increasingly important concern facing all levels of government is that of our environment. Air quality has become a national concern and officials are faced with numerous air-quality planning requirements. Since the Tyler Metropolitan Area is now a near non-attainment area with designation expected in July 2000, air quality considerations are magnified in the planning of new projects. Transportation projects must consider the effect the project has on capacity, and ozone levels - primarily Volatile Organic Compounds (VOCs) and Nitrogen Oxide (No_x).

In order to determine the air quality, monitoring is conducted on a routine basis. In Texas, the agency responsible for air quality monitoring is the Texas Natural Resource Conservation Commission (TNRCC). The commission monitors both particulate matter and ozone. Particulate matter (PM2.5) consists of a variety of matter in the air including dust, smoke, pollen, molds and fungus. The particulate matter is checked every six days on a state-wide basis by the TNRCC. Locally, the particulate matter monitor is located at the local TNRCC offices on South Vine Avenue. The results of this monitoring indicate that Tyler is well below the National Ambient Air Quality Standards (NAAQS).

Ground-level ozone is the second polutant monitored in the area. An air monitoring control station is located at the Tyler Pounds Field Airport. This monitor runs continuously and can perform hourly averages and calculations. The data can be downloaded by the use of computer modems on a daily basis.

The sources to produce ozone are reactive hydrocarbons, oxides of nitrogen, and sunlight. In layman's terms, this is a result of vapors from automobiles, boats, lawn mowers, foundries and both major and minor industries.

Non-Attainment Status will generate another level of data and statistics for the MPO, with the purpose of meeting Air Quality standards set forth in the National Ambient Air Quality Standards (NAAQS) and under the Clean Air Act Amendments of 1990. The Tyler MPO will endeavor to work in conjunction with Texas Natural Resources Conservation Commission (TNRCC), TxDOT, Northeast Texas Air Care (NETAC), and other agencies involved to create a healthy environment for our citizens.

Methods to control ozone currently used in large cities are annual inspections of automobiles to measure tailpipe exhaust and the installation of special nozzles on gas pumps that collect vapors. These control methods may be incorporated into our city if they are deemed necessary to meet the standards. The public will be educated about other methods including carpooling or various ride-share programs. One of the goals of the MPO will be the active promotion of the Tyler Transit system that added another route in February of 1999 and two new buses. By increasing ridership on the transit system this will aid in the decrease of ozone and automobile emissions.

Public education and awareness will need to be increased along with public involvement. Working with TNRCC and NETAC and their available facilities will add to the resource materials and information needed to accomplish public education and awareness.

2.6 Emergency Routes and Hazardous Materials

During periods of emergency, the public needs and desires detailed information regarding protective action to be taken in order to minimize loss of life and property. One such emergency important in the planning of transportation improvements and overall long-range plan, is that of a hazardous spill on our roadways.

Disaster often strikes without warning and mechanisms need to be in place to notify the public of potential hazards. The City of Tyler has implemented an Emergency Preparedness Plan with an established Emergency Operations Center. Emergency information efforts should focus on specific event-related information. The information will generally be of an instructional nature focusing on warning, evacuation and shelter.

The City of Tyler has designated an official spokesperson to serve as the Emergency Public Information Officer. This person directs all emergency public information efforts and disseminates official material to the public and media. The City's plan includes ample public service announcements for road closures, hazardous material incidents, and hazardous spills in heavy traffic areas.

Likewise, the City of Tyler Fire Department has a Hazardous Materials Team trained to respond to such emergencies. The team consists of twelve (12) certified personnel with specialized training in the response and handling of hazardous materials. The Fire Department also has one hundred and seventeen (117) suppression personnel trained at the operations level. These personnel respond on request inside the city limits and the Hazardous Materials Team also enters into contract with Smith County to respond to county situations.

Loop 323 is a major arterial that is completely surrounded by major residential and commercial developments. This arterial abuts to all three high schools in Tyler and the largest retail development in the study area. Due to the congestion of this arterial, plans and a major investment study have been done to add an additional outer loop around the city. This outer loop, Loop 49, has been in the planning and environmental review state for some time. Loop 49 will be a grade separated primary arterial that will be designed to accommodate the movement of hazardous chemicals. The Loop 49 designated route has been selected. The first section to be constructed is the area from Highway 69 South to Highway 155 South.

CHAPTER 3- TRAVEL DEMAND MODELING AND DEMOGRAPHICS

3.1 The Transportation Planning Process

Urban transportation planning involves making informed predictions concerning future transportation needs, investigating and assessing actions for meeting those needs, and making recommendations as to which course of action should be pursued. The information is made available to elected officials and others in decision-making roles to assist them in developing policies and programs and in selecting projects. The urban transportation planning process is intended to be continuous through on-going monitoring of conditions affecting transportation needs; cooperative by providing for input and direction from citizens and officials of all participating cities and agencies; and, comprehensive in that the transportation needs of the entire urban area are studied and addressed through recommendations for improvements concerning all modes of transportation.

3.2 Travel Demand Modeling

Travel demand modeling is the process used to determine street facility needs in future years. Modeling is performed by the Texas Department of Transportation. The 1999 Metropolitan Transportation Plan is not based on a current model.

Travel demand modeling is a four-step process:

- Trip Generation
- Trip Distribution
- Mode Choice
- Traffic Assignment

The Tyler area, due to its size, does not utilize mode choice (between automobiles and public transit) in the modeling process.

Modeling use socio-economic data (population, income, dwelling units and employment by Standard Industrial Code) to forecast the number of trips from one destination to another. These data are collected in small study areas called Traffic Analysis Zones (TAZ's), which were also discussed in Chapter 1.

3.2.1 Trip Generation. Trip generation is the process by which socio-economic variables (including those listed above as well as land use and special generators) are translated into numbers of trips. This process determines the number of trips each zone will produce as well as receive.

Detailed analyses of household trip-making characteristics, stratified by income, provides the basis for the development of zonal trip production rates. Trip attraction rates are based primarily on employment data in each zone, but also takes into account special generators (malls, schools, hospitals, etc.) and land use acreage found within each zone.

3.2.2 Trip Distribution. Trip distribution is the process by which the model determines where the trips produced in each zone will go. That is, it determines how the trips produced in each zone will be allotted among all the other zones in the area. This process takes into account the relative "attractiveness" (based on employment, special generators and land use) and "accessibility" (based on trip length in minutes and topographical barriers) of all the zones in the area.

Once trip distribution is complete, the model is calibrated to ensure that the transportation network will have a balanced number of trip productions and attractions.

3.2.3 Model Validation and Traffic Assignments. After determining the number of trips between each zone, the next step in the process is traffic assignment. Traffic assignment determines how the trips will get from the production zone to the attraction zone. This process assigns trips to the street network based upon the most likely route of travel between the trip's origin and destination. Trips are assigned to the available routes using a mathematical algorithm which determines the amount of traffic to allocate to each route. The traffic allocation is generally based on the relative time it takes to travel along each available path as well as the design capacity of each street link.

One important step in the traffic assignment process is validation. Model validation establishes the credibility of the model by demonstrating its ability to replicate actual travel patterns. Validation is accomplished by comparing traffic volumes estimated by the model to actual base-year ground counts. Traffic estimated by the model is typically compared to actual traffic counts at points were streets cross contrived barriers called cordon lines, screenlines and cutlines. Various model parameters are adjusted until the model satisfactorily replicates the ground counts.

Once validation is completed, the model is used to assess the performance of the existing transportation system. The final traffic assignment is run on the existing network to produce a base-year benchmark. Then several future traffic assignments are modeled, generally 10 and 25 years into the future.

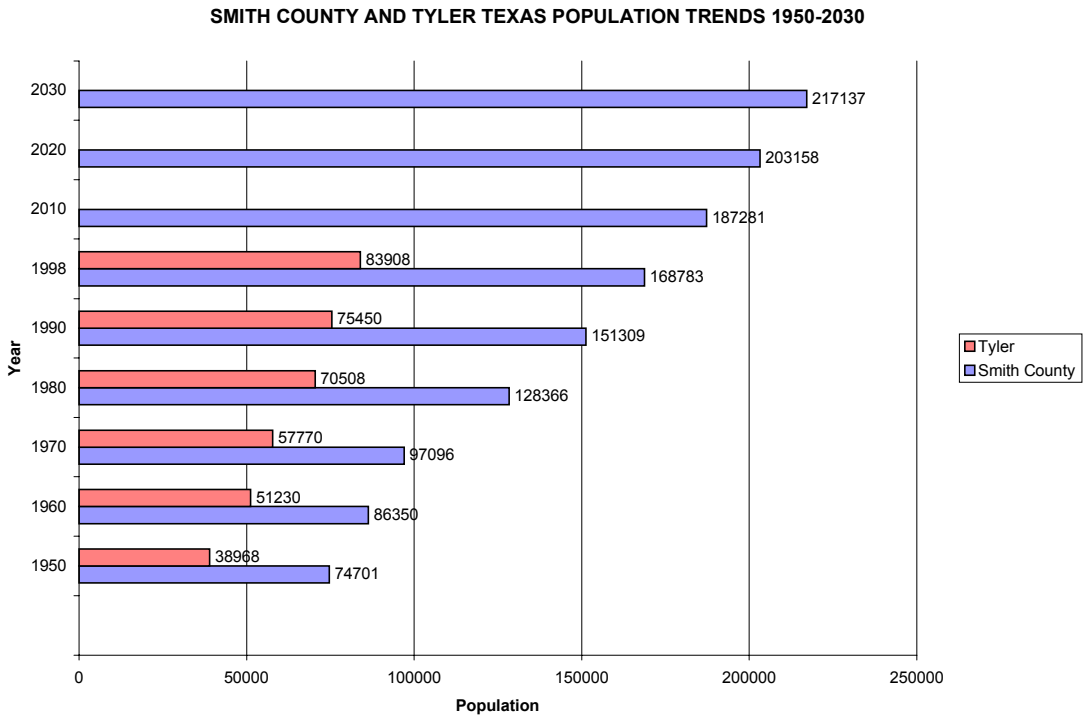
3.3 Demographics

As discussed above, a travel demand model requires demographic information including population, income, dwelling units, employment, land use and special generators.

3.3.1 Population. Population projections are one of the most essential elements of the planning process. Through utilization of population projections and anticipated increases or decreases in population levels, future needs can be evaluated with regard to the placement and phasing of capital improvements, utility extensions, community facilities and housing stock.

Table 3.1 shows historical population trends for Smith County and the City of Tyler. Since 1950, Smith County's population has increased approximately 56 percent while the City of Tyler has grown by almost 39 percent. Future population projections, provided by the Department of Sociology at Texas A&M University, indicates that Smith County will see growth of 22 percent by the year 2030. The Tyler MPO has selected a scenario for future population based on 1990-1996 migration trends. This scenario most closely represents the current population growth rate occurring in the area.

Figure 3.1 Population Trends and Forecast, Smith County and Tyler



Source: U.S. Census Bureau numbers found in the *Texas Almanac*, Department of Rural Sociology at Texas A&M University

3.3.2 Income. Income is another important indicator for future traffic patterns. Income influences the selection of housing, the number of automobiles in a household and the location of expanding businesses, especially retail and commercial, in a community. Table 3.2 details median household income and per capita income for Smith County and the City of Tyler for 1989 and 1998.

Table 3.1 Income Statistics, Smith County and Tyler, Texas

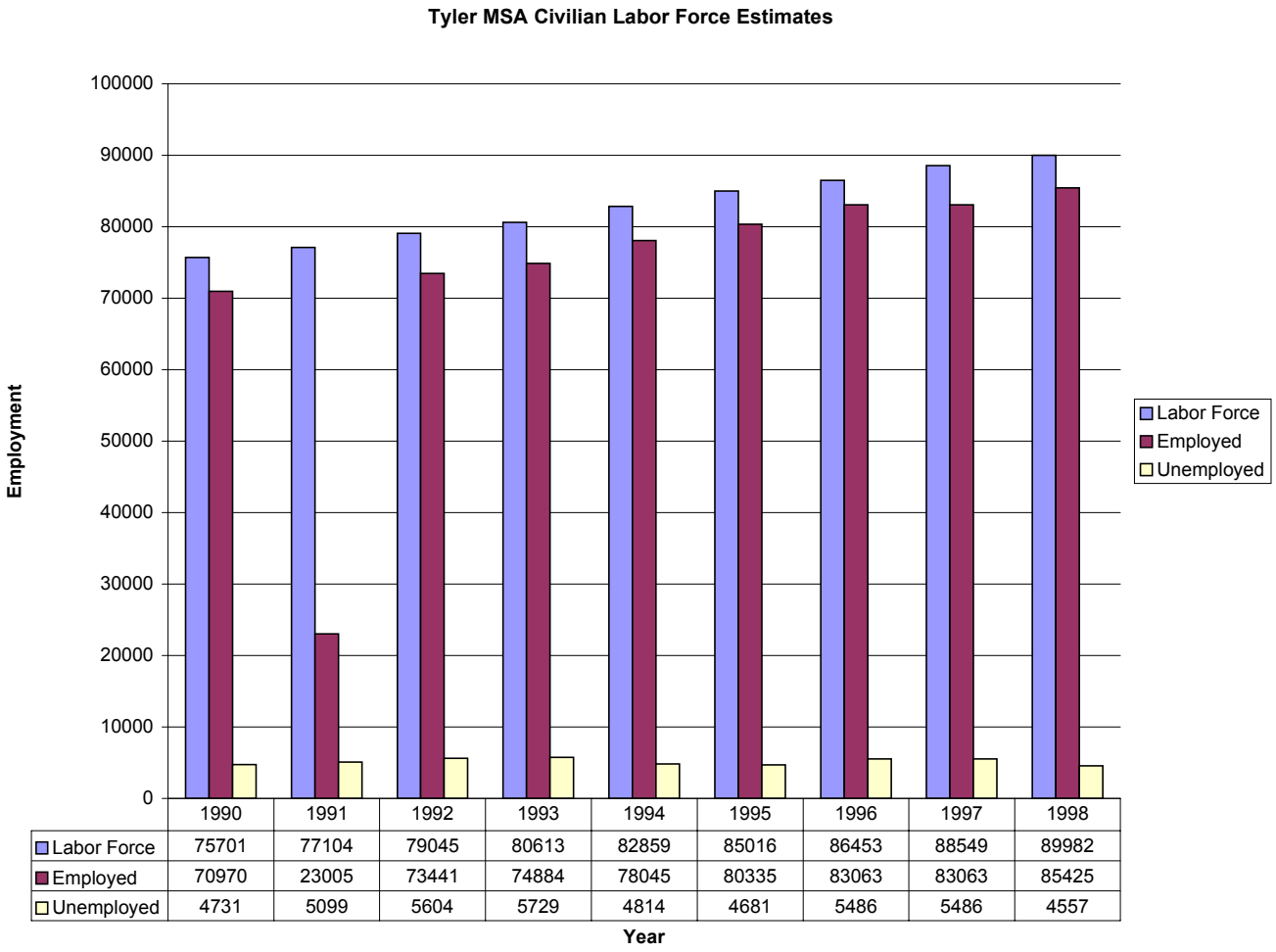
	Smith County		City of Tyler	
	Median Household	**Per Capita**	**Median Household**	**Per Capita**
1989	$25,769	$12,742	$23,661	$13,400
1998	$33,233	$18,344	$30,741	$19,292

3.3.3 Dwelling Units.. A survey of the city of Tyler for the *1999 City of Tyler Comprehensive Plan*, prepared by Dunkin, Sefko and Associates, Inc., indicated that there were 33,330 dwelling units in the city as of July 1998. The Plan indicates that the city has averaged approximately

200 building permits annually since 1990. The City of Tyler also annexed approximately 840 units in 1999.

3.3.4 Employment. According to the Texas Workforce Commission, the Tyler Metropolitan Statistical Area (MSA) employed an additional 18,254 people from January 1990 to September 1999. The total labor force grew 24 percent from 75,161 to 92,036 during this time frame. The Workforce Commission estimated the September 1999 employment at 88,449 with an unemployment rate of 3.9 percent. In 1999 alone, the area added 1,682 jobs. The following charts provide a synopsis of employment for the area over the last decade.

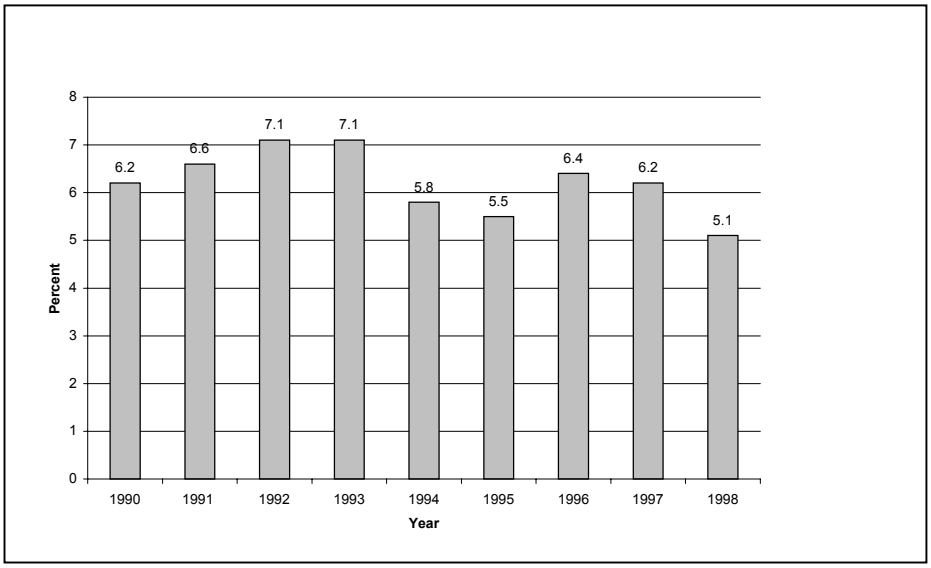
Figure 3.2 Labor Force Trends, 1990-1998



	1990	1991	1992	1993	1994	1995	1996	1997	1998
Labor Force	75701	77104	79045	80613	82859	85016	86453	88549	89982
Employed	70970	23005	73441	74884	78045	80335	83063	83063	85425
Unemployed	4731	5099	5604	5729	4814	4681	5486	5486	4557

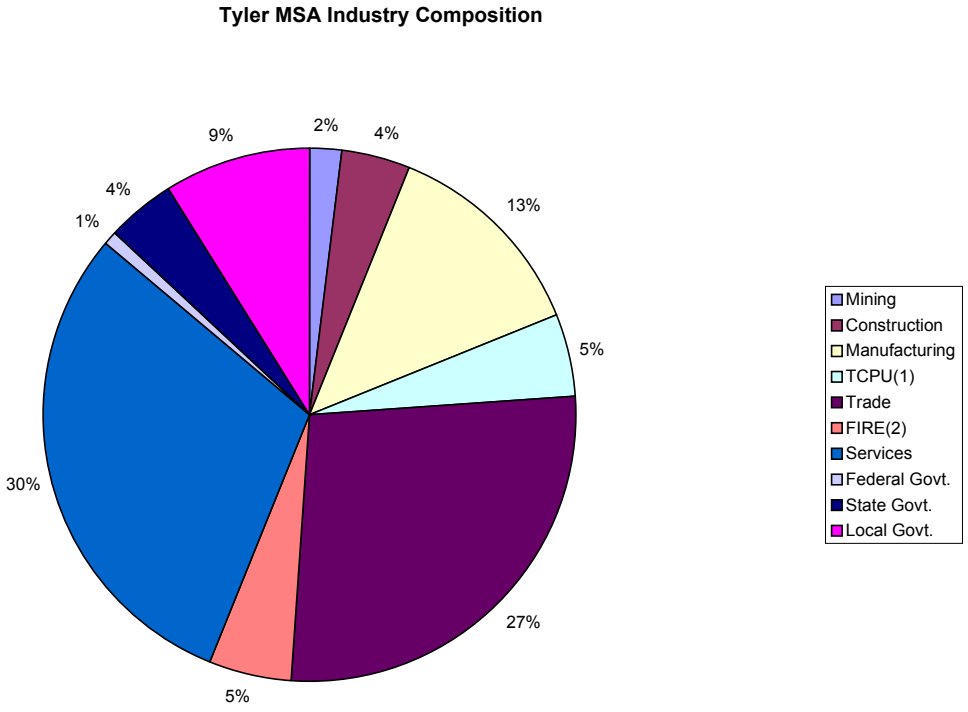
Source: Texas Workforce Commission

Figure 3.3 Tyler MSA Unemployment Rate, 1990-1998



Source for Both Figures: Texas Workforce Commission

Figure 3.4 Tyler MSA Industry Composition



(1) Transportation, Communications and Public Utilities
(2) Financial, Insurance, Real Estate

According to the 1998 Tyler Economic Development Council, Inc., *Community Profile,* Tyler is home to 25 employers with more than 200 employees on staff. The largest of manufacturing/distributor employers are:

- Brookshire Grocery Company 2,470
- Trane Company 2,000
- Kelly-Springfield 1,450
- Tyler Pipe 1,100
- Carrier Air Conditioning 1,050

Large non-manufacturing employers in the area include:

