TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

Adopted by the Tyler Area MPO Policy Committee
December 9, 2004

ENGINEERS
PLANNERS
ECONOMISTS
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December 9, 2004

Ms. Tanya McCuller
MPO Coordinator
Tyler Area MPO
423 W. Ferguson Street
Tyler, Texas 75702

RE: Tyler Area MPO Metropolitan Transportation Plan

Dear Ms. McCuller:

We are pleased to submit this final report entitled: *Tyler Area MPO Metropolitan Transportation Plan*, which was prepared in accordance with our contract with the Tyler Area MPO dated February, 2004.

This report documents the development of the financially constrained Metropolitan Transportation Plan (MTP) for the Tyler Area MPO. The MTP includes a recommended transportation plan that prioritizes roadway improvement projects into short range, long-term, and unfunded programs. This plan also includes multimodal improvements, such as improved transit service and bicycle and pedestrian facilities, and recommends effective implementation strategies such as access management measures, and corridor preservation.

We wish to acknowledge the excellent cooperation and assistance provided by the Tyler Area MPO, City of Tyler, and Texas Department of Transportation during the development of the MTP and appreciate the opportunity to have been involved in this important project. We trust the MTP will assist the Tyler Area MPO and your agency partners in improving mobility throughout the region.

Sincerely,

WILBUR SMITH ASSOCIATES

Robert A. Hamm

Robert A. Hamm, P.E.
Project Manager

Tyler Area MPO Policy Committee
Judge Becky Dempsey, Smith County
Commissioner Sharon Emmert, Smith County
Interim County Engineer Kenneth Cline, Smith County
Mayor Joey Seeber, City of Tyler
City Manager Bob Turner, City of Tyler
Capital Projects Coordinator Bill Ward, City of Tyler
City Manager Ray Kendall, City of Lindale
City Manager Ronny Fite, City of Whitehouse
TxDOT Tyler District Engineer, Mary Owen

MTP Review Committee Members
Jeff Austin, III, Austin Bank
Dale Booth, Texas Department of Transportation
Rea Boudreaux, Brannon Corp.
Bill Clements, Shackleford Creek Area
Kenneth Cline, former County Engineer
Davis Dickson, City of Tyler – Airport Manager
Fred Marquez, Texas Department of Transportation, TPP Austin
Mary Edwards, City of Tyler
JoAnn Hampton, Clinical Trials Program – County Commissioner
Kirk Houser, City of Tyler – Traffic Engineer
Tom Mullins, Tyler Economic Development
Tanya McCuller, City of Tyler/Tyler Area MPO – MPO Planner
Dan Peden, City of Tyler – City Engineer
Randy Redmond, Texas Department of Transportation
Stephanie Rollings, City of Tyler – Director of Planning
Owen Scott, City of Lindale – City Manager
Dale Spitz, Texas Department of Transportation
Mark Sweeney, East Texas Council of Governments
George Willingham, Tyler Bicycle Club
Jan Wood, East Texas Trekkers

Prepared by:
Wilbur Smith Associates

As Approved by the Tyler Area MPO Policy Committee
December 9, 2004

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Chapter 1 – Introduction

A Metropolitan Transportation Plan is one of the most important tools to facilitate orderly urban and rural development, as it guides the location and type of roadway facilities that are needed to meet projected growth within an area. It enables cities and counties to determine and plan for their existing and future transportation improvement needs and to acquire adequate rights-of-way. A Metropolitan Transportation Plan is a means of assuring that basic infrastructure needs and right-of-way will be available when travel demand warrants new or improved highway facilities.

Federal Legislation

With the passage of the Federal 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 (MPOs) were designated by the governor of each state to carry out this legislative requirement. This legislation encouraged "a continuous, cooperative, and 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. In addition, these highway bills will undergo periodic review and reauthorization furthering the need to continue the transportation planning process. These bills include:

- Federal Aid Highway Act of 1970
- FHWA/UMTA Joint Resolutions (1975)
- Federal Aid Highway Act of 1982
- Revised FHWA/UMTA Joint Resolutions (1983)
- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Transportation Equity Act for the 21st Century of 1998 (TEA-21)
- Safe, Accountable. Flexible, and Efficient Transportation Equity Act (SAFETEA)*

*Not yet signed into law; currently undergoing legislative review

In 1991, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was signed into law and provided a new perspective and emphasis on transportation planning and project development. ISTEA required that 20-year transportation plans, called Metropolitan Transportation Plans, be adopted every 5 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. TEA-21 expired earlier in 2004. Since the most recent transportation bill has not been authorized, TEA-21 is being reauthorized on a monthly basis until the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA), or other pending federal legislation, is passed. It is anticipated that this new legislative bill will continue the transportation planning requirements that were set forth by both ISTEA and TEA-21.

As a result of these federal guidelines, the City of Tyler was designated as the Tyler Urban Transportation Study Metropolitan Planning Organization in 1974, and is responsible for the "3-C" (continuous, comprehensive and cooperative) planning process. The organization has transitioned into what is now known as the Tyler Area MPO.

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.

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 through the designated Metropolitan Planning Organization; and,
- Provide an organized system to establish priorities for project funding.

Purpose

One of the products of the MPO is the development of this Plan. 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.

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 and this plan was completed as a requirement of the Federal-Aid Highway Act of 1962. This act required long-range transportation planning be undertaken in metropolitan areas over 50,000 population where federal funds were used in highway construction. Since this 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 that included the collection and analysis of large databases relative to urban activity in the Tyler area. Population and land use forecasts in this update served as the base year to project traffic demands into the year 2005. Until 1994, a comprehensive long-range transportation plan had not been released since the original 1966 report and the 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. During 1999 this Master Street Plan was updated with the completion of the City's Comprehensive Plan which was adopted during the fall of 1999. This document meets the "3-C" planning requirements, as it is the five year update to the previous MTP developed in 1999. Another update to the MTP must be completed within five years, or no later than the end of calendar year 2009.

Organizational Structure and Function

In accordance with the Texas 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 Tyler Area MPO Policy Committee is currently comprised of nine (9) voting members and twelve (12) non-voting members as defined by the MPO Policy Committee By-laws. The current voting membership is shown in **Tables 1-1** and **1-2.**

The Technical Advisory Committee consists of 24 members, as shown in **Table 1-3**. 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 1-1
Tyler Urban Transportation Study Policy Committee Voting Membership
Metropolitan Transportation Plan
Tyler, Texas

Smith County – 3	Judge Becky Dempsey Commissioner Sharon Emmert Interim County Engineer Kenneth Cline
City of Tyler - 3	Mayor Joey Seeber City Manager Bob Turner Capital Projects Coordinator Bill Ward
Other incorporated cities - 2	City Manager of Lindale, Ray Kendall City Manager of Whitehouse, Ronny Fite
Texas Department of Transportation -1	TxDOT Tyler District Engineer, Mary Owen

Table 1-2
Tyler Urban Transportation Study Policy Committee Non-Voting Membership
Metropolitan Transportation Plan
Tyler, Texas

Texas Department of Transportation - 4 members
City of Tyler - 2 members
Tyler Transit - 1 member
Texas Commission on Environmental Quality - 1 member
Federal Highway Administration - 1 member

Table 1-3
Tyler Urban Transportation Study Technical Advisory Committee
Metropolitan Transportation Plan
Tyler, Texas

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
Private Non-Profit Rural Transit Provider -- 1

In addition, an MTP Review Committee was formed to provide technical guidance, expertise and review, as well as important data needed in the MTP's development. The MTP Review Committee provided key guidance in the development of project goals and objectives, and assisted in preparations for public meetings. Four MTP Review Committee meetings were held throughout the course of the study. Members of the MTP Review Committee included representatives from the City of Tyler, Texas Department of Transportation (TxDOT), Smith County, and other local agencies and organizations. Representatives serving on the MTP Review Committee are identified in **Table 1-4**.

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. One of the initial tasks in developing the Tyler Area's MTP was the establishment of goals and objectives for use as guidelines in developing and evaluating alternative transportation system improvements. The goals and objectives provide a framework for developing the MTP and maintaining it as a dynamic document. They set forth value judgments and direction to guide local government officials in planning and implementing transportation improvements.

Table 1-4
MTP Review Committee Members
Metropolitan Transportation Plan
Tyler, Texas

Jeff Austin, III, Austin Bank
Rea Boudreaux, Brannon Corp.
Bill Clements, Shackleford Creek Area
Kenneth Cline, former County Engineer
Davis Dickson, City of Tyler – Airport Manager
JoAnn Hampton, Clinical Trials Program – County Commissioner
Kirk Houser, City of Tyler – Traffic Engineer
Stephanie Rollings, City of Tyler – Director of Planning
Tom Mullins, Tyler Economic Development
Tanya McCuller, City of Tyler/Tyler Area MPO – MPO Planner
Dan Peden, City of Tyler – City Engineer
Owen Scott, City of Lindale – City Manager
Dale Spitz, Texas Department of Transportation
Mark Sweeney, East Texas Council of Governments
George Willingham, Tyler Bicycle Club
Jan Wood, East Texas Trekkers

Members of the MTP Review Committee were asked to participate in the development of the goals and objectives. During a series of meetings, participants provided their input into the key elements to be contained in the goals and objectives. These were further refined and synthesized, and presented again to the group for their comments and ultimate approval.

The overall goal of the plan is ***to develop a safe, efficient, and economically feasible multi-modal transportation system that will accommodate the mobility needs of all people and goods traveling within and through the Tyler area over the next 30 years.***

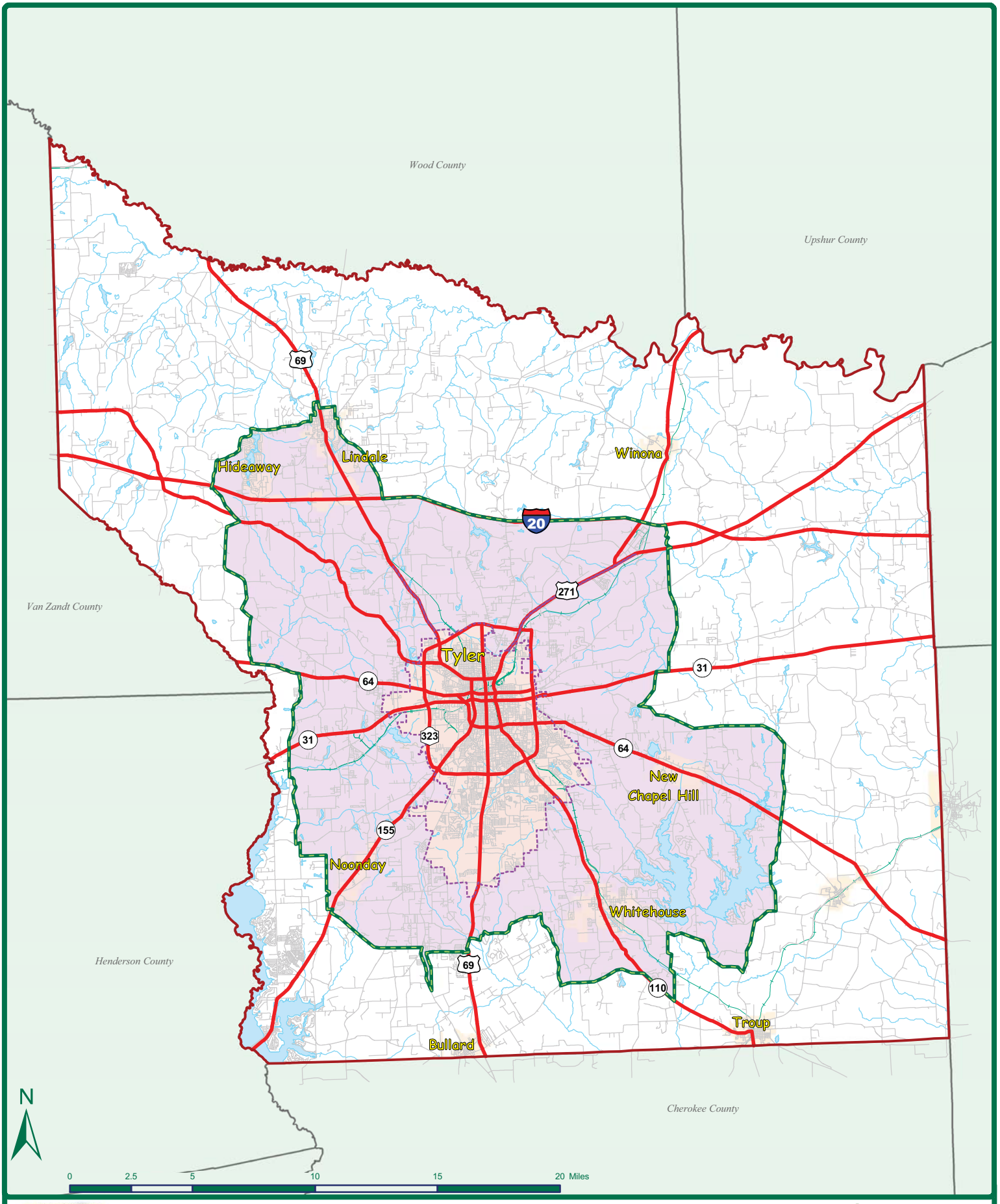
Specific objectives were developed to accomplish this goal. Transportation system projects developed and recommended for implementation through the Metropolitan Transportation Plan should meet one or more of these objectives. The following objectives were identified for the MTP:

- To promote the efficient use and preservation of existing transportation systems and their infrastructure;

- To develop roadway facilities that ensure network continuity throughout the Tyler area and are planned and classified based on function and relative importance, including providing a proper balance of freeways, expressways, major and minor arterials, collectors and local streets in coordination with the City of Tyler's Master Street Plan;
- To improve safety on the existing transportation system by developing projects that reduce hazards and improve driving conditions;
- To develop a network of bicycle facilities that is safe and accessible for residents and provides important connections between residential areas and major developments;
- To develop adequate thoroughfares for improved east-west movement through the Tyler area and preserve existing neighborhoods by discouraging through traffic on local and collector streets;
- To develop improved pedestrian facilities, such as sidewalks and trails, that connect residential areas to major developments, schools, and transit services;
- To provide for improved transit services, including local bus service, commuter bus service, and long distance rail transportation;
- To develop Tyler Pounds Field into a regional Hub for air transportation and improve automobile access to the airport;
- To maintain consistency with adopted land use plans and ordinances; and,
- To accommodate future land development and provide an adequate level of accessibility to the roadway system without significantly deteriorating level-of-service.

Study Area Boundary

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 Area MPO planning region is shown in **Figure 1-1**. This area is the Governor-approved boundary, which was revised in 2004. The MPO planning region for the Tyler urbanized area includes the City of Tyler and several other developing areas such as Gresham, Lindale, Hideaway, New Chapel Hill, Noonday and Whitehouse. 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.



TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

Wilbur Smith Associates

Map Date: December 2, 2004

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Map Legend

- Major Roadways
- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary

Figure 1-1

Tyler MTP Study Area

Tyler, TX

Public Involvement

Public involvement was an important component of the Plan and included several activities to involve public agencies and stakeholders throughout the plan development process. Public involvement activities centered on obtaining meaningful input from key stakeholders on transportation issues in the area. The MPO Technical Committee guided the overall plan development and provided technical expertise throughout the process.

Tyler Metropolitan Planning Organization Public Involvement Policy

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 Involvement Activities

Below is a review of all public involvement activities performed during the development of this plan:

- **MTP Review Committee** - Four meetings were held with the MTP Review Committee, which was responsible for reviewing the overall study progress. These meeting were held at key milestones allowing the committee to evaluate data forecasts and alternative evaluation criteria, initiate the evaluation of alternatives, review the evaluation of alternatives, prioritize improvements, develop the financial implementation plan and review the draft plan.

- **Policy Committee** - Two meetings were also held with the MPO Policy Committee to solicit comments on transportation issues and present the recommended Metropolitan Transportation Plan. A final meeting was held with the Policy Committee in December 2004 to present the final plan.

- **Public Meetings** – The first public meeting was held on March 19, 2004. The purpose of the meeting was to allow the general public to comment on the goals and objectives of the plan and to provide input on existing transportation issues in the region. The second public meeting was held on October 26, 2004 to present the draft plan. A summary of public comments for both meetings is included in **Appendix A**.

Chapter 2 – Existing Physical Features and Transportation System

This chapter examines the existing physical features and transportation system in the Tyler area. Having an understanding of the existing conditions in the region is an important first step in developing the transportation plan and in making recommendations regarding future improvements. The existing street network and traffic patterns will serve as the basis for the future street network and in identifying future transportation conditions and needs. Additionally, existing environmental and physical features of the community may impact transportation improvements and should be recognized and considered in the development of the plan.

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 (within study area), Hideaway (within study area), New Chapel Hill (within study area), Noonday (within study area), Troup, Whitehouse (within study area), and Winona. In addition, a portion of Overton is within Smith County. All of the towns in the county are linked to Tyler, and each other, via Interstate Highway (IH 20), U.S. Highways (US 69 and US 271), State Highways (SH 64, SH 110, SH 155, and SH 31), and Farm to Market Roads (FM 344, FM 16, FM 346, etc.). Interstate Highway (IH) 20 traverses the northern portion of the county, affording the county a direct link to Dallas and Shreveport, Louisiana. IH 20 is the primary northern boundary of the study area, while the southern, eastern, and western boundaries are identified by arbitrary boundary lines.

Water resources are plentiful in the county. Lake Tyler and Lake Tyler East along with Lake Palestine, supply the City of Tyler with an abundant water supply as well as a recreational resource. 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 (well) 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. In addition, Tyler area is home to two large manufacturing facilities – Kelly Springfield and Tyler Pipe. The facilities manufacture goods that are sent through out the country.

Current Land Use

Future development trends in the City of Tyler will be influenced by past and present land use patterns. By evaluating existing and proposed land uses in the study area, guidelines will be developed for the direction of future roadway needs in association with projected growth and development. **Figure 2-1** displays the existing land use for the Cities of Tyler and Whitehouse.

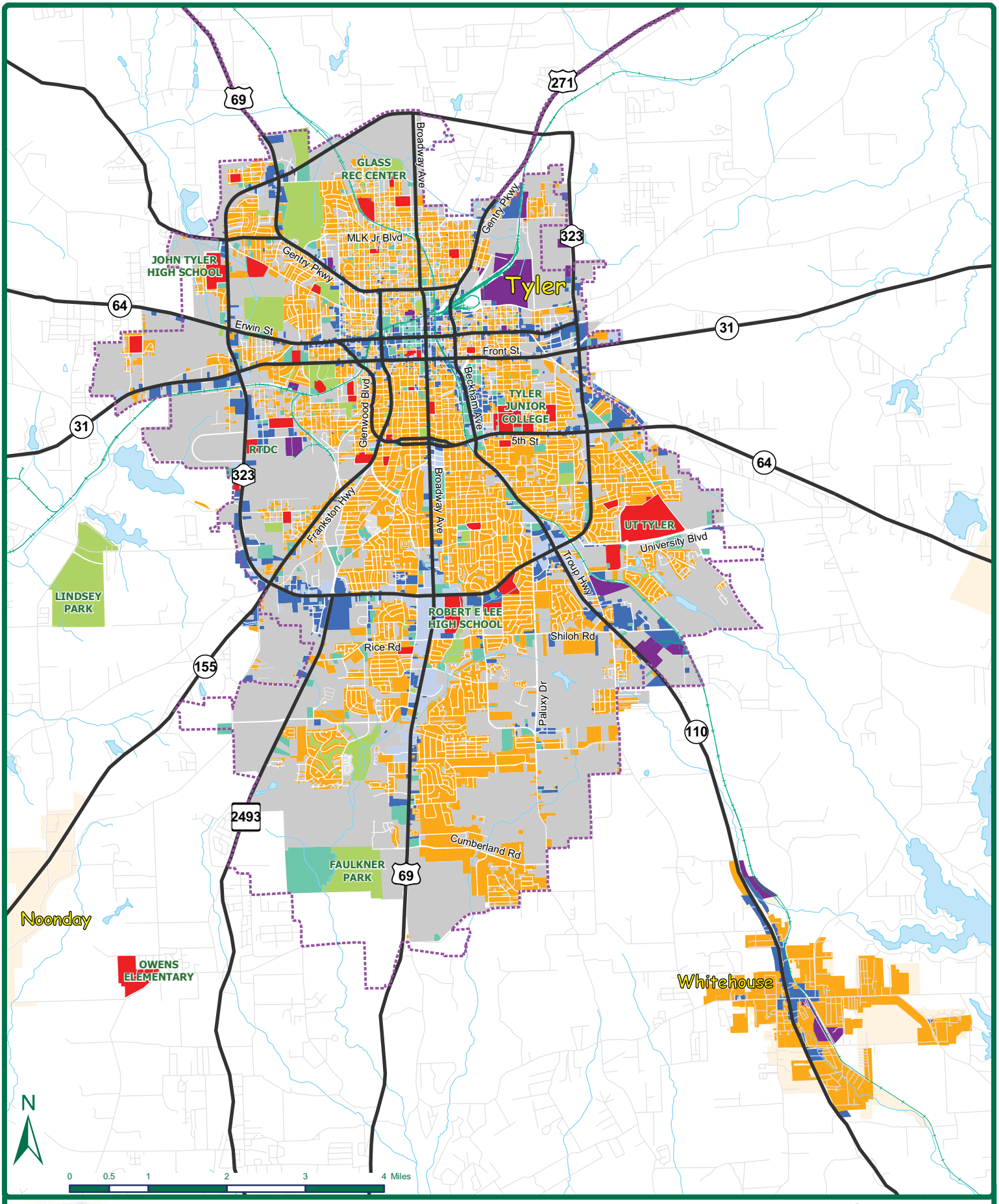
The 1999 City of Tyler Comprehensive Plan has plotted both the current and future land uses for the city. This will make it possible to better plan transportation routes as well as influence decision making in areas concerning future growth and development.

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 initially has been in a radial pattern extending from the downtown with development being influenced by both natural and man-made features. The more recent residential growth and retail development has been concentrated in the southeast and southwest portions of the city along US 69 and Loop 323. Single family dwellings account for the majority of residential land use with duplex, apartment, and mobile home development accounting for the remainder of the residential land uses within the city. As shown in **Table 2.1**, single family comprises the largest percentage of developed land uses in the community followed by public/semi public uses.

Table 2-1
Developed Land Uses, City of Tyler
Tyler Area Metropolitan Transportation Plan Update

Land Use	Acres	Percent of Developed Uses
Residential	8,185	58%
Commercial	1,754	12%
Retail	938	7%
Industrial	397	3%
Public	2,026	14%
Parks and Recreation	800	6%
Total Developed Uses	**14,099**	**100%**

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 within the county now occurs in South Tyler along South Broadway Avenue (US 69), all areas contiguous to the southern portion of Loop 323, and Troup Highway (SH 110). These areas have seen a dramatic increase in large scale commercial and retail development. To a lesser degree, smaller scale commercial development has occurred in North Tyler along Gentry Parkway (the northern entrance into the City of Tyler). Growth is also occurring in the western part of the City, particularly along SH 64, SH 31 and Loop 323.



TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

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Map Date: December 2, 2004

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Map Legend

- Major Roadways
- Local Roads
- Railroads
- Tyler city limits

Land Use Classes:

- Residential
- Public Facilities
- Schools
- Parks / Recreation
- Commercial
- Retail
- Industrial
- Vacant

Figure 2-1

Existing Land Use

Tyler, TX

The City of Tyler is home to the University of Texas at Tyler and Tyler Junior College. The University of Texas at Tyler has recently completed an aggressive land use and expansion plan.

The City of Whitehouse encompasses an area of approximately four square miles. As shown in **Table 2-2**, residential comprises the largest use in the City, followed by commercial uses, which are primarily concentrated along the SH 110 corridor.

Table 2-2
Existing Land Use, Whitehouse

Land Use	Acres	Percent
Residential	1,413	83%
Commercial	200	12%
Industrial	87	5%
Total	**1,700**	**100%**

Environmental Features and Development Constraints

Historic Landmarks and Sites

The City of Tyler through the Tyler Historical Preservation Board recognizes and preserves the City's historic landmarks through a voluntary owner participation program. As displayed in **Figure 2-2** and **Table 2-3**, there are 51 sites designated as historic landmarks on the Local Register of Historic Places in the City of Tyler. 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. Currently 18 sites and five districts have been designated as properties on the National Register of Historic Places.