- East Texas Medical Center 3,800
- Trinity-Mother Frances Health Centers 2,726
- Tyler Independent School District 2,216
- UT Health Center Tyler 1,350

3.3.5 Future Land Use

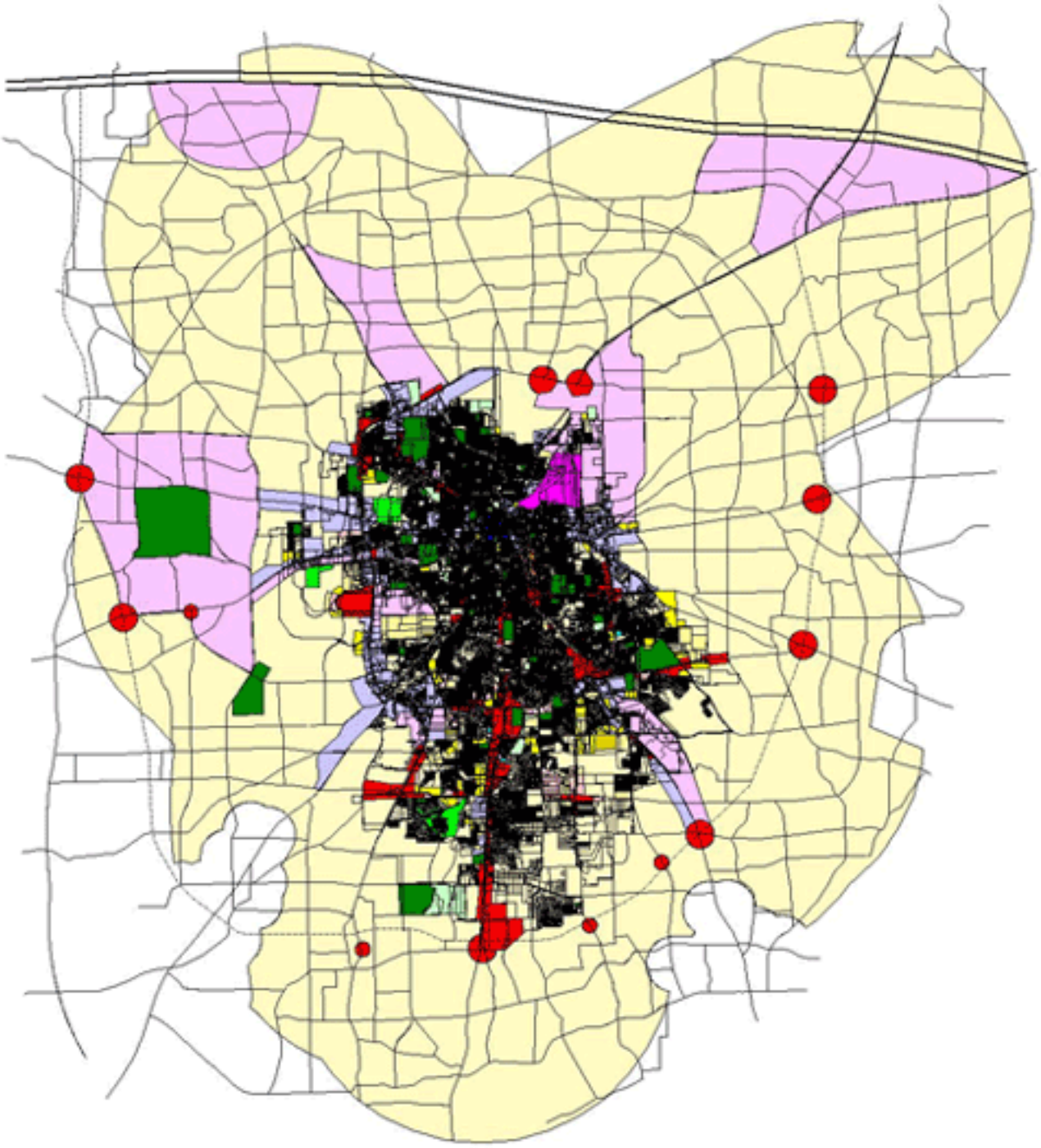
As the City of Tyler continues to expand in land area and population, the demand for public and semi-public uses will increase. The public land uses include all publicly owned lands, parks and schools. The continued expansion of Tyler Junior College and the University of Texas at Tyler have significantly increased the total percentage of land dedicated and developed for public land uses. The University of Texas at Tyler became a four-year university beginning in the Fall Semester of 1998. The semi-public land uses include churches, country clubs and hospitals. A substantial increase in semi-public land uses is attributed to the continued expansion of local healthcare facilities such as Mother Frances Hospital, East Texas Medical Center, and numerous related medical facilities and clinics.

The development trends for Tyler's industrial activities were once concentrated to the northeast of the Central Business District near railroad and major transportation lines. However, recent trends of industrial development within Tyler have been to locate near the urban fringes or along major thoroughfares. The uses are characterized by light and heavy manufacturing, warehousing, industrial service and storage facilities. Tyler's industrial land uses include various industries such as Tyler Industrial Park, located on Southwest Loop 323, Trane Manufacturing, located on Troup Highway (SH 110), Kelly Springfield, located on SH 31, Carrier Air Conditioning, located on U.S. Highway 271 North, and Tyler Pipe Industries, located on Highway 69 North, and a Target Distribution Center on I-20 and Harvey Road.

Future land use trends for Tyler will be directed or influenced by a variety of elements including existing land uses, population increases, school district boundaries, and economic considerations. However, it should be noted that the transportation system is one of the most important elements within the urban environment. Tyler's transportation network influences the pattern of existing development and is the catalyst for future land use decisions. A direct correlation occurs between the planning and development of residential, commercial, and industrial areas and the safe and efficient movement of persons and goods provided by a transportation network. Insurance should therefore be given that the current and future transportation plans will be consistent with all planning activities and reflect the needs and goals of the metropolitan planning area.

The City of Tyler's *1999 Comprehensive Plan* forecasted land use acreage needed to sustain the expected population growth. Figure 3.5 shows the forecasted land use.

1999 Metropolitan Transportation Plan
Tyler Metropolitan Planning Organization



Future Land Use (ETJ)

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home
- Mixed Use Residential
- Office
- Retail
- Commercial
- Central Business District
- Commercial Health Services
- High Rise Commercial
- Parks
- Country Club
- Public/Semi Public
- Light Industrial
- Heavy Industrial

Figure 3.5
Future Land Use (ETJ)
City of Tyler
November 1999

Table 3.2
Future Land Use By Category (Gross Acreage; Inside City Limits Only)

Land Use Category	Acreage Shown on Future Land Use Plan
Low Density Residential (Single-Family)	17,555
Medium Density Residential	1,385
High Density Residential (Multi-Family)	1,085
Mobile Home	90
Mixed Use Residential	450
Public/Semi-Public	1,995
Parks/Open Space	915
Office	490
Retail	1,995
Commercial	3,350
Central Business District	165
High-Rise Commercial	35
Commercial Health Services	190
Light Industrial	1,700
Heavy Industrial	200
Total Gross Acreage:	31,600

Source: Dunkin, Sefko & Associates, Inc.

3.3.6 Special Generators

There are several institutions and facilities, which because of their function generate a large traffic volume. These are called Special Generators. There are more than 56 special generators for the Tyler Metropolitan Planning Area. The downtown area, industrial parks, University of Texas at Tyler and Tyler Junior College, shopping centers, schools, the hospital district and other special traffic or trip generators influence traffic volumes and flow patterns on the street network. In reviewing the street network, it is necessary to consider the traffic generators in the City and study area and how they influence traffic volumes. (Existing major traffic generators are listed in Table 3.3 and shown on Figure 3.6.) The most significant trip generators are described below.

Downtown/Central Business District - The downtown area is generally considered to be the area bounded by Oakwood Street on the north, Front Street on the south, Palace Avenue on the west and Beckham Avenue on the east. The downtown contains several financial institutions, Tyler's City Hall and the Smith County Courthouse. In addition, the Tyler Public Library, federal offices, as well as numerous business and professional offices are located in this vicinity.

South Broadway Shopping Area - The major retail shopping center is Broadway Square Mall and is located on South Broadway, just south of Loop 323. The mall is the largest single trip generator in Tyler. Access to the mall is provided in three locations off of south Broadway, and two access drives from Old Bullard Road. There are three anchor stores in the mall with other retail stores, specialty shops and eateries. Across from the mall on South Broadway, are additional shopping opportunities including the French Quarter, Foley's Plaza, Service Merchandise, Target, Circuit City and Barnes and Nobles.

The University of Texas at Tyler - The university is a significant traffic generator in the City, with a sizeable enrollment of which many students are commuters. The university is located at the intersection of Spur 248 or University Boulevard and Old Omen Road.

Tyler Junior College - The junior college is also a major traffic generator in the City. The college is located on East Fifth Street between South Baxter Avenue and South Palmer Avenue.

Hospitals and Medical Facilities - Mother Frances Hospital and East Texas Medical Center are located approximately one-quarter mile apart on South Beckham Avenue, just south of East Houston Street. These facilities have undergone significant expansions in the last few years and represent a major trip generator. In addition, numerous physician offices, medical clinics and associated businesses are located in the immediate vicinity of the hospitals. The University of Texas Health Center at Tyler is also a major medical facility. This facility is located outside of the city limits but within the study area on Highway 271/155 North.

Trane Air Conditioning Company - The Trane Company is one of the largest employers in the City and is located two miles south of Loop 323 on Troup Highway (S.H. 110). This creates significant volume of traffic at the intersection of Loop 323 and Troup Highway.

Tyler Pipe Industries - Tyler Pipe is a major employer and trip generator which is located on North U.S. Highway 69. Being a heavy industrial center, this facility is also a heavy user of the railroad and truck facilities for shipping and receiving of goods.

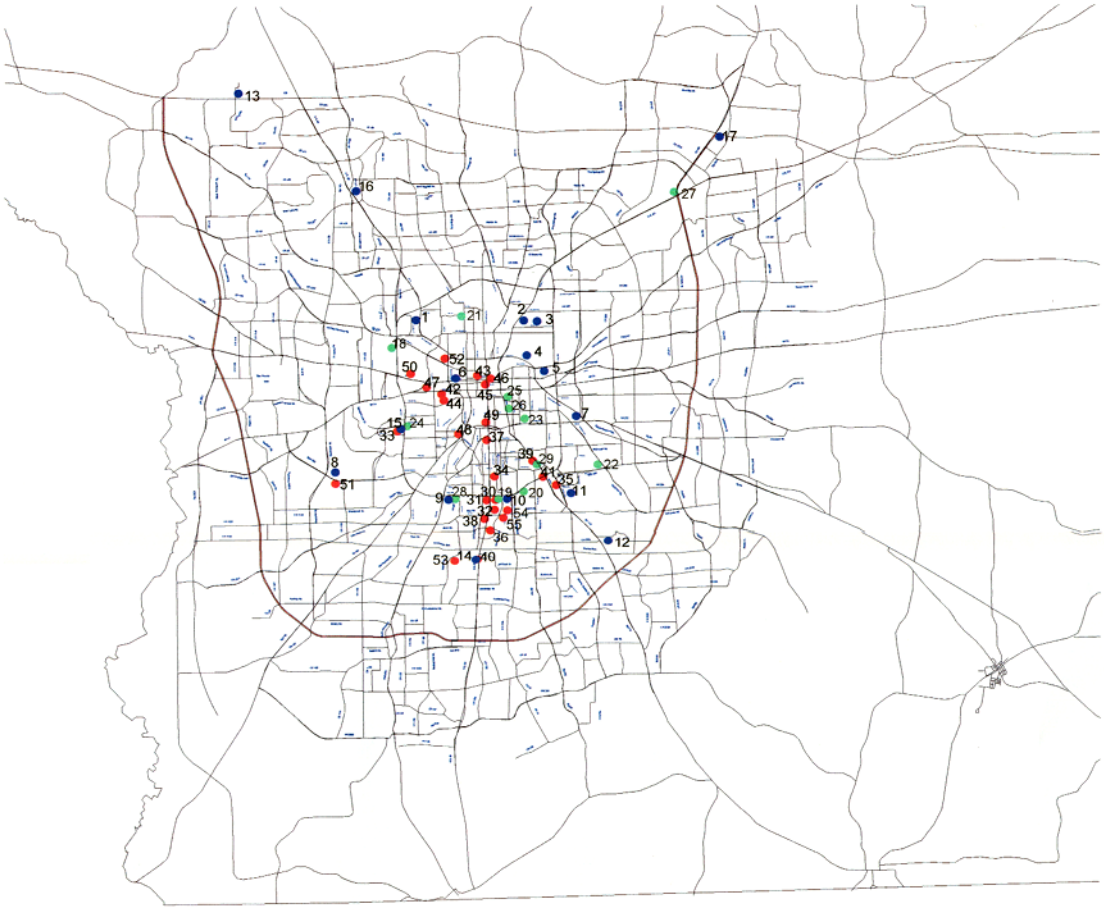
Kelly Springfield Tire Company - A manufacturer of tires, located on State Highway 31 west of Loop 323, this company is another major trip generator for both employees and shipping of products.

Other Area Trip Generators - There are a number of other major trip generators that fall outside of the Tyler city limits but are located in the ETJ area. These are indicated on the Trip Generator maps.

Table 3.3 Special Trip Generators

Map Indicator	Major Employers
	Note: () Indicates number of employees
1	Black Sheep, Inc. (265)
2	Carrier Air Conditioning (950)
3	Bonar Packaging Inc. (250)
4	LaGloria Oil and Gas (300)
5	Loggins Meat Co. (200)
6	Flowers Baking Co. (200)
7	Howe-Baker Co. (510)
8	Kelly Springfield Tire (1,450)
9	Brookshire Grocery Co. (2,000)
10	Petrofac, Inc. (300)
11	Celebrity, Inc. (250)
12	Trane Air Conditioning (2,000)
13	Target Distribution Center (1,000)
14	Wal-Mart Super Center (600)
15	Sam's Wholesale Club (165)
16	Tyler Pipe (1113)
17	U. S. Post Office Distribution Center (400)
	High Schools and Colleges
18	John Tyler High School (200) Enrollment: 2,000
19	Robert E. Lee High School (260) Enrollment: 2,329
20	T.K. Gorman Schools (45) Enrollment: 350
21	Texas College (111) Enrollment: 294
22	University of Texas at Tyler (600) Enrollment: 3,394
23	Tyler Junior College (650) Enrollment: 8,000
	Training Centers
24	Regional Training Development Center (RTDC) (approximately 52,000 attendees annually)
	Medical Facilities
25	Trinity-Mother Frances Hospital (2,726) Beds: 358
26	East Texas Medical Center (3,800) Beds: 448
27	UT Health Center Tyler (1,350) Beds: 136
28	Doctors Memorial Hospital (85) Beds: 54
29	Health South Rehabilitation Center (200)
	Shopping Centers
30	French Quarter Shopping Center
31	Broadway Square Mall
32	Foley's Plaza
33	Sam's Wholesale Club
34	Old English Village
35	Walmart/Super 1 Foods
36	Broadway Crossing Center
37	Off Broadway Shopping Center
38	Time Square Shopping Center
39	Green Acres Shopping Center
40	Wal-Mart Super Center/ Target Store
41	K-Mart Store
	Civic/Governmental
42	Tyler Rose Garden and Harvey Hall
43	City Hall Complex
44	Rose Stadium/Mike Carter Field
45	Tyler Public Library
46	Smith County Courthouse
47	TxDOT District Offices (393)
48	Tyler I.S.D. Administration Bldg./Complex
	Recreation
49	Bergfeld Park
50	Willowbrook Country Club
51	Lindsey Park
52	Fun Forest Park
53	Hollytree Country Club
54	Rose Rudman Park
55	Southside Park

1999 Metropolitan Transportation Plan
Tyler Metropolitan Planning Organization



Special Generators

Major Employers
Schools, Colleges and Medical Facilities
Shopping Centers, Civic Facilities, Government Offices and Recreation Areas

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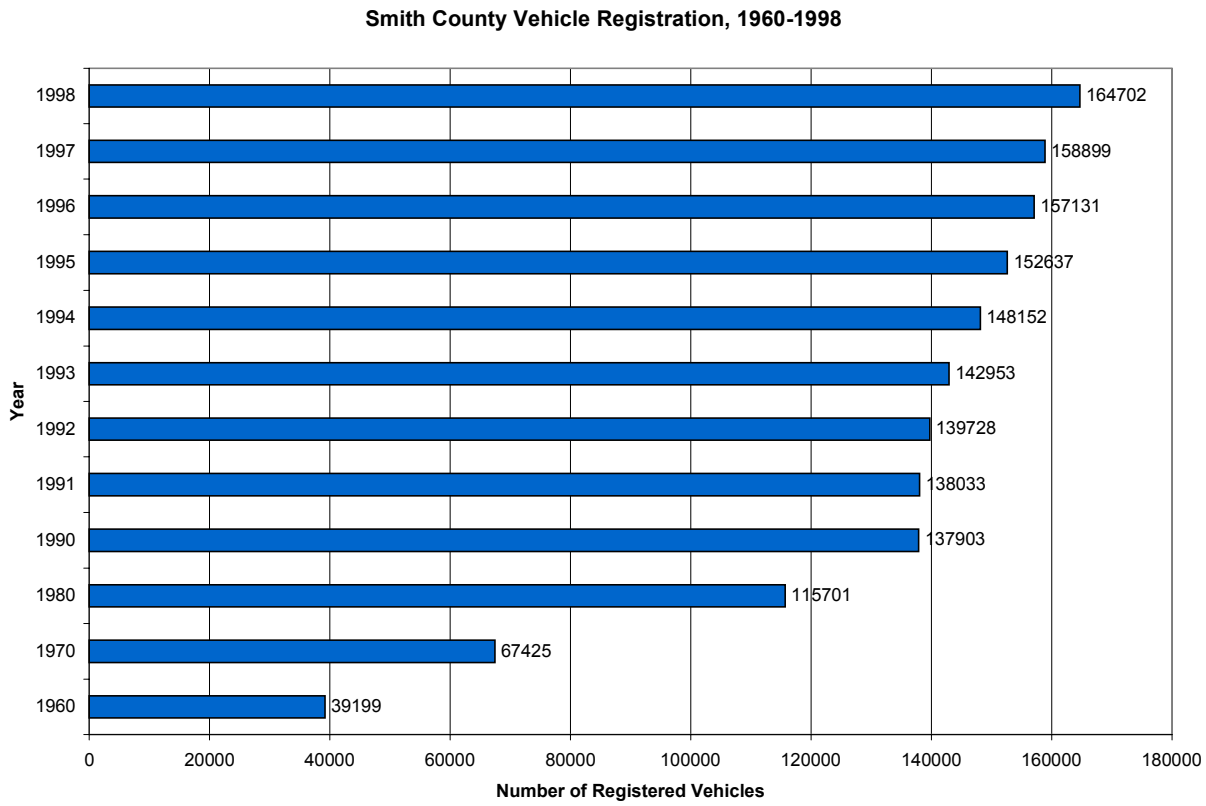
Figure 3.6
Special Generators
November 1999

3.4 Vehicle Registration and Vehicle Miles of Travel

Growth in Smith County vehicle registration more than tripled from 1960 until 1998. By comparison, during the same time frame, the population of Smith County increased one and one-half times. Vehicle registration grew at twice the rate of population. Daily vehicle-miles of travel has increased by 19 percent since 1990.

Figure 3.7 Trends in Smith County Vehicle Registration



Source: 1960-1980, Texas Almanac, 1990 -1998 Texas Department of Transportation

Table 3.4 Vehicle-Miles of Travel, Smith County

Year	Daily Vehicle Miles of Travel
1990	4,764,830
1991	4,621,257
1992	4,599,751
1993	4,799,751
1994	5,030,547
1995	5,197,491
1996	5,274,168
1997	5,233,143
1998	5,691,075

Source: Texas Dept. of Transportation

CHAPTER 4 -
TRANSPORTATION SYSTEM FACILITIES

4.1 Existing Street Network

The development of a transportation plan requires a full understanding of the existing street network. The current street system and the traffic patterns provide a basis for projecting future conditions and needs. Recommendations must be compatible with an orderly and functional transition from the existing system to the future system.

The existing street network provides the beginning point for development of a recommended future network. The existing thoroughfare system of a city acts as a constraint as well as a resource in the planning of future thoroughfares, since alignments, rights-of-way and traffic patterns are established. Once a street becomes a thoroughfare, particularly if it is a continuous route over a long distance, its function becomes permanent. Therefore, the existing major thoroughfare patterns in Tyler can be considered as a "given", upon which the projected future planned network must be built.

It should be recognized that only minor changes in existing alignments of thoroughfares will be possible in the developed portion of Tyler, without incurring inordinate costs and community disruption. This also preserves the existing network and encourages more efficient use of existing facilities.

4.2 Functional Classification

The determination of existing street usage is the first step in defining existing characteristics. The determination of street use, or functional classification, is based upon field reconnaissance, physical characteristics, traffic volumes and travel patterns. The classifications used in this study are those of the National Committee on Urban Transportation, which recommends four categories of street classification. They are as follows:

4.2.1 Freeway or Expressway. This class of facility is devoted entirely to the task of moving traffic and performs little or no land-service function. Except in rare instances, this classification should be reserved for multi-lane median divided roads with few or no intersections at grade. Expressways provide for movement of large volumes of traffic at relatively high speed, and are primarily intended to serve long trips. Freeways provide the same service as the expressway, but have full control of access, with grade separations at all intersections.

4.2.2 Arterial. This class of street interconnects the principal traffic generators within the city, and important rural routes. They accommodate trips between different areas of the city and should form a reasonably integrated system. The length of the typical trip on the arterial should exceed one mile. Truck and bus routes, as well as state and federal numbered highway routes, are usually located on arterials. Commuting and work trips, which tend to be longer than local shopping trips, also concentrate on these routes.

This concentration of through traffic, in most cases, results in the designation of these streets as "through" streets. Arterial streets are usually provided with such traffic aids as progressive traffic signal systems (signals timed to minimize disruption in traffic flow), lane markings, and

stop signs for traffic approaching on unsignalized cross-streets. Although traffic volume cannot be considered a criterion in itself, these routes are generally the most heavily used in the city, and daily traffic volumes usually exceed 5,000 vehicles per day.

Arterials mainly serve to move traffic. However, since high traffic volumes tend to attract certain types of land use, they also perform a secondary land-service function. Thus, although abutting property will have access, on-street parking and loading may be restricted, or prohibited altogether, to improve street capacity.

The City of Tyler's Comprehensive Plan divides arterials into two categories Type A -- Principal and Type B - Minor. The MPO functional classification labels them only as principal and minor.

4.2.3 Collector. This class of street serves the internal traffic movement within an area of the city, such as a subdivision or commercial area, and connects this area with the arterial street system. Collector streets are not intended to accommodate long, through trips and are not continuous for any great length. In gridiron patterns, however, a street several miles in length may be serving as a collector street rather than an arterial street if its predominant use is to travel to the next junction with an arterial street and then turn onto the arterial street. The principal differences between collector and arterial streets is the length and number of trips they accommodate.

Collectors rarely carry state or federal route designations, although they may connect less important rural routes with the arterial system. Collectors may be used for bus or truck movements to penetrate an area, and give direct service to that area, but they rarely are used for through routes.

In an industrial area, collector streets would properly carry both truck and bus movements which serve or terminate in that area. The collector street is intended to serve abutting property with the same degree of land service as a local street, while at the same time serving local traffic movements. This may necessitate a wide roadway -- wider than that of many arterials -- if the traffic volumes are high, as they would be in the vicinity of the Central Business District. Traffic control devices may have been installed to protect or facilitate traffic flow on a collector street, and to give it some priority over adjoining local streets. Where present, these controls normally would not be as extensive as those on arterial streets.

The City of Tyler's Comprehensive Plan divides collectors into two categories Type C -- Major and Type D - Minor. The MPO functional classification labels them only as collector.

4.2.4 Local Streets. The sole function of local streets is to provide access to immediately adjacent land. In and around the Central Business District, the local streets may carry traffic volumes measured in thousands of vehicles per day, but this is an exception to the average local street. Local residential streets in most cases would carry daily traffic volumes of less than 1,000 vehicles.

Bus, truck, or highway routes are seldom assigned to local streets, and then only to connect a specific destination with the closest major street. Within the local street classification, there are three subclasses indicating the type of area served: residential, industrial, and business. These more specific designations emphasize different types of service demands placed on these streets.

4.3 Functional Classification of Existing Street System - Tyler

The street network for Tyler and the study area was evaluated during the development of the City of Tyler's 1999 Comprehensive Plan Development and the functional classification was determined. Additionally, the MPO adopted a new Functional Classification for the area in January 1999. The City of Tyler's Master Thoroughfare Plan and the MPO's Functional Classification complement each other. The classifications are shown in **Figure 4.1 for the City of Tyler and Figure 4.2**, for the area outside of the City.

The street network in Tyler presents a challenge in that the local and collector street network generally follows the basic gridiron pattern, while the arterial street network generally follows a radial pattern. The exception is within the central area of Tyler, defined by Gentry Parkway on the north, Fourth and Fifth Streets on the south, Beckham Avenue on the east and Palace and Vine Avenues on the west, where the arterial system has a north-south and east-west orientation. The gridiron pattern also exists in the developed area of Tyler south of Loop 323.

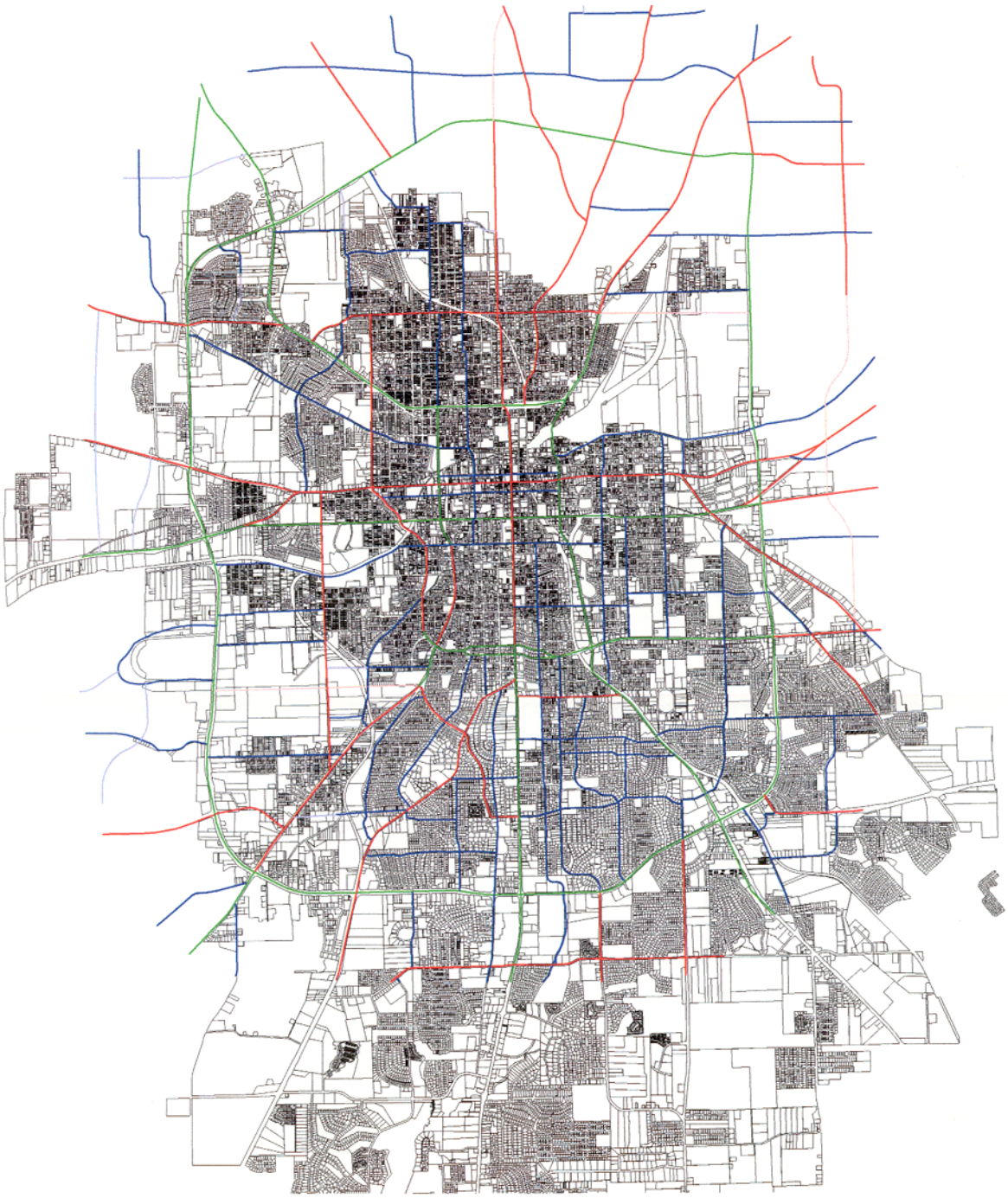
4.3.1 Interstate Highway 20. The only existing freeway or expressway in the study areas is Interstate Highway 20 (IH 20) which serves as part of the northern boundary of the study area in the east-west direction. The primary function of IH 20 is to serve long distance trips between cities in the region and between states in the southern United States. IH 20 serves Tyler with interchanges at US 69, FM 14, FM 2015, SH 155 and at US 271. The portion of the study area traversed by IH 20 is presently rural, with little urban development.

4.3.2 East-West Arterials. The arterial network in the study area has few east-west routes that are continuous through the City of Tyler. Front Street/SH 31 (also known as the Chandler Highway to the west) forms the only east-west arterial through the central part of the study area. Fifth Street East, Glenwood Boulevard, Erwin Street West and the Dallas Highway form designated route SH 64, which is an east-west route traversing the study area. However, the Glenwood Boulevard portion is on a north-south alignment, which disrupts the continuity of the facility. The Van Highway (SH 110 West), Gentry Parkway, M. L. King Boulevard and North Loop 323, are the only east-west arterials in the northern part of Tyler, and only North Loop 323 is continuous across much of the city. The only east-west arterials in the southern portion of the city are East Fifth Street and South Loop 323, and only South Loop 323 is continuous across most of the city. East-west arterials outside of Loop 323 are Rice and Shiloh Roads, Grande Boulevard and Cumberland Road. Grande Boulevard will be expanded from 69 South to Paluxy and from Old Jacksonville Hwy. to Highway 155 South.

4.3.3 North-South Arterials. The arterial network in the Tyler area has a more defined north-south orientation. North-south traffic is served by Beckham/Troup Highway (SH 110), the Frankston Highway (SH 155), South Broadway (US 69), the Mineola Highway (US 69), the Gladewater Highway (US 271), State Park Highway (FM 14), Paluxy Drive (FM 756), Copeland Road, and Old Jacksonville Highway (FM 2493). These north-south arterial streets form the designated U.S., State Highway and Farm to Market roadway network through the City of Tyler.

4.3.4 Roads Outside of Loop 323. Functional classification of streets outside Loop 323 is illustrated in Figure 4.2. Much of this area is presently rural in nature, although during the planning period portions will become urbanized and highly developed. The principal streets or rural roads were classified according to their function. Many of these roads are discontinuous with jogs, offsets, and T-intersections, due to the alignment along historical property lines. Because of the low traffic volumes on most of these roads, reasonable traffic operations presently occur. However, as

1999 Metropolitan Transportation Plan
Tyler Metropolitan Planning Organization



City of Tyler Thoroughfare Plan

6-Lane Arterial - 110' ROW (Type A)
4-Lane Arterial - 90' ROW (Type B)
Type B - Proposed
Collector Street - 60' ROW (Type C)
Type C - Proposed

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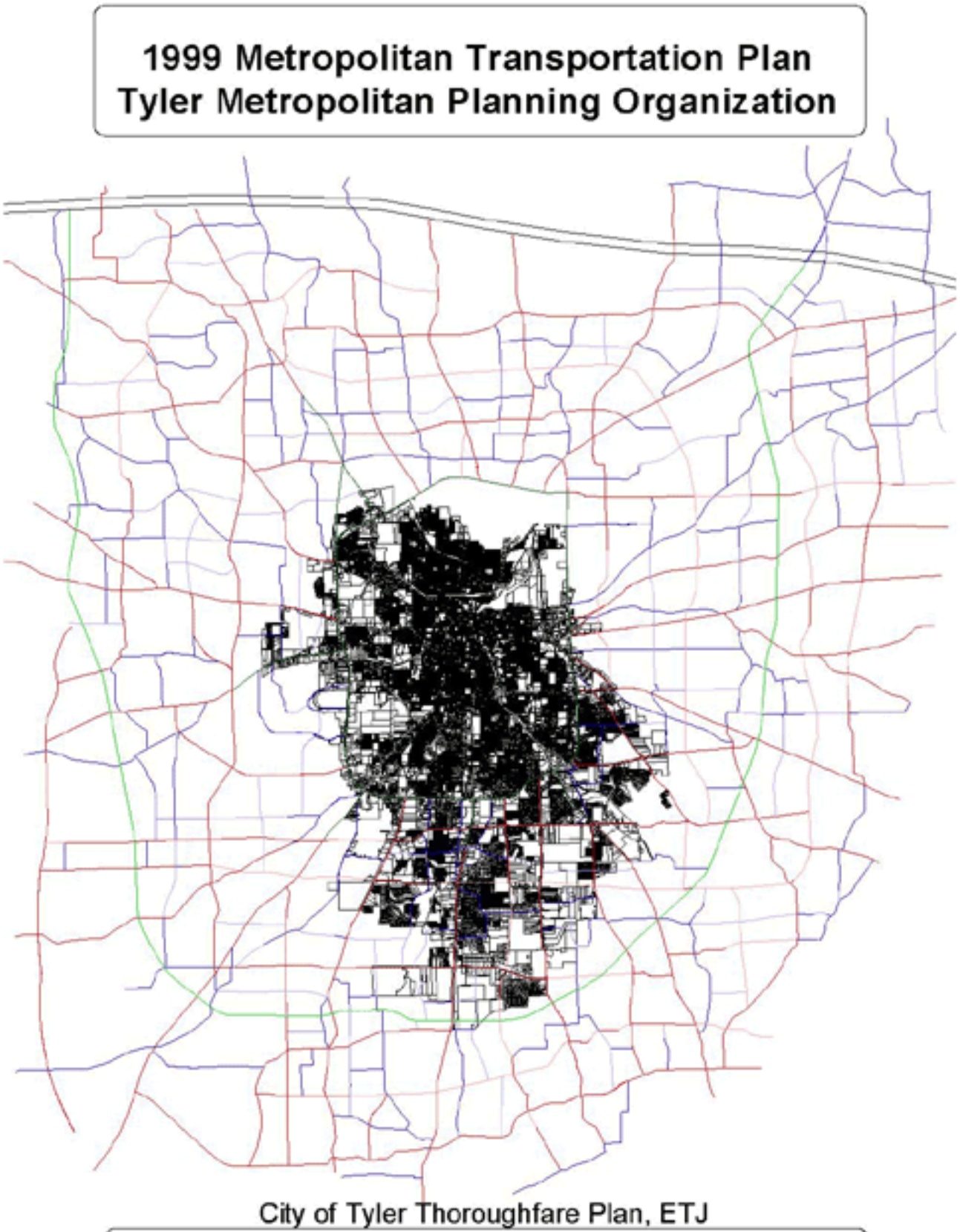
Figure 4.1
City of Tyler
Thoroughfare Plan
November 1999


1999 Metropolitan Transportation Plan
Tyler Metropolitan Planning Organization
City of Tyler Thoroughfare Plan, ETJ
Interstate Highway 20
6-Lane Arterial - 110' ROW (Type A)
4-Lane Arterial - 90' ROW (Type B)
Type B - Proposed
Collector Street - 60' ROW (Type C)
Type C - Proposed
Figure 4.2
City of Tyler
Major Thoroughfare Plan, ETJ
November 1999

the area becomes urbanized and more traffic is generated along these roads, existing roadway characteristics such as alignment and cross-sections will become restraints.

4.3.5 Collector Streets. Many of these streets serve as collectors by function rather than by design, with several being residential streets. The higher volume collector streets in Tyler include Houston Street, between Fleishel and Glenwood, Old Bullard Road between Old Jacksonville and Grande Boulevard, Troup Road between South Broadway and Troup Highway and Donnybrook Avenue, between E. Houston Street and Loop 323. In general, the majority of the existing collectors carry average daily traffic volumes less than 5,000 vehicles.

Intersection of West Erwin (State Highway 64) and Loop 323 in Tyler.

Table 4.1 Roadway Functional Classifications and General Planning Guidelines

Classifications	Function	Continuity	Approx. Spacing (Miles)	Direct Land Access	Minimum Intersection Spacing	Speed Limit (mph)	Parking	Comments
Freeway and Expressway (e.g., Interstate Highway 20)	Primary function -- Traffic Movement	Continuous	4 miles	None	1 mile	45 to 55 mph	Prohibited	Supplements capacity and arterial street system, and provides high-speed mobility.
Arterial or Major Thoroughfare (e.g., Loop 323, Gentry Parkway)	Primary function -- Moderate distance, inter-community traffic movement. (land access should primarily be at intersections.)	Continuous	½ to 1 1/2[1] miles	Restricted -- some movements may be prohibited; number and spacing of driveways controlled. May be limited to major generations on regional routes.	1/8 mile 1/4 mile on regional route	35 to 45 mph	Prohibited	"Backbone" of the street system.
Collector (major and minor)	Primary function -- collect/distribute traffic between local streets and arterial system. Secondary function -- land access. Tertiary function -- inter-neighborhood traffic movement.	Not necessarily continuous; may not extend across arterials.	1/4 to 1/2[2] mile	Safety controls; limited regulation. Residential access prohibited; commercial access allowed with shared driveways.	300 feet	30 mph	Limited	Through traffic should be discouraged.
Residential (local) Street	Primary function -- Land Access Sidewalks	None	As needed	Safety controls only.	300 feet	30 mph	Permitted	Through traffic should be discouraged.

[1] Spacing determination should also include consideration of travel projections within the area or corridor based upon ultimate anticipated development.

[2] Denser spacing needed for commercial and for higher density residential districts.

Source: City of Tyler 1999 Comprehensive Plan, Prepared by Dunkin, Sefko and Associates, Inc.

4.4 Route Continuity

Route continuity over extended distances is presently lacking for many north-south and east-west travel corridors in the study area. Only Front Street (SH 31) provides east-west continuity through the study area. State Highway 64 (Fifth Street-Glenwood Boulevard) provides some east-west continuity, but is offset approximately one mile at Glenwood Boulevard. Old Kilgore Highway and Old Overton Road (FM's 2767 and 850 respectively), and Spur 364, terminate at Loop 323. Likewise, Spur 248 or University Boulevard, provides limited east-west movement.

North-south movement, although provided on arterial roadways carrying the designated routes through the study area, has little continuity through the City of Tyler. All north-south arterial corridors are offset as they encounter the CBD defined by Gentry Parkway, Fifth Street, Beckham Avenue and Glenwood Boulevard, with the exception of the corridor formed by the Gladewater Highway (US 271), Gentry Parkway East, Beckham Avenue and Troup Highway, and this corridor does not actually serve as a true north-south function across the city.

The radial and circumferential major street pattern that has developed in the Tyler area places significant limitations to north-south and east-west route continuity through the City of Tyler. Route continuity for travel within the developed area of Tyler is significantly better than for the study area as a whole. For example, the majority of the north-south and east-west arterial streets extend radially from the central area of the City of Tyler to the limits of the study area. Many of the trips within the study area are work and shopping trips that take place within the densely developed area of Tyler and are served by this arterial network with reasonable continuity. However, for trips through the less densely developed areas outside of Tyler and for through trips across the study area that traverse the City of Tyler, continuity is lacking. As Tyler grows from its present size, a more definite gridiron pattern of arterial streets should be implemented in the developing areas to provide needed route connectivity.

4.5 Traffic Control

Traffic control on streets and highways in Tyler is a shared responsibility of TxDOT and the City of Tyler's Traffic Engineering Department. Since most of Tyler's major arterial streets are designated as highway routes, TxDOT plays a significant role in the planning and design of traffic controls on the arterial system. Under the maintenance agreement between the city and TxDOT, the city is responsible for the installation and maintenance of all traffic signals on these routes. In addition, the city is responsible for the installation and maintenance of all traffic control signs on highway routes with the exception of speed limit and route marker signs. TxDOT is responsible for installation and maintenance of all pavement markings on highway routes. Since TxDOT approval is required for most installations on highway routes, there is close communication, cooperation and coordination between the TxDOT District office and the City’s Traffic Engineering Department.

All traffic control on streets other than highway routes is the responsibility of the Traffic Engineering department. This includes planning, design, operation, and maintenance of traffic signals, signs, and pavement markings. The City of Tyler’s Traffic Engineering Department determines the needs, plans, designs and installs traffic control devices in accordance with the standards of the *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD*). Presently, the department maintains approximately 14,500 regulatory, warning, advisory, information, and guide signs in the city. The department also maintains pavement markings on city streets including center and lane lines, crosswalks, and special markings. In

addition, approximately 400 parking meters are maintained, primarily in the central business district, to control parking turnover.

The City's traffic signal system consists of 120 traffic signal installations, in addition to seven intersection flashers, six warning flashers, and 73 school speed limit flashers. All are maintained by the Traffic Engineering department. All of these devices have been designed, installed, and operated in accordance with MUTCD standards to insure uniformity.

In recent years, the Traffic Engineering Department has been engaged in a program to upgrade and modernize the traffic signal system. A total of 100 signalized intersections have been modified since 1990. These modifications include installation of modern solid-state control equipment, and in many cases, improved signal displays and vehicle detection systems. Approximately 89 intersections have been incorporated into the city's "closed loop" traffic signal system. This system permits coordination, or synchronization, between traffic signals, provides multiple signal timing plans to accommodate variations in traffic conditions, and monitoring of traffic signal operations through a communications system which is controlled through a dedicated computer at a central location. A total of eight subsystems operate within the "closed loop" system.