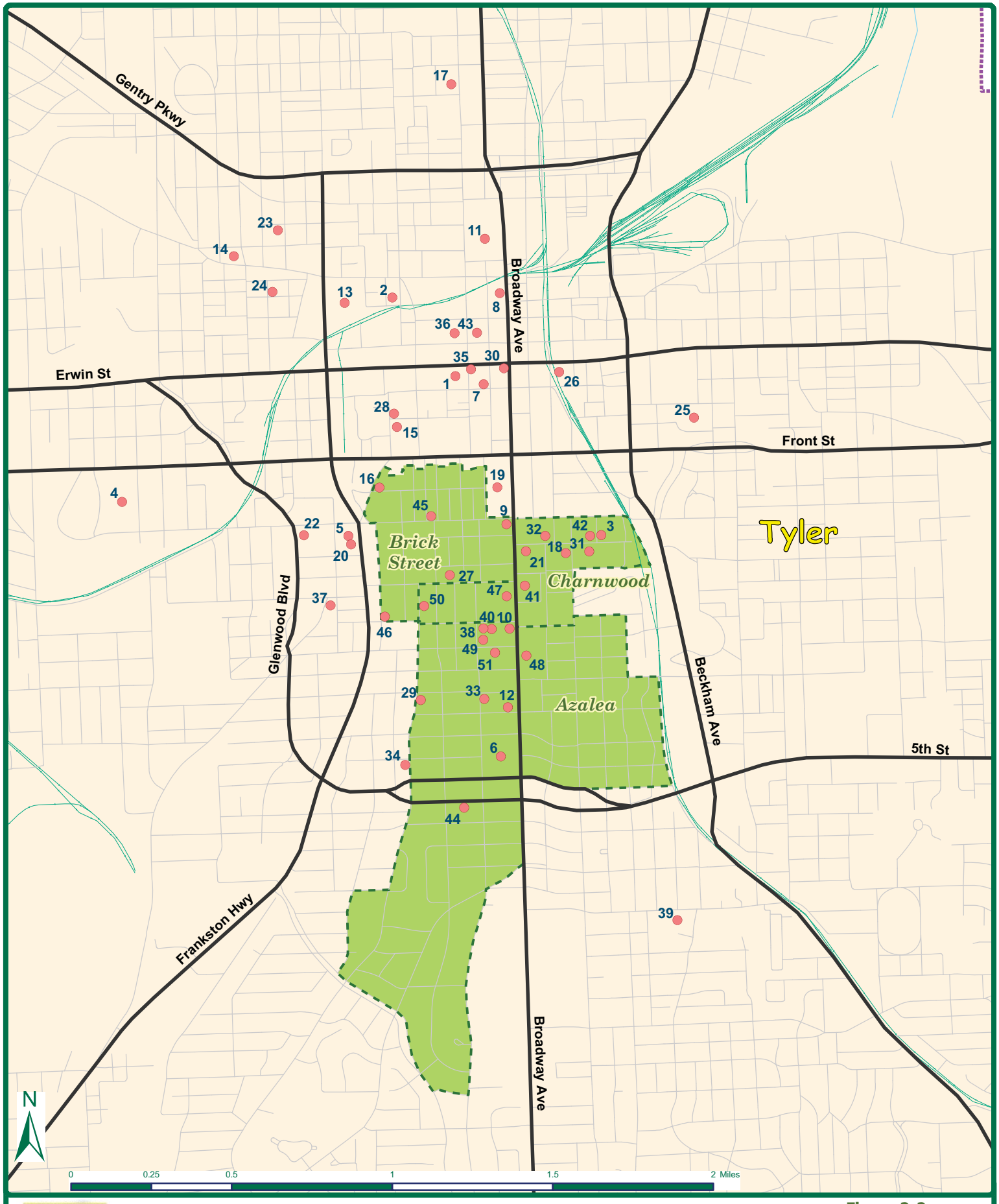
The majority of sites are located in the older sections (within Loop 323) of the city including several in the Central Business District. Of the 51 properties listed in the register, there are a mixture of churches, schools, private residential properties, offices, a park, a cemetery, and a service organization building. Tyler's first historic district, the Charnwood Residential District, was listed in the National Register of Historic Places in August of 1999. This was soon followed by other National designations of historical districts including, The Azalea Residential Historical District, and Short-Line Residential District.

Table 2-3
Historical Landmarks
Tyler Area Metropolitan Transportation Plan Update

Map ID	Name	Address
1	Marvin United Methodist Church	300 W Erwin St
2	Saint James Church	408 N Border Ave
3	Ramsour House	504 E Charnwood St
4	Tyler Municipal Rose Garden	420 Rose Park Dr
5	Bonner-Whitaker McClendon House	806 W Houston St
6	Bergfield Park & Amphitheater	1510 S College Ave
7	Carnegie Library Building	125 S College Ave

Table 2-3 Continued
Historical Landmarks
Tyler Area Metropolitan Transportation Plan Update

Map ID	Name	Address
8	Swann-Moore-Dennard Building	408 N Broadway Ave
9	Ramey-Grainger House	605 S Broadway Ave
10	Tyler's Woman's Building	911 S Broadway Ave
11	Goodman-LeGrand House	624 N Broadway Ave
12	Judge the Florist	1215 S Broadway Ave
13	Oakwood Cemetery	400 N Palace Ave
14	Patterson House	1311 W Oakwood St
15	Woldert House	604 W Woldert St
16	Barton-Vanderpool House	440 S Vine Ave
17	McCord-Blackwell House	1320 N Bois D Arc Ave
18	Littlejohn House	313 E Charnwood St
19	Cathedral of the Immaculate Co	423 S Broadway Ave
20	Bonner House	625 S Vine Ave
21	Connally-Musselman House	700 S Broadway Ave
22	Tyler Little Theatre	1014 W Houston St
23	Florence House	700 N Moore Ave
24	Bethleham First Baptist Church	1121 W Lollar St
25	Bonner Elementary School	235 S Saunders Ave
26	1881 Smith County Jail	309 E Erwin St
27	Gary Elementary School	730 S Chilton Ave
28	Woldert-Spence-Heaton Manor	611 W Woldert St
29	Birdsong House	518 W Mockingbird Ln
30	The B.W. Rowland-Liebreich Bui	100 & 104 W Erwin St
31	The Morrell-Pinkerton Home	415 E Charnwood St
32	Willett-Bryant Home	621 S Fannin Ave
33	Saleh-Witt Home	1208 S College Ave
34	Fair Home	1505 S Robertson
35	Arratt-Odd Fellows Building	220 1/2 W Erwin St
36	First Baptist Church	301 W Ferguson St
37	Mathis-Albertson Home	823 S Palace Ave
38	Lindsey-Owens Home	902 S College Ave
39	Pollard Home	801 Troup Hwy
40	Witherup Home	212 W Dobbs St
41	Boren Home	806 S Broadway Ave
42	Lindsey Home	416 E Charnwood St
43	The U.S. Post Office & Courthouse	211 W Ferguson St
44	James Home	322 W 5th St
45	Smith-Butler House	419 W. Houston Street
46	Childers House	625 W. Dobbs Street
47	Fitzgerald House	815 S. Broadway Aveneu
48	James S. Hogg Middle School	920 S. Broadway Avenue
49	Campbell-Richardson House	922 S. College
50	Virginia and R.K. Bonner House	826 S. Robertson
51	Roy G. Robertson Farmhouse	204 Linsey Lane



Map Legend

- Major Roadways
- Local Roads
- Railroads
- Tyler city limits
- Landmarks
- Historical Districts

Map Date: December 2, 2004

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Figure 2-2

Historic Landmarks

Tyler, TX

Floodplains and Wetlands

There are many lakes and creeks within the study area that serve as environmental constraints and should be considered when making decisions regarding transportation improvements in the region. Major lakes in the study area include Lake Tyler, Lake Tyler East, and Hide Away Lake. Major creeks in the area include West Mud, Black Fort and Willow Creeks. As shown in **Figure 2-3**, all three creeks are subjected to the 100 and 500 year floods.

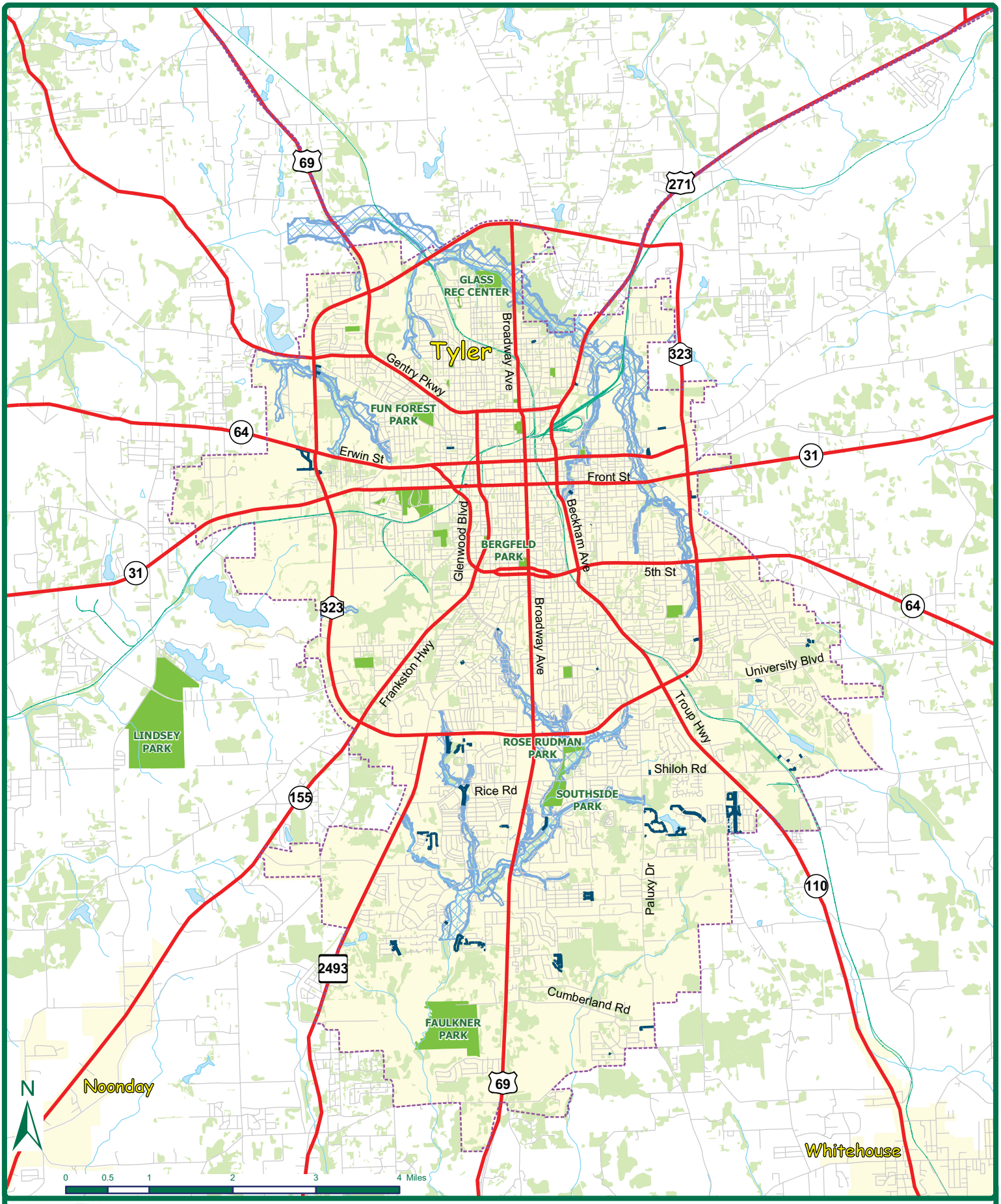
Wetlands are areas that are inundated by surface or ground water frequently enough to support vegetation or aquatic life that requires saturated or seasonally soil conditions. The U.S Army Corps of Engineers performs field investigations to identify "jurisdictional" wetlands – those considered a part of "waters of the United States". Permits are required for activities impacting federally identified wetlands under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. The extent of floodplain areas identified by the Federal Emergency Management Agency is indicative of where wetlands are more likely to be found, although all of the floodplain areas are not necessarily considered to be jurisdictional wetlands.

Parks and Recreation

Parks and recreation facilities are an important feature in the Tyler area. Many citizens' enjoy strolling, jogging, bicycling, hiking and participating in a variety of park and recreational activities. Parks with hiking and walking trails continue to be a major attraction to a large percentage of the population.

The City of Tyler's Parks and Recreation Department is responsible for the development, maintenance, and operation of city-owned parks and recreation facilities. The City has over 1,000 acres of parkland comprised of 25 parks located throughout the City. A list of all of the parks and recreation facilities is provided in **Table 2-4**. A brief description of a few of the major parks is provided below.

- **Bergfeld Park** - Bergfeld Park 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 encompasses over eight acres and includes a tennis court, playground, picnic areas and an outdoor amphitheater. There are a variety of community activities held at this park.
- **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 acres. 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.



Map Legend

- Major Roadways
- Local Roads
- Railroads
- Tyler city limits
- City Easements
- Floodplain area
- Local Parks
- Greenspace

Map Date: December 2, 2004

File Location: H:\TETP\511590-TylerMTPupdate\GIS\figures

Figure 2-3

Environmental Features and Development Constraints

Tyler, TX

- **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.

Table 2-4
Parks & Recreation Facilities
Tyler Area Metropolitan Transportation Plan Update

Facility	Acreage	Location	Amenities
Fun Forest	31.7	2000 Forest Avenue	Pool, wading pool, tennis and basketball courts, restrooms
Woldert	52.9	701 W. 32nd Street	Pool, playground, picnic areas ball fields, tennis courts
Goodman Museum	7.9	624 N. Broadway	Playground, picnic area, Museum and arboretum, restrooms
Crescent	1.3	1560 Crescent	Picnic areas
T.R. Griffith	2.6	2810 N. Carter	Playground, picnic areas
Bergfeld	8.3	1510 S. College	Restrooms, tennis courts, wading pool, picnic areas, amphitheater, playground
Lindsey	453.0	12557 Spur 364	Soccer and softball fields, restrooms, playground, picnic areas, basketball court
Nobel E. Young	39.0	3125 Seaton St.	Shelter, restrooms, handicap playground, bike trail, picnic area, basketball court, skate park
Faulkner	120.0	W. Cumberland	Ball parks, jogging, tennis courts, concessions, restrooms
Caldwell	5.0	300 Bois d'Arc	Softball and soccer fields, basketball court, restrooms, picnic area, playground
City	1.9	200 W. Queen	Restrooms, basketball court, picnic area, playground
Gassaway	6.7	3102 W. Martha	Playground, basketball court, picnic area
Lincoln	2.8	1710 N Confederate	Restrooms, playground, picnic area, basketball court, ball fields, shelter
Oak Grove	3.8	1525 N. Carlyle	Playground, basketball court, playground, ball field, tennis court
County	26.0	Morningside Dr.	Picnic area, playground, hard surfaced play area
Herndon Hills	2.0	2802 Brookhollow	Playground, picnic area, basketball court
Hillside	2.4	1111 E. Erwin	Restrooms, playground, picnic area, basketball courts, shelter, ball fields, recreation center

Table 2-4 Continued
Parks & Recreation Facilities
Tyler Area Metropolitan Transportation Plan Update

Facility	Acreage	Location	Amenities
P.T. Cole	4.7	1001 S. Vine	Restrooms, playground, tennis courts, playground, shelter, ball fields
Headache Springs	85.0	Hwy 64 East/Universe	Natural Park, nature trails
W.E. Winters	9.0	910 S. Peach	Restrooms, playground, pavilion, hike and bike trails
Golden Road	37.0	2300 McDonald	Restrooms, playground, parking, soccer fields, basketball courts
Pollard	9.1	610 Amherst	Restrooms, shelter, picnic areas, playground, ball fields, tennis courts
Southside	49.4	455 Shiloh	Handicapped playground, picnic area, basketball court, fitness trail, restrooms
Mike Carter Field	54.5	400 Fair Ground	Restrooms, picnic area,
Windsor Grove	5.5	415 S. Lyons	Picnic area, nature trails
Greenbelt Pkwy (Rose-Rudman)	60.0	450 Shiloh	Walking and bike paths, outdoor exercise trails, rest areas
Northside	5.0	NWN Loop 323	Air strip for model airplanes
Tyler Rose	27.0	400 Road Park	Picnic tables, gardens, gazebo

Major Utilities

There are several major transmission lines and easements that cross through the study area. These easements must be taken into consideration when planning for future transportation growth and expansion. In addition, the location of existing utilities must be known and taken in account when proposing roadway improvements or new roadway locations.

Air Quality

In compliance with the Federal Clean Air Act of 1970 and the Clean Air Act Amendments of 1977 and 1990 (CAAA), the EPA promulgated and adopted the National Ambient Air Quality Standards (NAAQS) to protect public health, safety, and welfare from known or anticipated effects of six pollutants. These six air pollutants have been identified by the EPA as criteria pollutants of concern nationwide and are listed below:

- carbon monoxide;
- nitrogen oxides;
- ozone;
- particulate matter;
- sulfur dioxides; and
- lead.

The Clean Air Act and resulting amendments have far-reaching effects on transportation plans and programs, as transportation sources are a major and growing impediment to maintaining clean air goals. The ISTEA, TEA-21, and (pending) SAFETE legislation reflect a growing recognition that transportation programs must be compatible with environmental goals.

The Texas Commission on Environmental Quality (TCEQ) monitors air quality in Northeast Texas to determine whether the region is in compliance with EPA's National Ambient Air Quality Standards (NAAQS) for ozone. Northeast Texas, which includes Smith, Upshur, Gregg, Harrison and Rusk Counties, has been designated as a near non-attainment area for ground level ozone. A local stakeholder group called North East Texas Air Care (NETAC) has conducted scientific studies and developed control strategies to reduce ozone levels. To accomplish science-based air quality planning activities, the Northeast Texas Region has received and continues to receive biennial funding from the Texas Legislature, to address ozone air quality issues through the 'near non-attainment areas' program. These resources have been used to fund studies to identify the most effective ozone control strategies. NETAC's activities lead to the recent submission of a revised State Implementation Plan (SIP) for 1-hour ozone in Northeast Texas. Below is a summary of the Clean Air Action Plan prepared by NETAC for the East Texas Council of Governments in March 2004 *(Clean Air Action Plan for Northeast Texas, Northeast Texas Air Technical Committee, March 31, 2004).*

Background

In March 2002, the Texas Commission on Environmental Quality approached the EPA about approving the concept of early action plans. These plans or Early Action Compacts would be used by areas that are in attainment of the one-hour ozone standard (with no monitored violations), but are approaching or monitoring exceedances of the eight-hour standard. An Early Action Compact is designed to develop and implement control strategies, account for TNRCC, 2002growth, and achieve and maintain the eight-hour standards. On December 20, 2002, NETAC signed an Early Action Compact (EAC) to address 8-hour ozone air quality issues in Greg, Harrison, Rusk, Smith and Upshur Counties. The purpose of the EAC is to develop and implement a Clear Air Action Plan that includes emission reductions needed to demonstrate attainment of the 8-hour ozone standard by 2007 and maintain the standard beyond that date. Since the EAC was initiated, Northeast Texas has come into compliance with the 8-hour ozone standard.

Table 2-5 identifies key milestones for the Northeast Texas EAC in developing a Clean Air Action Plan and then a State Implementation Plan.

Table 2-5
Key milestone dates for the Northeast Texas Early Action Compact (EAC)
Tyler Area Metropolitan Transportation Plan Update

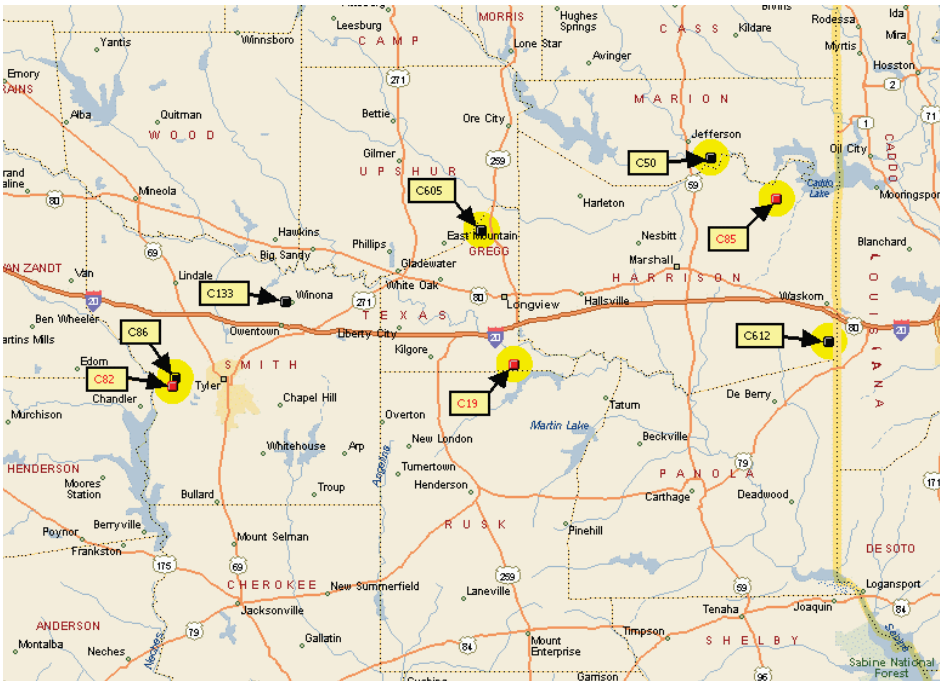
Date	Item
December 31 2002	Signed EAC agreement
June 16 2003	Identify/describe potential local emission reduction strategies.
November 30 2003	Initial modeling emission inventory completed. Conceptual model completed Base case (1999) modeling completed.
December 31 2003	Future year (2007) emission inventory completed. Emission inventory comparison for 1999 and 2007. Future case modeling completed.
January 31 2004	Schedule for developing further episodes completed. Local emission reduction strategies selected. One or more control cases modeled for Attainment maintenance analysis (to 2012) completed. Submit preliminary Clean Air Action Plan (CAAP) to TCEQ and EPA.
March 31 2004	Final revisions to 2007 control case modeling completed. Final revisions to local emission reduction strategies completed. Final attainment maintenance analysis completed. Submit final CAAP to TCEQ and EPA
December 31 2004	State submits SIP incorporating the CAAP to EPA
December 31 2005	Local emission reduction strategies implemented no later than this date
December 31 2007	Attainment of the 8-hour ozone standard

Source: Clean Air Action Plan For Northeast Texas, 2004

Air Quality Trends

As shown in **Figure 2-4**, the TCEQ operates several air monitoring stations (CAMS) in Northeast Texas, which are used in monitoring compliance with the National Ambient Air Quality Standards (NAAQS) for ozone. Historically, the highest ozone concentrations have been recorded at the Longview monitor (CAMS-19) located at the Gregg County airport. Ozone monitoring commenced in 1995 at Tyler Airport (CAMS-86) although the monitor was relocated within the airport in 2000 due to construction and assigned a new number (CAMS-82).

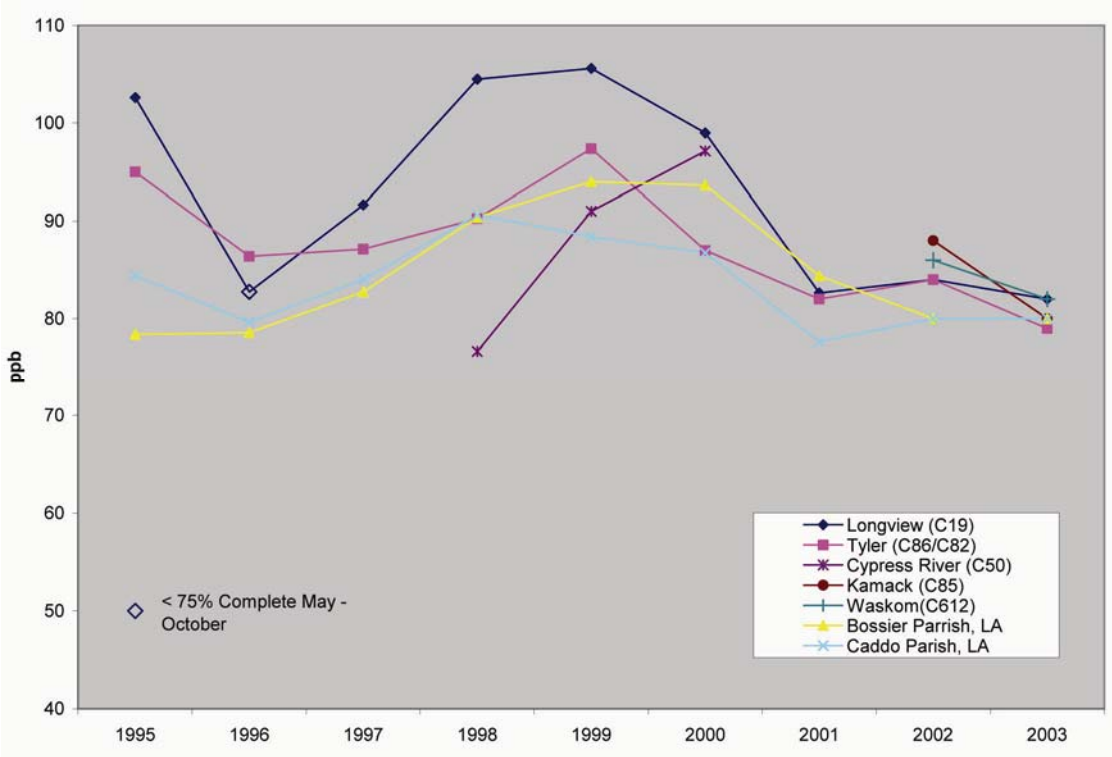
Figure 2-4
Locations Of Air Quality Monitors
Tyler Area Metropolitan Transportation Plan Update



Source: Clean Air Action Plan For Northeast Texas, 2004

Figure 2-5 shows the 1995 – 2003 trend in the annual fourth highest daily maximum 8-hour average ozone concentrations (the "annual design value") at monitoring sites in Northeast Texas and the Shreveport area (Bossier and Caddo parishes). Annual design values are part of the attainment status determination discussed below. In general the trends are similar over all sites, with values generally increasing to a maximum in 1999 before falling again. During 1995 – 2000, the highest annual design value always occurred at Longview (except in 1996) but as of 2001, the annual design value at Longview is nearly equal to that at Tyler and is much closer to the levels observed in Louisiana.