A ninth system includes the central business district. Due to the nature of traffic flow in this confined area, it has been determined that traffic signal modification would be of minimal value in this subsystem at this time; however, an upgrade to solid-state equipment will be necessary in the future.

The remaining traffic signals outside the "closed loop" system are isolated intersections, i.e., due to their locations, coordination with other signals is impractical or of limited benefit. These traffic signals have been modified to provide "full actuated" operation. This permits the signals to adjust continually to varying traffic demands and to provide the most efficient operation. In the future, as traffic conditions warrant, some of these intersections will be included in the "closed loop" system. The Traffic Engineering Department constantly monitors the traffic signal operation system to evaluate its effectiveness. This monitoring includes on-site observations as well as evaluation of measures of effectiveness such as delay through data collected via the "closed loop" system. Further evaluation is conducted through the use of computer models which simulate traffic flow and provide estimates of important measures of effectiveness. The same models are used to develop new timing plans as needed as traffic conditions change. The result will be a more efficient flow of traffic and reduced congestion.

4.6 Congestion

Traffic controls are widely used throughout Tyler's street system to alleviate congestion where possible. Parking restrictions are in place on most major streets throughout the city to increase usable street width and reduce interference with traffic flow. Wherever practical, left-turn lanes are provided to reduce delay and congestion caused by turning vehicles. Left-turn lanes are incorporated in new designs. On older streets, such lanes are provided by channelizing intersections with pavement markings where street width permits. Where physical conditions do not permit the addition of separate left-turn lanes, left- turn restrictions are considered to eliminate the conflicts and reduce congestion.

Congestion is most prevalent on the major arterial streets in Tyler. Due to the basic layout of the street system, there is often a lack of adequate alternate routes to disperse traffic. Therefore, major arterials operate with traffic demands which exceed the capacity of the roadway. The

major congestion on these streets occur during peak traffic periods and is not as serious during off-peak periods. However, in the area of major commercial development along Loop 323**,** South Broadway Avenue, and Troup Highway, in the southern section of the city, congestion is often present during most of the day. These arterials serve several purposes: commuter routes, intracity through routes, and access to commercial and business property.

The areas of highest accident totals coincide with the areas of highest traffic congestion. This is to be expected as congestion is often one of the primary causes of traffic accidents. Although total number of accidents in these areas may be much higher than in less congested areas, accident rates based on the traffic volumes in the areas may not be unusually high. High accident locations are identified through records maintained by the Traffic Engineering Department. This data is used to develop corrective measures where practical. Such measures include traffic controls, roadway improvements, and enforcement efforts through the Tyler Police Department. Currently, statistics are based on total accidents reported at a given location. However, plans are being developed to determine accident rates which relate the number of accidents to traffic volume.

Table 4.2 Listing of Congestion Areas at Peak Traffic Periods

ROADWAY	FROM...	...TO
Gentry Parkway	Lakewood Drive	U.S. Highway 271
NNW Loop 323	Shady Trail Drive	Corporate Drive
U.S. 271/Beckham Ave./Troop Hwy.	ENE Loop 323	Rhone Quarters Road
Broadway Avenue	Gentry Parkway	Heritage Drive
West Fourth Street & West Fifth Street	Talley Avenue	SSE Loop 323
SSE/ESE/SSW Loop 323	State Highway 31	Towne Park Dr./Spur 364
Old Henderson Highway	State Highway 31	S-SE Loop 323
SW Loop 323/E-SE Loop 323	Town Park Drive	University Drive
Old Bullard Road	Amherst	Grande Boulevard

4.7 Public Transportation

Prior to 1981, public transportation in Tyler was provided by a privately-owned transit company. The number of routes was reduced from six to one, as ridership declined over the years. In 1977, the City of Tyler began providing an operating subsidy to the transit operator. The City began operation of the Tyler Transit System in 1981 with a fleet of two twelve-passenger vans operating on a single fixed route. In 1989, McDonald Transit Associates, Inc. conducted a review of the Tyler Transit System operations and an assessment of the public transportation needs in Tyler. The study concluded that there were unmet needs and recommended expansion of the transit service. Based on the results of the study, a plan was presented to the City Council for expansion of the transit system. The approved plan recommended use of Federal Transit Administration (FTA) and Texas Department of Transportation (TxDOT) grant funds to assist the City financially in the operation of an extended transit system. The plan provided for slow growth to permit periodic evaluations of the effectiveness of the service improvements.

The City contracted with Ryder/ATE to manage the city bus system. Transit management of Tyler (TMT) was formed in July of 1993. TMT started operation under the trade name “Tyler Transit”.

In 1994, major expansions to the service were implemented. A demand response paratransit service was put into operation to meet the needs of the disabled community in accordance with the requirements of the Americans with Disabilities Act. Two new 30-passenger coaches were placed in service making the entire system accessible to persons with disabilities.

The routes were developed to serve areas of the city with populations, which are most likely to need and use public transportation. Census data was used to identify these areas, major destinations were also identified and the routes were designed to provide access to as many of these destinations as possible. It is not possible to serve all areas and all destinations, while maintaining a reasonable schedule that will provide convenient service.

A third route was added in February 1999 with the addition of (2) two 1998 Gillig Phantoms. The remaining two routes were reconfigured. The three routes were named Red Line, Blue Line, and Green Line. The addition of several transfer points along the routes made it easier for many riders to transfer from one bus to another without having to wait to arrive at the Bergfield center transfer point. Transfer Point #1 remained the Main transfer point to be able to transfer between all three routes. (**See Figure 4.3 for a Tyler Transit route map.)**

With the addition of the routes in February of 1999 Tyler Transit also extended it's service hours to 6:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. In April 1999, two (2) 1999 Ford Champion Vans were added to the Tyler Transit fleet bringing the total fleet to 10 vehicles. In October 1999, Tyler Transit added on a second full paratransit route. The employee roster has grown from two employees in 1993 to 20 currently.

The ISTEA legislation requires an MPO to address the issue of security within the transit system. As the City's transit system is limited in comparison to large a metroplex, security has not become an issue. There is no existing security system on the buses; however, there is security for the storage of the vehicles while they are not in operation. The vehicles are parked on City of Tyler property, which is surrounded by an eight-foot fence and gate. At this time, the entire fleet is maintained and secured by the City Vehicle Services Department. There are no capital investments planned for security purposes on the actual vehicles.

In addition to the public transportation by the City, their are a few private agencies which provide transportation as part of their services. For example, The Meals on Wheels program offers some transportation services to senior citizens. The Salvation Army, County Rehabilitation, and Youth and Family Enrichment Center are also private non-profit agencies that provide limited transportation services to a targeted population. Transportation is also provided to rural residents of the County by a private non-profit organization referred to as the Mini-Bus.

Tyler Transit Bus

1999 Metropolitan Transportation Plan
Tyler Metropolitan Planning Organization

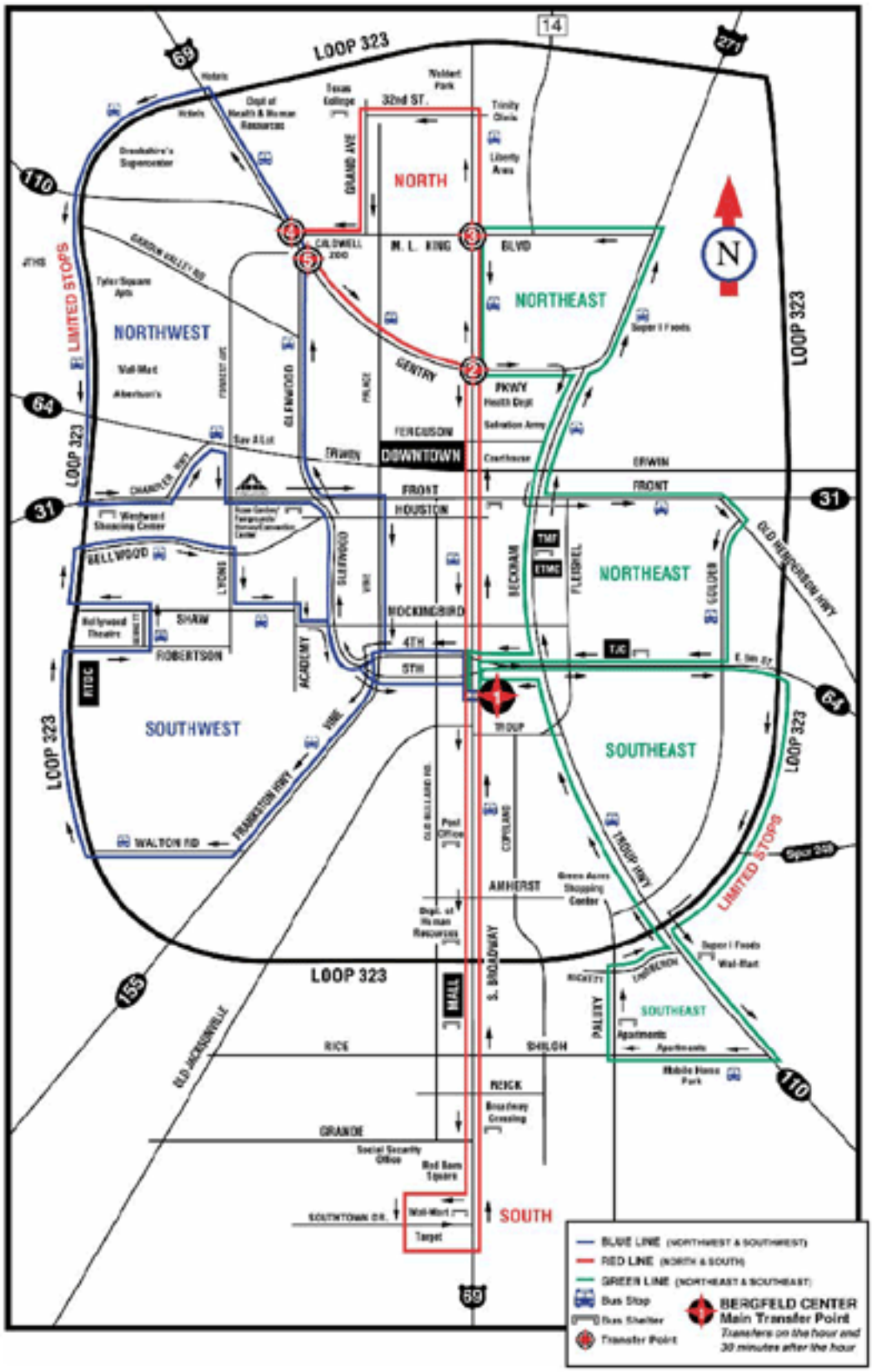


Figure 4.3
Tyler Transit Route Map
City of Tyler
November 1999

4.7 Air Transportation Facilities

Tyler Pounds Field is a publicly-owned community airport located three miles west of downtown Tyler. The airport is a primary commercial service airport that has averaged more than 75,000 passenger enplanements annually from 1989-1993.

Tyler Pounds Field has three operating runways identified as 13-31, 17-35 and 4-22. The three-intersection runway configuration was originally designed to accommodate smaller propeller-type aircraft which are more susceptible to varying degrees of crosswinds. The airport has a variety of lighting and navigational aids available to assist in the identification, approach, landing and taxing operations at night or in poor weather conditions. The taxiway system at Pounds Field is a series of parallel and connecting taxiways. The network consists of eight taxiways, all of which are fifty feet wide and have the same estimated weight bearing strength as the runways.

In addition to the airport's aircraft operating areas, there are a number of landside facilities. Landside facilities include the terminal building, aircraft parking apron, hangar areas, vehicle parking, and the airport access road. Fixed-base operations (FBO's) are also a part of the landside facilities and include passenger waiting areas, pilot lounge, aircraft maintenance, fuel storage, and aircraft rental, storage, and sales. There are currently three FBO's providing services for general aviation, commercial and military aircraft. Crystal Jet provides fuel sales, aircraft maintenance, aircraft restoration, aircraft storage, flight instruction and passenger/pilot facilities. Johnson Aviation provides jet and AV gas and is a maintenance facility for single and twin-engine aircraft. Tyler Jet also provides fuel sales, large scale aircraft maintenance and refurbishing, aircraft storage, avionics, and passenger pilot facilities.

Commercial air service is provided by American Eagle, Austin Express, and Continental Express. Annual usage figures for 1997 and 1998 are shown below.

Table 4.3 Enplanements And Deplanements, Tyler Pounds Field Airport

Year	Enplanements	Deplanements
1990	77993	77811
1991	68893	68934
1992	75978	76159
1993	76396	73129
1994	81506	81579
1995	77252	77252
1996	72897	69580
1997	73415	69668
1998	73990	69009

Source: Tyler Airport

The airport is also equipped with Aircraft Rescue and Firefighting services. These services and equipment are provided on a twenty-four hour basis for regularly scheduled aircraft as well as unscheduled air carrier aircraft.

Tyler Pounds Field Airport completed an update of the airport master plan to evaluate short, medium, and long range requirements for airport expansion. Since the completion of the

update, several projects including the construction of a new fire station at the airport have been completed.

The City of Tyler has now initiated planning and design services to build a new terminal building on the west side of the airport. The project includes new entrance roads, aircraft aprons, and parking lots. The size of the building is estimated to be 36,000 square feet. Land was acquired to provide adequate space for future terminal expansion forecasted for the next forty years.

The new plan will have improved curbfront access with canopies for protection in inclement weather. Ample space for queuing at ticket counters, rental car counters, bag claim devices and security check points will be provided to avoid conflicts with general circulation. The building will be designed to accommodate jet bridges as well.

The new entrance road for the terminal area will enter Highway 64 West about 3000 feet further west of the existing entrance. TxDOT also is planning to widen State Highway 64 to five lanes beyond the proposed new entrance road intersection. Should Loop 49 be developed as planned, an option to have a western entrance to the new terminal building is feasible.

General Aviation activities have increased at Tyler Pounds Field Airport resulting in a higher demand for aircraft storage facilities. The terminal planning program also provides an optimal area for General Aviation development. Additionally, the existing terminal is planned to be utilized for aviation related activities once the commercial operations are moved to the new terminal.

4.8 Railroad Transportation

In 1995, Tyler was served by two railroad companies, the St. Louis Southwestern Railway and the Missouri Pacific Railroad. One railroad service company, the Union Pacific Railroad, presently serves Tyler. Services are limited to freight carrying only.

Tyler generally serves as a switch point, in that trains come through for the purpose of switching engines and then proceed to other destinations. The Union Pacific Railroad reports there are approximately fifteen (15) trains daily serving about fifteen (15) customers along the Owentown-Tyler-Chandler route. Their primary purpose is to deliver and pick up bulk freight to and from local businesses (manufacturer, producer, consumer) including propane, natural gas, fertilizer, lumber, tires, oil, crushed stone, stone, woodchips, and waste products.

4.9 Motor Freight

Thirteen regional trucking/motor freight companies in the study area serve Tyler. Data were collected from the companies and includes the type of freight, the number of tons of freight per day, the territory they serve, the number of trucks operating, the main routes used, and any problems they may have on these routes.

The majority of the companies surveyed carried general freight. The total number of tons carried per day ranged from 7 tons to 250 tons or 2,555 to 91,250 tons per year. Most of the companies traveled within the immediate area, with a number hauling within the county or East Texas region. Four of the companies surveyed covered territories from coast to coast. The information showed that trucks running from the carrier's Tyler facility included from six trucks to as many as 30 trucks per day.

The major arterials carry a sizeable amount of truck traffic volume. Most of the carriers used all major routes in the Tyler area which include Loop 323, US 69, US 271, SH 110, and SH 155.

Table 4.4 Tyler Area Motor Freight Service

Freight Company	Tons Per Day	Trucks Per Day	Routes	Territory
ABF FREIGHT SYSTEMS	50	5	Gentry Pkwy, Loop 323	Palestine, Jacksonville, Tyler, Troup, Lindale, Mineola
ASE TRANSFER COMPANY	60	9	Loop 323, Gentry Pkwy., Glenwood	85 mi. radius of Tyler
CENTRAL FREIGHT LINES	175	14	Loop 323, 155, Troup, US 69, Erwin, Gentry	60 mi. radius of Tyler
COY TRANSPORTATION	7 to 8	5	Loop 323	100 mi. radius of Tyler
FWA TRANSPORTATION	240	10	US 69 S&N, Loop 323	All USA
OVERNITE TRANSPORTATION	125	15 to 17	All permissible streets	90 mi. radius of Tyler
ROADWAY EXPRESS	15 to 20	5	All major routes	Tyler - Longview - Kilgore
SAIA MOTOR FREIGHT	250	30	All permissible streets	Local, NE TX to LA, all states
TNT BESTWAY	35	10	All permissible streets	East Texas
TRANSPORTATION MANAGEMENT SERVICE	23	20	All permissible streets mostly Loop 323	48 States, 90% of service is to Dallas-Shreveport-Houston
WATKINS MOTOR LINES	50 to 100	7	All major routes	East Texas
YELLOW FREIGHT SYS., INC.	200	21	All major routes	East Texas
WARD	67	6	Loop 323, US 69, US271	48 States and Canada

4.10 Bus Transportation

The Greyhound Bus Depot located at 303 N. Bois D'Arc serves as the terminal for the Greyhound Bus Line, Kerrville Bus Line, and Trailway Bus Line. There are an average of twenty-seven departures and arrivals daily. Cities included in the routes are Dallas, Houston, Shreveport, Laredo, Waco, and Longview. The terminal estimates 113,880 passengers per year and a significant parcel and package delivery service of 29,200 parcels per year.

Tyler now has a shuttle service provided by Tyler Shuttle which has scheduled service daily to the Dallas-Fort Worth Airport and Love Field and by reservation to Tyler Pounds Field and the Shreveport Airport. This provides a service for area residents to connect to flights on airlines not serviced by the Tyler Pounds Field and direct flights to major cities.

Several bus charter companies also serve the area. The charter companies vary in size and services. The largest companies include Lone Star Bus Lines, Chuck's Travel Coaches, Inc., Tyler Shuttle Services, and Rose Capitol Charter. The companies run an approximate total of 2,230 charters with an average of 38 passengers per bus and approximately 90,000 passengers per year.

Table 4.6 Charter Service, Tyler Area

Service	Annual Charters	Passengers Per Bus	Annual Passengers Served
Chuck's Tavel Coaches, Inc.	500	40	20,000
Lone Star Bus Lines	1650	40	66,000
Rose Capitol Charter	28	30	840
Tyler Shuttle Services, Inc.	50	40	2,000
TOTALS	**2228**	**150**	**88,840**

4.11 Bicycle and Pedestrian Facilities

The ISTEA legislation gave greater weight to bicycling as a means of transportation. The law required that the long-range plan provide for the development of transportation facilities (including bicycle and pedestrian) which will function as an intermodal transportation system for the metropolitan area. TEA-21 maintained these requirements.

The MPO recognizes that bicycle transportation will play an increasingly important role in the overall transportation system of the urban area and has included representation of the Tyler Bicycle Club on the Technical Advisory Committee.

The Surface Transportation Enhancement Program provides funding for bicycle and pedestrian facilities and the City of Tyler has received funding to extend Rose Rudman Trail in the south-central section of Tyler. Funds will continue to be pursued for further extensions of this trail and for additional facilities around the area. A Parks, Recreation and Open Space Master Plan was included in the 1999 City of Tyler Comprehensive Plan, and the City will be eligible for assistance from the Texas Parks and Wildlife Department as well.

The City of Tyler currently requires the construction of sidewalks in all commercial developments and may require sidewalks in residential developments in the future. The Texas Department of Transportation includes sidewalks in the construction or re-construction of facilities where pedestrian demand warrants them.

There are currently 4 bicycle and pedestrian off-road facilities in Tyler. These are found in Noble E. Young Park, W.E. Winters Park, Southside Park and Rose-Rudman Greenbelt (see Figure 2.3).

According to the 1999 Comprehensive Plan, the City plans to extend the Rose-Rudman/Southside Park trail to Faulkner Park and other sections of Tyler. One trail would extend from Rose Rudman west on Grande Boulevard, south on FM 2493, west on the future Loop 49 and north on the Mud Creek Corridor and back to Rose Rudman Park. A section of this trail also would extend north on the Southern Pacific Railroad corridor to the Tyler Rose

Garden.

Another proposed trail would extend along the Black Fork Creek Greenbelt. The trailhead would be at Woldert Park and extend southeast. A fourth trail corridor is proposed in the Comprehensive Plan to extend from Fun Forest Park north on Glenwood Avenue across Gentry Parkway and continuing north to Martin Luther King Boulevard. The trail would then extend east along Martin Luther King Boulevard to Grand Avenue. Then the trail would extend north in the Grand Avenue right-of-way adjacent to Texas College, east on W. 29th Street and north on Glass Avenue back to Woldert Park. There also are discussions to provide bicycle facilities along Loop 49.

These proposed trails would provide bicycle and pedestrian access to a majority of the City of Tyler, providing additional modes of travel for its citizenry and visitors.