Figure 2-5
Annual 8-Hour Ozone Design Value
Tyler Area Metropolitan Transportation Plan Update



Source: Clean Air Action Plan For Northeast Texas, 2004

Ozone Attainment Status

EPA's National Ambient Air Quality Standard for ozone includes both a 1-hour average standard and an 8-hour average standard. The 1-hour standard limits the frequency with which the daily maximum 1-hour average concentration can exceed 0.12 ppm to once per year (averaged over three years) while the 8-hour standard sets a maximum level (0.08 ppm) for the three year running average of the annual fourth-highest daily maximum 8-hour average concentration.

The annual fourth highest daily maximum 8-hour ozone values for 2001 to 2003 are shown in Table 2-6 for monitors in Northeast Texas. The 2003 data are preliminary until they have been quality assured by the TCEQ and submitted to EPA. The preliminary 2001-2003 8-hour ozone design values for Longview and Tyler are both below 85 ppb and so Northeast Texas is monitoring attainment of the 8-hour standard.

Table 2-6
Annual fourth highest daily maximum 8-hour ozone values and preliminary 2001-2003 8-hour ozone design values for Northeast Texas
Tyler Area Metropolitan Transportation Plan Update

Year	Longview	Tyler	Karnack	Waskom
2001	82	82	Partial Season	Not Operating
2002	84	84	88	86
2003	82	79	80	82
	82	**81**		

Source: Clean Air Action Plan For Northeast Texas, 2004

Attainment Demonstration for 2007

NETAC developed an ozone model for an August 1999 episode period. The performance of the ozone model was evaluated and then the model was used to evaluate whether Northeast Texas will remain in compliance with the 8-hour ozone standard through 2007. The ozone modeling for 2007 demonstrates attainment of the 8-hour ozone standard with existing control measures. The existing measures include locally developed NETAC control strategies, Texas State Implementation Plan control strategies and Federal EPA measures such as cleaner vehicles and fuels and the NOx SIP Call. The projected 8-hour ozone design values for 2007 at Longview and Tyler are 80 ppb and 77 ppb, respectively, which are lower than the current design values.

Table 2-7
Projected 2007 8-hour ozone design values (DV; ppb)
Tyler Area Metropolitan Transportation Plan Update

Monitor	Preliminary 2003 Design Value	Modeled Relative Reduction Factor	Projected 2007 Design Value
Longview	82	0.981	80
Tyler	81	0.954	77
Karnack	84	0.966	81
Waskom	84	0.974	82

Source: Clean Air Action Plan For Northeast Texas, 2004

Maintenance for Growth Through 2012

NETAC has developed emission inventories for 2012 to complete the "maintenance for growth"analysis called for in the EAC. NOx emissions are projected to decline further between 2007 and 2012, which is expected to lead to further reductions in ozone levels in Northeast Texas. The maintenance for growth analysis projects that Northeast Texas will still be attaining the 8-hour ozone standard in 2012.

Transportation Planning and Air Quality

Emissions from automobiles and trucks are one source of ground level ozone and therefore future traffic volumes and congestion levels may impact attainment status in the region. In developing transportation programs and policies efforts should be taken to ensure that these environmental impacts are considered and that transportation planning is compatible with federal and state air quality requirements.

There are several methods to control ozone including annual inspections of automobiles to measure tailpipe exhaust and the installation of special nozzles on gas pumps that collect vapors. Additionally, other methods include educating the public about carpooling or various rideshare programs and active promotion of the Tyler Transit system. By increasing ridership on the transit system this will aid in the decrease of ozone and automobile emissions.

As part of Northeast Texas' Clean Air Action plan a number of enforceable and voluntary measures were identified to control emission levels in the region. Initiatives that are currently being undertaken to help control on road vehicle emissions include:

- The East Texas Clean Cities Coalition (ETCCC), coordinated by the East Texas Council of Governments (ETCOG), has successfully obtained a Clean Cities Designation for the region from DOE. ETCCC promotes the use of alternative fuels to gasoline and diesel, such as propane, natural gas, ethanol, and biodiesel.
- Eighteen new lower emitting propane light heavy-duty (Class 2b) vans were purchased in 2003 and 2004 for the ETCOG's Rural Transportation Program (10 vans), the City of Longview (7 vans), and Tyler Transit (1 van). The average miles per year driven by these vehicles is 36,820.
- The East Texas Council of Governments (ETCOG) runs an annual public education and ozone awareness program for the five county Tyler-Longview-Marshall area. The program includes the following elements: an ozone watch and warning communications network between local governments and industries to communicate ozone action day forecasts issued by the TCEQ; a NETAC website (http://www.netac.org); production and distribution of public service announcements; school programs and teacher training workshops; distribution of public information and educational materials; and an Annual Ozone Season Kick-Off meeting for Northeast Texas.

Area Roadway System

The Tyler area is served by one interstate (IH 20) and several US and State Highways that provide the basic framework of transportation facilities in the area. The Texas Department of Transportation (TxDOT) maintains the Interstates, US, and state roadways located in this area, and the respective incorporated cities and Smith County maintain the roadways that are not part of this system. Primary study area roadways range from a six-lane US Highway (US 69) to two-lane local roadways. Existing travel lanes for the roadway network are shown in **Figure 2-6.**

Interstate Highways

IH 20 is the only interstate facility serving the area, extending east and west across Smith County and forming most of the northern boundary of the study area. It is a controlled access facility that traverses the northern part of Smith County. IH 20 connects Tyler westward to Dallas and eastward to Shreveport, Louisiana. Access to and from IH 20 is provided by grade-separated interchanges, and frontage roads on both the east and west sides of the freeway.

IH 20 is a four-lane divided highway with a posted speed limit of 70 mph. It is an asphalt roadway with both inside and outside shoulders. The frontage roads throughout most of the study area are one-way with 2 to 3 lanes in each direction. There are portions of IH 20 that do not have frontage roads.

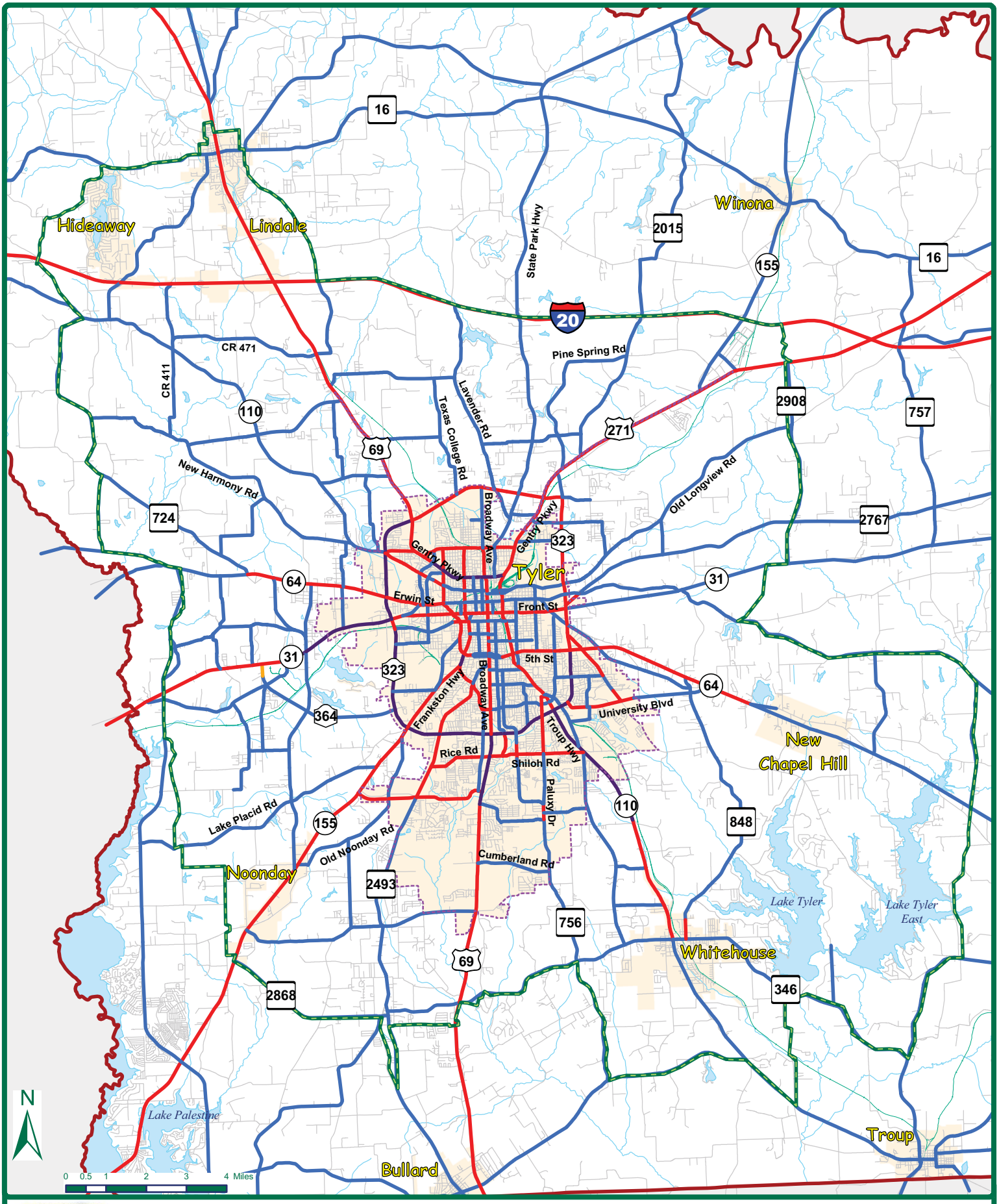


Figure 2-6
Existing Roadway Travel Lanes
Tyler, TX

US Highways

US 69 (Broadway) and US 271 are the two US Highway facilities serving this area. US 69 traverses the city north-south and US 271 originates within the City and extends to the north-east. Both roadways are surrounded by commercial development within the study area.

US 69 (Broadway) is a major arterial that ranges from a four-lane dived highway to a six-lane with a Continuous Center Turn Lane (CCTL). The posted speed limit along US 69 ranges from 55 mph (outer study area) to 30 mph (central city area). It is primarily an asphalt roadway with decorative pavers within the CBD. There are inside and outside shoulders in the more rural parts of the facility (southern section) where the facility is divided by a grass median and there are outside shoulders in the northern section of the facility.

US 69 Northbound

US 271 is a divided four-lane principal arterial that extends northeast from Gentry Parkway.

State Highways

There are many state highways located within the study area – Texas 323 (Loop 323), Texas 64, Texas 31, Texas 155, Texas 110 (Troup Highway), Texas 124 (Old Henderson Highway), Spur 364, and Spur Texas 248. TxDOT maintains these roadways. Each of the roadways is discussed below

Texas 323 – Texas 323 serves as the Tyler Loop. It is surrounded by substantial retail and commercial development along the southern, eastern, and western sides. Much of the northern portion is yet to be developed. The speed limit along the Loop varies from 45 mph to 55 mph. The roadway varies from a four to six-lane roadway with either grass median, concrete median or continuous center turn lane. Both the number of lanes and median configuration vary depending on the roadway location within the study area.

Northern Undeveloped section of Loop 323

Texas 64 – Texas 64 traverses the city from the northwest to southeast. Texas 64 changes names to 5th Street and Glenwood as it traverses the city. The roadway varies from a two-lane to a four-lane asphalt roadway with speed limits ranging from 35 mph to 45 mph. Within the study area, the roadway is surrounded by a mixture of commercial, retail, and residential properties.

Texas 31 – Texas 31 traverses the city from the west to east. This highway is also called Chandler Highway and Front Street. To the west of Loop 323, this roadway varies from four to six lanes, however to the east this roadway is an undivided two-lane principal arterial. Development along this corridor consists of a mixture of residential and commercial uses.

Texas 155 – Texas 155 extends southwest from Tyler toward Palestine. It is also known as Frankstone Highway. The roadway varies from a four-lane to six lane asphalt roadway that is surrounded by a mixture of retail and residential land uses. The speed limit varies from 35 mph to 55 mph.

Texas 110 – Texas 110 is the southeastern extension of US Highway 271. This roadway segment is a six-lane road with a continuous center turn lane. The speed limit varies from 45 to 50 mph with a mixture of commercial and residential land uses.

Texas 124 – Texas 124, also known as Old Henderson Highway, only extends through a very small portion of the eastern portion of the study area. The roadway is a two-lane asphalt roadway that is surrounded by a mixture of commercial along with a few residences. The speed limit on this segment of roadway is 40 mph.

Spur Texas 248 – Texas 248 one of the primary access routes to The University of Texas at Tyler. The roadway extends eastward from the study area. The road varies from a four-lane roadway to a two lane road both with a continuous center turn lane and the speed limit ranges from 45 mph to 60 mph.

Farm-to-Market and Ranch-to-Market Roads

There are a number of Farm-to-Market (FM) roads serving the study area. The facilities primarily provide connections between major highway facilities and residential and commercial centers and recreational areas. TxDOT maintains these FM facilities including FM 2493 (Old Jacksonville Highway) and FM 14 (State Park Highway).

These FM roadways are generally two to four-lane facilities. FM 2493 provides a link into the City of Tyler for many people living in the southwestern part of the county. The majority of the remaining FM roadways provide access to those residents living in the more rural parts of the county.

Local Roads

The local street network consists of residential and neighborhood streets. These streets are primarily two-lanes and typically have a speed limit of 30 mph. There are a few sections having a four-lane cross section.

Existing Functional Classification

Functional classification of transportation facilities are designed to describe the hierarchical arrangement and interaction between various roadways. Classification is based on each roadway's functional role in the overall network, including traffic movement and access. These classifications may change over time, as the function of roadways changes to serve different land uses or other transportation facilities. As an area becomes more developed, roads that have previously been classified in one category may be reclassified to a higher category.

The City of Tyler's functional classification system is based on the City's Master Street Plan which was originally developed in 1985 and updated in 1999. As part of this study the City's Master Street Plan will be updated to reflect current conditions. The City of Tyler's current functional classification system, as shown in **Figure 2-7**, classifies the City's roadway network into the following categories:

Freeways/Expressways

These facilities include interstate highways, freeways, expressways, and (selected) loops and provide for the rapid and efficient movement of large volumes of traffic between regions and across the urban area. Direct access to abutting property is not an intended function of these facilities. Design characteristics support the function of traffic movement by providing multiple travel lanes, a high degree of access control, and few or no intersections at grade.

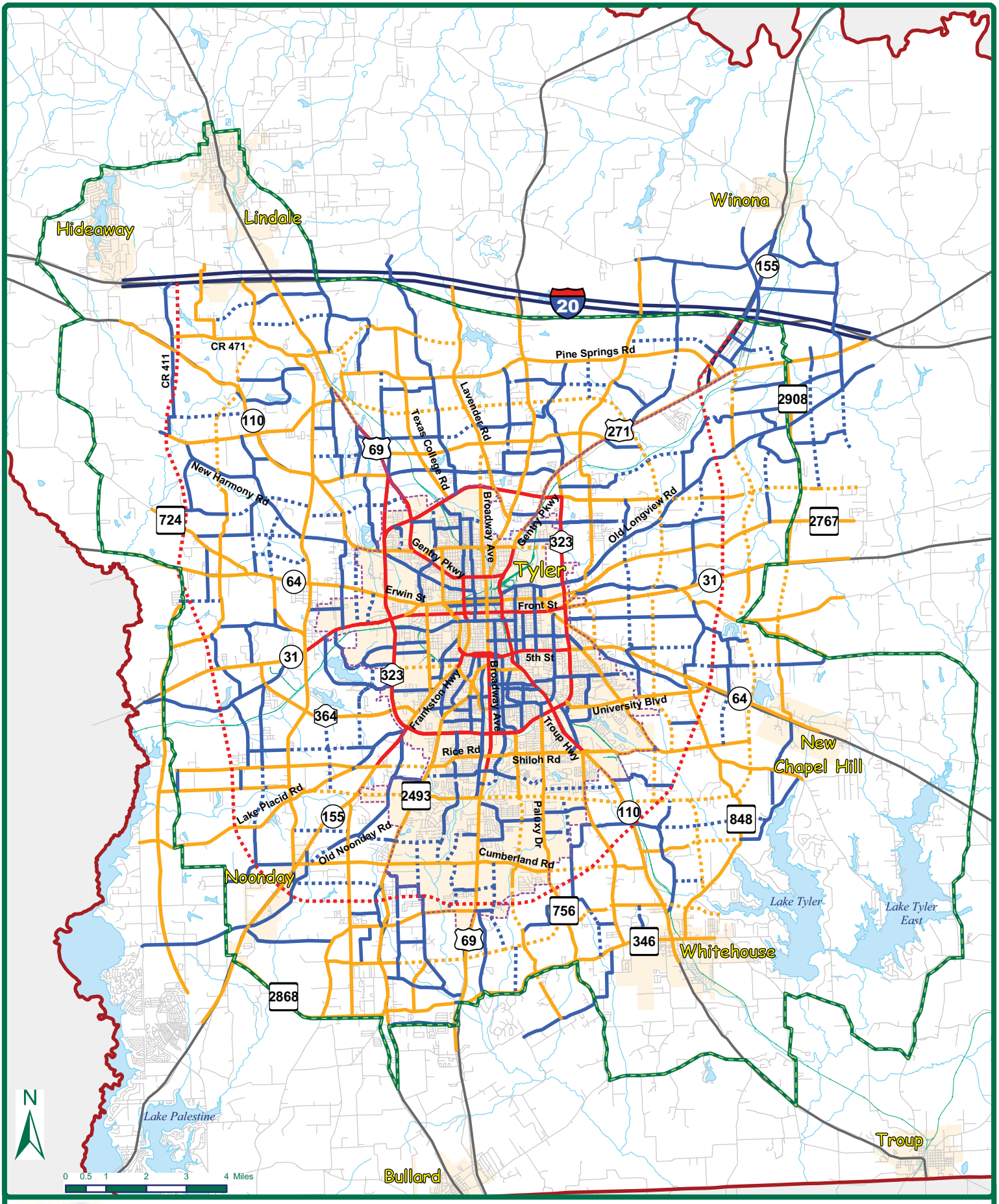
Parkways

Parkways are designed to provide for high-speed traffic movement, with minimal property access. This category provides a classification that combines higher speed travel (45 mph) and high volume movement of freeways with limited property access, such as an arterial provides.

Arterial Streets

Arterials primarily provide for traffic movement with a secondary function being the provision of direct access to abutting property. Major arterials typically serve as connections between major traffic generators and land use concentrations, and facilitate large volumes of through traffic traveling across the community. Minor arterials typically serve as connections between local/collector streets and major arterials, and facilitate the movement of large traffic volumes over shorter distances within the community. Because direct access to abutting property is a secondary function of arterial streets, access should be carefully managed to avoid adverse impacts on movement function intended for these facilities. The City of Tyler's Comprehensive Plan divides arterials into two categories Type A – Principal and Type B – Minor. In this plan they are identified as principal and minor.

Broadway/US 69 within the City of Tyler



TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

Wilbur Smith Associates

Map Date: December 2, 2004

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Map Legend

- Interstate
- Other Thoroughfares
- Principal Arterials
- Proposed Principal Arterials
- Minor Arterials
- Proposed Minor Arterials
- Collectors
- Proposed Collectors
- Major Highways
- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary

Figure 2-7

Existing Functional Classifications

Tyler, TX

Collector Streets

Collector streets provide for a balance of the traffic movement and property access functions. Traffic movement is often internal to local areas and connects residential neighborhoods, parks, churches, etc., with the arterial street system. As compared to arterial streets, collector streets accommodate smaller traffic volumes over shorter distances.

Local Streets

Local streets function to provide access to abutting property and to collect and distribute traffic between parcels of land and collector or arterial streets.

Existing Traffic Control

Facilitation of traffic flow on the roadway network is provided through the application of traffic control devices such as traffic signals, traffic signs, and pavement markings. Of these, traffic signals have the greatest impact on the traffic flow and roadway capacity. There are over one-hundred signalized intersections within the study area. The majority of these signals are located within Loop 323 and are located at major intersections along arterials and collector streets. There are approximately 22 signals along Loop 323, 16 signals along South Broadway (south of Front Street) and 16 signals in the downtown area (Broadway and Erwin Streets). Locations of existing traffic signals within the study area are shown in **Figure 2-8**. In addition to traffic signals this map identifies all the closed loop subsystems in the City, which are a series of signalized intersections which include equipment and communication devices to coordinate traffic flow along an arterial.

Existing Daily Traffic Volumes

Figure 2-9 displays existing daily traffic volumes along major roadways in the study area. These volumes were derived from a number of sources including TxDOT Average Daily Traffic Data (2002), City of Tyler intersection counts (1999-2004) and Smith County Average Daily Traffic Data (2003). As shown, existing daily traffic volumes along major roadway facilities within the study area range from 45,000 vehicles per day (vpd) on U.S. 69, south of Rice Road to 9,700 vpd along Texas 31, toward the eastern boundary of the study area. Traffic volumes along the most heavily traveled roadways are discussed below:

- **IH 20** – Average daily traffic volumes along IH 20 range from 25,100 east of US 69 to 29,300 toward the western boundary of the study area.
- **Loop 323** - Loop 323 is one of the most heavily traveled roadways in the study area. Average daily traffic volumes ranged from 17,900 vpd on the northern section of the loop to 43,000 vpd on the southern section just east of SH 155
- **US 69** – Average daily traffic volumes along US 69 south of Loop 323 range from 15,500 vpd at the southern section of the study area to 45,000 vpd south of Grande Boulevard. North of Loop 323 average daily traffic volumes range from 21,000 vpd in Lindale to 29,000 vpd just north of the Tyler City Limit.
- **US 271** – Average daily traffic volumes along US 271 northeast of Loop 323 range from 21,000 to 26,000 vpd.