CHAPTER 5 -
TRANSPORTATION IMPROVEMENTS

5.1 Legislative Background

ISTEA required that Metropolitan Transportation Plans divide transportation projects into two sections: short-range (2000-2010) and long-range (2011-2025). ISTEA also required that plans be fiscally constrained -- the plan can only contain those projects which can reasonably be expected to be funded. TEA-21 maintained these requirements, but also allowed the plan to include for "illustrative purposes" additional projects that would be included in the long-range plan if "reasonable additional resources" were available. These projects are called "un-funded needs."

5.2 Project Selection

This section contains a general overview of projects which will be needed to handle future traffic along designated highways and streets within the Tyler urban area. These recommendations are **NOT** based upon a travel demand model. A project selection rating system, discussed below, was developed by the MPO and was used to assist in determining the short-, long-range and un-funded needs sections of the plan for state-sponsored projects only. Projects for the city of Tyler also are included in the plan. The cities of Lindale and Whitehouse as well as Smith County do not anticipate constructing any roadways during this planning horizon.

Cost estimates for the projects discussed in this chapter are based on averages for current roadway construction and are intended for planning purposes only. Cost estimates will be refined as the projects are staged through the Transportation Improvement Program (TIP) for implementation.

This listing of proposed improvements does not constitute an official commitment of any route, nor does it commit the Texas Department of Transportation, local cities, county or any other participating agency to the development of a particular project.

5.2.1 Project Selection Rating Process. The Policy Committee authorized the creation of a Project Selection Criteria Sub-Committee of the Technical Advisory Committee. This committee was comprised of TxDOT, county, city and MPO staff. The sub-committee developed ranking criteria (see Figure 5.1) which would be used for each project seeking federal funding and determined that each project would be allocated no more than 965 points. The Policy Committee approved the rating criteria in July 1999. In all, 23 projects were rated. Table 5.1 explains the project ranking criteria. (See Chapter 6, Table 6.1 for the project ratings.)

TxDOT, city and county staff provided information to the MPO staff for the rating of all criteria except for "Special Circumstances." This section was completed by the Policy Committee. Once the rankings were completed, the ranking sheets were sent to the Technical Advisory Committee to determine which projects should be designated short-range, long-range and un-funded. TxDOT staff made a recommendation as to which projects should be included in the short-range, long-range and un-funded needs strategies for each state-sponsored project to the Technical Committee. City of Tyler projects were recommended by city staff based on projected growth patterns. The Technical Committee approved the designations and recommended them to the Policy Committee. The Policy Committee also approved the designations.

Figure 5.1 Project Selection Rating Form

TYLER URBAN TRANSPORTATION STUDY
PROJECT SELECTION RATING FORM
1999 MTP

Project Name: _____
Limits: _____
Description: _____
Project ID: **TxDOT:** _____ **MPO:** _____
Est. Construction Cost: _____ **Est. ROW Cost:** _____
Project Length (miles): _____ **Est. Utility Relocation Cost:** _____
Proposed Funding Source: **Federal** _____ **State** _____ **Local** _____
Pavement Type: _____ **Major Land Use:** _____
Accident Rate: _____
Congestion Level: Current: _____ V/C Ratio: LOS: _____ **1997 VMT** _____
Future: _____ V/C Ratio: LOS: _____ 2025 VMT _____

Current Congestion	**Points:**
LOS A	0
LOS B	25
LOS C	50
LOS D	100
LOS E/F	200
Total:	_____

Pavement Condition:	**Points:**
New	0
Good	25
Average	50
Poor	100
Bad	200
Total:	_____

Percent of Adjacent Property Developed:	**Points:**
0-25 %	40
26-50 %	30
51-75 %	20
76-100 %	10
Total:	_____

Modal/Environmental Impacts:	**Points:**
Bicycle Access	5
Sidewalks Added	5
Transit Access	5
Wetland Mitigation Needed	-20
Permits Needed/Received	+/-5
Total:	_____

Future Congestion	**Points:**
LOS A	0
LOS B	25
LOS C	50
LOS D	100
LOS E/F	200
Total:	_____

Cost Factors: (Cost Per Vehicle Mile)	**Points:**
$0-$100	75
$100-$500	50
$500-$1000	25
>$1000	0
Total**:**	_____

Local Contribution: (1 Point Per Percent of Total Project Cost)	**Points:**
1-100	
Total:	_____

Additional ROW Required:	**Points:**
0 % needed	25
1-25 % needed	20
26-50 % needed	15
51-75 % needed	10
76-100 % needed	5
Total:	_____

Project Lead Time:	**Points:**
ROW Purchased	10
PE Completed	10
Plans Completed	10
Total:	_____

Special Circumstances: **Points:** 0 to 75 _____

Explain:

Total Points: (**96**5 Max) _____ Rater's Signature

Table 5.1 Explanation of Project Ranking Form Criteria

Explanation of Project Selection Rating Form Tyler Urban Transportation Study 1999 Metropolitan Transportation Plan	
Project Name	Name of roadway on which work will be performed.
Limits	Segment of roadway on which work will be performed.
Description	Type of construction to be performed.
Project ID *TxDOT* *MPO*	 TxDOT's construction identifier and tracking number. MPO identifying number (to be named after projects are rated).
Length	Length of the project in miles.
Est. ROW Cost	TxDOT's estimate for the purchase of additional right of way to complete the project, may not be available for long term projects.
Est. Utility Relocation Cost	TxDOT's estimate for the relocation of utilities, may not be available for long term projects.
Proposed Funding Source	The primary source for funding the project. Most all will have federal funding. State and/or local match will be required.
Pavement Type	Details whether the existing pavement is concrete, asphalt. Left blank if new construction.
Major Land Use	Lists the primary type of existing land use in the categories of agriculture (rural), residential, commercial, public (government, parks, schools, churches) or vacant.
Accident Rate	Number of accidents for fiscal years 1995, 1996, and 1997 averaged. This number is multiplied by 100 million and then divided by the length of the project multiplied by the average daily vehicle miles of travel (1997) and 365 to get a three-year averaged rate.
Congestion Level	Data and time constraints prohibited this calculation.
LOS Current/Future Congestion	Rates the Level of Service on the existing roadway taking into consideration the capacity (number of lanes) and the 1997 VMT (average daily vehicle miles of travel). LOS A is the best, free-flowing traffic. Level of C is acceptable, some minor delays. Levels D/E/F indicated unacceptable levels of congestion and major delays. Based on the current level of capacity and the projected 2025 traffic counts.
1997 VMT	Average daily vehicle miles of travel. Counts performed by TxDOT, Transportation Planning and Programming Division.
2025 VMT	Projected daily traffic based on 1990 traffic model. Projections provided by TxDOT, Transportation Planning and Programming Division.
Pavement Condition	Condition of existing pavement, provided by TxDOT.
Cost Factors Cost per Vehicle Mile	Cost of the project divided by the current VMT multiplied by the project length. For new construction, the 2025 VMT was used.
Percent of Property Developed	The percent of property developed was calculated based on the review of the existing land use adjacent to the roadway.
Local Contribution	At least 10 points, for the percent of right of way contribution. Additional points were awarded for each percentage of the project cost provided by a local government.
Modal/ Environmental Impacts	The project received points if bicycle, pedestrian and transit access will be provided. If wetland mitigation is expected on the project, up to 20 points were subtracted. If environmental permits were already obtained, the project received points. If permits were needed, points were subtracted. Impacts determined jointly by city, county and TxDOT staff.
Project Lead Time	If needed right of way has already been purchased, preliminary engineering completed and plans completed, the project was awarded points for each of these.
Special Circumstances	Additional factors not already rated such as economic impact, safety issues (accident rate), etc. which are important to the project.

Projects were designated based on their ranking score, available funding and projected project development time-frame. It should be noted, that based on the ranking criteria, new facilities rated lower than existing facilities. The importance of these new roadways, especially those in projected high-growth areas, was taken into consideration when determining their designation in the short- and long-range strategies. ***Projects listed in each time-frame are not prioritized.***

5.3 Recommended Transportation Improvements

Transportation Improvements will be discussed in the following sections:

- State-Sponsored Short-Range Projects
- City of Tyler Sponsored Short-Range Projects
- State-Sponsored Long-Range Projects
- City of Tyler Sponsored Long-Range Projects
- State-Sponsored Un-funded Needs
- Public Transportation Improvements
- Enhancement Projects
- Other Categories (rehabilitation, traffic operations, maintenance and bridges)

5.3.1 Project Identification Numbers. Projects are required to have an identifying number so they can be tracked from the Metropolitan Transportation Plan to the Transportation Improvement Program. Each project will have an identifier similar to "SR-TTS-CO1" or "LR-TTS-C01." An explanation is provided below.

SR = Short Range
LR = Long Range
TTS = Tyler Transportation Study
C00 = Construction
L00 = Local (City of Tyler)
P00 = Public Transportation

Other designations which will be used when projects are identified will include:

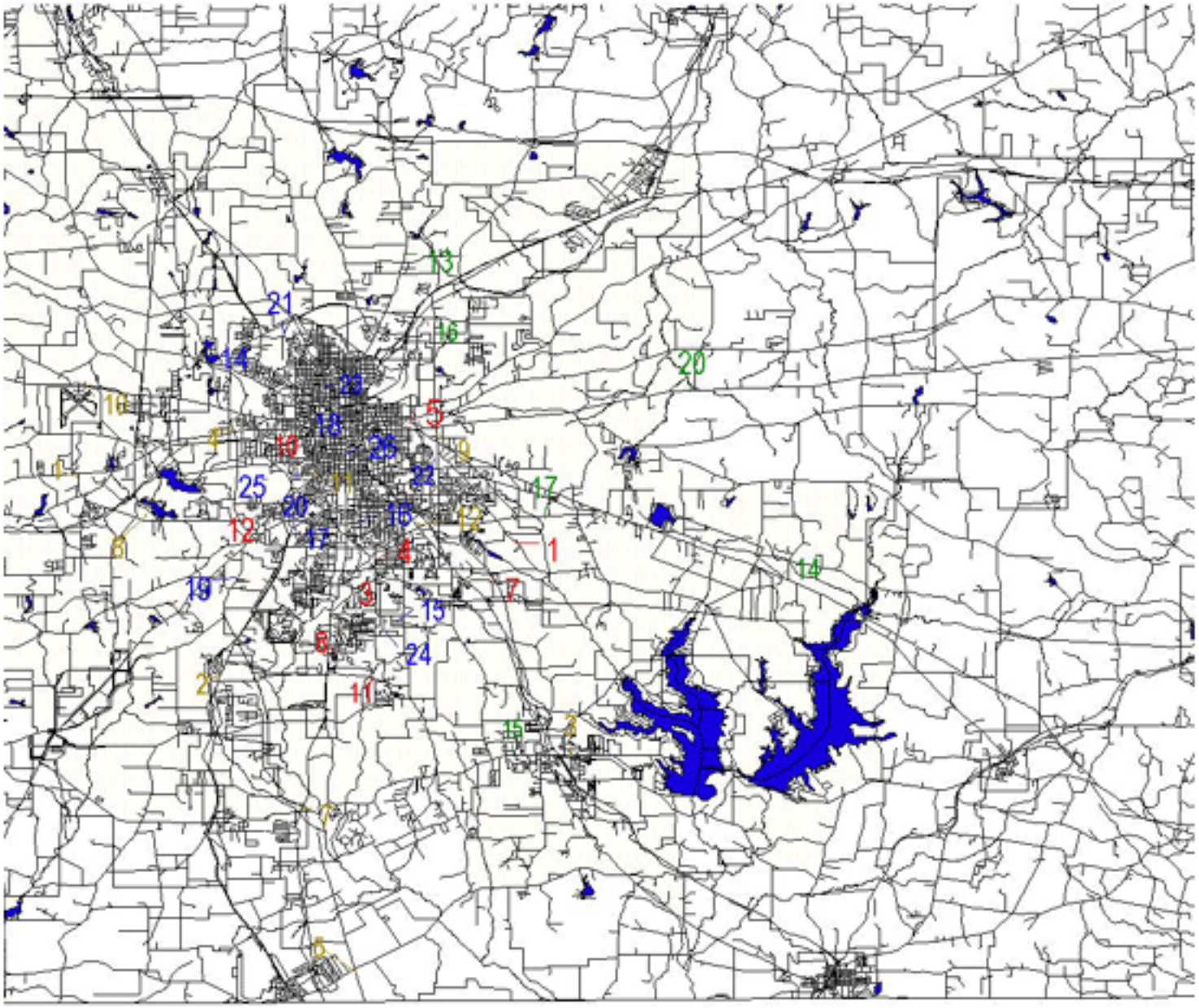
M00 = Maintenance
R00 = Rehabilitation
O00 = Traffic Operations
B00 = Bridge
E00 = Enhancement

Other abbreviations include:

IH = Interstate
US = United States Highway
SH = State Highway
FM = Farm-to-Market Road
LP = Loop

Length is shown in miles and cost is shown in millions, unless otherwise noted. Projects are mapped on Figures 5.2 and 5.3

1999 Metropolitan Transportation Plan
Tyler Metropolitan Planning Organization



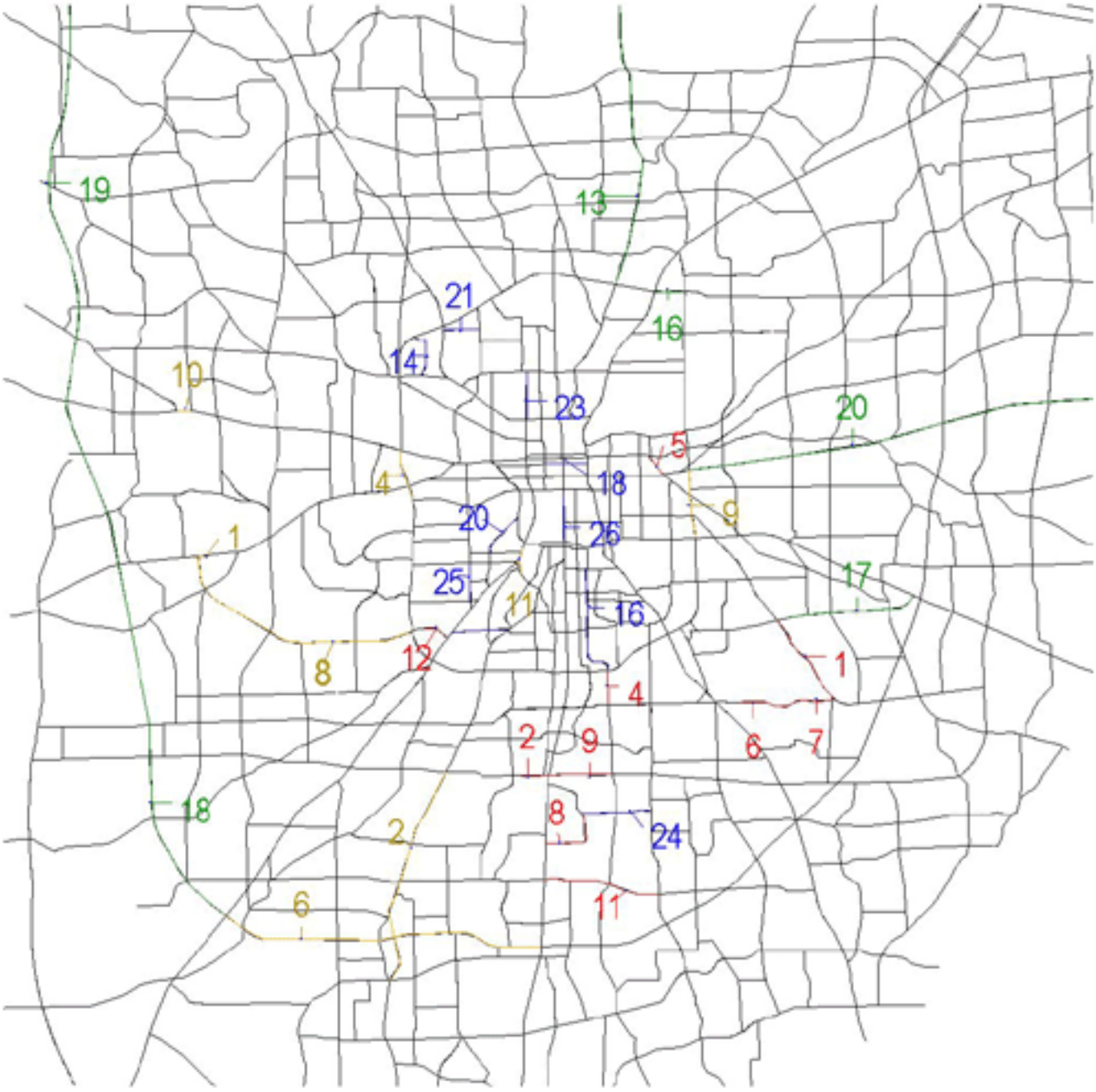
Proposed Transportation Improvements

Short Range City Projects
Long Range City Projects
Short Range Federal Projects
Long Range Federal Projects
Tyler MPO Boundry

0 7 Miles

Figure 5.1
Proposed Transportation
Improvements
November 1999

1999 Metropolitan Transportation Plan
Tyler Metropolitan Planning Organization



Proposed Transportation Improvements

Short Range City Projects
Long Range City Projects
Short Range Federal Projects
Long Range Federal Projects

Figure 5.2
Proposed Transportation
Improvements
November 1999

5.3.2 State-Sponsored Short-Range Projects.

Project I.D. Number: SR-TTS-C01 **Map No.** 1
Name: SH 31
Limits: At Spur 364
Description: Grade Separation
Length: 2.00
Cost: $3.00

Project I.D. Number: SR-TTS-C02 **Map No.** 2
Name: FM 2493
Limits: Grande Blvd. to FM 2813
Description: Widen from 2 to 4 Lanes
Length: 3.40
Cost: $6.50

Project I.D. Number: SR-TTS-C03 **Map No.** 3
Name: FM 346
Limits: SH 110 in Whitehouse to Hagan Road
Description: Widen to a 4-Lane Urban with a Flush Median
Length: 2.18
Cost: $5.30

Project I.D. Number: SR-TTS-C04 **Map No.** 4
Name: LP 323
Limits: Bellwood to SH 64 West
Description: Widen to 6 Lanes with a raised median and widen railroad overpass
Length: 1.89
Cost: $20.00

Project I.D. Number: SR-TTS-C05 **Map No.** 5
Name: US 69
Limits: At FM 344, east of Bullard
Description: Grade Separation
Length: 1.00
Cost: $6.60

Project I.D. Number: SR-TTS-C06 **Map No.** 6
Name: LP 49
Limits: SH 155 SW to US 69 S
Description: New 2-lane access-controlled freeway
Length: 5.00
Cost: $16.00

Project I.D. Number: SR-TTS-C07 **Map No.** 7
Name: US 69
Limits: At FM 346, east of Flint
Description: Grade Separation
Length: 0.80
Cost: $6.00

Project I.D. Number: SR-TTS-C08 **Map No.** 8
Name: SP 364
Limits: Loop 323 to SH 31
Description: Widen from 2 lanes to a 4-Lane Rural Divided
Length: 4.00
Cost: $10.00

Project I.D. Number: SR-TTS-C09 **Map No.** 9
Name: LP 323
Limits: SH 64, SE of Tyler to N of SH 31
Description: Widen from 4 to 6 Lanes
Length: 1.00
Cost: $6.87

Project I.D. Number: SR-TTS-C10 **Map No.** 10
Name: SH 64
Limits: From the old Airport Entrance west to new Airport Entrance
Description: Widen to 4 Lanes
Length:
Cost: $0.50

Project I.D. Number: SR-TTS-C11 **Map No.** 11
Name: SH 155
Limits: Glenwood Blvd. to Eighth St.
Description: Widen from 2 and 4 lanes to 6 Lanes
Length: 0.50
Cost: $3.38

Project I.D. Number: SR-TTS-C12 **Map No.** 12
Name: SH 110
Limits: at Loop 323
Description: Construct Dual Left and Right Turn Lanes
Length: 0.50
Cost: $0.75

5.3.3. City of Tyler Sponsored Short-Range Projects.

Project I.D. Number: SR-TTS-S01 **Map No.** 1
Name: Old Omen Rd.
Limits: University to Shiloh Rd.
Description: Add a continuous left turn lane, curb/gutter
Length: 1.38
Cost: $1.8

Project I.D. Number: SR-TTS-S02 **Map No.** 2
Name: Grande Blvd.
Limits: Spring Creek to Sutherland
Description:. Construct a new 4-lane roadway with continuous left turn lane
Length: 0.61
Cost: $4.5

Project I.D. Number: SR-TTS-S03 **Map No. 3**
Name: Copeland Rd.
Limits: Rieck Rd. to City limit
Description: Widen to 4 lanes
Length: 0.49
Cost: $0.71

Project I.D. Number: SR-TTS-S04 **Map No. 4**
Name: Copeland Rd.
Limits: Loop 323 to Hubbard
Description: Widen to 4 lanes
Length: 0.23
Cost: $0.20

Project I.D. Number: SR-TTS-S05 **Map No. 5**
Name: Old Henderson
Limits: E. Front St. to E. Erwin
Description: Widen to 4-lane with continuous left turn lane
Length: 0.38
Cost: $0.35