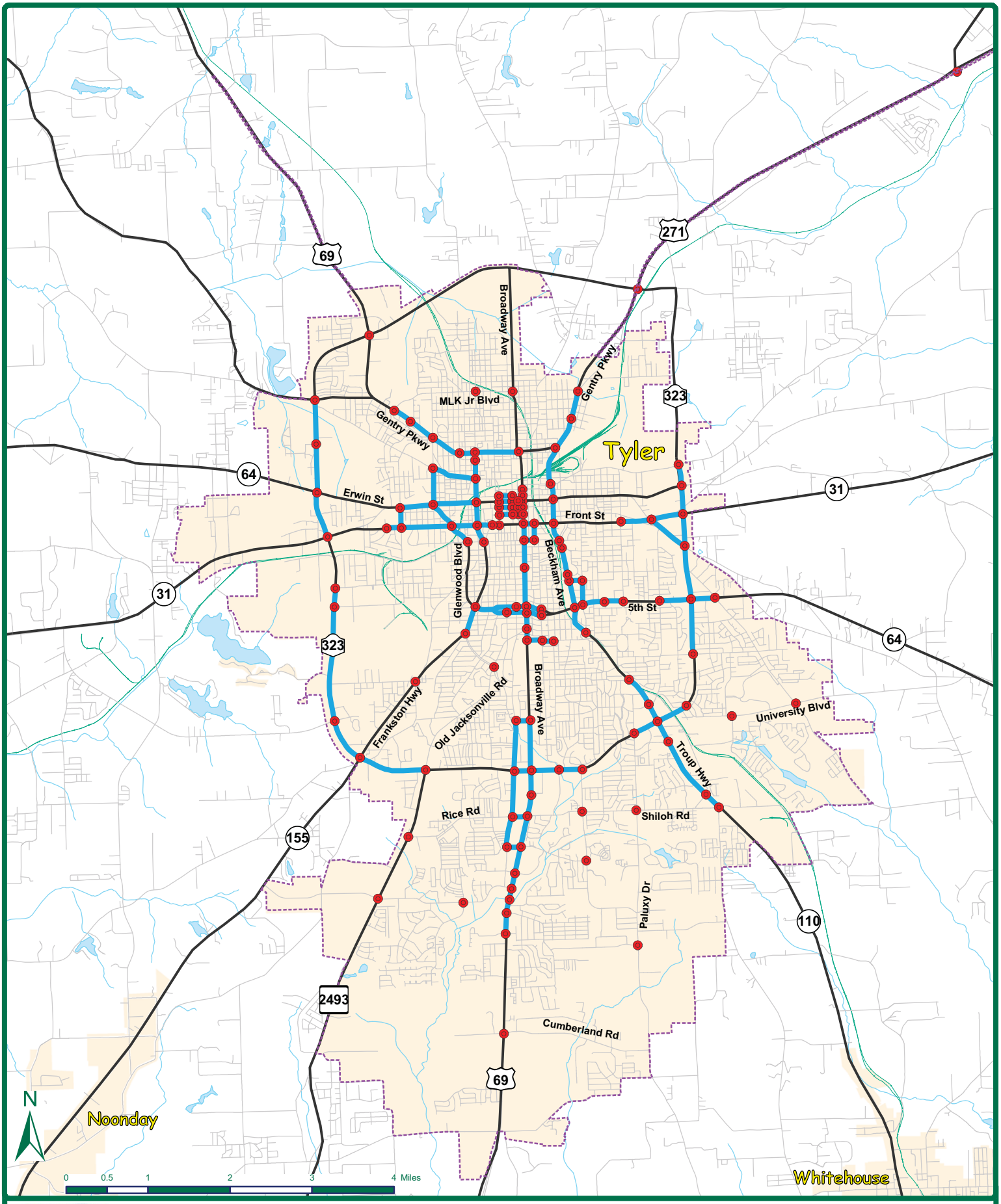
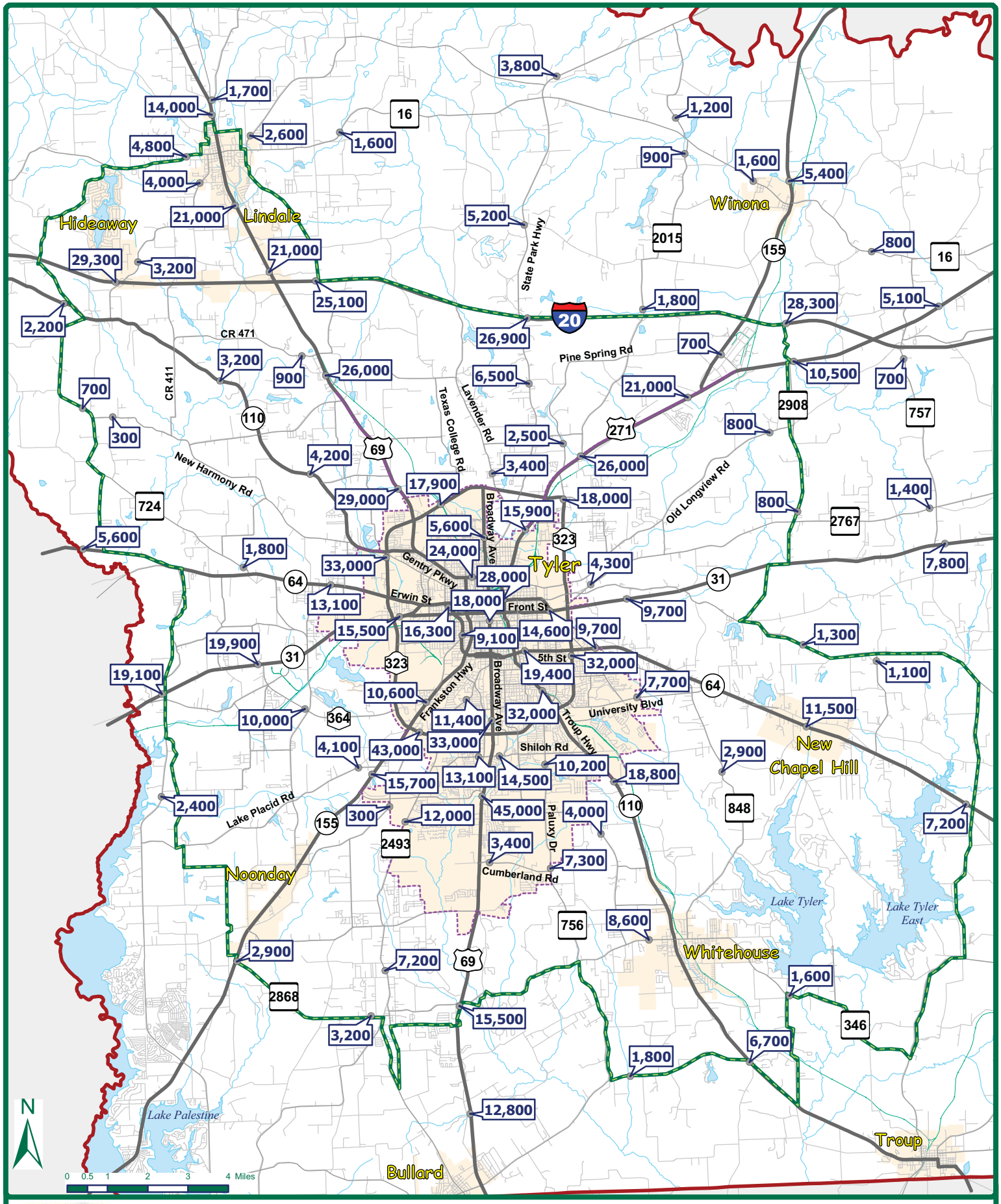


Figure 2-8

Existing Traffic Signals

Tyler, TX



Map Legend

Network Links
- Major Roads
- Other Roads
- 1,000 Average Daily Traffic Volumes
- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary

SOURCES: TxDOT ADT data, 2002
City of Tyler intersection counts, 1999 - 2004
Smith County ADT data, 2003

Map Date: December 2, 2004
File Location: H:\TETP\511590-TylerMTPupdate\GIS\figures

Tyler Area Metropolitan Transportation Plan 2030

Wilbur Smith Associates

Figure 2-9
Existing Daily Traffic Volumes
Tyler, TX

Table 2-8 shows traffic volumes for the Years 1993 and 2002 along selected segments of major roadways in the Tyler area. As shown, growth in traffic has ranged from an annual increase of 0.8 percent on SH 155 to 5.8 percent along US 69. The majority of roadways experienced an annual growth of 2 to 3 percent, with a couple segments experiencing a decline in traffic.

Table 2-8
Historical Traffic Volumes
Tyler Area Metropolitan Transportation Plan Update

			ADT Volumes		
Highway	**Approximate Location**	**Urban/ Rural**	**1993**	**2002**	**Annual % increase**
IH 20	West of FM 849	R	23,590	22,320	-0.6%
IH 20	East of FM 757	R	22,000	28,560	2.9%
US 69	South of IH 20	R	19,900	27,000	3.4%
US 69	North of Erwin Street	U	11,500	10,100	-1.4%
US 69	South of Loop 323	U	30,000	41,000	3.5%
US 69	North of FM 346	R	9,300	15,500	5.8%
US 271	Near SH 155 North	R	9,600	13,400	3.8%
SH 31	West of Spur 364	R	11,900	14,300	2.1%
SH 31	West of Beckham Avenue	U	14,700	16,700	1.4%
SH 31	Near FM 2908	R	6,600	8,900	3.4%
SH 64	East of US 69	U	18,400	24,000	3.0%
SH 64	Near FM 848	R	12,600	14,800	1.8%
SH 110	South of Loop 323	U	25,000	32,000	2.8%
SH 110	South of Whitehouse C/L	R	6,900	9,400	3.5%
SH 155	South of 5th Street	U	16,700	18,000	0.8%
SH 155	South of FM 2868	R	9,900	15,600	5.2%
Loop 323	Near US 69 North	U	13,100	17,900	3.5%
Loop 323	Near US 69 South	U	34,000	43,000	2.6%
Loop 323	Between SH 64E and SH 31E	U	9,800	25,000	2.6%

Source: TxDOT, TP&P 2002 Traffic Log

Table 2-9 displays peak hour traffic characteristics for selected roads in the study area. Peak hour volumes represent the number of vehicles per hour during the morning (7 – 9am), mid-day (11am – 1pm) and evening (4pm – 6pm) peak hours. As shown the greatest peak hour volumes occur on Loop 323 near US 69 south, followed by US 69 south of Loop 323 and 5th street east of Beckham. The K-factor, which is the proportion of the total 24-hour volume that occurs during the peak hour, and the directional distribution, which is the percent of the two-way peak hour volume that travels in the peak direction, are also identified in Table 2-9.

Table 2-9
Peak Hour Volumes
Tyler Area Metropolitan Transportation Plan Update

Road Location	Average Daily Traffic	Peak Hour Volumes	K-Factor	Directional Distribution
IH 20 west of FM 849	22,320	1,254	0.106	0.53
IH 20 east of FM 757	28,560	1,605	0.106	0.53
US 69 south of IH 20	27,000	1,535	0.098	0.58
US 69 north of Erwin Street	10,100	535	0.100	0.53
US 69 south of Loop 323	41,000	2,091	0.100	0.51
US 69 north of FM 346	15,500	791	0.100	0.51
US 271 near SH 155 North	13,400	710	0.100	0.53
SH 31 west of Spur 364	14,300	758	0.100	0.53
SH 31 west of Beckham Avenue	16,700	885	0.100	0.53
SH 31 near FM 2908	8,900	472	0.100	0.53
SH 64 east of US 69	24,000	1,272	0.100	0.53
SH 64 near FM 848	14,800	784	0.100	0.53
SH 110 south of Loop 323	32,000	1,835	0.094	0.61
SH 110 south of Whitehouse city limits	9,400	539	0.094	0.61
SH 155 south of 5th Street	18,000	954	0.100	0.53
SH 155 south of FM 2868	15,600	827	0.100	0.53
Loop 323 near US 69 North	17,900	949	0.100	0.53
Loop 323 near US 69 South	43,000	2,279	0.100	0.53
Loop 323 between SH 64 East and SH 31 East	25,000	1,325	0.100	0.53
Shiloh Road east of Broadway	14,500	1,443	0.181	0.55
Rice Road west of Old Bullard	13,100	1,301	0.191	0.52
Cumberland Road east of Broadway	3,400	340	0.196	0.51
Glenwood Boulevard south of Houston	9,100	904	0.184	0.54
5th Street east of Beckham	19,400	1,959	0.187	0.54
Broadway north of Gentry	4,700	468	0.181	0.55
Broadway south of Front	13,800	1,373	0.199	0.50

Source: TxDOT, City of Tyler

K = proportion of daily traffic volume occurring during the peak hour (daily to hourly conversion)
D = directional distribution (percent of traffic in the peak hour direction of travel)

Motor Freight Transportation

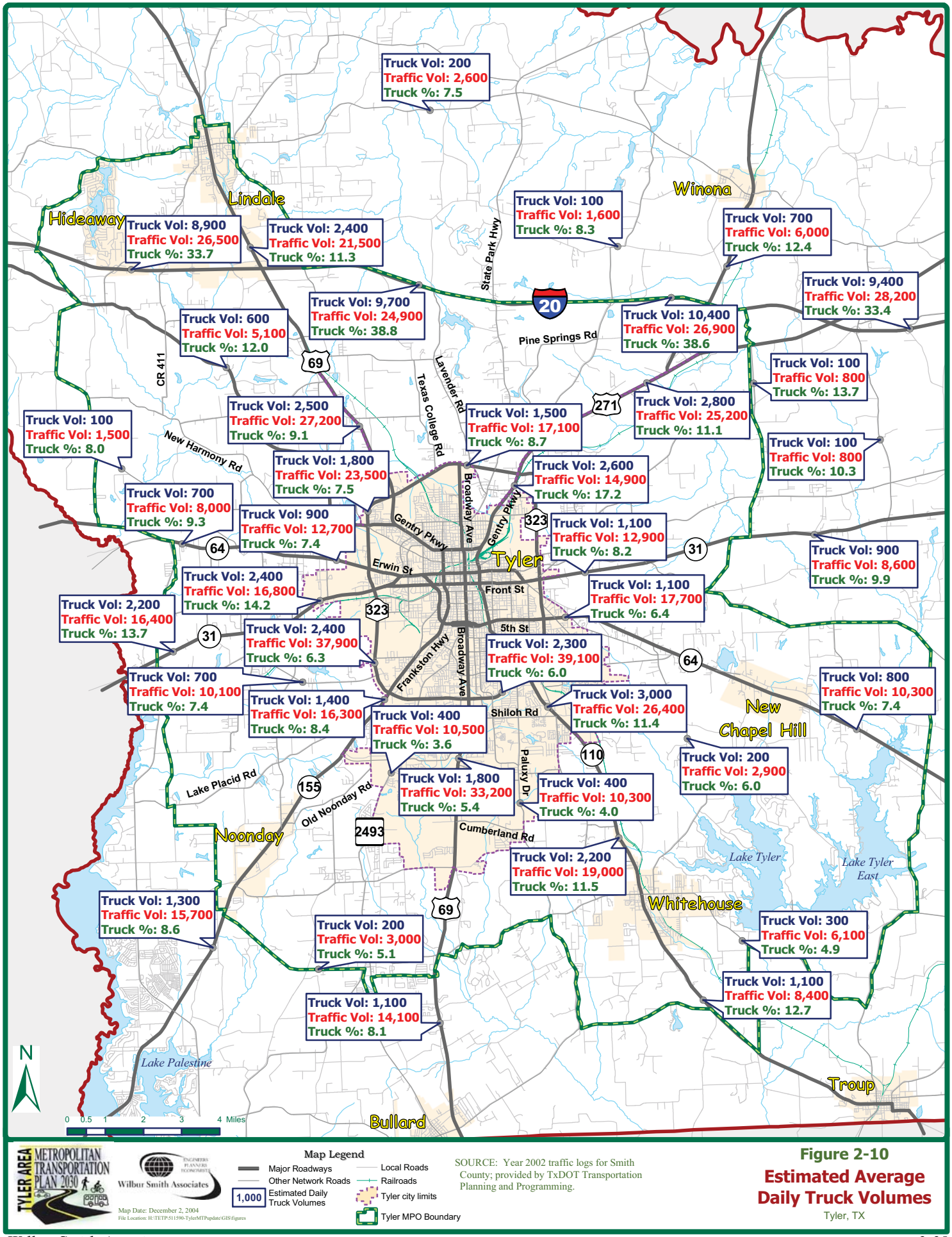
The majority of motor freight within this area is interstate commerce along IH 20. However, more recently an increase in freight traffic has been seen on the local roadway network. As shown in **Figure 2-10**, recent traffic data reveal that the estimated truck percentage on IH 20 is over 35% in many sections. The truck percentage on Loop 323 ranged from 6.0% to 8.7%. Further, on the state highways 64, 31, 271 and 110 which pass through Tyler, the truck percentage is recorded to be well over 10% in some sections. With the construction of Loop 49, this traffic should be diverted from the urban areas and have easier and more direct access to IH 20.

Railroad Transportation

Tyler is served by Union Pacific/Missouri Pacific Railroad. Tyler generally serves as switch point, in that trains come through for the purpose of switching engines and then proceed to other destinations. Currently the railroads provide transportation primarily for various commercial businesses throughout the region. There is potential to improve the railroad services for the commercial businesses. In addition, there may be potential for some type of commuter rail service between the various communities and the City of Tyler. Existing rail lines are identified in **Figure 2-11.**

Intermodal Facilities

Figure 2-11 displays existing freight and intermodal facilities in the Tyler MPO area. As shown the majority of intermodal facilities consist of major distributors in the Tyler Area, including Tyler Pipe, located northwest of Tyler along I-69, Target Distribution Center in Lindale and Southwest Foods, located northeast of Tyler along US 271. Also shown on the map is Greyhound Bus Lines, which is located on Bois D'Arc Avenue in Tyler.



Map Legend

- Major Roadways
- Other Network Roads
- 1,000 Estimated Daily Truck Volumes
- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary

SOURCE: Year 2002 traffic logs for Smith County; provided by TxDOT Transportation Planning and Programming.

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Figure 2-10
Estimated Average Daily Truck Volumes
Tyler, TX

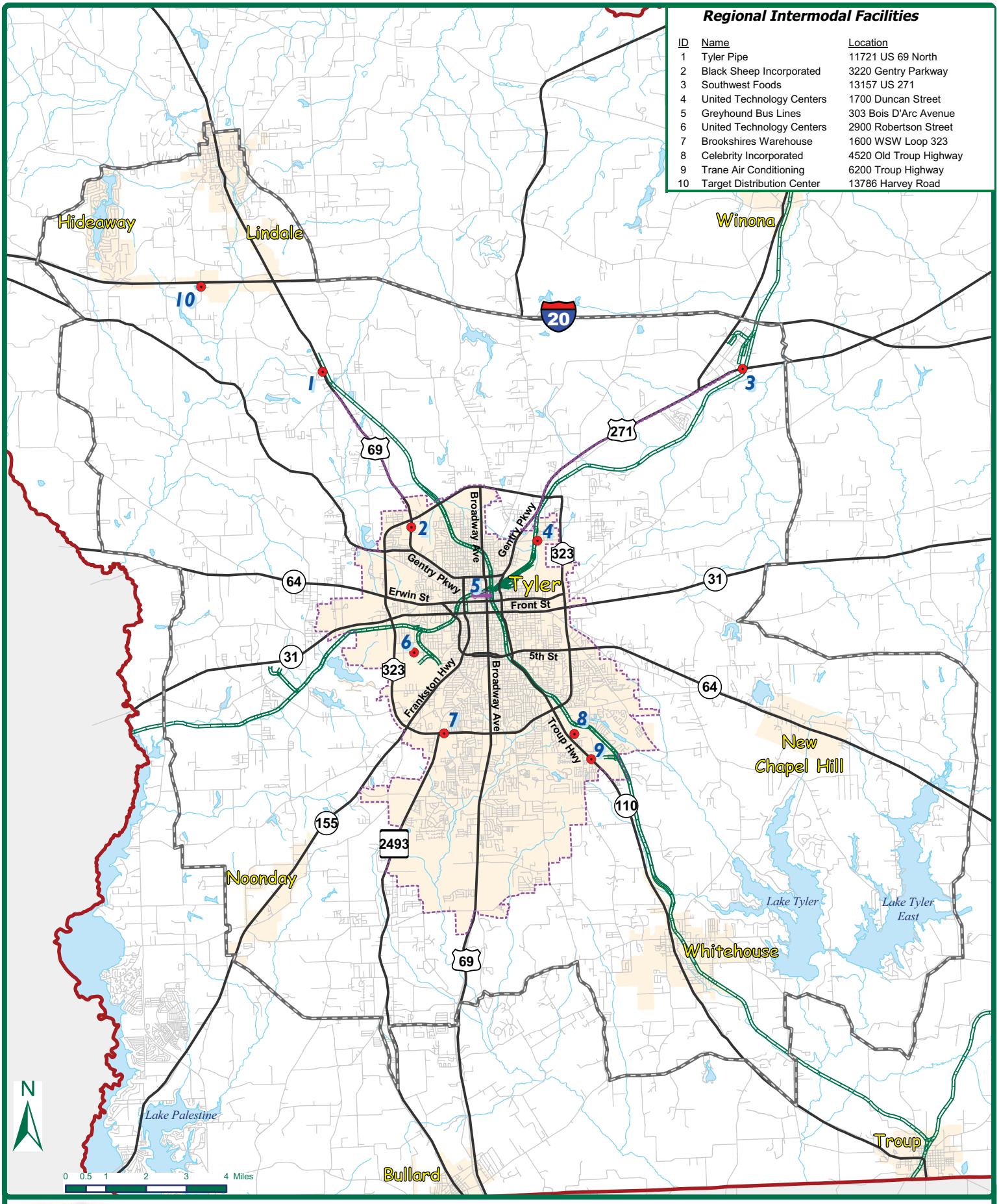


Figure 2-11

Existing Freight and Intermodal Facilities

Tyler, TX

Existing Traffic Operations

Roadways

Existing traffic operations are evaluated by conducting a capacity/level-of-service analysis. Roadway capacity is defined as the maximum number of vehicles that can be accommodated on a roadway facility during a particular time period under prevailing roadway, traffic, and control conditions. An important result of a capacity analysis is the determination of level-of-service.

Level-of-Service (LOS) is a qualitative measure of operating conditions at a location and is directly related to the volume-to-capacity ratio along roadways, as shown in **Table 2-10**. LOS is given a letter designation ranging from A to F (free flow to heavily congested), with LOS D considered in most urban areas as the limit of acceptable operation. For example, LOS can be related to the grading scale of a report card: A – Excellent, B – Good, C – Average, D – Acceptable, E – Needs improvement, and F – Failing. Utilizing procedures identified in the 2000 Highway Capacity Manual and the available traffic data identified previously, level-of-service was determined for principal roadways within the study area.

Table 2-10
Level-of-Service Definitions for Principal Roadways
Tyler Transportation Master Plan Update

Level-of-Service (LOS)	Maximum Volume-to-Capacity Ratio (v/c)			Description
	Two-Lane Roadways	Multi-Lane Arterials	Freeways	
A	0.1	0.35	0.35	Very low vehicle delays, traffic signal progression extremely favorable, free flow, most vehicles arrive during given signal phase
B	0.25	0.50	0.50	Good signal progression, more vehicles stop and experience higher delays than for LOS A.
C	0.40	0.65	0.70	Stable flow, fair signal progression, significant number of vehicles stop at signals.
D	0.60	0.80	0.85	Congestion noticeable, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	1.00	1.00	1.00	Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
F	> 1.00	> 1.00	> 1.00	Unacceptable delay, extremely unstable flow, and congestion, traffic exceeds roadway capacity, stop-n-go conditions.

Source: Adapted from Highway Capacity Manual, Transportation Research Board, 2000

Figure 2-12 displays existing LOS in the study area. As shown the majority of roadways have an LOS of A to D, meaning they are operating below capacity, resulting in acceptable traffic operations. However, as shown segments of several of the region's roadways have an LOS of E or F, meaning that they are near or exceed capacity.

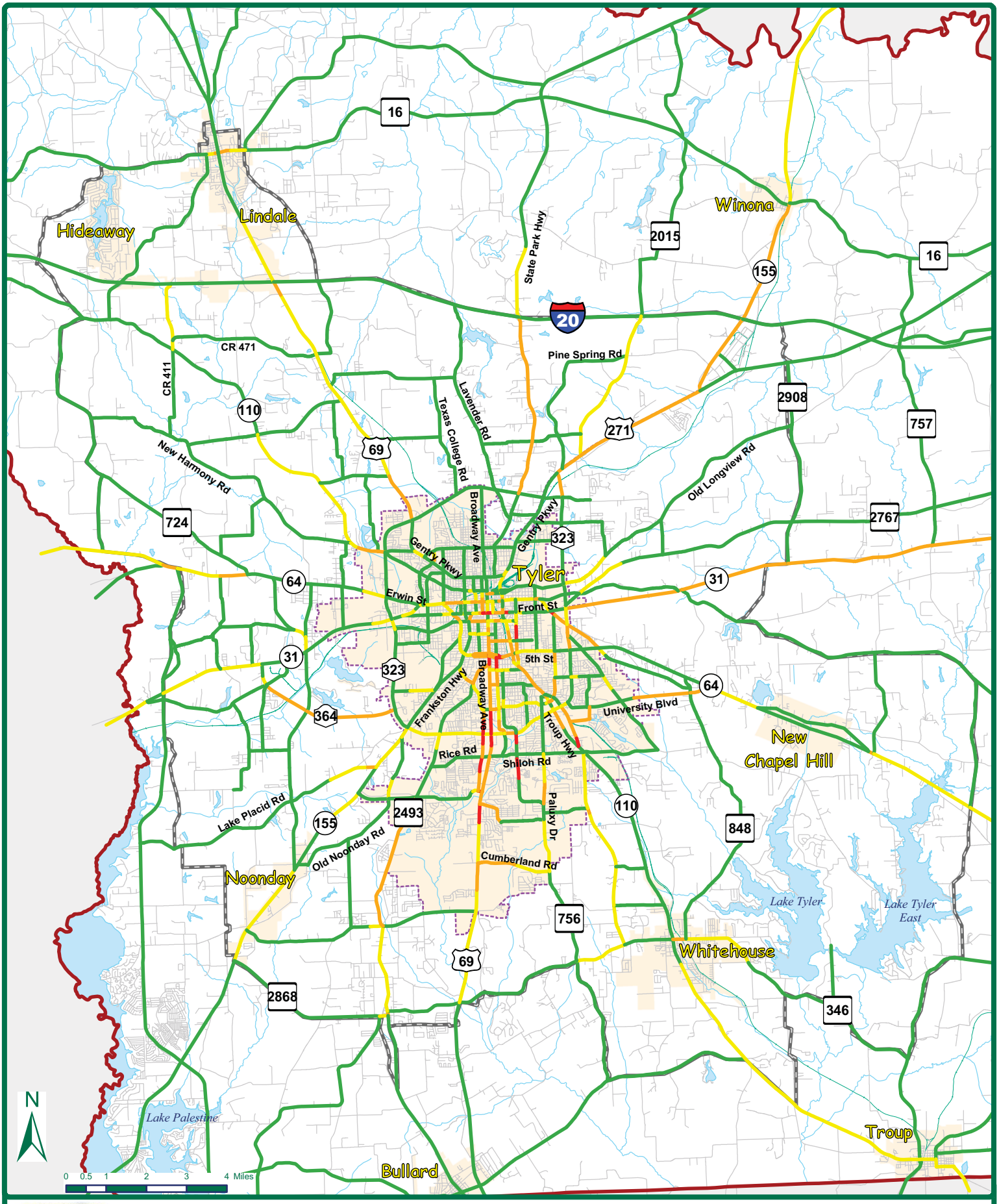


Figure 2-12

Existing Roadway Level-of-Service

Tyler, TX

These roadways include segments of US 69 North, US 69 South, SH 31, US 271 from FM 2908 to Loop 323, SH 364, SH 155 from US 271 to the City of Winona and a small segment of SH 110 as it traverses the City Whitehouse. Within the Tyler city limits major roadways with an LOS of E or F include the segments of Loop 323 (east), Old Jackson Road, Troup Highway and Broadway Avenue.

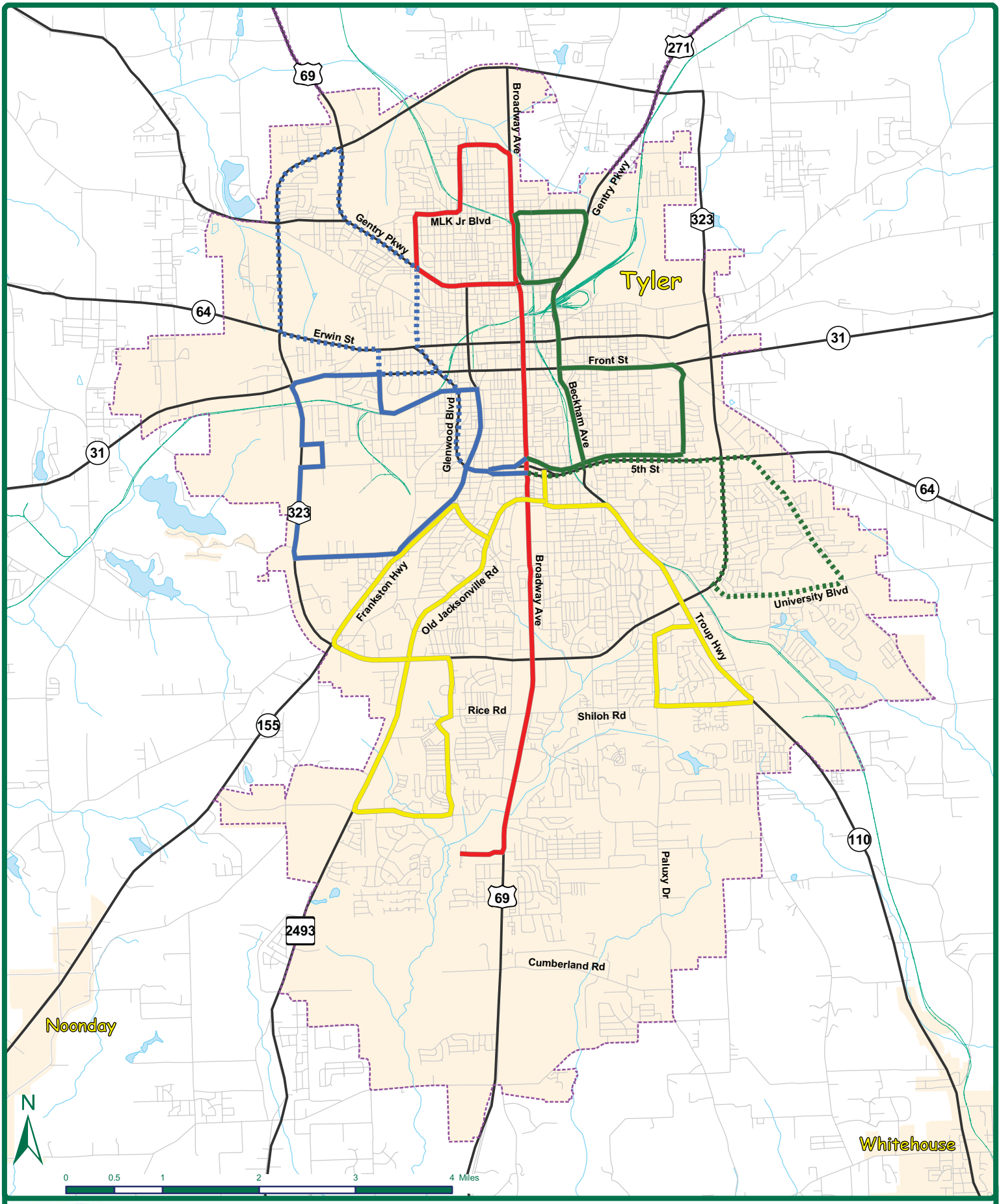
Public Transit Services

In 1959, Tyler Transit, which was operating six fixed transit routes, terminated its operations. Tyler City Lines picked up the operations and reduced services to four lines. Subsequently, Tyler City Lines was purchased by another firm and the number of routes was reduced from four to one, as ridership declined over the years. In 1977, the City of Tyler began providing an operating subsidy to the transit operator. Ultimately, the City took over the operation of the system with a fleet of two twelve-passenger vans operating on a single fixed route. 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 operations under the name of "Tyler Transit".

In 1994, a second route was added covering the East-West Tyler area. A third route was added in February 1999 and 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 arrive at the Bergfield Center transfer point. Transfer point #1 remained the main transfer point to be able to transfer between all three routes.

In October 2001, a fourth fixed route (Yellow Line) was added and the remaining lines were again reconfigured with minor adjustments. Each of the four routes originates from the Bergfeld shopping center along Broadway within the center of Tyler. As shown in **Figure 2-13**, the primary coverage areas of each route are: yellow – southern Tyler, red – Broadway, north and south, green – eastern Tyler, and blue – western Tyler. In addition to operating these four fixed routes, Tyler Transit offers paratransit service. Paratransit service is a shared ride public transportation service, allowing door-to-door assistance, to people with disabilities who are unable to use the fixed-route buses.

The employee roster has grown from only two (2) employees in 1993 to approximately twenty-five (25). The current fleet consists of fifteen (15) revenue vehicles and two (2) supervisory vehicles. Based on 2003 statistics, Tyler Transit traveled close to 385,000 miles with a total of 142,300 passenger trips. Funds received by Tyler Transit from FTA and State of Texas amounted to $627,000 and $355,500 respectively in FY 2003. The revenue from the passenger fare was estimated to be close to $130,000.



TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

Wilbur Smith Associates

Map Date: December 2, 2004

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Map Legend

- Major Roadways
- Local Roads
- Railroads
- Tyler city limits

COT Transit Routes

- Red
- Yellow
- Blue
- Blue Limited
- Green
- Green Limited

Figure 2-13

Existing Public Transit Service

Tyler, TX

Air Transportation

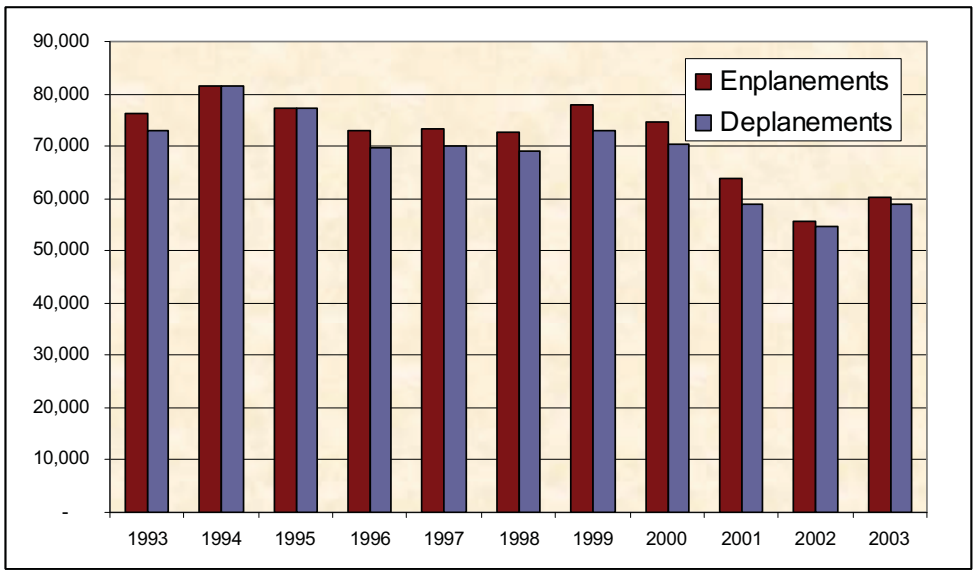
Tyler Pounds Regional Airport is a publicly-owned community airport located just four miles west of Loop 323 on Hwy. 64 W towards Canton. The airport is primarily a commercial service airport that is the gateway for East Texas to all major U.S. cities and destinations around the world.

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 Tyler Pounds is a series of parallel and connecting taxiways. The network consists of eight taxiways, all of which are fifty feet wide.

In addition to the airport's aircraft operating areas, there are a number of landside facilities. These include the terminal building, aircraft parking apron, hangar areas, vehicle parking and airport access road. The airport offers two types of parking with varying costs – short-term and long-term parking. Fixed based operations are also a part of the landside facilities and include passenger waiting areas, pilot lounge, aircraft sales/leasing/brokerage, fuel storage, parking, courtesy transportation, public telephone, restrooms, etc. There are currently two Fixed based operators providing the above-mentioned services – Johnson Aviation and Tyler Jet.

Frequent, nonstop regional service at Tyler Pounds is available from American Eagle and Sky West Airlines. The airport is also open to corporate and general aviation activities. The annual usage figures at Tyler Pounds are shown graphically below in **Figure 2-14.** This airport has had more than 75,000 passenger enplanements annually during the 90's, however over the past three years the airport has experienced a decline in passengers.

Figure 2-14
Enplanements and Deplanements, Tyler Pounds Regional Airport
Tyler Transportation Master Plan Update



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 carriers. In addition, the airport will soon be operating an aviation training school with five flight instructors and three single engine aircrafts.

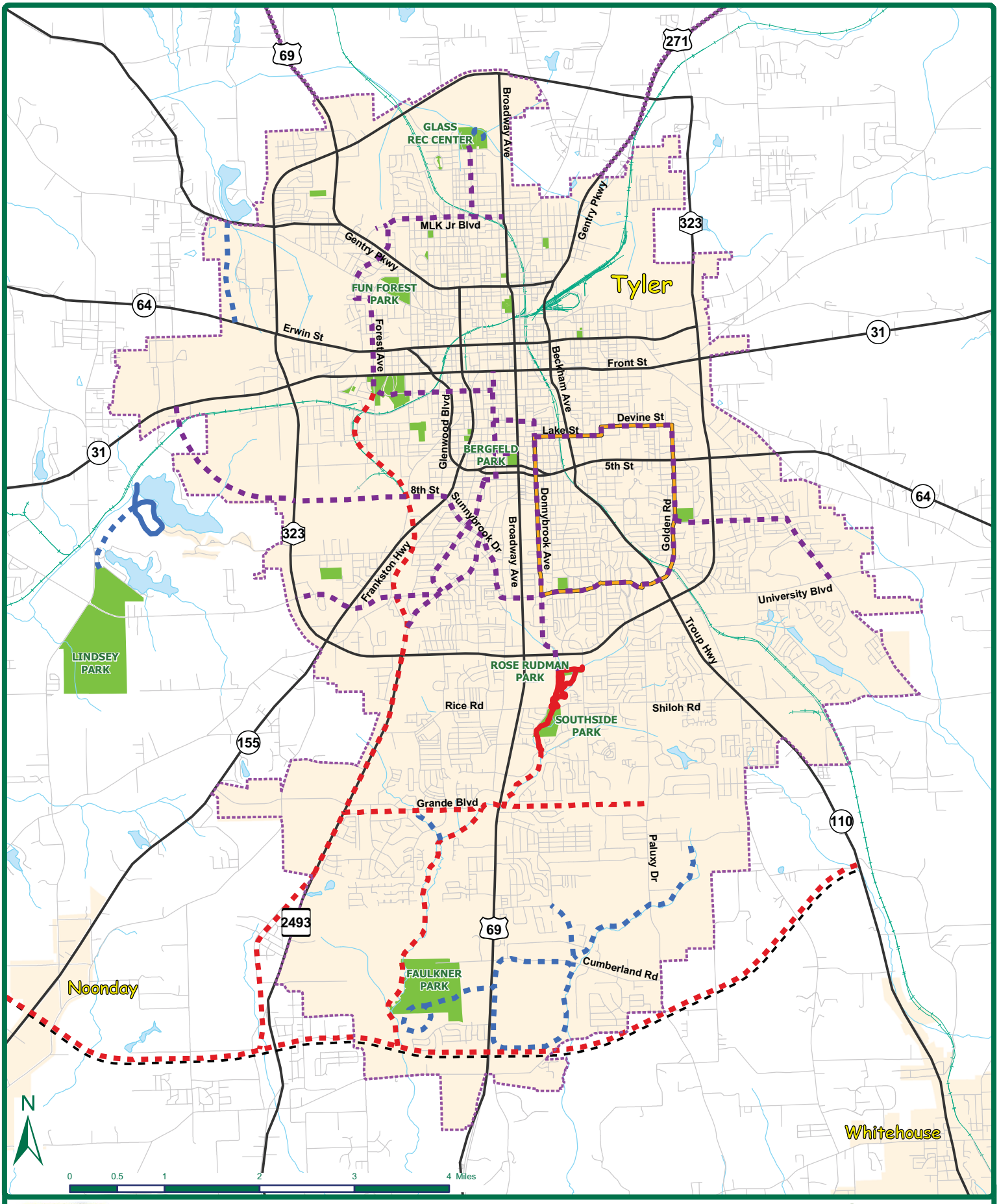
In August 2002, the City of Tyler opened a new terminal building to the west side of the airport. The new terminal has over 38,000 square feet, which is more than twice the size of the old terminal. Land was acquired to provide adequate space for future terminal expansion forecasted for the next forty years.

Among the other recent construction projects at the airport, the most notable one was the improvement to the runways. Runway 13-31 and associated taxiways have been rejuvenated and sealed to enhance and prolong the life of the pavement. All runway and taxiway markings within the project comply with new FAA marking standards. The project was funded with Passenger Facility Charge revenue.

Bicycle and Pedestrian Infrastructure

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 inter-modal 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. The availability of adequate bicycle and pedestrian facilities is of concern to many residents within the study area. Many of the local and residential streets do not have bike lane designations and many do not have continuous sidewalks. **Figure 2-15** displays existing bicycle and pedestrian facilities in Tyler. As shown the City has an existing hike and bike trail that connects Southside Park and Rose Rudman Park. This trail is proposed to be expanded further south along Mud creek. Additionally hike and bike trails are proposed along, Grande Boulevard and along FM 2493 from city limits line to Loop 323. A bike lane is also proposed to be striped within the existing right-of-way along Donnybrook Avenue, Lake Street, Devine Street, Golden Road, Amherst Street and De Charles Street.



Map Legend

- Major Roadways
- Local Roads
- Railroads
- Parks / Recreation
- Tyler city limits
- Existing Major Hike and Bike Trails
- Proposed Major Hike and Bike Trails
- Existing Pedestrian Trails
- Proposed Pedestrian Trails
- Proposed Bike Lane in 2004
- Existing On-Street Bike Routes
- Proposed On-Street Bike Routes

Tyler Area Metropolitan Transportation Plan 2030

Wilbur Smith Associates

Map Date: December 2, 2004

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Figure 2-15

Bicycle and Pedestrian Facilities

Tyler, TX

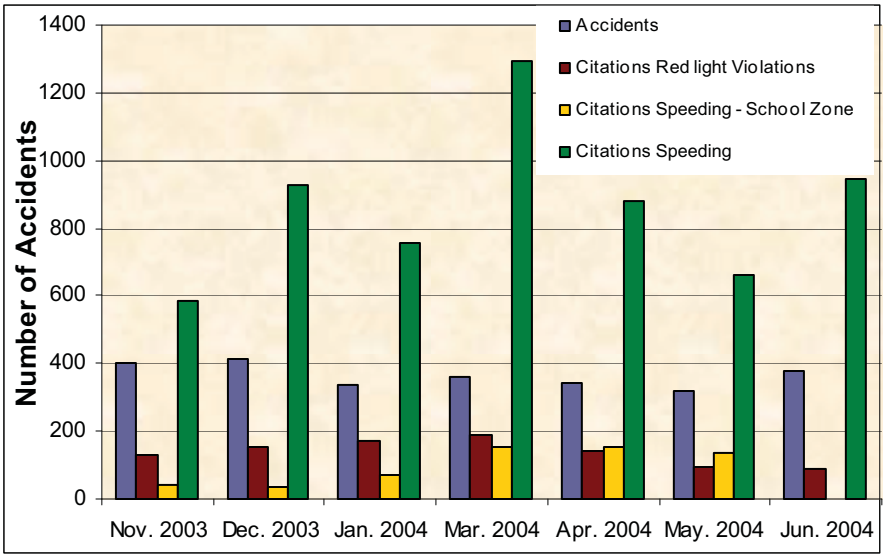
Existing Traffic Accident Trends

Smith County traditionally has had a high traffic accident rate. WSA obtained traffic accident data from the Texas Department of Transportation Division office in Austin. Information pertaining to the citation period between November, 2003 and June, 2004 was obtained from the Tyler Police Department. These monthly reports prepared by the Crime Analysis Unit of the Tyler Police Department, categorized the citations and accidents.

Figure 2-16 displays accident and citation statistics for November 2003 to June 2004. During this time frame the number of accidents per month remains relatively constant, with a low of 321 occurring in May, and a high of 411 in December. Speeding citations fluctuate, with a high of 1,296 in March, and a low of 584 in November.

The Police Department expects traffic related problems around the Broadway Square Mall and other businesses frequented by shoppers during the holiday season. Further, the community has voiced concerns regarding vehicles making left turns when prohibited at Old Troup and Loop 323. In general, the city traditionally has had high volume of traffic in the south, with congestion and traffic accidents being the by-products. In order to overcome these, traffic officers were assigned to work enforcements in the troublesome areas and Traffic Engineering was advised of the problems.

Figure 2-16
Accident Trend in Tyler
Tyler Transportation Master Plan Update



Source: Tyler Police Department, Crime Analysis Unit

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 the 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 certified personnel with specialized training in the response and handling of hazardous materials. The Fire Department also has 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 almost entirely surrounded by residential and commercial developments. This arterial is adjacent to the two public high schools in Tyler and the Broadway Square Mall. 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 route has been designated as the hazardous cargo route. The roadway will be constructed by TxDOT and the first section from Highway 69 South to Highway 155 South is currently under construction. The second section from US 69 east to FM 756 is under right-of-way acquisition and final planning. It is scheduled to be sent to contractors for bid in Spring 2005.

Chapter 3 – Demographics & Travel Demand Modeling

Demographic Data

The purpose of the following section is to examine existing and future demographic conditions that are used as inputs to the area travel demand computer model. The model is used to estimate existing and future trip generation and traffic volumes for area roadways. Demographic variables discussed in this section include population, employment and income. Through analysis of these variables and development of forecasts future transportation needs can be identified and evaluated. The travel demand model developed for this study will be discussed in further detail later on this chapter.

Methodology

Demographic forecasts used as inputs into the travel demand model were obtained from the Tyler Urban Transportation Study Socioeconomic Data Forecast report prepared in July 2001. The study prepared demographic estimates for the 1998 base year and demographics forecasts for the years 2007, 2017 and 2030. The forecasts were prepared for Smith County at the Traffic Analysis Zone (TAZ) level. Traffic Analysis Zones (TAZs) define geographic areas (Census block groups) which are used to relate travel demand to socioeconomic characteristics. The resulting traffic zone system is shown in **Figure 3-1**. There are a total of 259 internal zones within Smith County, 239 of which are within the MPO planning area.

Forecasts were developed through reviewing historical data and establishing control totals for the base and forecast years. These control totals were then disaggregated to the TAZ level based on variables including developable land, existing land use densities, infrastructure, proposed and anticipated development, proximity to existing population and housing, proximity to existing housing, proximity to existing employment, accessibility to existing population and housing and accessibility to existing employment. Forecasts were developed for the following variables:

- Population
- Household Size
- Households
- Median Household Income
- Basic Employment
- Retail Employment
- Service Employment
- Total Employment

Table 3-1 summarizes the forecasts developed for each of the demographic variables, which are discussed in further detail in this report.

Table 3-1
Summary of Demographic Variables, MPO Planning Area
Tyler Area Metropolitan Transportation Plan Update

Variable	2007	2017	2030
Population	137,122	142,361	151,844
Households	54,735	58,677	65,987
Total Employment	91,555	94,400	99,537

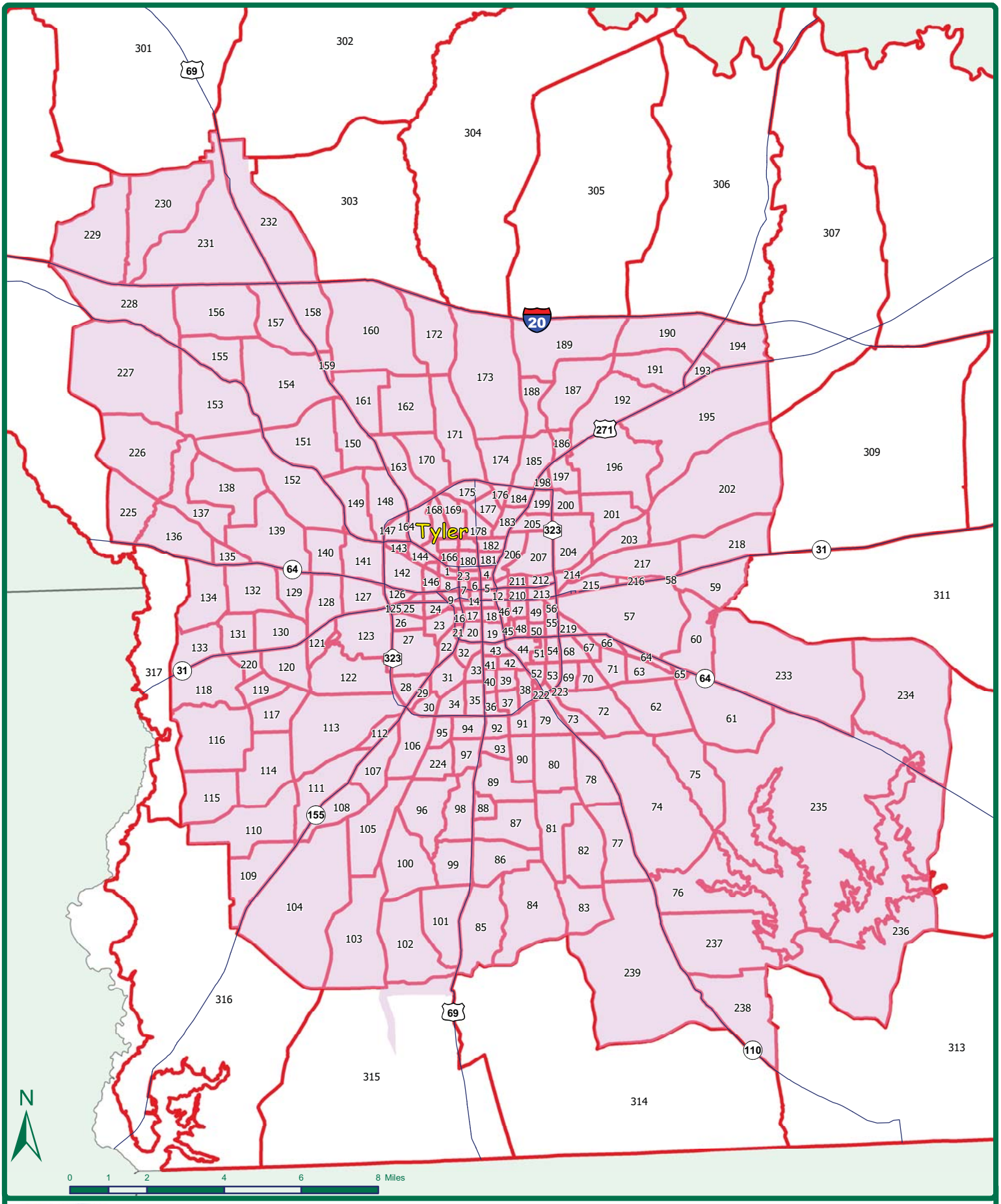


Figure 3-1

Traffic Analysis Zone Structure

Tyler, TX

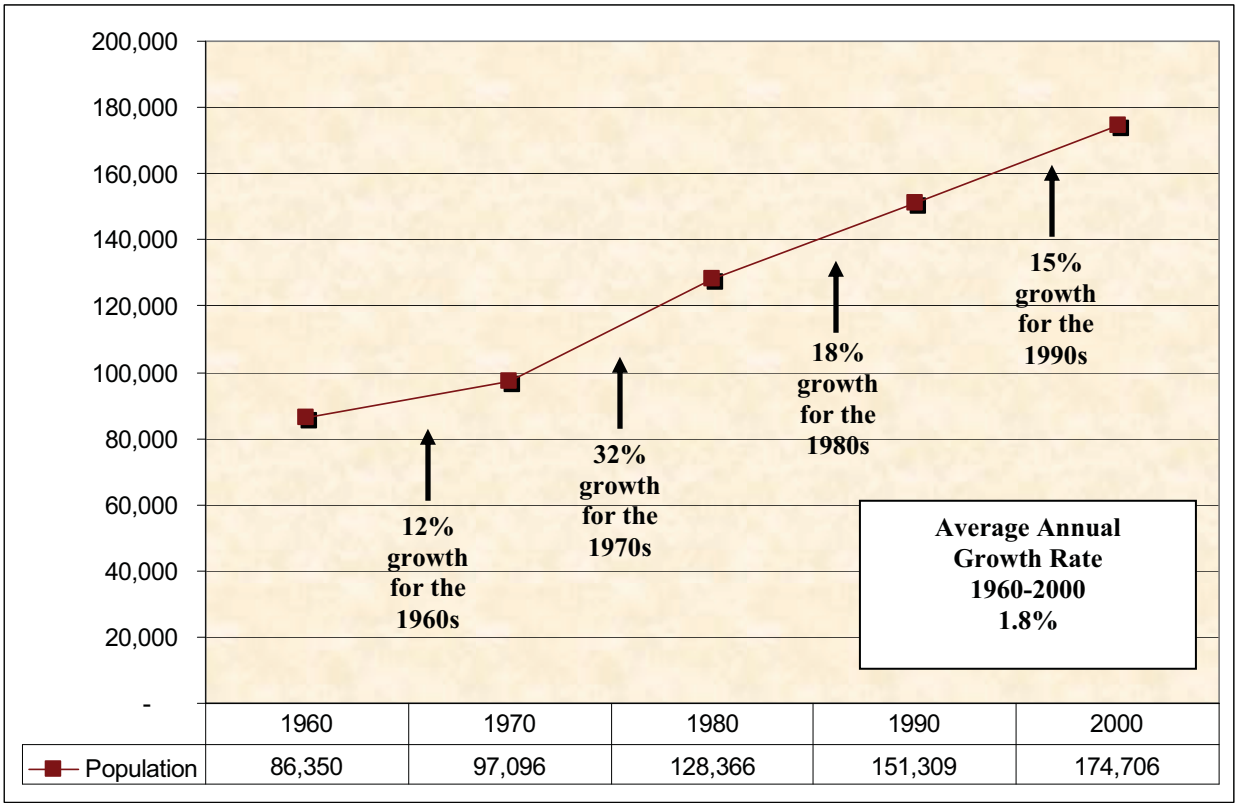
Population

Historical Population

Smith County has experienced significant growth over the past several decades. As shown in **Figure 3-2**, the county's population has more than doubled since 1960 as it grew from 86,350 people in the Year 1960 to over 174,000 people in the Year 2000, an annual increase of 1.8 percent. The most significant growth occurred during the 1970s, with an average annual growth rate of 2.8 percent.