Project I.D. Number: SR-TTS-S06 **Map No. 6**
Name: Shiloh Rd.
Limits: Hays Ave. to R.R.
Description: Reconstruct to 4-lane
Length: 0.53
Cost: **$**0.925

Project I.D. Number: SR-TTS-S07 **Map No. 7**
Name: Shiloh Rd.
Limits: R.R. to Old Omen
Description: Reconstruct to 4-lane
Length: 0.61
Cost: $1.1

Project I.D. Number: SR-TTS-S08 **Map No. 8**
Name: Cambridge Rd.
Limits: Broadway to Jeff Davis
Description: Widen to 40-foot roadway
Length: 1.04
Cost: $1.15

Project I.D. Number: SR-TTS-S09 **Map No. 9**
Name: Grande Blvd.
Limits: Broadway to Copeland Rd, new construction
Description: Widen to 4-lane and add continuous left turn lane
Length: 1.04
Cost: $2.2

Project I.D. Number: SR-TTS-S10 **Map No. 10**
Name: W. Shaw Ave.
Limits: Glenwood to Academy, new construction
Description: Add a continuous left turn lane
Length: 0.53
Cost: $0.25

Project I.D. Number: SR-TTS-S11 **Map No. 11**
Name: Cumberland Rd.
Limits: S. Broadway to Paluxy
Description: Widen to 4-lane with continuous left turn lane
Length: 1.89
Cost: $2.7

Project I.D. Number: SR-TTS-S12 **Map No. 12**
Name: Town Parke Dr.
Limits: Loop 323 to SH 155, new construction
Description: 2-lane with continuous left turn lane
Length: 0.47
Cost: $0.675

Project I.D. Number: SR-TTS-S13 **Map No. 13**
Name: 8th St.
Limits: SH 155 to Loop 323
Description: Construct to 4-lane with continuous left turn lane
Length: 1.50
Cost: $3.0

5.3.4 State-Sponsored Long-Range Projects.

Project I.D. Number: LR-TTS-C01 **Map No. 13**
Name: FM 14
Limits: LP 323 N to IH 20
Description: Widen from 2 to 4 Lanes
Length: 4.40
Cost: $9.00

Project I.D. Number: LR-TTS-C02 **Map No. 14**
Name: SH 64
Limits: New Chapel Hill FM 2607
Description: Widen from a 2-lane to a 4-Lane Rural Divided
Length: 5.80
Cost: $12.00

Project I.D. Number: LR-TTS-C03 **Map No. 15**
Name: FM 346
Limits: FM 2964, E to SH 110, Whitehouse
Description: Widen to a 4-Lane Urban Flush Median
Length: 1.30
Cost: $4.00

Project I.D. Number: LR-TTS-C04 **Map No. 16**
Name: LP 323
Limits: US 271 NE to LP 323
Description: Widen from 2 to 4 Lanes
Length: 0.60
Cost: $4.06

Project I.D. Number: LR-TTS-C05 **Map No. 17**
Name: SP 248
Limits: 1.6 Mi E of LP 323 SE to SH 64
Description: Widen from a 2-lane to a 4-Lane Rural Divided
Length: 2.00
Cost: $4.50

Project I.D. Number: LR-TTS-C06 **Map No. 18**
Name: LP 49
Limits: SH 64 W to SH 155 SW
Description: Construct a new 2-lane access-controlled freeway
Length: 5.28
Cost: $24.50

Project I.D. Number: LR-TTS-C07 **Map No. 19**
Name: LP 49
Limits: IH 20 NW to SH 64 W
Description: Construct a new 2-lane access-controlled freeway
Length: 4.72
Cost: $41.00

Project I.D. Number: LR-TTS-C08 **Map No. 20**
Name: SH 31
Limits: LP 323 to Gregg CL
Description: Widen to a 4-Lane Rural Divided
Length: 16.60
Cost: $32.00

5.3.5 City of Tyler Sponsored Long-Range Projects.

Project I.D. Number: LR-TTS-L01 **Map No. 14**
Name: Charlotte Dr.
Limits: Loop 323 to Van Hwy.
Description: Add a continuous left turn lane
Length: 0.76
Cost: $0.9

Project I.D. Number: LR-TTS-L02 **Map No. 15**
Name: Copeland Rd.
Limits: City limit to Jeff Davis,
Description: Add a continuous left turn lane
Length: 0.61
Cost: $1.1

Project I.D. Number: LR-TTS-L03 **Map No. 16**
Name: Copeland Rd.
Limits: Old Troup to Loop 323
Description: Add continuous left turn lane
Length: 1.7
Cost: $0.45

Project I.D. Number: LR-TTS-L04 **Map No. 17**
Name: Lake Placid Rd.
Limits: Old Jacksonville to 155
Description: New construction, 2-lane roadway with a continuous left turn
Length: 0.89
Cost: $1.0

Project I.D. Number: LR-TTS-L05 **Map No. 18**
Name: E. Elm St.
Limits: S. Fannin to S. College
Description: Intersection improvement
Length: 0.21
Cost: $0.13

Project I.D. Number: LR-TTS-L06 **Map No. 19**
Name: Rice Rd.
Limits: Old Jacksonville to SH 155
Description: New construction, 4-lanes with a continuous left turn
Length: 1.36
Cost: $3.0

Project I.D. Number: LR-TTS-L07 **Map No. 20**
Name: Old Noonday Rd.
Limits: Glenwood to 6th St.
Description: Add continuous left turn lane
Length: 0.72
Cost: $0.665

Project I.D. Number: LR-TTS-L08 **Map No. 21**
Name: W. 33rd St.
Limits: Gentry Pkwy to Wolford
Description: Reconstruct and widen to 40-ft. Roadway
Length: 0.76
Cost: $0.85

Project I.D. Number: LR-TTS-L09 **Map No. 22**
Name: E. Devine St.
Limits: Loop 323 to Pinkerton
Description: Construct bridge
Length: 0.09
Cost: $0.3

Project I.D. Number: LR-TTS-L10 **Map No. 23**
Name: N. Palace Ave.
Limits: Gentry Pkwy. to Martin Luther King Jr. Blvd.
Description: Widen to 4-lane with a continuous left turn lane
Length: 0.72
Cost: $1.05

Project I.D. Number: LR-TTS-L11 **Map No. 24**
Name: Jeff Davis Dr.
Limits: Cambridge to Paluxy
Description: Add a continuous left turn lane
Length: 1.06
Cost: $1.2

Project I.D. Number: LR-TTS-L12 **Map No. 25**
Name: Lyons Drive
Limits: Robertson to Walton Rd.
Description: New construction, 2-lane with a continuous left turn lane
Length: 0.94
Cost: $1.1

Project I.D. Number: LR-TTS-L13 **Map No. 26**
Name: S. Broadway
Limits: Charnwood to 4th St
Description: Widen to 4-lane, with a continuous left turn lane
Length: 0.83
Cost: $1.0

5.3.6 State-Sponsored Un-funded Needs Projects.

These projects are not mapped.

Name: LP 323
Limits: Old Bullard Rd., Broadway, Donnybrook
Description: Grade Separation
Length: 1.10
Cost: $35.00

Name: LP 323
Limits: Paluxy, Troup and RR tracks
Description: Grade Separation
Length: 0.70
Cost: $30.00

Name: LP 124
Limits: East SH 31 to east SH 64
Description: Widen from a 2-lane to a 4-Lane roadway with flush median
Length: 1.50
Cost: $3.00

Name: LP 49
Limits: US 69 south to SH 110 southeast
Description: Construct a new 2-lane access-controlled freeway
Length: 2.67
Cost: $30.70

Name: LP 49
Limits: SH 110 Southeast to SH 31 east
Description: Construct a new 2-lane access-controlled freeway
Length: 4.29
Cost: $46.20

Name: LP 49
Limits: SH 31 E to US 271
Description: New 2-lane access controlled freeway
Length: 3.23
Cost: $36.80

Name: IH 20
Limits: FM 849 to Jim Hogg Rd.
Description: Rehabilitate Interchanges and add frontage roads
Length: 4.15
Cost: $30.00

Name: FM 2493
Limits: Gresham to FM 2868
Description: Widen from a 2-lane to a 4-lane roadway with a flush median
Length: 3.00
Cost: $6.50

5.3.7 Public Transportation Improvements. Fixed-route bus service and disabled-paratransit service is provided by Tyler Transit. Elderly and disabled transit service is provide by Mini Bus. Table 5.2 details the category of funding and the amount of federal, state and local funds, Tyler Transit estimates will be needed to operate the transit service over the next 25 years. Mini Bus will apply for bus replacements and additional vehicles based on need.

Table 5.2 Tyler Transit Short-Range and Long-Range Improvements

SHORT-RANGE IMPROVEMENTS						
Project ID Number	**Year**	**Description**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**
SR-TTS-P01	2000	Operating	$0.3572	$0.1786	$0.1786	$0.7144
SR-TTS-P02	2000	Revenue Rolling Stock	$0.3880	$0.0630	$0.0340	$0.4850
SR-TTS-P03	2000	Capital Maintenance	$0.0220	$0.0060	$0.0000	$0.0280
SR-TTS-P04	2001	Operating	$0.3710	$0.1860	$0.1860	$0.7430
SR-TTS-P05	2001	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
SR-TTS-P06	2001	Service Amenities	$0.0162	$0.0027	$0.0014	$0.0203
SR-TTS-P07	2001	Capital Maintenance	$0.0228	$0.0062	$0.0000	$0.0290
SR-TTS-P08	2001	Transit Study	$0.0240	$0.0039	$0.0021	$0.0300
SR-TTS-P09	2002	Operating	$0.3864	$0.1930	$0.1930	$0.7724
SR-TTS-P10	2002	Revenue Rolling Stock	$0.7994	$0.1320	$0.0715	$1.0029
SR-TTS-P11	2002	Capital Maintenance	$0.0238	$0.0065	$0.0000	$0.0303
SR-TTS-P12	2002	Service Amenities	$0.0083	$0.0014	$0.0007	$0.0104
SR-TTS-P13	2002	Planning	$0.0067	$0.0011	$0.0006	$0.0084
SR-TTS-P14	2003	Operating	$0.4018	$0.2001	$0.2010	$0.8029
SR-TTS-P15	2003	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
SR-TTS-P16	2003	Capital Maintenance	$0.0247	$0.0068	$0.0000	$0.0315
SR-TTS-P17	2003	Service Amenities	$0.0085	$0.0014	$0.0007	$0.0106
SR-TTS-P18	2003	Planning	$0.0068	$0.0011	$0.0006	$0.0085
SR-TTS-P19	2004	Operating	$0.4179	$0.2090	$0.2089	$0.8358
SR-TTS-P20	2004	Revenue Rolling Stock	$0.4200	$0.0682	$0.0398	$0.5280
SR-TTS-P21	2004	Capital Maintenance	$0.0257	$0.0068	$0.0000	$0.0325
SR-TTS-P22	2004	Service Amenities	$0.0086	$0.0014	$0.0008	$0.0108
SR-TTS-P23	2004	Planning	$0.0069	$0.0011	$0.0006	$0.0086
SR-TTS-P24	2005	Operating	$0.4346	$0.2173	$0.2173	$0.8692
SR-TTS-P25	2005	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
SR-TTS-P26	2005	Capital Maintenance	$0.0268	$0.0073	$0.0000	$0.0341
SR-TTS-P27	2005	Service Amenities	$0.0088	$0.0014	$0.0008	$0.0110
SR-TTS-P28	2006	Operating	$0.4520	$0.2260	$0.2259	$0.9039
SR-TTS-P29	2006	Revenue Rolling Stock	$0.4370	$0.0738	$0.0398	$0.5506
SR-TTS-P30	2006	Capital Maintenance	$0.0278	$0.0076	$0.0000	$0.0354
SR-TTS-P31	2006	Service Amenities	$0.0091	$0.0146	$0.0008	$0.0245
SR-TTS-P32	2007	Operating	$0.4701	$0.2350	$0.2350	$0.9402
SR-TTS-P33	2007	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
SR-TTS-P34	2007	Capital Maintenance	$0.0290	$0.0079	$0.0000	$0.0369
SR-TTS-P35	2007	Service Amenities	$0.0092	$0.0015	$0.0008	$0.0115
SR-TTS-P36	2008	Operating	$0.4888	$0.2444	$0.2444	$0.9776
SR-TTS-P37	2008	Revenue Rolling Stock	$0.4546	$0.0738	$0.0398	$0.5683
SR-TTS-P38	2008	Capital Maintenance	$0.0301	$0.0082	$0.0000	$0.0383
SR-TTS-P39	2008	Service Amenities	$0.0094	$0.0015	$0.0003	$0.0112
SR-TTS-P40	2009	Operating	$0.5084	$0.2542	$0.2542	$0.1068
SR-TTS-P41	2009	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000

Project ID Number	Year	Description	FEDERAL	STATE	LOCAL	TOTAL
SR-TTS-P42	2009	Capital Maintenance	$0.0313	$0.0085	$0.0000	$0.0399
SR-TTS-P43	2009	Service Amenities	$0.0096	$0.0016	$0.0008	$0.0120
SR-TTS-P44	2010	Operating	$0.5288	$0.2644	$0.2644	$1.0575
SR-TTS-P45	2010	Revenue Rolling Stock	$0.4729	$0.0768	$0.0416	$0.5913
SR-TTS-P46	2010	Capital Maintenance	$0.0326	$0.0089	$0.0000	$0.0415
SR-TTS-P47	2010	Service Amenities	$0.0098	$0.0016	$0.0009	$0.0122
		2000-2010 TOTAL	**$8.2272**	**$3.0125**	**$2.6871**	**$13.9267**
LONG-RANGE IMPROVEMENT						
Project ID Number	**Year**	**Description**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**
LR-TTS-P01	2011	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P02	2011	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P03	2011	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P04	2011	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166
LR-TTS-P05	2011	Transit Study	$0.0280	$0.0045	$0.0025	$0.0350
LR-TTS-P06	2012	Operating	$0.5719	$0.2860	$0.2859	$1.1438
LR-TTS-P07	2012	Revenue Rolling Stock	$0.4921	$0.0799	$0.0431	$0.6151
LR-TTS-P08	2012	Capital Maintenance	$0.0352	$0.0096	$0.0000	$0.0448
LR-TTS-P09	2012	Service Amenities	$0.0102	$0.0017	$0.0009	$0.0127
LR-TTS-P10	2012	Planning	$0.0083	$0.0014	$0.0007	$0.0104
LR-TTS-P11	2013	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P12	2013	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P13	2013	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P14	2013	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166
LR-TTS-P15	2013	Planning	$0.0280	$0.0045	$0.0025	$0.0350
LR-TTS-P16	2014	Operating	$0.5719	$0.2860	$0.2859	$1.1438
LR-TTS-P17	2014	Revenue Rolling Stock	$0.4921	$0.0799	$0.0431	$0.6151
LR-TTS-P18	2014	Capital Maintenance	$0.0352	$0.0096	$0.0000	$0.0448
LR-TTS-P19	2014	Service Amenities	$0.0102	$0.0017	$0.0009	$0.0127
LR-TTS-P20	2014	Planning	$0.0083	$0.0014	$0.0007	$0.0104
LR-TTS-P21	2015	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P22	2015	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P23	2015	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P24	2015	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166
LR-TTS-P25	2015	Planning	$0.0280	$0.0045	$0.0025	$0.0350
LR-TTS-P26	2016	Operating	$0.5719	$0.2860	$0.2859	$1.1438
LR-TTS-P27	2016	Revenue Rolling Stock	$0.4921	$0.0799	$0.0431	$0.6151
LR-TTS-P28	2016	Capital Maintenance	$0.0352	$0.0096	$0.0000	$0.0448
LR-TTS-P29	2016	Service Amenities	$0.0102	$0.0017	$0.0009	$0.0127
LR-TTS-P30	2016	Planning	$0.0083	$0.0014	$0.0007	$0.0104
LR-TTS-P31	2017	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P32	2017	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P33	2017	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P34	2017	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166

Project ID Number	Year	Description	FEDERAL	STATE	LOCAL	TOTAL
LR-TTS-P35	2017	Planning	$0.0280	$0.0045	$0.0025	$0.0350
LR-TTS-P36	2018	Operating	$0.5719	$0.2860	$0.2859	$1.1438
LR-TTS-P37	2018	Revenue Rolling Stock	$0.4921	$0.0799	$0.0431	$0.6151
LR-TTS-P38	2018	Capital Maintenance	$0.0352	$0.0096	$0.0000	$0.0448
LR-TTS-P39	2018	Service Amenities	$0.0102	$0.0017	$0.0009	$0.0127
LR-TTS-P40	2018	Planning	$0.0083	$0.0014	$0.0007	$0.0104
LR-TTS-P41	2019	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P42	2019	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P43	2019	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P44	2019	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166
LR-TTS-P45	2019	Planning	$0.0280	$0.0045	$0.0025	$0.0350
LR-TTS-P46	2020	Operating	$0.5719	$0.2860	$0.2859	$1.1438
LR-TTS-P47	2020	Revenue Rolling Stock	$0.4921	$0.0799	$0.0431	$0.6151
LR-TTS-P48	2020	Capital Maintenance	$0.0352	$0.0096	$0.0000	$0.0448
LR-TTS-P49	2020	Service Amenities	$0.0102	$0.0017	$0.0009	$0.0127
LR-TTS-P50	2020	Planning	$0.0083	$0.0014	$0.0007	$0.0104
LR-TTS-P51	2021	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P52	2021	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P53	2021	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P54	2021	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166
LR-TTS-P55	2021	Planning	$0.0280	$0.0045	$0.0025	$0.0350
LR-TTS-P56	2022	Operating	$0.5719	$0.2860	$0.2859	$1.1438
LR-TTS-P57	2022	Revenue Rolling Stock	$0.4921	$0.0799	$0.0431	$0.6151
LR-TTS-P58	2022	Capital Maintenance	$0.0352	$0.0096	$0.0000	$0.0448
LR-TTS-P59	2022	Service Amenities	$0.0102	$0.0017	$0.0009	$0.0127
LR-TTS-P60	2022	Planning	$0.0083	$0.0014	$0.0007	$0.0104
LR-TTS-P61	2023	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P62	2023	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P63	2023	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P64	2023	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166
LR-TTS-P65	2023	Planning	$0.0280	$0.0045	$0.0025	$0.0350
LR-TTS-P66	2024	Operating	$0.5719	$0.2860	$0.2859	$1.1438
LR-TTS-P67	2024	Revenue Rolling Stock	$0.4921	$0.0799	$0.0431	$0.6151
LR-TTS-P68	2024	Capital Maintenance	$0.0352	$0.0096	$0.0000	$0.0448
LR-TTS-P69	2024	Service Amenities	$0.0102	$0.0017	$0.0009	$0.0127
LR-TTS-P70	2024	Planning	$0.0083	$0.0014	$0.0007	$0.0104
LR-TTS-P71	2025	Operating	$0.5499	$0.2749	$0.2749	$1.0997
LR-TTS-P72	2025	Revenue Rolling Stock	$0.0000	$0.0000	$0.0000	$0.0000
LR-TTS-P73	2025	Capital Maintenance	$0.0339	$0.0092	$0.0000	$0.0431
LR-TTS-P74	2025	Service Amenities	$0.0995	$0.0162	$0.0009	$0.1166
LR-TTS-P75	2025	Planning	$0.0280	$0.0045	$0.0025	$0.0350
		2011-2025 TOTAL	**$13.5137**	**$ 5.0880**	**$ 4.5405**	**$ 23.1422**

5.3.8 Enhancement Projects. The City of Tyler currently has one enhancement project underway which should be let for construction in the next year. This project is an extension of Rose Rudman Trail. In the fiscal year 1999 Statewide Transportation Enhancement Program call, the area submitted six applications; four of which were determined eligible for funding.

These projects include the Cotton Belt Depot Restoration; Tyler Pedestrian and Bicycle Trail Extension; Gateway 64 beautification project; and the South Broadway Median Landscape project. Future projects may include a visitor's center at Camp Ford; additional beautification projects, especially at gateways into various communities; and additional bicycle and pedestrian facilities.

5.3.9 Other Categories. Federal law requires that system preservation also be accounted for in the transportation plan. These projects do not have to be listed individually in the Metropolitan Transportation Plan. Types of projects included in system preservation include rehabilitation and maintenance of roadways, traffic operations improvements, bridge replacement or reconstruction, and railroad safety projects. Traffic operation projects include signalization installation or enhancement, intersection capacity improvements, roadway striping, shoulder enhancements and other similar projects which are primarily concerned either with safety improvements or traffic flow improvements. These projects are combined into a "lump sum" in the Transportation Improvement Program. Funding for these projects are listing in Chapter 6, Financial Plan, as:

- On/Off System Bridge
- Maintenance/Rehabilitation
- State Maintenance/Rehabilitation
- State Traffic Operations
- City of Tyler Maintenance/Rehab
- City of Lindale Maintenance/Rehab
- City of Whitehouse Maintenance/Rehab
- Smith County Maintenance/Rehab

As projects are selected they will be identified using the following designations:

M00 = Maintenance
R00 = Rehabilitation
O00 = Traffic Operations
B00 = Bridge
E00 = Enhancement

5.4. Studies. In addition to transportation improvements, areas needing additional study were also reviewed. The following roadways are designated for feasibility study:

- CR 168, from Jacksonville Highway to SH 155, review the feasibility of constructing an urban or FM facility.
- FM 2964 from Shiloh Road to FM 346, review the feasibility of widening to 5 lanes.
- FM 346 from FM 2964 to US 69, review the feasibility of widening and straightening the roadway.
- FM 756 from Jeff Davis to FM 346, review to widening and straightening the roadway.
- SH 155 from US 271 NE to IH 20, review upgrading the facility to freeway or parkway.
- SP 164 from the end of SP 164 to SP 364, determine the feasibility of constructing a new collector.
- SP 514 from US 69, northwest of Tyler to LP 323, review the feasibility of constructing a new 4-lane roadway and grade separation. Alternative routes also will be reviewed.
- US 69 from FM 2016 to LP 323 review need to widen from 4 to 6 lanes.
- US 69 from IH 20 to US 69, north of Lindale, review feasibility of an US 69 relief route.