Table 3-2 displays historical population for the City of Tyler and other communities within the MPO planning area. As shown Tyler is the largest city within the county and comprises 48 percent of the county's population. Historically, the City of Tyler has grown at a slower rate than the county. Tyler's population grew from 57,770 people in 1970 to 83,650 in the Year 2000, an annual increase of 1.2 percent. The City of Whitehouse has grown from 1,245 people in 1970 to 5,346 people in the Year 2000, an annual increase of five percent. Lindale's population increased from 1,631 in 1970 to 2,954 in the Year 2000, an annual increase of 2 percent.

Figure 3-2
Historical Population, Smith County
Tyler Area Metropolitan Transportation Plan Update



Source: U.S. Census Bureau

Table 3-2
Historical Population
Tyler Metropolitan Transportation Plan Update

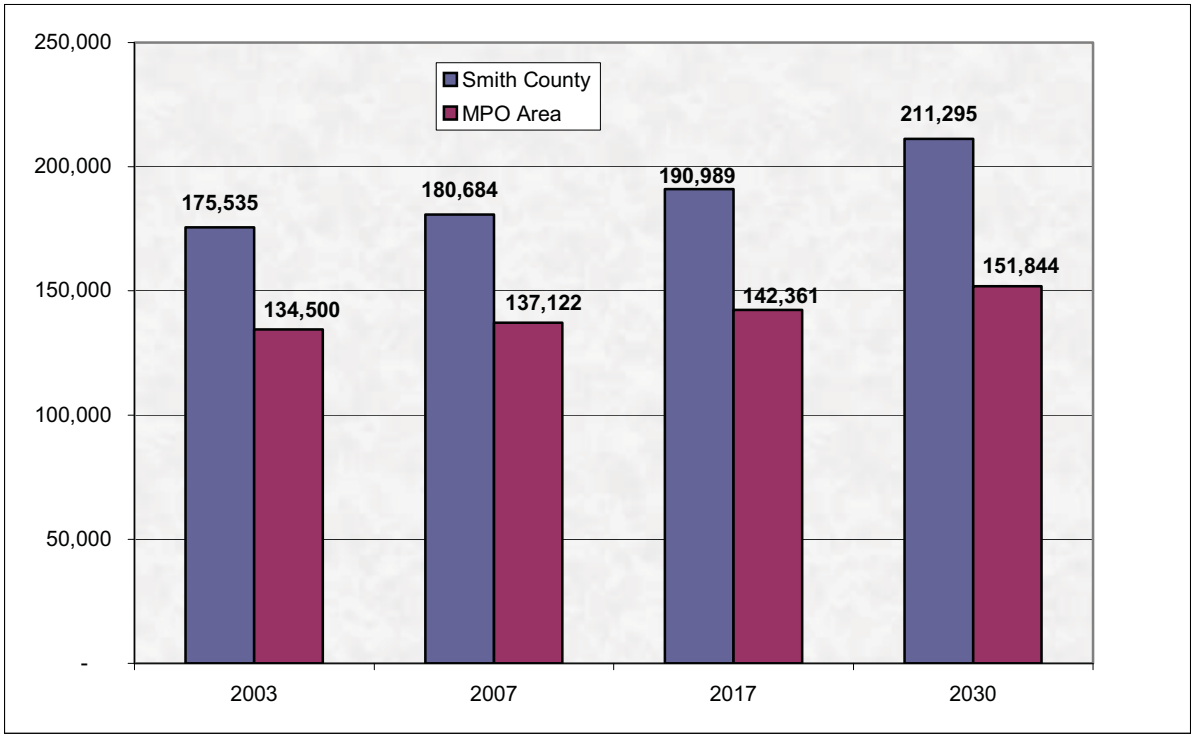
	Smith County	Tyler	Whitehouse	Lindale	Noonday	New Chapel Hill
1970	97,096	57,770	1,245	1,631	-	-
1980	128,366	70,508	2,172	2,180	-	618
1990	151,309	75,450	4,032	2,428	466	439
2000	174,706	83,650	5,346	2,954	515	553

Source: U.S. Census Bureau

Projected Population

Figure 3-3 displays base year and forecast years population for Smith County and the MPO planning area. As shown, Smith County and the MPO planning area are expected to experience to continued growth over the next several decades. Population in Smith County is projected to grow from 175,535 people in the Year 2003 to 211,295 people in the Year 2030, an annual increase of 0.7 percent. Within the MPO planning boundary the population is expected to increase by 17,344 people from 134,500 in the Year 2003 to 151,844 in the Year 2030, an annual increase of 0.6 percent.

Figure 3-3
Projected Population
Tyler Metropolitan Transportation Plan Update



2003 data was estimated based on projected the growth rates from 1998-2007.

Households

Historical

As shown in **Table 3-3**, over the past decade households, or occupied housing units grew by 16 percent in Smith County from 56,800 households in 1990 to 65,692 households in the Year 2000. As with population, households in the City of Tyler grew at a slower rate than the county and increased from 29,381 households in 1990 to 32,525 households in the Year 2000. This represents an 11 percent increase over the past decade. As is occurring across the nation, average households size declined throughout the majority of study area over the past decade.

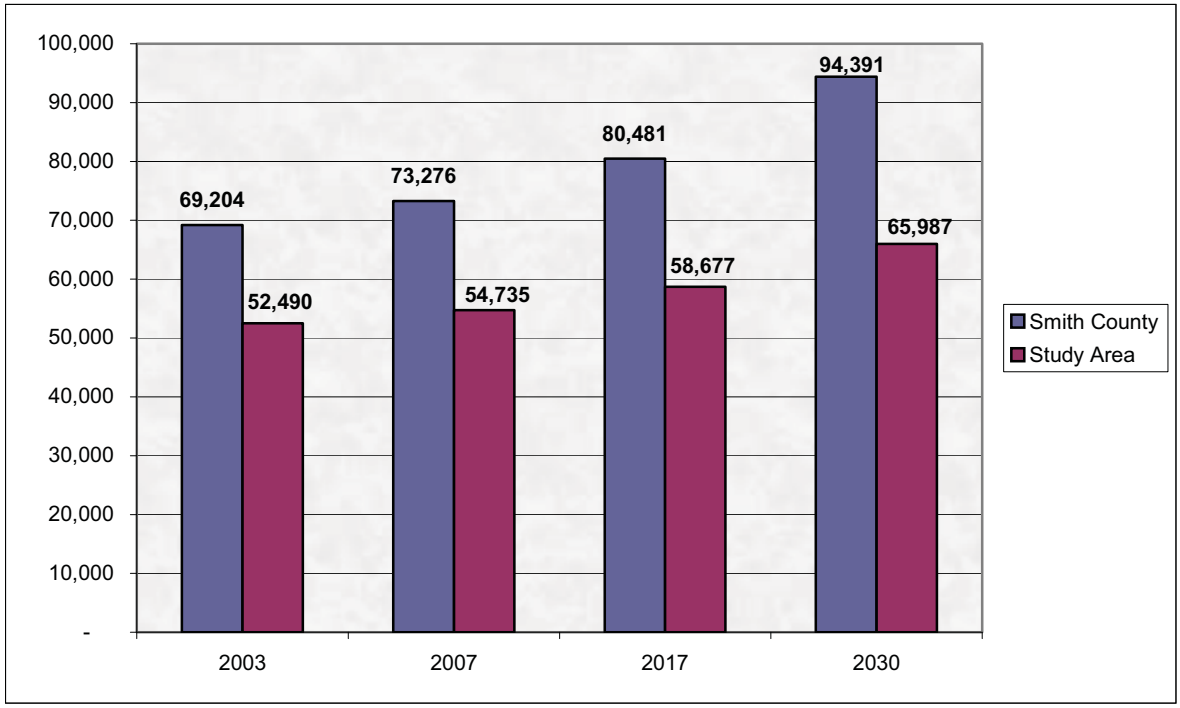
Table 3-3
Households
Tyler Area Metropolitan Transportation Plan Update

	1990		2000	
	Households	**Average HH Size**	**Households**	**Average HH Size**
Smith County	56,800	2.61	65,692	2.59
Tyler	29,381	2.49	32,525	2.48
Lindale	880	2.64	1,102	2.56
New Chapel hill	169	2.60	205	2.70
Noonday	171	2.73	206	2.50
Whitehouse	1,315	2.99	1,819	2.88

Projected

As displayed in **Figure 3-4**, households in Smith County are projected to increase by 36 percent from 69,204 in the Year 2003 to 94,391 in the Year 2030, and annual increase of 1.2 percent. Within the MPO planning boundary households are projected to grow by 26 percent from 52,490 households in the Year 2003 to almost 66,000 households in the Year 2030, an average annual increase of 0.9 percent.

Figure 3-4
Projected Households
Tyler Metropolitan Transportation Plan Update



2003 data was estimated based on projected the growth rates from 1998-2007.

Employment

Employment by Industry

Table 3-4 displays covered employment data, employment for which unemployment taxes are collected, for Smith County. As shown total employment in Smith County was estimated at 85,064 in the Year 2003 with Trade, Transportation and Utilities industries comprising the largest percentage, 22 percent, of total employment followed by Education and Health Services and Manufacturing, with 19 and 11 percent of total employment respectively.

Table 3-4
Employment by Industry, 2003 (fourth quarter)
Tyler Area Metropolitan Transportation Plan Update

Industry	Employment	Percent
Natural Resources & Mining	1,433	2%
Construction	3,784	4%
Manufacturing	9,348	11%
Trade, Transportation & Utilities	18,658	22%
Information	1,897	2%
Financial Activities	3,858	5%
Professional & Business Services	6,414	8%
Education & Health Services	16,164	19%
Leisure & Hospitality	7,957	9%
Other Services	2,747	3%
Non classifiable	114	0%
Federal Government	938	1%
State Government	3,256	4%
Local Government	8,496	10%
Total Employment	***85,064***	***100%***

Source: Texas Workforce Commission, 2003

Major Employers

Based on the Tyler Economic Development Council's 2003 Community Profile, there are 26 employers in Tyler with over 200 employees. The top 10 major employers include the following:

- Trinity Mother Frances Hospital – 3,384 employees
- East Texas Medical Center – 3,214 employees
- Brookshire Grocery Company – 2,576 employees
- Tyler Independent School District – 2,228 employees
- The Trane Company – 2,000 employees
- The University of Texas Health Center- 1,247 employees
- The Kelly-Springfield Tire Company – 1,206 employees
- Tyler Pipe – 1,100 employees
- Carrier Corporation – 1,000 employees
- Target Distribution Center – 929 employees

Unemployment Rates

Based on data obtained from the Texas Workforce Commission, the Tyler Metropolitan Statistical Area (MSA) labor force grew by over 6,000 people or seven percent between 2000 and 2003. An additional 5,290 people were employed in the region as employment increased from 87,037 in the Year 2000 to 92,327 employees in the Year 2003. As shown in **Table 3-5**, the labor force has been increasing at a greater rate than employment, resulting in increasing unemployment rates over the past four years.

Table 3-5
Employment by Industry, Tyler MSA
Tyler Area Metropolitan Transportation Plan Update

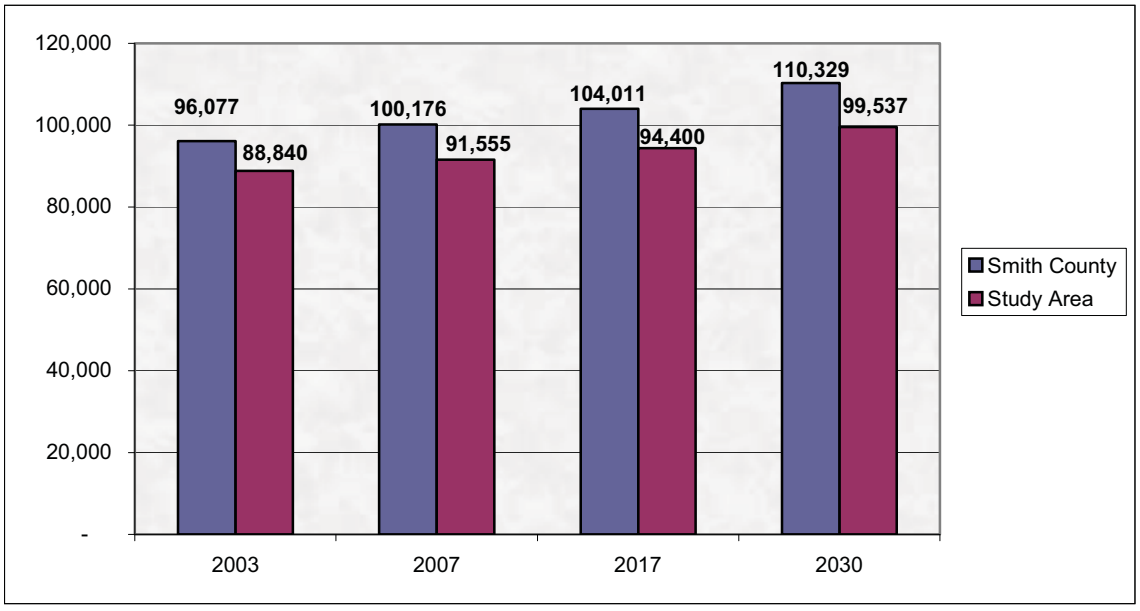
Year	Labor Force	Employment	Unemployment	Unemployment Rate
2000	90,646	87,037	3,609	4.0
2001	92,804	88,965	3,839	4.1
2002	95,480	91,104	4,376	4.6
2003	97,127	92,327	4,800	4.9

Source: Texas Workforce Commission, 2003

Projected Employment

As shown in **Figure 3-5**, Smith County and the MPO planning area is expected to experience continued growth in employment over the next several decades. In Smith County employment is projected to grow from 96,077 employees in 2003 to 110,329 employees in the Year 2030, an annual increase of 0.5 percent. In the MPO planning area, over 10,600 jobs are expected be added to the economy by the Year 2030, increasing employment from 88,840 in the year 2003 to 99,537 in the Year 2030. This represents an annual increase of 0.4 percent, which is slightly lower than the county's projected growth rate.

Figure 3-5
Projected Employment
Tyler Metropolitan Transportation Plan Update



2003 data was estimated based on projected the growth rates from 1998-2007.

Income

Table 3-6 displays median household income for Smith County, the City of Tyler and other communities in the MPO planning area. In 1999, the City of Tyler had a median household income of $34,163, which is less than the county average of $37,148.

Table 3-6
Median Household Income
Tyler Area Metropolitan Transportation Plan Update

	1989	1999
Smith County	$25,769	$37,148
Tyler	$23,661	$34,163
Lindale	$22,788	$33,733
New Chapel Hill	$29,643	$42,763
Noonday	$34,500	$51,625
Whitehouse	$34,182	$46,804

Source: U.S. Census Bureau, 1990, 2000

Special Generators

Special generators are major employers, institutions or facilities that generate a large traffic volume. As shown in **Table 3-7**, there are numerous special generators in the MPO planning area including the University of Texas, Tyler Junior College, shopping centers, the downtown area, the hospital districts and schools. In reviewing the street network, it is necessary to consider the traffic generators in the study area and how they influence traffic flow and traffic volumes.

Table 3-7
Special Generators
Tyler Area Metropolitan Transportation Plan Update

Major Employers	**Shopping Centers**
Black Sheep Inc	French Quarter Shopping Center
Carrier Air Conditioning	Broadway Square Mall
LaGloria Oil and Gas	Foley's Plaza
Loggins Meat Co.	Sam's Wholesale Club
Flowers Baking Co.	Old English Village
Kelly Springfield Tire	Walmart/Super 1 Foods
Brookshire Grocery	Broadway Crossing Center
Howe-Baker Engineers	Off Broadway Shopping Center
Celebrity	Time Square Plaza
Trane Air Conditioning	Green Acres Shopping Center
Target Distribution Center	Wal-Mart Super Center/Target Store
Tyler Pipe	
U.S. Post Office Distribution Center	**Civic/Governmental**
	Tyler Rose Garden and Harvey Hall
High Schools and Colleges	City Hall Complex
John Tyler High School	Rose Stadium/Mike Carter Field
Robert E. Lee High School	Tyler Public Library
T.K. Gorman Schools	Smith County Courthouse
Texas College	TxDOT District Offices
University of Texas at Tyler	Tyler I.S.D Administration Building
Tyler Junior College	

Table 3-7 (continued)
Special Generators
Tyler Area Metropolitan Transportation Plan Update

Training Centers	**Recreation**
Regional Training Development Center	Bergfeld Park
	Willowbrook Country Club
Medical Facilities	Lindsey Park
Trinity-Mother Frances Hospital	Fun Forest Park
East Texas Medical Center	Holleytree Country Club
UT Health Center Tyler	Rose Rudman Park
East Texas Medical Center	Southside Park
Health South Rehabilitation Center	Faulkner Park

Networks/Travel Demand Model

In addition to the demographics previously discussed another major input to the travel demand model is the transportation networks. The following section describes these networks and the development and calibration of the transportation model that was used for evaluating existing travel conditions and forecasting future travel demand for the Tyler MPO area. The development of mathematical models capable of simulating existing traffic patterns and projecting future travel demand is one of the most important phases of the transportation planning process.

Networks

The 1998 Tyler model network is a geographical depiction of the Tyler MPO roadway system. A travel demand model compares demand for travel to the supply of the roadway system within a defined study area. Travel demand is derived from population and employment, while the supply side of the equation is the roadway system on which travel occurs. Similar to socioeconomic and demographic data previously described, network attributes describe the characteristics of the roadway system.

The Tyler model network was developed from the Tyler MPO's thoroughfare system (the Master Street Plan). The study area networks are developed and maintained by both the Tyler MPO and TxDOT Tyler District, while TxDOT's Transportation Planning and Programming (TP&P) Division manages the travel forecasting process. The remaining discussion in Chapter 3 is based on documentation from the Tyler Travel Demand Model Validation presentation by TxDOT – TP&P on July 24, 2003.

The following model network features are used to develop a geographical representation of a road thoroughfare system:

- Links;
- Nodes;
- Centroid Connectors; and,
- Centroids.

Links are used to represent roadway sections. Nodes are used to split links where roadway attributes differ (i.e., speed limits, number of lanes, or facility type) or where intersections or interchanges occur. Interchanges differ from intersections in that multiple links and nodes are needed. Interchanges require links representing access and egress ramps and require nodes where those ramp connections occur with the intersecting roadway.

Special links and nodes are used to "load" traffic onto the network. Traffic originates from and is destined to geographic areas called traffic analysis zones (TAZs). Special nodes called "centroids" are used to represent TAZs in the network. Special links called "centroid connectors" are used to represent local streets contained in a TAZ and provide access between centroids and the network. Also, a centroid can have more than one centroid connector.

Figure 3-6 presents the network layout for the year 2003 "base" network. In addition to the graphical depiction of the network, a database is also associated with the model network. The database is used to store link attribute data including but not limited to length (typically in feet), direction of flow (one-way vs. two-way), functional class, area type, number of lanes, posted speeds, model-adjusted speeds and travel times (typically in minutes), directional and total roadway capacities, and observed traffic count data where collected. The base network for the Tyler model was originally calibrated to 1998 traffic counts, and then this network was utilized to develop the 2007, 2017, and 2030 forecast networks (with annotation data about projects and other network modifications).

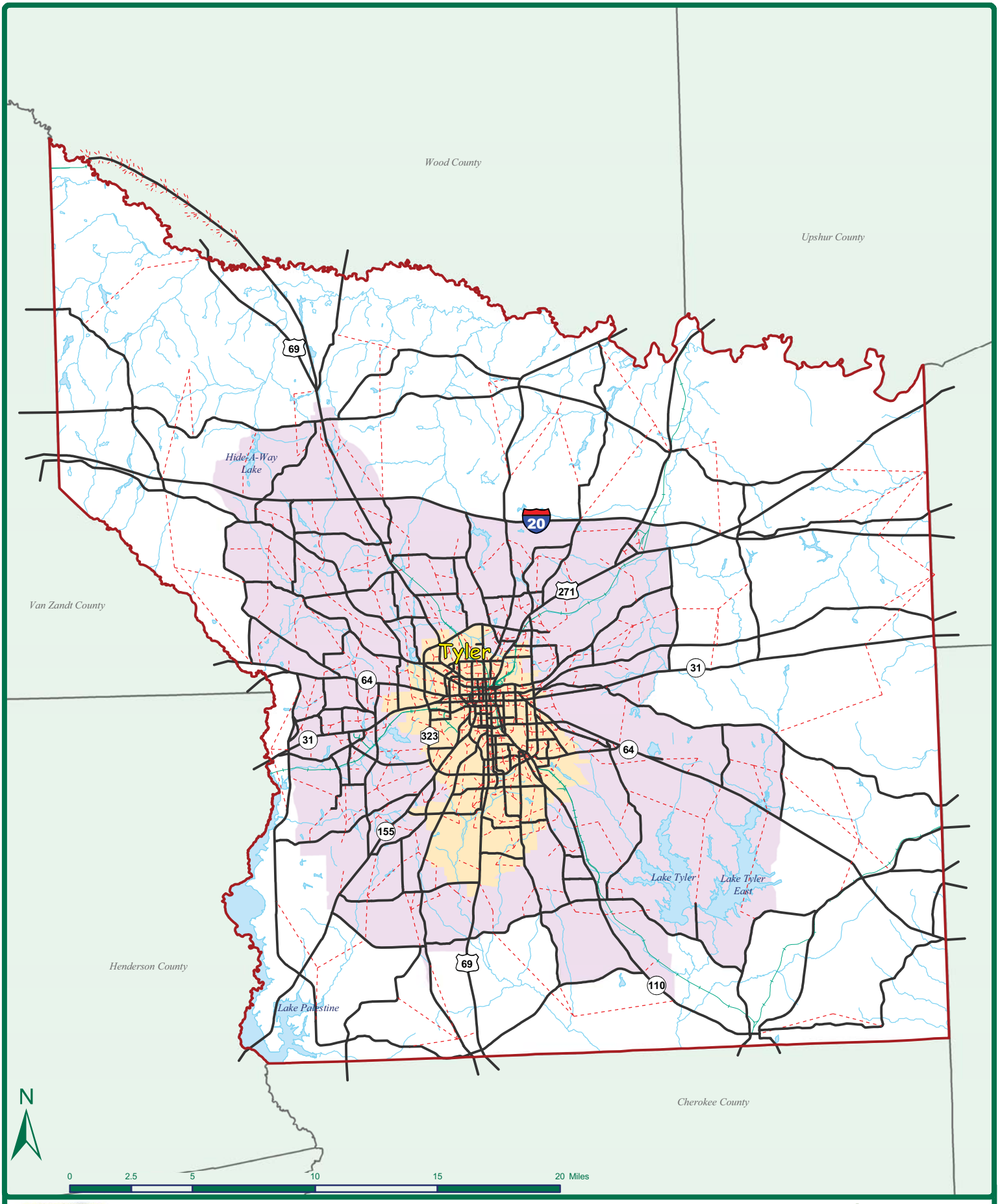


Figure 3-6

Existing Travel Model Network

Tyler, TX

The forecast networks were updated during a review of each network link's roadway functional class, area type, and number of lanes. Roadway functional class is used to categorize a network link based on its design and intended performance. For example, Grande Boulevard has a different functional class than Interstate 20. These facilities are designed differently and intended to perform different travel functions. We expect that speed limits and carrying capacity should differ between the two facilities in our example. The following describes the functional class system for the Tyler MPO region.