A transit operations study, to determine the effectiveness and efficiency of the transit system and plan for future service, should be performed every three to five years. Travel-time delay and traffic operations studies also should be performed to ensure that the system is operating efficiently with the least amount of congestion.

The Cotton Belt Depot is being restored using Surface Transportation Enhancement Program funds and state public transportation funds. When completed, Tyler Transit offices will be housed in the historic building.

CHAPTER 6 - FINANCIAL PLAN

6.1 Legislative Requirements

Federal regulations require Metropolitan Transportation Plans to be financially constrained. According to 23 Code of Federal Regulations, Part 450, Section 450.322, the financial plan must "demonstrate the consistency of proposed transportation improvements with already available and projected sources of revenue." Revenue projections are required by the regulations to "reflect the existing situation and historical trends."

6.2 Summary of Transportation Improvements

Chapter 5 provides a detailed discussion of the proposed transportation improvements. Tables 6.1 and 6.2 provide a summary of both the state-sponsored and City of Tyler-sponsored proposed projects. Approximately $115.6 million is anticipated to be needed to complete the short-range state-sponsored projects. Short-range improvements sponsored by the City of Tyler are anticipated to need $17.76 million in funding. Long-range state-sponsored improvements are estimated to cost $131.06 million, and long-range improvements by the City of Tyler are estimated to cost $12.745 million. Additionally, approximately $187.5 million in un-funded improvements have been identified. Public transportation improvements for Tyler Transit are estimated at approximately $8.23 million in federal funding, $3.01 million in state funding, and $2.69 million in local funding during the 2000-2010 time frame. Long-range funding is estimated at $13.5 million in federal dollars, $5.1 million in state dollars, and $4.5 million in local dollars.

6.3 Historical Resources

Historical funding amounts were collected from the Texas Department of Transportation, cities of Lindale, Whitehouse and Tyler, and Smith County.

6.3.1 State Expenditures. TxDOT provided expenditures for all funding categories, both federal and state, from 1994-1999. TxDOT also provided anticipated funding for the years 2000-2004 based on apportionments in the Unified Transportation Program. A review of the following categories -- Construction, Railroad Grade Separations, Traffic Operations/Safety, District Discretionary, Commission Strategic Priority and Enhancement -- showed that $30.35 million were expended in the Tyler Urban/Smith County area for the year 1994-1999. That is approximately 26 percent of the Tyler District total of $115.61 expended during this time. For the state categories of On and Off System Bridges, Maintenance and Rehabilitation - both state and federal, and state traffic operations, approximately $42.4 million was expended in the Tyler Urban/Smith County during this six-year period. District total expenditures were $104.09 million. (See Tables 6.3 and 6.4.)

6.3.2 Local Expenditures. Local funding is received primarily from sales and property taxes. Smith County also receives road and bridge fees. Historically, the City of Tyler has spent some Community Development Block Grant funds on street projects. Of the local agencies, only the City of Tyler has constructed any new roadways. Residential streets are primarily the responsibility of developers in all the local jurisdictions. The citizens of Tyler approved an additional one-half cent in sales tax to be collected to fund capital improvements within the City. City ordinance allows for 35 percent of the half-cent sales tax collected to be used on street and traffic projects. From 1996-1999, $7.28 million was expended on street and traffic projects.

Table 6.1 State-Sponsored Transportation Improvements

Table 6.2 City of Tyler-Sponsored Projects

Maintenance expenditures were gathered from the all three cities and Smith County. Over the last six years, the City of Tyler has expended approximately $7.8 million on street reconstruction and maintenance activities. The City of Lindale has spent approximately $360,000 during this time, and the City of Whitehouse has spent $2.1 million. Smith County estimates that maintenance and reconstruction expenditures have approximated $25 million for this period.

6.3.3 Public Transportation Expenditures. Public transportation funding was reviewed for the years 1995-1999. During this time, Tyler Transit received $1.76 million in federal funding, $1.3 million in state transit funding, $310,000 in oil overcharge funding, and $350,000 in local funding. Mini Bus received $65,000 in funding during that time frame for capital purchases.

Table 6.3 Historical and Projected Funding, Tyler MPO and Smith County

State and Federal Funding	1994-99* Expenditures	1994-99* District Total	Percent of District Total	2000-04** Apportion	Projected 10-Year Funding	Projected 15-Year Funding
Tyler MPO/Smith County						
Construction[1]	$ 28.64	$ 85.04	34%	$ 288.41	$ 55.00	$ 82.50
Railroad Grade Separation				$ 15.45	$ 4.00	$ 6.00
Traffic Operations/Safety	$ 1.37	$ 5.18	26%		$ 4.00	$ 6.00
District Discretionary	$ 0.34	$ 5.14	7%	$ 10.00	$ 2.00	$ 3.00
Commission Strategic Priority		$ 20.26	0%		$ 20.00	$ 30.00
Enhancement	$0.75	N/A		N/A	$ 2.00	$ 0.03
TOTAL	$ 30.35	$ 115.61		$ 313.86	$ 85.00	$ 127.53
On/Off System Bridge	$ 1.30	$ 13.79	9%	$ 23.00	$ 2.07	$ 3.11
Maintenance/Rehabilitation	$ 33.98	$ 73.11	46%	$ 40.26	$ 18.52	$ 27.78
State Maintenance/Rehab	$ 6.20	$ 13.00	48%	$ 111.52	$ 53.53	$ 80.29
State Traffic Operations	$ 1.27	$ 4.20	30%	$ 4.33	$ 1.30	$ 1.95
TOTAL	$ 42.74	$ 104.09		$ 179.11	$ 75.42	$ 113.12

* Information provided by TxDOT Tyler District
** Information provided by TxDOT Tyler District, based on apportionments in the Unified Transportation Plan
[1] Includes NHS Mobility, Texas Trunk System, STP Urban and Rural Mobility

Table 6.4 Selected Funding Category Apportionments, 2000 Unified Transportation Program in Millions (Ten-Year Program) in Millions

Funding Category	State Totals	District Total	Percent
NHS Mobility	$ 5,361.25	$ 48.36	0.90%
NHS Trunk System	$ 1,936.14	$ 191.98	9.92%
STP RR Grade Separation	$ 469.12	$ 15.45	3.29%
Commission Strategic Priority	$ 554.56	N/A	0.00%
TOTAL	**$ 8,321.07**	**$ 255.79**	

6.4 Projected Funding Availability

Historical funding expenditures, increase in federal funding, area growth, and slated projects were used to develop projected funding for short-range strategy of the plan. The long-range strategy funding was multiplied by the short-range funding by a factor of one and one-half due to the 15-year versus 10-year horizon. Therefore, the below discussion will center on the rationale used to develop the short-range funding projections. Table 6.5, Financial Plan, combines the historical resources for state/federal, local and public transportation funding with the projected resources. It is the basis for the explanation of the projected funding availability.

6.4.1 State and Federal Transportation Improvement Funding. To achieve the projected short-range funding strategy for transportation improvements (i.e. added capacity), the total state and federal-funding categories of Construction (NHS Mobility, Texas Trunk System, and STP Urban and Rural Mobility), Railroad Grade Separation, Traffic Operations/Safety, District Discretionary, Commission Strategic Priority and Enhancement were combined. The rationale for this is that several projects slated for completion during the next 25 years contain elements which can be funded by all these categories.

Based on historical funding trends, recent acquisition of Texas Transportation Commission funding and future growth of the MPO/Smith County area, funding for the 2000-2010 period is predicted at $125 million for these categories. The long-range strategy (2011-2015) funding is projected at $127.50 million. For the six-year historical review period, the MPO/Smith County area received 34 percent of the total dollars available for "Construction." If a straight percentage was used, the MPO/Smith County area would receive approximately $43 million in funding. The MPO estimates that an additional $12 million in "Construction" funds will be available in the 2000-2010 time frame, a 8.7 percent increase over historical trends. This increase is based partly on the additional funds allocated to the state from the passage of TEA-21. Over the life of the bill, the state expects to see an additional 60 percent in federal funding. In fact, review the six-year historical period, versus the 5-year apportionment figures for "Construction," the District is receiving more than three times the historical funding. This is due to the large increase in Texas Trunk System funding. The MPO does not anticipate this great a funding increase, but expects some of these additional funds will be available in this area. In addition, the City of Tyler saw an 11 percent growth in population from 1990-1998. Smith County grew by roughly the same amount. Smith County is projected to see a 20 percent increase in population between 1990 and 2010. Daily vehicle miles of travel (VMT) grew by 16.3 percent in Smith County from 1990-1998. The growth in population and VMT will allow this area to better compete in those "Construction" categories which are ranked statewide.

Additionally, area growth will also enable better competition for other statewide-rated categories such as Traffic Operations/Safety and Railroad Grade Separations. Applications are received annually for the Traffic Operations/Safety strategy. Based on historical trends, the district can expect to receive approximately $8.63 million during the short-range strategy. The $4 million projected funding is based on the competitiveness of the projects slated for construction during the short-range period. As stated above, the $6 million long-range projection is 1.5 times the short-range projection. There are no historical figures available for Railroad Grade Separation for the District. The MPO, however, has several projects slated in the Plan which will be eligible for this funding and $4 million is projected during the short-range term and $6 million for the long-range.

Historically, the MPO/Smith County area received seven percent of the District Discretionary Funding. The short-range strategy is estimated at $2 million or 10 percent of the projected

Table 6.5 Financial Plan

Federal/State Funding	1994-99* Expenditures	1994-99* District Total	Percent of District Total	2000-04** Apportion	Projected 2000-2010 Funding	Projected 2011-2025 Funding
Construction[1]	$ 28.64	$ 85.04	34%	$ 288.41	$ 55.00	$ 82.50
Railroad Grade Separation	$ -	$ -		$ 15.45	$ 4.00	$ 6.00
Traffic Operations/Safety	$ 1.37	$ 5.18	26%		$ 4.00	$ 6.00
District Discretionary	$ 0.34	$ 5.14	7%	$ 10.00	$ 2.00	$ 3.00
Commission Strategic Priority	$ -	$ 20.26	0%		$ 58.00	$ 30.00
Enhancement	$ 0.75	N/A		N/A	$ 2.00	$ 3.00
TOTAL CONSTRUCTION	$ 31.10	$ 115.61		$ 313.86	$ 125.00	$ 127.50
On/Off System Bridge	$ 1.30	$ 13.79	9%	$ 23.00	$ 2.07	$ 3.11
Federal Maintenance/Rehabilitation	$ 33.98	$ 73.11	46%	$ 40.26	$ 18.52	$ 27.78
State Maintenance/Rehabilitation	$ 6.20	$ 13.00	48%	$ 111.52	$ 53.53	$ 80.29
State Traffic Operations	$ 1.27	$ 4.20	30%	$ 4.33	$ 1.30	$ 1.95
TOTAL BRIDGE/MAINTENANCE/OPER.	$ 42.74	$ 104.09		$ 179.11	$ 75.42	$ 113.12
LOCAL FUNDING	**1995-99**			**Projected 2000-2004**	**Projected 2000-2010**	**Projected 2011-2025**
City of Tyler Construction[2]	$ 7.28			$ 10.06	$ 26.25	$ 36.38
TOTAL CONSTRUCTION	$ 7.28			$ 10.06	$ 26.25	$ 36.38
City of Tyler Maintenance/Rehab	$ 7.79			N/A	$ 15.58	$ 23.37
City of Lindale Maintenance/Rehab	$ 0.36			N/A	$ 0.72	$ 1.08
City of Whitehouse Maintenance/Rehab	$ 2.10			N/A	$ 4.20	$ 6.30
Smith County Maintenance/Rehab	$ 25.00			N/A	$ 50.00	$ 75.00
TOTAL MAINTENANCE/REHABILITATION	$ 35.25				$ 70.50	$ 105.75
PUBLIC TRANSPORTATION FUNDING	**1995-99**			**Projected 2000-2003**	**Projected 2000-2010**	**Projected 2011-2025**
Tyler Transit Federal	$ 1.76			$ 1.80	$ 7.50	$ 11.25
Tyler Transit State	$ 1.30			$ .637	$ 2.60	$ 3.90
Tyler Transit Local	$ 0.35			$ .578	$ 2.00	$ 3.00
Oil Charge	$ 0.31			$ 0.40	$ 0.80	$ 1.20
TOTAL	$ 3.72			$ 6.58	$ 13.20	$ 19.80

* Information provided by TxDOT Tyler District
** Information provided by TxDOT Tyler District, based on apportionments in the Unified Transportation Plan
[1] Includes NHS Mobility, Texas Trunk System, STP Urban and Rural Mobility
[2] Includes funding from 1996-1999, the City adopted the 1/2 cent sales tax used for construction projects in 1996.
N/A = not applicable

2000-2004 apportionment. The Tyler District received $20.26 million in Commission Strategic priority funds from 1994-1999. This funding is allocated annually by the Commission. Local leaders

petitioned the Commission for $16 million in funding for Loop 49. The Commission awarded $14.4 million in November 1999. In September 2000, The Commission awarded an additional $8.1 million to complete a section of Loop 49 from south US 69 east to FM 756. The city of Tyler, City of Whitehouse and Smith County will provide additional construction funding for these projects. This route would provide a by-pass to US 69 and has been named the most important transportation project for the City of Tyler and Smith County. Based on historical district funding, $58 million is projected in the Commission Strategic Priority category for the short-range period and $30 million estimated in the long-range strategy.

The Tyler/Smith County region has received $750,000 in Enhancement funding. Four projects were submitted for the current call. The MPO estimates that $2 million can be anticipated in Enhancement funds during the first 10-year period and $3 million during the final plan phase.

6.4.2 Local Transportation Improvement Funding. As stated previously, the City of Tyler is the only local entity which plans to construct transportation improvements over the life of the plan. Since the adoption of the half-cent sales tax for capital improvements in 1996, the City spent $7.28 million on street and traffic improvements. By ordinance, 35 percent of the collected tax is to be used for this purpose. Although the amount of tax collected has grown annually, an amount of $7.5 million in annual collections was used for projection purposes. Using this figure, the city would have $26.25 million available during the short-range strategy and $39.37 million available from 2011-2015. The City has proposed projects totaling $17.76 million during the first phase of the plan and $12.745 million for the second phase of the plan.

6.4.3 System Preservation - State and Federal Funding. Preservation of the system is a priority of the federal legislation as well as the Texas Department of Transportation. For purposes of this plan, the categories of On and Off-System Bridges, Federal Maintenance and Rehabilitation, State Maintenance and Rehabilitation, and State Traffic Operations were used to determine system preservation funding. As shown in Table 6.5, short-term and long-term projections were determined by multiplying the 2000-2004 apportionment figures by the historical percentage spent in the MPO/Smith County area. For the 2000-2010 term, the area should receive $74.39 million in this type of funding, and, for the 2011-2025 term should receive $111.58 million preservation-type funding.

6.4.4 Local System Preservation Funding. For the local areas, the historical funding amounts were factored to 10-year and 15-year funding periods, with no increases projected.

6.4.5 Public Transportation Funding. Public transportation funds are allocated annually; therefore, it is difficult to predict future trends. Local funds are provided through the city of Tyler, fare box receipts and other income generated by Tyler Transit. Tyler Transit plans to implement a fourth route and will need to replace buses in the future. The population growth of the City of Tyler will provide increased funding for the transit system. For the short-range period, Tyler Transit predicts needs of $8.23 million in federal funding, $3 million in state funding, and $2.7 million in local funding. Based on historic trends and 2000-2003 projected funding, only $7.5 million in federal funding, $2.6 million in state funding and $2 million in local funding will be available. Approximately $800,000 in oil overcharge funding is expected during the 2000-2010 time frame. This leaves a total funding short-fall of $727,000. Long-range funding needs are projected at $13.5 million federal, $5.1 million state, and $4.5 million local. Oil-overcharge funding is projected at $1.2 million. For the long range-period, maintaining the multiplier of one and one-half, federal funding is projected at $11.25; state funding is projected at $3.9 million; and local funding at $3 million. This leaves a projected short-fall of $3.34 million dollars. If additional funding for public transportation cannot be located, then service plans will need to be reduced to meet the available funding.

CHAPTER 7 - TEA-21 FACTORS FOR TRANSPORTATION PLANNING

As mentioned in the introduction of this Plan, the Transportation Efficiency Act for the Twenty-First Century (TEA-21) means new rules and policies for transportation issues. Specifically, the legislation identifies seven factors that must be addressed in the development of transportation plans. The factors are listed below with local considerations.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Tyler Economic Development Commission conducted a survey of area industry retention and expansion between November 1996 and January 1997. The respondents included 41 of the initial 120 local companies surveyed. The surveyed companies employed a total of 12,221 people. Among the responding companies, 21 stated that they did international exporting with an average amount of 12% of their product exported annually. Facility expansions were planned by 15 companies, addition of new employees were planned by 22 companies, added production lines were planned by 12 companies. Also, 20 of the companies either desired to enter or wanted to expand international exporting.

The Gregg County Industrial Park became a Foreign Trade Zone (FTZ) in October of 1999. FTZs allow companies such as those in the Tyler area to apply for sub-zone status allowing them to receive the benefits of an FTZ and yet remain at their Tyler location.

The Tyler area can continue to promote development of exports by promoting its Tyler Industrial Park, developing a new industrial park along the I-20/I-69, and applying for sub-zone status in the new FTZ. The added capacity to West Loop 323, the Loop 49 project, and the expansion of the airport further enhance the Tyler area transportation system to assist economic vitality of area – global competitiveness, productivity, and efficiency . Additionally, a project around the Target Distribution Center/Tyler/Lindale Enterprise Zone is in the development stage to add frontage roads and redesign entrance and exit ramps on Interstate 20 and will also provide benefits to the area.

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

In September 1997, the Tyler City Council established a 7-member Traffic Safety Board to develop a truck route for the city to increase safety for all users of the transportation system. These routes were adopted by the City Council in December 1998. In addition, this board has developed a traffic safety educational campaign which was approved by the City Council in September 1999.

In December 1998, the Tyler City Council approved the proposed ordinances. The following portions of highways within the City limits are designated as truck routes:

- The following major highways coming into the City from the City limits to Loop 323:

    (a) State Highways 31, 64, 110, 155.
    (b) Spurs 248, 364.
    (c) FM 756, 2493
    (d) U.S. Highways 69, 271

- Loop 323

- All of State Highway 31 (Front Street)

The Traffic Safety Board has developed a multi-faceted safety education program which was approved by the Tyler City Council in September 1999. The campaign purpose is to increase driver awareness of safe driving practice. The campaign includes television and radio ads, newspaper inserts and stories, brochures, bumper stickers and billboards.

Tyler Transit has a routine maintenance policy for its rolling stock and methods in their employee handbook to control hazardous situations that may occur on the bus in order to maintain equipment and passenger safety. Employees receive regular safety training as well.

Tyler Transit deployed a third bus route in 1999, increasing mode options for a larger segment of the community. A fourth route is planned in the near future.

A new airport terminal is scheduled to be completed in 2001 which will allow regional jets to land in Tyler. The city is participating in a statewide study to determine ways to maintain and enhance passenger air service for the area. Additionally, the old airport terminal will be available for development.

Maintaining access to rail is a priority for the area as well. The Union Pacific Railroad reports there are approximately 15 trains daily serving about 15 customers along the Owentown-Tyler-Chandler route. Their primary purpose is to deliver and pick up bulk freight to and from local businesses (manufacturer, producer, consumer) including propane, natural gas, fertilizer, lumber, tires, oil, crushed stone, stone, woodchips, and waste products.

The City also provides a diligent maintenance program on outdoor lighting. Lighting is provided on trails and in all city parks. The city is discussing a comprehensive sidewalk reclamation program also.

3. Increase the accessibility and mobility options available to people and for freight.

The Tyler District is making and will continue to make improvements to its major highways throughout the city to enhance the movement of freight and vehicular traffic. The Tyler District plans to construct raised medians along Loop 323 and US 69 south of Tyler in the future. Both of these routes are high-traveled truck routes. They also plan to add left and right turn lanes at major intersections along Loop 323. The City of Tyler plans to complete the construction of

Grande Boulevard, providing and east-west route in the southern portion of the city. The construction of Eighth Street will also add another east-west route in the mid-section of the city.

The Tyler Area Master Street Plan is part of the City of Tyler Comprehensive Plan adopted in late 1999. The Master Street Plan examined present and future needs of the Tyler area and represents a collaboration of pertinent entities and public input.

The Tyler Comprehensive Plan includes Bike and Pedestrian Trails providing optional modes of transportation in a controlled environment. The plan includes greenbelts throughout the entire city and along the proposed Loop 49 route. Area entities apply for Surface Transportation Enhancement Program funding to provide more bicycle and pedestrian routes.

The expansion of the transit system has created a new route, purchased new buses, and expanded its para-transit service. The future plans are to add another route to provide accessibility for more citizens and to purchase additional buses.

4. Protect and enhance the environment, promote energy conservation, and improve the quality of life.

The Texas Department of Transportation (Tyler District), the City of Tyler, and the MPO have worked together to enhance our city's environment through the construction and additions to the Rose Rudman/Southpark Hike and Bike Trail. This project created a greenbelt that preserves the natural environment and provides a trail system that promotes the health of our citizens and adds to their quality of life. Expansion of the trail system is planned throughout the city.

The city also promotes Ozone Action days by notifying citizens about high ozone level-days and asking them to not mow, fill their gas tank during the peak ozone times, and cease other activities that add to the ozone level. The MPO, other local governments governmental entities, and area businesses are also involved in North East Texas Air Care (NETAC). This committee discusses ways to work together to improve the environment, educate themselves on EPA requirements, educate the general public on air quality including ways the public can conserve energy as well as help the environment. NETAC attempts to work within the Clean Air Act and TEA-21, and keep track of current legislation regarding air quality. The MPO and other entities will continue air quality efforts as needs arise.

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

The following are objectives listed in the Tyler Comprehensive Plan that seek to meet the intent of the fifth factor for the MPO area:

- Support regional and intercity transportation needs and initiatives, and encourage cooperation among various entities in addressing transportation-related issues and problems.
- Encourage multi-modal transportation options.

- Encourage other modes of transportation by providing for alternatives to single-occupancy vehicles, whenever possible.
- Pursue travel reduction initiatives, flexible work schedules, telecommuting, which decrease dependency upon the single-occupancy vehicle.
- Consider the long-term role of Pounds Field Airport and railroad service in Tyler with respect to the growth and development of the community.

The Highway Transportation Committee of the Tyler Area Chamber of Commerce has placed preservation of rail on their annual work plan. Preservation of rail is intended to promote intermodal freight hauling and save wear and tear on our highway system.

6. Promote efficient system management and operation.

The City of Tyler's traffic signalization systems consists of 120 traffic signal installations, seven intersection flashers, six warning flashers and 73 school speed limit flashers. Of these signal installations, the City has modified 100 signalized intersections since 1990. The signals have been modified to provide modern solid state control equipment and have been incorporated into the city's "closed loop" system. This system permits coordination between signals, provides multiple signal timing plans and allows for the computer monitoring in the city's Traffic Engineer's office. The city continues to monitor all traffic operations through on site inspection and computer modeling to ensure efficiency of operations.

The city's Traffic Engineer Planning and Zoning Department works with developers to ensure that driveway access does not impede traffic operations. The City, Smith County and TxDOT work together to ensure that all operations are coordinated.

7. Emphasize the preservation of the existing transportation system.

The Tyler TxDOT District has begun constructing concrete intersections on major thoroughfares to extend the pavement life. The MPO projects that the district will expend almost $185 million over the life of the plan on maintenance, traffic operations and other preservation measures (see Chapter 6 -Financial Plan). Additionally, the City of Tyler plans to expend approximately $46 million over the 25-year period for maintenance and preservation activities. Smith County projects that $135 million will be spent by the county in that time frame to preserve and maintain their roadways.

The City of Tyler began a major overlay program in 1996 to elevate the pavement condition of city streets. In 1999, the city began a comprehensive preventive maintenance program to keep city streets from deteriorating.

The Tyler Comprehensive Plan also provides objectives for preserving the area's transportation system:

- Promote compatibility between roadway alignments/improvements and land use patterns, community character, and the environment.
- Promote transportation efficiency in new development proposals.

- Minimize disruption of residential areas by minimizing traffic volumes and by planning for efficient dispersion of traffic from neighborhoods.
- Continue the City's efforts in reconstructing and/or improving existing streets.

CHAPTER 8 - PUBLIC INVOLVEMENT

8.1 Public Involvement Process

Metropolitan Planning Organizations are required to provide a proactive public involvement process. The Tyler MPO has an adopted public involvement process which was followed for the development of this plan. The process requires that the MPO provide for citizen input at least six months prior to the adoption of a Metropolitan Transportation Plan. It also requires two public hearings, one of which must be conducted 30 days prior to the adoption of the plan. Finally, a public review and comment period of 10 days must be provided. Public Transportation clients must be notified of public meetings and public review periods. The MPO also maintains a list of approximately 95 interested agencies and individuals. According to the public involvement process, these agencies and individuals must be informed at least 72 hours prior to any public hearing or review period conducted on the Plan.

8.2 1999 Metropolitan Transportation Plan Public Review Activities

Table 8.1 provides an overview of all public involvement activities performed during the production of the plan. ***Documentation of all public comments, notices of hearings and public review periods, newspaper articles and other forms of documentation are available for review in the MPO office.***

Table 8.1 Public Involvement Activities

DATE	ACTIVITY
June 11, 1999	A survey requesting citizen's suggestions and comments was inserted in the *Tyler Morning Telegram.* The distribution was approximately 23,000 papers. 647 responses received.
November 1, 1999	The first public hearing was conducted at 6:00 p.m. in the Taylor Auditorium of the Tyler Public Library. Three citizens attended, including State Representative Leo Berman. Public notices were posted at city facilities and the Smith County Courthouse on October 27th, a public notice appeared in the *Tyler Morning Telegram* on October 29th, notices were posted at Tyler Transit offices and all buses, and post cards were mailed to all interested agencies and individuals on October 28th.
November 23 - December 3, 1999	A public review and comment period was conducted. Public notices were posted at city facilities and the Smith County Courthouse on November 17th, a public notice appeared in the *Tyler Morning Telegram* on October 19th, notices were posted at Tyler Transit offices and all buses, and post cards were mailed to all interested agencies and individuals on November 18th. No comments were received.
December 6, 1999	Final public hearing conducted at noon in the Large Conference Room, Tyler Development Center, 423 West Ferguson. Same notification procedures as the Nov. 1 hearing. Notices posted on December 2nd, newspaper posting on December 3rd. No citizen attended the meeting.

8.3 Citizen Survey Results

A citizen's comments/suggestions survey was inserted in the June 11, 1999 edition of the *Tyler Morning Telegram.* The survey was accompanied by several articles alerting the public of the survey's publication throughout the week before and the day it was published. The MPO study area was covered in the distribution which approximated 23,000 papers. The MPO received 647 responses. A copy of the survey is provided at the end of the chapter. Survey results are shown below. Totals may not add up to 100 percent because all respondents did not answer every question.

Figure 8.1 Existing Services

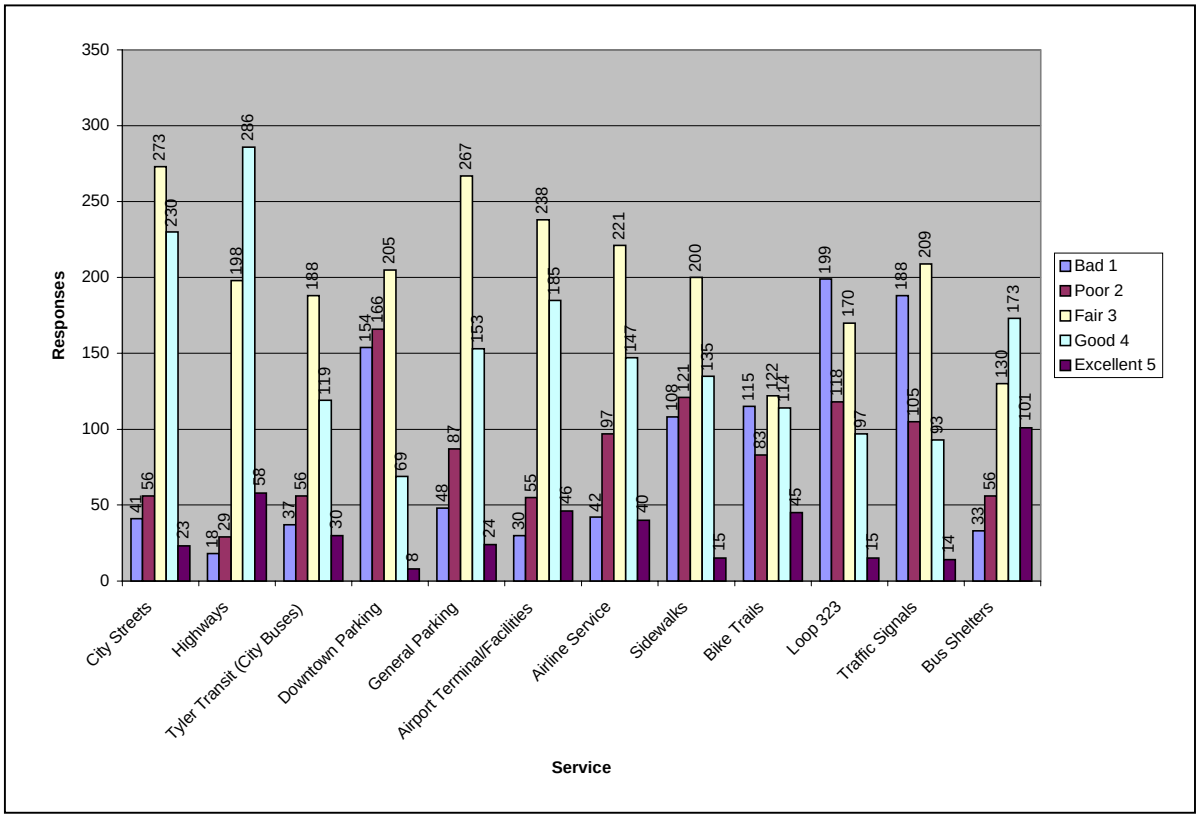


Table 8.2 Survey Results

Existing Services

	Bad 1	2	Fair 3	4	Excellent 5
City Streets	41	56	273	230	23
Highways	18	29	198	286	58
Tyler Transit (City Buses)	37	56	188	119	30
Downtown Parking	154	166	205	69	8
General Parking	48	87	267	153	24
Airport Terminal/Facilities	30	55	238	185	46
Airline Service	42	97	221	147	40
Sidewalks	108	121	200	135	15
Bike Trails	115	83	122	114	45
Loop 323	199	118	170	97	15
Traffic Signals	188	105	209	93	14
Bus Shelters	33	56	130	173	101

Candidate Transportation Services

	Very Important	Important	Not Important
Maintenance of City Streets	495	138	2
Additional parking in downtown Tyler	204	292	111
Improvements to traffic signals	385	202	35
Completion of Loop 49	351	141	118
Provide bike lanes on city streets	119	203	274
Additional taxi service	51	200	281
Additional airline service	186	273	120
Add'l hours of public transit service	154	229	150
Expansion of public transit routes to cities other than Tyler	133	165	249
Initiate Sunday Tyler Transit service	110	240	170
Ridesharing (carpooling programs)	88	246	221
Expansion of transit for elderly/disabled persons	267	265	44
Support video cameras major intersections	288	128	202
Add'l Greyhound/Trailways service	82	213	226

Optional Information

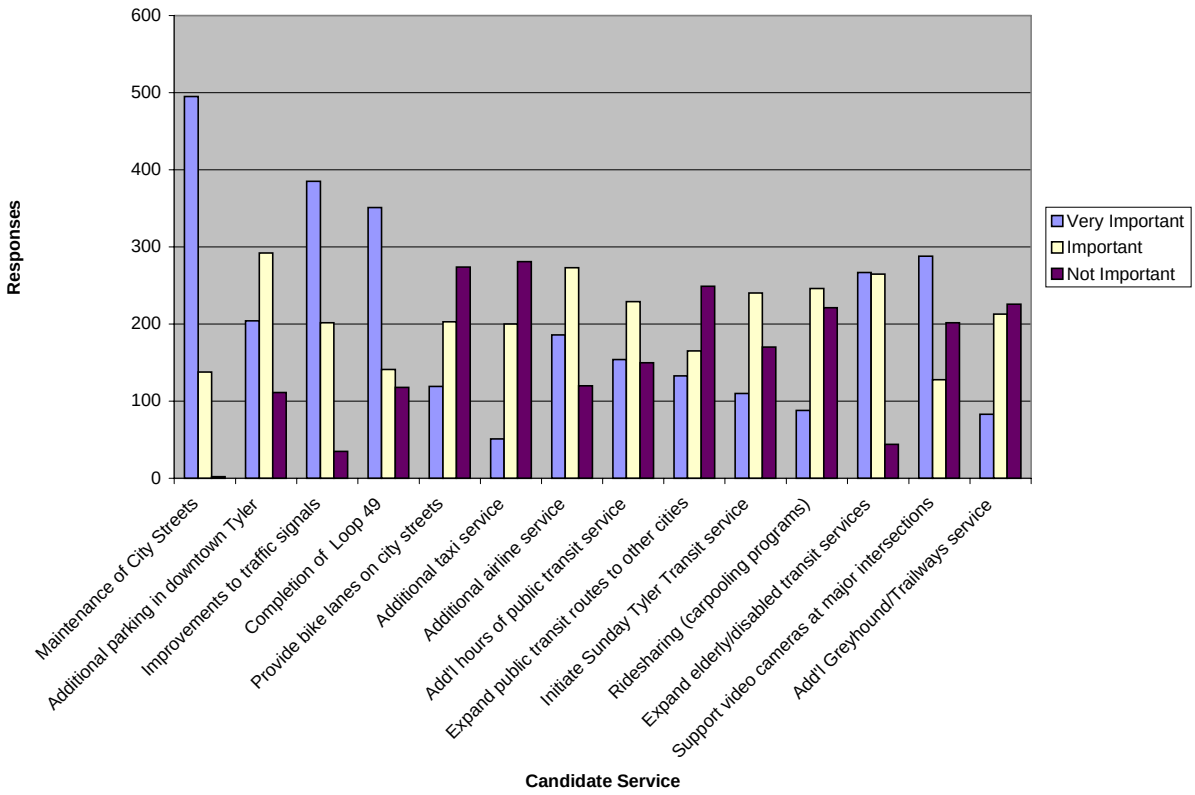
Zip Code:	
75701	213
75702	65
75703	202
75704	4
75705	0
75706	3
75707	47
75708	3
75709	6
75710	3
75711	2
75712	0
75762	12
75791	18
75757	4
75750	1
75789	1
75771	3

# of Vehicles:	
0	23
1	116
2	305
3	92
4+	31

Income Range Per Year:	
Less than $20,000	71
$20,000-$30,0000	68
$30,000-$45,000	102
$45,000-$60,000	103
$60,000-$100,000	108
More than $100,000	63

No. of Persons in Household:	
1	89
2	309
3	71
4	69
5	22
6+	7

Figure 8.2 Candidate Transportation Services



8.4 Survey Comments

Space was also provided for citizen comments. Below is a synopsis of the comments received. Where possible, responses to the comments have been provided in this document. All comments were provided to city, county and state staff responsible for the various transportation functions.

8.4.1 Airport Service Comments. There were a total of 34 comments regarding the city of Tyler Airport. Of the 34 comments, 24 of the respondents believe Tyler should do more to promote the airport in order to encourage major airlines such as Southwest or American to bring jet services to the city. Five of the respondents feel the air service, taxi service, parking, and airport facilities are inadequate and inefficient.

The City of Tyler is planning to construct a new terminal in 2001 which will provide better service facilities for passengers and tenants. The City is also working with the TxDOT Aviation Division on a study to determine ways to improve airline service. These findings will be reviewed by the city when the study is complete and feasible suggestions will be implemented.

8.4.2 Pedestrian and Bicycle Facilities Comments. There were 48 comments regarding parks, sidewalks, bike lanes, and trails. Of the 48, 20 of the respondents feel the city of Tyler should strive to add sidewalks throughout the city for pedestrian traffic. Fourteen respondents believe the city should also add bike trails along busier streets. Six stated the city needs to

work harder to preserve green space and add more parks throughout town. Several respondents believe Tyler should attempt to expand Rose Rudman trails as well as maintain it better.

The City of Tyler is currently reviewing the Sub-division Ordinance, and sidewalks are being addressed as part of the ordinance. The city is also discussing the feasibility of adding sidewalks in existing neighborhoods. Rose Rudman Trail will be extended soon. This extension is being funded through Statewide Transportation Enhancement Program monies. Another application to further extend the rail has been submitted to TxDOT.

8.4.3 Major Thoroughfare Comments. There were 34 comments regarding Broadway and the Loop 323. Thirteen respondents feel Broadway and the Loop is extremely congested and overcrowded. Six respondents believe the Loop is dangerous, and 5 would like to see the Loop widened as well as extended. Some feel dividers or additional turn lanes would help to alleviate traffic and allow for safer roadways. Others believe overpasses at major intersections would be the answer to traffic flow and congestion.

There were 172 responses regarding various streets in the city of Tyler. Fifty respondents believe street repairs and construction take too long. They also feel additional street repair must be done in various areas of the city in order to improve roadways. In addition, 47 respondents feel the city needs to widen or expand most major roadways to address traffic congestion. Twenty-seven people believe there is a serious problem with increased traffic in neighborhoods and near schools, as well as on major thoroughfares. Five respondents are concerned with the danger of using turn lanes as merging lanes. Most feel raised medians will resolve this hazard. Other respondents stated they felt the streets in Tyler were in good condition.

The Plan contains projects which will assist in alleviating congestion along major thoroughfares. TxDOT plans to completed the widening of Loop 323 in the short-range phase of the plan. TxDOT is also planning raised medians along South Broadway.

8.4.4 Traffic Signal Comments. There were 82 comments regarding traffic signals on various streets. Of the 82, 56 of the respondents feel numerous signal lights on the loop and on Broadway are a major problem, because of lack of synchronization and length. Six respondents felt lights on Beckham were a problem as well. Other streets listed as problem areas are, Donnybrook, Old Jacksonville, and the signal lights in front of various retail areas such as Wal-Mart/Target, and Sam's.

There were 130 comments regarding traffic signals in general. Of the 130, 110 of the respondents feel signal lights need to be better synchronized to allow traffic to flow smoother and reduce red-light running. Most believe the traffic congestion and flow is a direct result of the poor synchronization of traffic signals. Six respondents feel the yellow light lag time should be increased when necessary, or, if possible, to have the green light flash when the yellow light is about to appear. Also, some respondents believe we need sensing traffic lights for emergency vehicle use. Other additional comments include responses regarding the location, height, and placement of traffic lights.

The City monitors signalization on a continuous basis and makes needed improvements. The MPO plans to perform a travel-time delay study to determine problem areas. The MPO also performs traffic counts on City streets annually for the Traffic Engineering Department. This information is used to enhance signalization and travel patterns.

8.4.5 Loop 49 Comments. There were 99 responses regarding construction of Loop 49. Of the 99, 59 of the respondents feel the city of Tyler should expedite construction of Loop 49. Fifteen respondents believe Loop 49 would help to alleviate congestion on other major roads such as Broadway and Loop 323. Only 9 respondents believe Loop 49 will not resolve Tyler traffic problems. Another 9 respondents felt Loop 49 should be moved further south. Three mentioned Loop 49 should be a true loop with no traffic signals.

TxDOT plans to complete the first phase on Loop 49 in short-term. Environmental work is being completed for the second phase. Funding is the crucial element in developing Loop 49.

8.4.6 Transit Comments. The survey asked respondents where Tyler Transit should expand service, and 429 comments were received. A majority of the comments referred to specific locations or areas where transit should be available within the city. These comments are too numerous to enumerate here. Some respondents would like to see bus service to other cities within Smith County, while others requested service to Dallas, Longview, Nacogdoches and Lufkin. Service to jobs, medical centers and shopping areas were cited frequently. Respondents also asked for additional hours of service and shorter headways. Several respondents said the transit system needs to be better publicized. Elderly and disabled transit expansion also was mentioned. While comments were primarily complimentary, a few of those commenting do not see the need for transit service.

Tyler Transit is planning a fourth route which will cover more of the city. The MPO plans to perform a transit operations study to ensure the efficiency and effectiveness of the system. the study will also project future transit needs. The MPO also plans an elementary education program to teach children about transit. The MPO will work with Tyler Transit to better educate the public about Tyler Transit and its services.

8.4.7 General Comments.

There were 143 general responses regarding the city of Tyler. Of the 143, 27 of the respondents believe the city of Tyler is doing a good job and they are proud to live here. Ten respondents feel additional downtown parking is needed, and some feel parking meters should be removed. Another 10 respondents feel the growth of Tyler has led to overbearing traffic problems. Seven people surveyed commented about the ½ cent sales tax. They are pleased to see the city is using the money as they promised. Many other comments include, staggering hours of business to help traffic congestion, enforcement of noise ordinance, and others.