Tyler Functional Class System:

Facility Type	Description
1	Radial Interstates
2	Radial Interstates with Frontage Roads
3	Circumferential Interstates
4	Circumferential Interstates with Frontage Roads
5	Radial Freeways / Other
6	Radial Freeways / Other with Frontage Roads
7	Circumferential Freeways / Other
8	Circumferential Freeways / Other with Frontage Roads
9	Radial Expressways
10	Circumferential Expressways
11	Divided Principal Arterials
12	Principal Arterials with CLT Lanes
13	Undivided Principal Arterials
14	Divided Minor Arterials
15	Minor Arterials with CLT Lanes
16	Undivided Minor Arterials
17	Divided Collectors
18	Collectors with CLT Lanes
19	Undivided Collectors
20	Frontage Roads
21	Frontage Road Ramps
22	Interchange Ramps

Area type classifies the interaction between a network link and the surrounding land use (for example, urban, suburban, and rural). Using our Interstate 20 example, East Houston Street provides for more intense interactions between its surrounding land uses than Interstate 20 provides to its surrounding land uses. Again, speed and carrying capacity should differ between the two facilities.

The number of lanes is also an important roadway feature, representing network supply. Generally speaking, the more lanes a facility has the greater its carrying capacity. These three variables (functional class, area type, and number of lanes) are used to assign speed and capacity values to a network link. **Table 3-8** provides the speed-capacity lookup table for the Tyler model network links.

Table 3-8
Speed – Capacity Lookup Table
Tyler Area Metropolitan Transportation Plan Update

Note: The top number is *Speed* (mph), the middle number is *Lane Capacity* (vpd), and the bottom number is "with" *Frontage Road Capacity* (vpd).

	Area Type			
Facility Type	CBD (1)	Urban (2)	Suburban (3)	Rural (4)
1	61 19,200 0	63 18,400 0	66 16,700 0	70 13,900 0
2	61 19,200 16,000	63 18,400 16,000	66 16,700 16,000	70 13,900 16,000
3	61 19,200 0	63 18,400 0	66 16,700 0	70 13,900 0
4	61 19,200 16,000	63 18,400 16,000	66 16,700 16,000	70 13,900 16,000
5	61 19,200 0	63 18,400 0	66 16,700 0	70 13,900 0
6	61 19,200 16,000	63 18,400 16,000	66 16,700 16,000	70 13,900 16,000
7	61 19,200 0	63 18,400 0	66 16,700 0	70 13,900 0
8	61 19,200 16,000	63 18,400 16,000	66 16,700 16,000	70 13,900 16,000
9	33 9,800 0	39 9,200 0	50 8,100 0	64 6,100 0
10	33 9,800 0	39 10,000 0	50 9,200 0	64 7,500 0
11	29 7,500 0	39 7,100 0	50 6,200 0	56 4,600 0
12	29 7,500 0	39 7,100 0	50 6,200 0	56 4,600 0
13	27 6,700 0	36 6,400 0	46 5,600 0	50 4,200 0

Table 3-8 (continued)
Speed – Capacity Lookup Table
Tyler Area Metropolitan Transportation Plan Update

	Area Type			
Facility Type	CBD (1)	Urban (2)	Suburban (3)	Rural (4)
14	26 6,500 0	35 6,100 0	43 5,400 0	49 4,000 0
15	26 6,500 0	35 6,100 0	43 5,400 0	49 4,000 0
16	24 5,900 0	32 5,600 0	40 5,000 0	46 3,800 0
17	17 5,000 0	28 4,700 0	35 4,200 0	40 3,100 0
18	17 5,000 0	28 4,700 0	35 4,200 0	40 3,100 0
19	17 4,000 0	28 3,800 0	35 3,400 0	40 2,600 0
20	17 6,500 0	24 6,100 0	30 5,400 0	56 4,000 0
21	17 15,000 0	24 15,000 0	30 15,000 0	56 15,000 0
22	17 15,000 0	24 15,000 0	30 15,000 0	56 15,000 0

Travel Model Forecasting

The entire network development and review process described above is often referred to as network coding. Once network coding is completed, the model network is used as an input to the travel demand model. Prior to forecasting travel demand, the base year model results should be compared to existing traffic patterns of the base year, which is a process referred to as model validation. Validation involves the adjustment of model parameters, so that assigned model volumes fall within an established confidence interval of observed traffic volumes (ground counts) obtained in the base year. **Table 3-9** shows the model validation results by area type and functional class.

Table 3-9
Comparison of Assigned to Counted VMT
Tyler Area Metropolitan Transportation Plan Update

Area Type	Observed	Assigned	Percent
CBD	64,752	66,488	102.68%
Urban	380,980	364,173	95.59%
Suburban	1,663,568	1,652,283	99.32%
Rural	3,252,320	3,325,710	102.26%
Total	***5,361,620***	***5,408,654***	***100.88%***

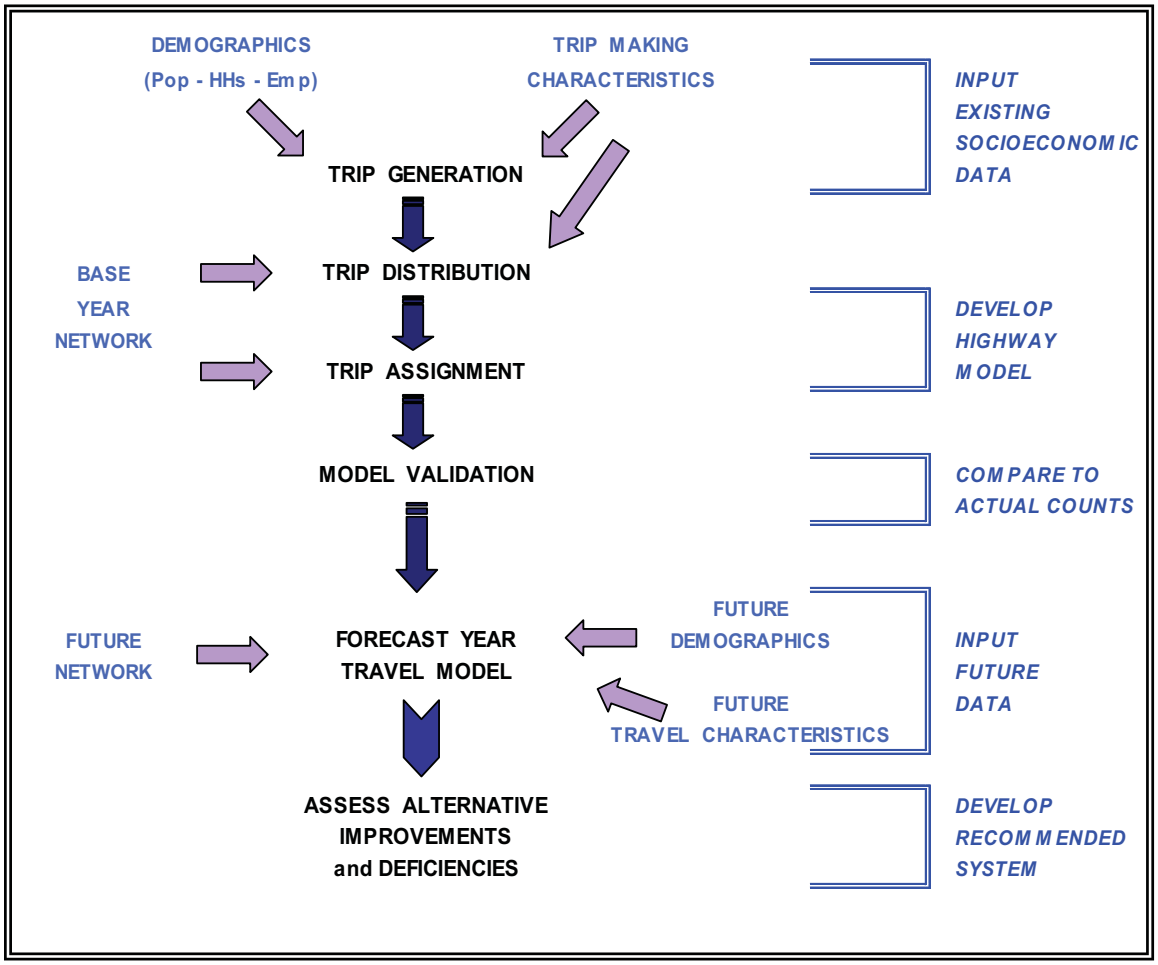
Functional Class	Observed	Assigned	Percent
Interstate	1,194,308	1,264,461	105.87%
Expressways	508,411	526,610	103.58%
P. Arterials	2,445,557	2,476,923	101.28%
M. Arterials	930,415	878,910	94.46%
Collectors	282,929	261,749	92.51%
Total	***5,361,620***	***5,408,654***	***100.88%***

The validation results indicate that the model is performing within an acceptable range; in fact, the model performs very well. Once confident in its performance, the model can be utilized to test the adequacy of proposed transportation improvements for serving projected demand. Travel model forecasting also works in conjunction with land use forecasts, since both depend largely on the following factors:

- Socioeconomic conditions affecting trip productions and attractions,
- Land use patterns based on locations and intensities of use, and,
- The type, extent, and quality of transportation networks and facilities.

The Tyler MTP model forecasting process is based on the Texas Model package, which is a modified 4-step analysis maintained by TxDOT-TP&P. This forecasting process includes the trip generation, trip distribution, and traffic assignment steps, as well as a model validation procedure previously described. **Figure 3-7** presents the four steps of the Texas Model along with the inputs to and analyses within the process. One particular input is the TAZ map layer and / or data file, which contains all socioeconomic and demographic data that are a factor in determining the generation and distribution of trips between zones.

Figure 3-7
Travel Demand Model Process Chart
Tyler Area Metropolitan Transportation Plan Update



Source: Tyler Travel Demand Model Validation presentation, TxDOT – TP&P, July 24, 2003.

The Tyler travel demand model is a planning analysis tool which helps the Tyler MPO and District with their MTP development by evaluating system improvements, identifying system deficiencies, and conducting alternative analyses. One performance measure that helps with this analysis is the volume-to-capacity (V/C) ratio, which helps to determine if a roadway and / or improvement is deficient in capacity (supply) to meet a projected volume (travel demand). The V/C ratio is also useful in describing the Level of Service (LOS) of a particular roadway.

Trip generation is the initial modeling step, which provides an estimation of the amount of travel within the Tyler MTP study area. This method determines the number of trip ends produced from and attracted to each TAZ, and also classifies these trip ends by the following trip purposes:

- HBW = Home-based work trips
- HBNW = Home-based non-work trips

- NHB = Non-home base trips (within the study area)
- NHB-Ext = Non-home base trips (with external destinations)
- Truck / Taxi = "Specialized" truck and carpool trips
- Ext-Through = External "pass-through" trips
- Ext-Local = External trips (with local destinations)

For trip generation, the Texas Model utilizes Tripcal5, a multi-functional and flexible program that can estimate trip productions and attractions for a TAZ coverage of no more than 10,000 zones. TripCal5 has several types of cross-classification or linear regression models; three of which are used for estimating trip-end productions and five for trip attractions. The cross-classification models for trip productions are based on the number of households by household size, income, or auto ownership. Conversely, the trip attraction models estimate the number of employees by area type.

Trip distribution is the second step performed by the model. Trip distribution uses the TAZ productions and attractions output from trip generation, and assigns each production to a destination and each attraction to an origin for all possible zones in the study area. This step is typically accomplished using the gravity model based on Isaac Newton's mathematical formula. The gravity model analyzes the frequency of trip interchange between zone pairs based on the relationship between each zone's productions and attractions and the travel time between the zones.

However, the Texas Model utilizes the Atomistic Model that considers the travel opportunities within a zone to be spatially distributed around instead of concentrated at the zone's centroid. Therefore instead of the single travel time relationship used in the gravity model, the Atomistic Model uses trip attractions and trip length frequencies as factors for calibrating each model iteration, until the model converges on the desired attraction and trip length frequency settings.

The final step involves an iterative process called *traffic assignment*. The trip productions and attractions (from trip generation) are converted to origins and destinations (from trip distribution). The output of trip distribution is an origin-destination (O-D) matrix which contains total vehicle trips for each O-D pair. The O-D matrix is assigned to the network using a minimum path algorithm based on travel time and capacity restraints.

The Texas Model uses the User Equilibrium (UE) method for assignment, which runs iterative minimum path assignments and readjusts travel times according to link delays. Link delays increase as a result of congestion on a particular link. As link volumes approach link capacity, the V/C ratio increases for that link. The result is a decrease in the LOS on that link and travel time is reduced. As travel time is reduced due to congestion, vehicles divert to other links with faster travel times. This process is continued until no one vehicle can further reduce their travel time. At this point, the assignment is said to have reached "equilibrium". The results of the equilibrium assignment are displayed in the network database for further analysis and for presentation purposes.

The results from the UE assignment are then compared back to the "ground counts" for validation of the base year model (previously discussed). Once the model has been validated, through feedback loops, it is ready for use in the planning and development of forecast networks.

Chapter 4 – Project Evaluation

Preparation of a Metropolitan Transportation Plan for the Tyler MPO area requires detailed understanding of the study area's growth potential and traffic flow characteristics. Based on community objectives and future transportation needs, an evaluation is needed to analyze alternative transportation networks. In addition to traffic service, factors such as maximum utilization of the existing transportation system, community acceptance, impact on land development, and conformance with growth policies and community goals were all considered in evaluating transportation plan alternatives.

Project Selection Criteria

Project selection criteria was developed by the MPO and used to assist in determining the short-, long-range and un-funded needs sections of the plan for state-sponsored projects only. Local projects for the City of Tyler, Smith County, City of Lindale, or City of Whitehouse were also reviewed.

The MPO Policy Committee authorized the creation of a Project Selection Criteria Sub-Committee of the Technical Advisory Committee during the MTP adoption process in 1999. This committee was comprised of TxDOT, county, city and MPO staff. The sub-committee developed project selection criteria which would be used for each project seeking federal funding. The MPO Policy Committee approved the project selection criteria in July 1999.

The project selection criteria used in the update of this MTP include the following:

- Existing Traffic Volume;
- Existing Level-of-Service;
- Future Traffic Volume;
- Future Level-of-Service;
- Construction Cost Estimate;
- Public Benefit (cost per vehicle-mile traveled); and,
- Social and Environmental Impacts.

Each of these criteria, as well as the results of the analysis, are discussed in the following sections.

Transportation Improvement Needs

The first step in identifying projects to be included in the MTP is projecting the traffic demands and needs. Using TxDOT's travel demand model for Smith County, projected capacity deficiencies were identified along the existing roadway system. Projected future deficiencies were determined by conducting a capacity/level-of-service analysis of the roadway system.

Roadway capacity is defined as the maximum number of vehicles that can be accommodated on a roadway facility during a particular time period under prevailing roadway, traffic, and control conditions. Roadway capacity is determined by several contributing factors, including the functional class of the roadway, type and intensity of adjacent development, and the number of travel lanes. Other contributing factors of roadway capacity include intersection spacing, efficiency of signalized intersections, traffic composition, traffic controls and regulations.

An important result of a capacity analysis is the determination of level-of-service. Level-of-Service (LOS) is a qualitative measure of operating conditions at a location and is directly related to the volume-to-capacity ratio along roadways. LOS is given a letter designation ranging from A to F (free flow to heavily congested), with LOS D considered in most urban areas as the limit of acceptable operation. For example, LOS can be related to the grading scale of a report card: A – Excellent, B – Good, C – Average, D – Acceptable, E – Needs improvement, and F – Failing. LOS criteria used to evaluate projected future traffic deficiencies were identified previously in Chapter 2.

In determining the transportation improvement needs for the Tyler MPO area, a base network of the existing roadway system operational in 2003 was developed. All added capacity and regionally significant roadway projects completed by the end of 2003 were added to the updated base network. Plus, a model assignment was conducted to determine the traffic volume and LOS distributions throughout the MPO study area.

The base 2003 network was then utilized to establish a "No-Build" network, where traffic loadings based on year 2030 demographic data were projected on to the existing 2003 network. This 2030 "No-Build" alternative analyzed how future traffic volumes were distributed on the existing network if no transportation improvements were implemented during that time period. The 2030 No-Build network also provided a baseline for comparisons between networks with project implementation and the no-build network.

Projected future year 2030 daily traffic volume assignments and LOS on the No Build network are shown in **Figure 4-1**. The traffic volume and LOS distributions for each network are based on trip assignments that are described as part of the travel model forecasting process in Chapter 3: Travel Demand Modeling and Demographics. The trip assignments utilize data inputs provided by the Tyler MPO that are originally based on demographic data for the 2030 forecast years.

If no roadway improvement projects are implemented over the course of the next 25 years, most major roadway corridors within the MPO boundary are projected to operate at unacceptable LOS conditions by year 2030, as shown in Figure 4-1. Portions of Loop 49 currently under construction in south Tyler do not provide significant benefits without the remaining sections. Congestion is also projected to increase along major corridors such as US 69 (Broadway), SH 155, SH 110, US 271, and Loop 323. Clearly, a need for transportation improvements throughout the Tyler MPO area has been identified.

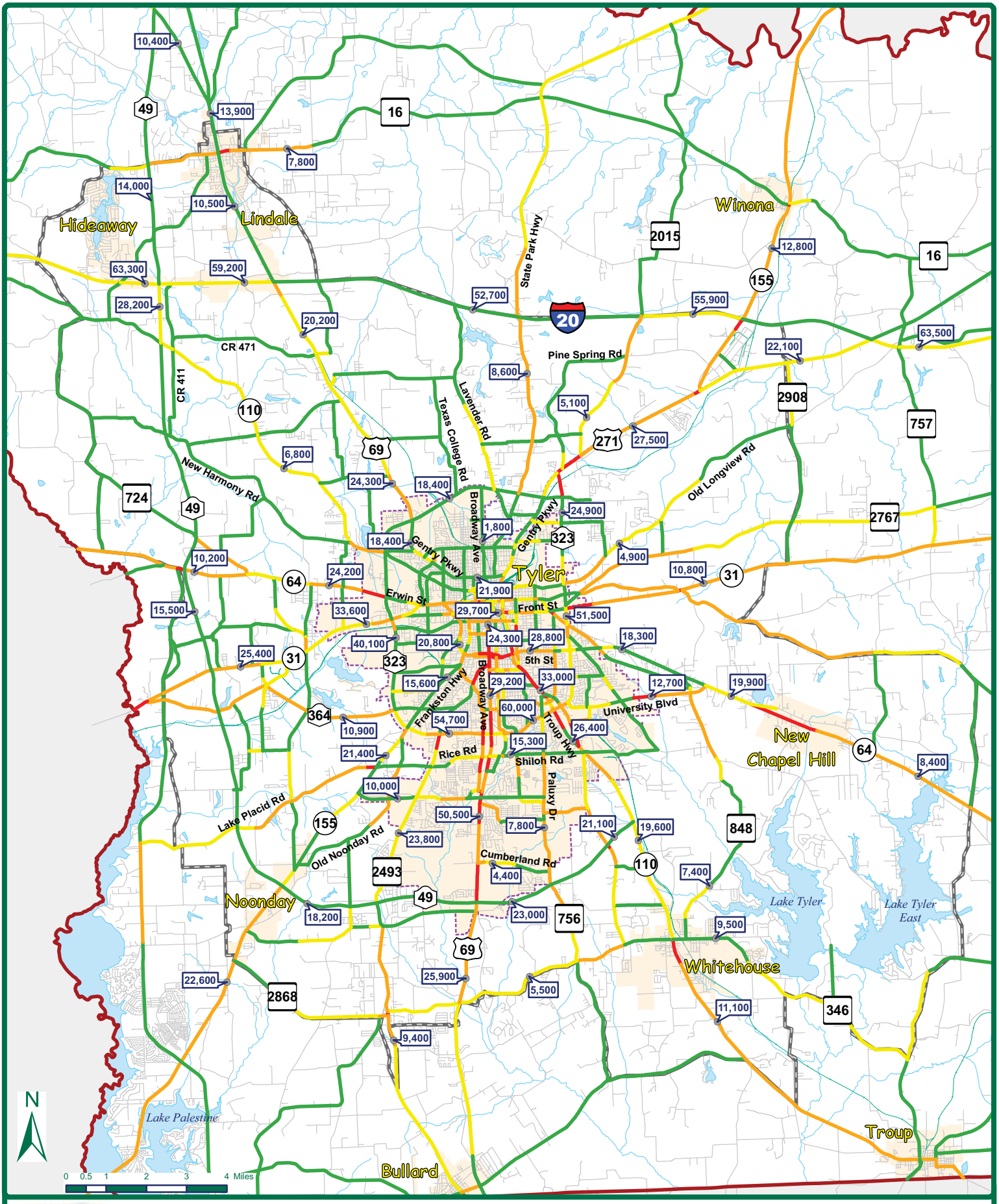


Figure 4-1
Projected Year 2030 Daily Traffic Volumes and Levels-of-Service on the Existing Plus Committed Network
Tyler, TX

Future Committed Projects

After establishing the 2003 baseline and 2030 no-build networks, the next set of networks involved transportation improvements from the previous Tyler MTP updates. The Tyler MPO provided three forecast networks for years 2007, 2017, 2030, which contained the existing roadway network, facilities under construction or committed (programmed) for implementation, and other previous projects that may be funded for implementation (by its particular network year). Several projects were considered financially committed, since they were derived from short-range transportation plans like the MPO's Transportation Improvement Program (TIP) and each city's Capital Improvement Programs, and long-range projects from previous Tyler MTP's.

As a result, these types of roadway networks are referred to as Existing Plus Committed (E+C) networks for years 2007, 2017, and 2030. Also, several projects were modified based on input from the Tyler MPO, and assignments were conducted to determine the traffic volume distributions and LOS deficiencies with each E+C network, as shown in **Table 4-1**. The LOS values in the 2030 E+C assignment were compared to the 2030 No-Build assignment to see how much each added capacity or regionally significant project improved traffic flow along its corridor.

The future committed projects included in the 2007 E+C network include and mixture of State and Local projects and include the following:

- Loop 323 from SH 64 east to Commerce Street - Widen from 4 to 6 lanes;
- FM 2493 from Grande Blvd to FM 2813 - Reconstruct to 4 urban arterial lanes with CLT;
- FM 346 in Whitehouse from FM 2964 to Hagan Road - Upgrade to a 4-lane arterial with CLT;
- Loop 49 from SH 155 to FM 756 - Construct new location 2-lane freeway;
- Rice Road from SH 155 to FM 2493 - Construct new 4-lane minor arterial;
- Donnybrook Avenue from Shiloh Avenue to Rieck Road - Widen from 32 to 40 foot urban street with CLT;
- Grande Blvd from Spring Creek to Paluxy Drive - Construct 4-lane minor arterial with CLT;
- Towne Park Drive from Loop 323 to Old Jacksonville Road - Construct 4-lane minor arterial with CLT;
- West 8th Street from Loop 323 to Englewood Street - Construct 4-lane minor arterial;
- Old Omen Road from University Blvd to Bascom Road - Widen from 2 to 4 lanes;
- Bellwood Lake Drive North from North Bellwood Lake Drive to Briarwood Road near Loop 323 - Extend road as a 2-lane collector; and,
- Charlotte Drive from Van Highway to Loop 323, northwest - Widen road to 2-lane collector with CLT.

Table 4-1
Estimated Network Traffic Volumes
Tyler Metropolitan Transportation Plan Update

Location	2003 Base Network ADT		2007 E+C Network ADT		2017 E+C Network ADT		2030 E+C Network ADT		2030 No Build Network ADT	
	Low	High	Low	High	Low	High	Low	High	Low	High
IH 20 (west of US 69 N)	33,400	42,000	36,900	45,400	44,100	53,700	52,200	64,200	52,200	64,000
IH 20 (east of SH 155 N)	30,600	42,600	33,400	46,000	40,800	53,900	49,500	64,200	49,500	64,200
US 69 South (Loop 323 – Cumberland Rd)	27,600	47,700	29,600	50,400	33,200	52,700	39,500	53,100	39,300	53,300
SH 110 SE (Beckham Ave – Shiloh Rd)	17,900	35,200	18,900	37,200	21,000	40,200	25,100	45,700	25,000	46,500
SH 31 (Loop 323 – county line)	17,700	28,200	18,600	31,900	19,300	35,800	20,500	37,900	22,200	40,800
US 69 North (Loop 323 – FM 16)	14,900	24,400	15,200	24,600	9,800	21,900	11,500	24,100	10,500	24,300
US 271 (Loop 323 – IH 20)	16,900	29,200	17,900	30,500	18,600	30,500	18,100	34,500	20,000	33,600
Loop 323 (US 69 N – US 69 S)	18,000	52,300	19,700	49,900	14,100	53,200	16,600	59,400	16,500	58,900
Loop 323 (Commerce St – US 69 S)	24,500	53,000	26,000	52,700	28,300	55,900	34,200	63,700	33,600	64,000

For the 2017 E+C network, the future committed projects include all of the 2007 E+C network projects plus the following:

- Hollytree Drive from South of Grande Blvd - Extend road as a 2-lane connector;
- Loop 49 from FM 756 to SH 110 - Construct new 2-lane freeway;
- Loop 49 from SH 155 to US 69 north - Construct new 2-lane freeway; and,
- Shiloh Road from Hays Avenue to Old Omen Road - Upgrade to a 4-lane divided arterial;

For the 2030 E+C network, the future committed projects include all of the 2007 and 2017 E+C network projects plus the following:

- Loop 323 Extension from Loop 323, northeast to US 271 - Widen for 0.5-mile section as a 4-lane divided arterial and then remaining section as a 4-lane arterial with CLT;
- Shiloh Road from New Copeland to SH 110 - Widen to a 4-lane arterial with CLT; and,
- Spur 364 from SH 31, west to Loop 323 - Widen from 2 (or 3) to 4 lanes.

It should be noted that all projects included in the E+C networks were reevaluated for inclusion in the updated Tyler Area MTP. Table 4-1 provides the assigned traffic volumes from the 2007, 2017, and 2030 E+C networks and with comparisons to the 2003 base and 2030 No-Build networks. In addition to the roadways mentioned in Table 4-1, other roads with significantly high projected traffic volumes include: SH 155 north of US 271; SH 110 northwest to the proposed Loop 49; SH 155 southwest past Loop 49; FM 2493 south of Loop 323; and South Broadway, Front Street, and Old Bullard Street in Tyler.

Other than the typical freeway volumes along IH 20, the highest non-freeway volumes are concentrated along the US 69 and South Broadway corridors and the southern portions of Loop 323. Also, US 271 and SH 31 (west of Tyler) provide the next highest assigned volumes among the various radial highways that provide access to the city of Tyler.

Alternative Improvements

With the analysis of all core networks complete, the next step was to develop a series of test networks to evaluate numerous additional projects for inclusion in the MTP update. The FY 2004 projects were considered as under construction projects designated by their respective Tyler agency and therefore not considered as part of the evaluation process.

Based on discussion and input from the Tyler MPO Policy Committee, MTP Technical Review Committee, TxDOT staff, City of Tyler staff, and the general public, 35 additional projects were nominated for potential inclusion into the MTP. The nominated projects were equally divided among three scenario networks, as identified in **Table 4-2**. The focus of placing these projects into different test networks was to determine the effectiveness of "competing" parallel road projects. For example, improvements along Grande Boulevard were analyzed on a separate network from improvements along Shiloh and Rice Roads. Therefore, the resulting LOS analyses would help to determine which parallel road project provided a better benefit to the

Table 4-2
Tyler Scenario Project Listing
Tyler Metropolitan Transportation Plan Update

Project ID	Project Location	Project Limits	Project Description
Test Network A			
A1	US 271	Loop 323 to IH 20, east	Widen from a 4-lane to 6-lane divided principal arterial
A3	SH 110	5th Street to Golden Road	Widen from a 4-lane to 6-lane divided principal arterial
A4	Roy Road	Paluxy Drive to FM 2964	Widen from a 2-lane to 4-lane divided minor arterial
A6	FM 2868	SH 155 to FM 2661	Extend 2-lane minor arterial and merge with Big Eddy Road to FM 2661
A7	Big Eddy Road	FM 2868 to SH 155 / CR 168	Upgrade east portion to SH 155 as a minor arterial
A8	US 69, north	Loop 323 to IH 20, west	Widen from a 4-lane to 6-lane divided principal arterial
A9	IH 20 Frontage Rds	Loop 49 to CR 431	Add frontage roads to interstate
A10	SH 110	Hagan Road to Troup city limits	Widen to a 4-lane divided principal arterial
A11	SH 64	FM 724 to county line	Widen to a 4-lane divided principal arterial
A12	SH 64	CR 220 to county line	Widen to a 4-lane divided principal arterial
Test Network B			
B2	Spur 248	Old Omen Road to SH 64, east	Upgrade to a 4-lane divided principal arterial
B4	Grande Boulevard	SH 155 to FM 2661	Extend 4-lane divided minor arterial and add an interchange at Loop 49
B5	Bellwood Road	West portion of Bellwood near Loop 323 to SH 31/Pioneer Dr.	Extend road as a 2-lane collector
B6	Indian Creek Road	S of Spur 364 to Lake Placid Rd	Extend road as a 2-lane collector
B7	CR 493 / CR 4196	US 69, north to CR 431	Add roads as a 2-lane collector
B8	Jim Hogg Road	IH 20 to FM 16	Widen to a 4-lane minor arterial
B9	Airport Spur	Loop 49, west to Tyler Airport	Construct new 2-lane spur to regional airport
B10	Erwin Street	Glenwood Blvd to Bonner Ave	Widen to a 4-lane divided principal arterial
B11	SH 155	US 271 to county line	Widen to a 4-lane principal arterial
Test Network C			
C1	Loop 49	SH 110 to IH 20 at county line	Extend 2-lane freeway via south of New Chapel Hill
C2	Grande Boulevard phase III	Paluxy Dr. to New Omen Road	Extend road as a 4-lane minor arterial with CLT
C3	New Omen Road	Shiloh Road to Grande Blvd.	Extend road as a 4-lane divided minor arterial
C6	Lake Placid Road extension	SH 155 to CR 1141	Extend road as a 2-lane collector
C7	FM 16	US 69 to Loop 49	Widen from a 2-lane to 4-lane divided minor arterial
C8	FM 16	US 69 to 2.4 miles east of US 69	Widen from 2 to 4 lanes
C9	FM 756	Grande Boulevard to FM 346	Upgrade to a 4-lane principal arterial
C10	SH 31	FM 206 to county line	Widen from 4 to 6 lanes
C11	FM 14	MLK Jr Boulevard to IH 20	Widen to a 4-lane minor arterial with CLT
C12	SH 31	Loop 323, east to county line	Widen to a 4-lane divided principal arterial

surrounding traffic flow conditions. The more effective projects will eventually help to develop a fully integrated and continuous transportation system to serve the future population of the Tyler MPO area.

Evaluation of Alternatives

The project selection criteria approved by the MPO Policy Committee, as discussed previously in this chapter, were used to evaluate the alternative transportation improvements for inclusion into the Tyler MTP Update. The project selection criteria were grouped into four categories, including Traffic Impacts, Construction Costs, Public Benefits, and Modal/Environmental Impacts.

Traffic Impacts

The Traffic Impacts category included an analysis of all of the traffic related project selection criteria, including existing traffic volume and level-of-service, future traffic volume and level-of-service. These test networks were analyzed using trip matrices based on the 2030 demographics for Tyler, and the trip assignments resulted in volume and LOS distributions for each scenario network, as shown in **Figure 4-2, Figure 4-3,** and **Figure 4-4**.

After completing the traffic assignments for the three scenario networks, a project matrix was developed to include all evaluated transportation improvement alternatives. The listing contained several attributes of each project, including the project length and cost, the assigned volumes from the model analysis, and the corresponding LOS value for the project. The volume and LOS data were typically based on the highest assigned values within the limits of the project and for both the existing and future no-build conditions. For new location facilities, traffic volume and LOS data for parallel facilities were used, as the new location facilities would provide a traffic operations benefit to the parallel facilities.

The resulting project matrix is included in **Appendix B**. The change in traffic conditions between the existing and no-build networks helped to rate the amount of need for implementing a particular transportation improvement. For example, the project matrix identified that a transportation improvement may be helpful for SH 110 (Project A3), since LOS is projected to be poor in all networks, and even deteriorated from LOS E to F.

Construction Costs

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

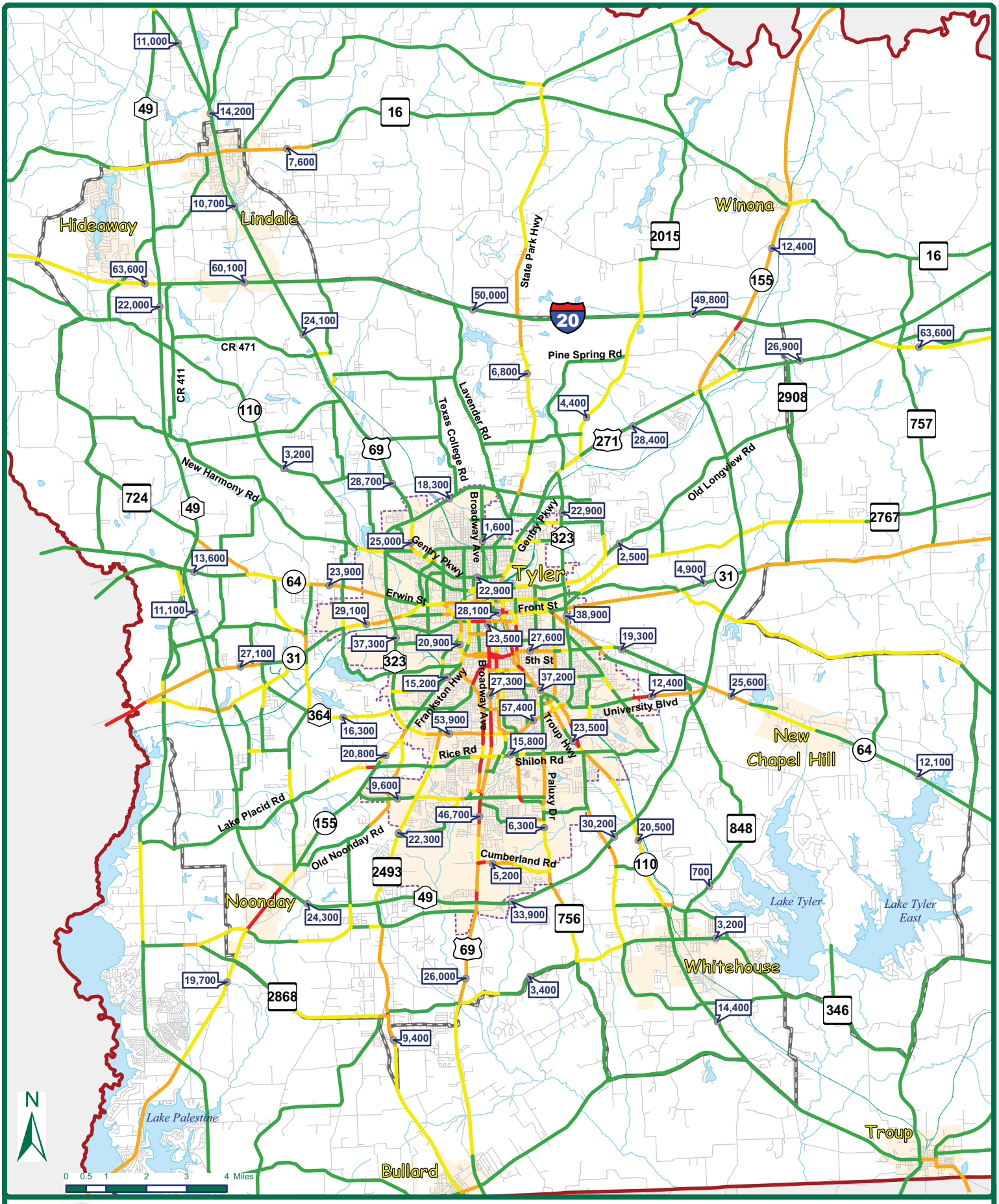


Figure 4-2
Projected Year 2030 Daily Traffic Volumes and Levels-of-Service on the Test A network
Tyler, TX

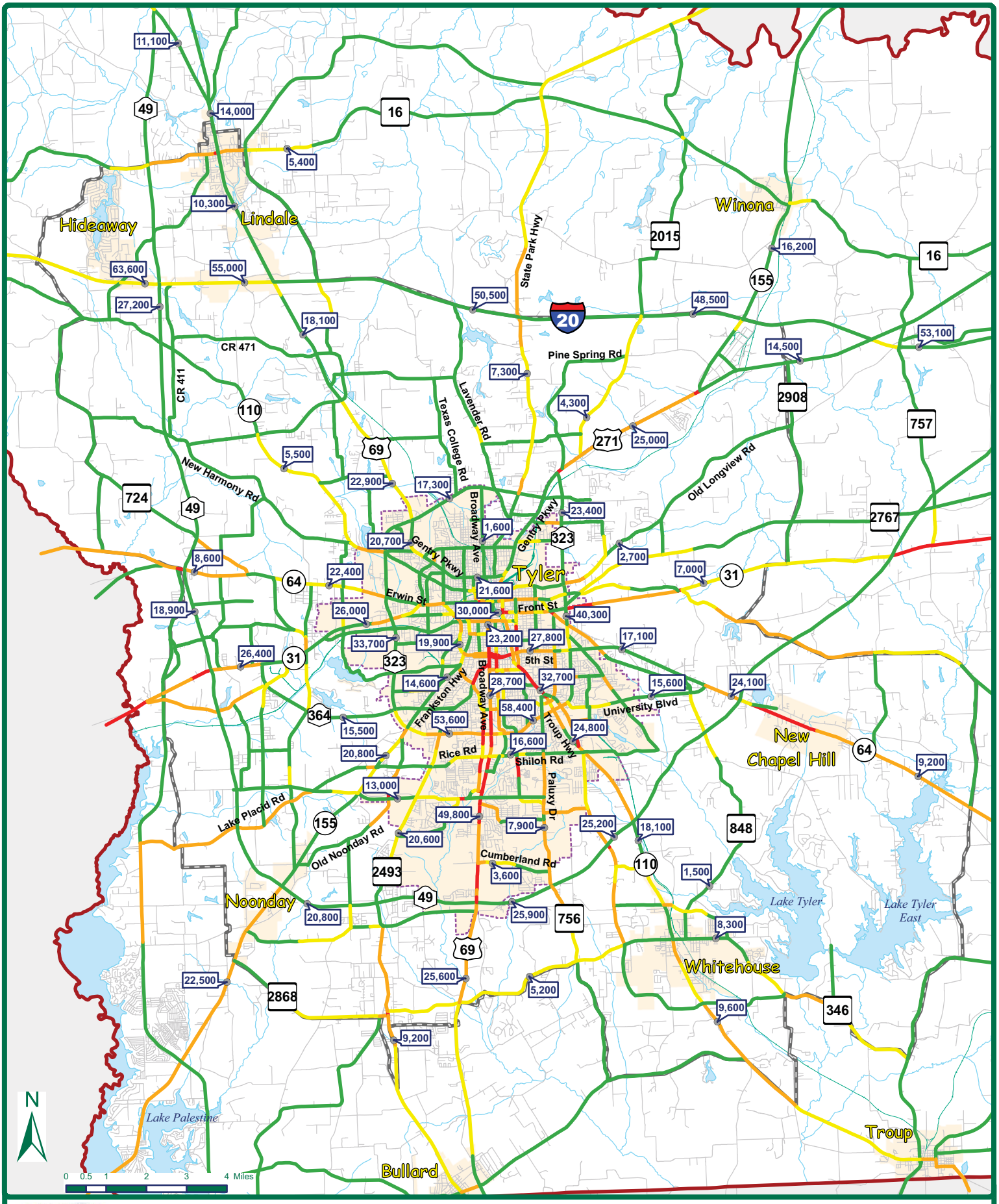


Figure 4-3
Projected Year 2030 Daily Traffic Volumes and Levels-of-Service on the Test B network
Tyler, TX

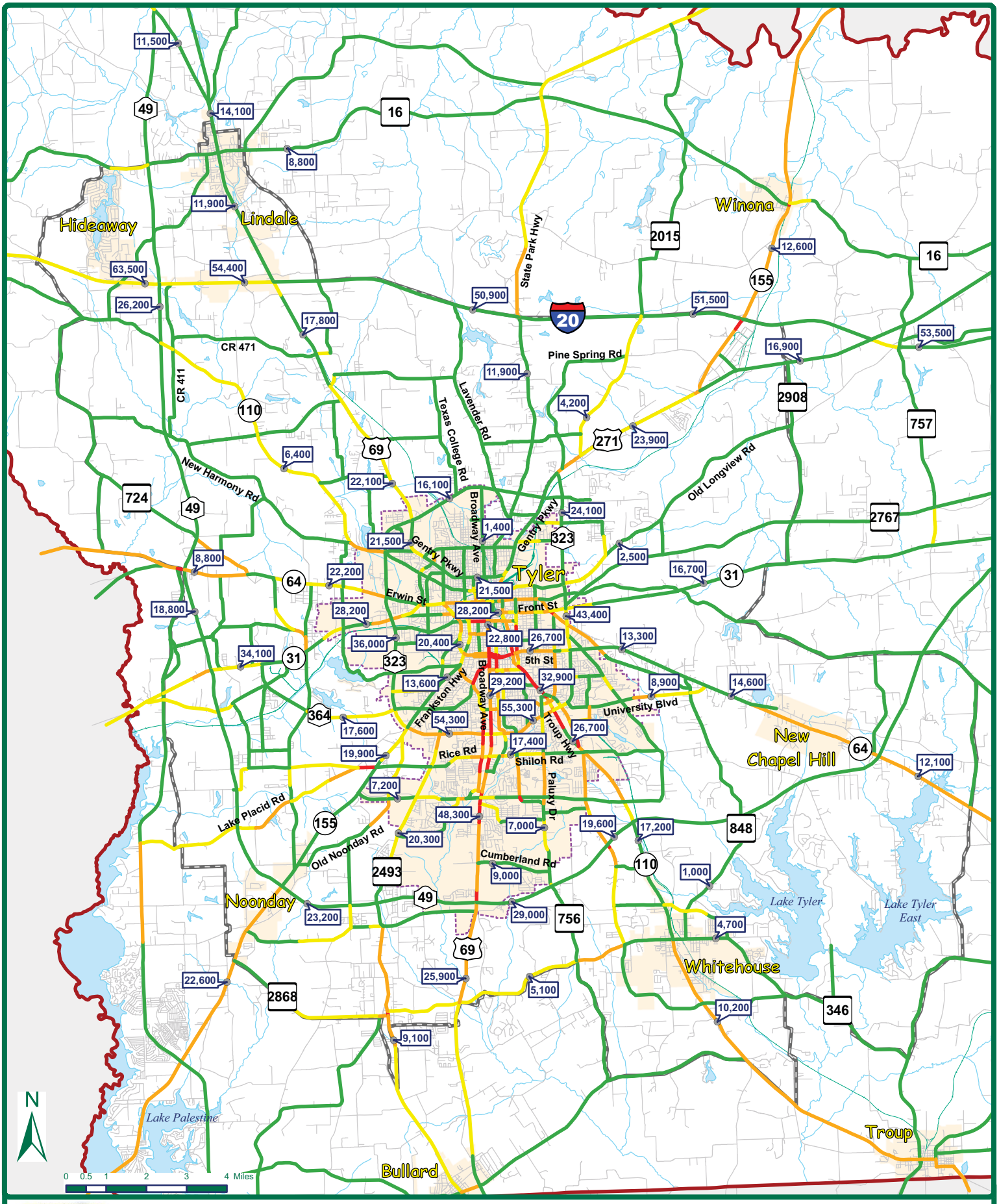


Figure 4-4
Projected Year 2030 Daily Traffic Volumes and Levels-of-Service on the Test C network
Tyler, TX

Order-of-magnitude construction cost estimates were developed using an analysis of fiscal 1995-97 average road construction costs from the Texas Comptroller of Public Accounts and TxDOT for types of various roadway construction. All estimated costs are in terms of year 2004 cost values and are to be used only for the purposes of comparing the relative cost of a project against other projects. The construction cost estimates for recommended improvements are summarized in the project matrix in Appendix B.

It is important to note that the construction cost estimates were developed to identify the cost of the "added capacity" portion of a project only. For example, with the proposed widening of SH 64 west (project A11) from two to four lanes, the estimated $5.45 million cost includes only the cost of the two additional travel lanes. The cost estimate does not include the rehabilitation or reconstruction of the existing two travel lanes. This was done for financial planning purposes, as discussed in the financial plan in Chapter 5, as the reconstruction portion of the project could be paid for by "Maintain It" category funding rather than "Build It" category funding.

Public Benefits

Public benefits were estimated for each project by calculating a cost per vehicle-mile traveled (VMT) value. VMT is the defined as the length of a proposed project multiplied by the average daily traffic volume and represents the level of usage of a roadway facility. Higher VMT represents higher traffic volumes and overall usage of a facility than lower VMT values.

Calculating the cost per vehicle-mile traveled was used as a cost-benefit comparison value to compare potential alternatives against each other. Projects with a lower cost per VMT value were assumed to provide more benefits to the public at a lower implementation cost. Cost per VMT values ranged from about $15 per VMT to over $3,000 per VMT. Most projects had cost per VMT values between $30 and $150. The project matrix included in Appendix B identifies cost per VMT values for each project.

Modal and Environmental Impacts

Each project was also reviewed for potential modal and environmental impacts. Modal impacts included whether or not a nominated project included bicycle, pedestrian or transit access improvements. Most nominated projects did not include bicycle facilities, while those projects within the City of Tyler city limits do include sidewalks. Bicycle facilities, however, do receive transportation enhancement funding, as discussed in Chapter 6.

Environmental impacts included public acceptance of the project, requirements for environmental permitting or wetland mitigation, and impacts to neighborhoods and residential areas. All nominated projects were perceived to have public support, as the projects were nominated by public citizens at the first public meeting, MTP Review Committee members, or public agency staff members. During the second public meeting and 30 day public comment period, citizens will be provided the opportunity to again voice their acceptance of nominated projects.

All capacity improvement projects within existing rights-of-way typically do not have any wetland mitigation requirements or environmental impacts as they are along an existing public roadway. However, new location facilities usually do require environmental analysis to determine their impact to the environment.

Evaluation Summary

All nominated transportation projects went through a selection process based on the project evaluation criteria and the data documented in Appendix B. Each project was placed in either a short-term or long-term financially constrained time period or a financially unconstrained time period based on this data and the project funding levels during those time periods. Chapter 5 discusses the financial plan and level of available funding, while Chapter 6 identifies the selected projects as part of the recommended project listing for the Tyler MTP update.

Chapter 5 – Financial Plan

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."

Funding Sources

The purpose of this section is to identify funding sources and project costs associated with the transportation improvements identified in the Tyler Area Metropolitan Transportation Plan Update. Transportation improvements in the Tyler MPO area can be funded through a variety of sources including federal, state and local funds. In fact many projects are funded through a combination of these sources.

Federal and State

The Texas Department of Transportation recently streamlined project funding categories from 24 main categories to 12. Projects now fall under the Statewide Preservation Program (SPP), which is supported by the department's "Maintain It' strategy, or the Statewide Mobility Program (SMP), which is supported by the "Build It" strategy. **Table 5-1** provides a general overview of the 12 TxDOT funding categories.

The Tyler MPO is eligible for funding in the following categories:

1- Preventive Maintenance and Rehabilitation
3 – Urban Area (non-TMA) Corridor Projects
4- Statewide Connectivity Corridor Projects
6 – Structures Replacement and Rehabilitation
8 – Safety
9- Transportation Enhancements
10 – Supplemental Transportation Projects
11 – District Discretionary
12 – Strategic Priority

Innovative Financing Techniques

With continued growth and development occurring across the state, traditional funding sources are no longer adequate to keep up with transportation needs. As a result in June 2003, HB 3588 was passed, which provides local officials the necessary tools to develop and improve Texas' transportation infrastructure. The new legislation gives local authorities more power and provides them with innovative techniques to finance transportation improvements allowing projects to be planned and built at a much faster rate. Innovative financing techniques include

Table 5-1
Funding Summary
Tyler Area Metropolitan Transportation Plan Update

Funding Category		Program Authority	Allocation Program	Summary / Restrictions	Funding		
#	Name				Fed	State	Local
MAINTAIN IT							
1	Preventive Maintenance and Rehabilitation	Commission	Districts	Preventive maintenance and rehabilitation of the existing state highway system including interstate main lanes, structures, signs, markings, striping.	90% 80% 0%	10% 20% 100%	
6	Structures Replacement and Rehabilitation	Commission	none	Rehab of bridges on and off the state system, replacement of existing highway-railroad grade crossing or railroad underpasses	80% 80% 0%	20% 10% 100%	10%
BUILD IT							
2	Metropolitan Area (TMA) Corridor Projects	Commission	none	Mobility and added capacity projects for TMA MPOs	80% 0%	20% 100%	
3	Urban Area (non-TMA) Corridor Projects	Commission	none	Mobility and added capacity projects for non-TMA MPOs	80% 0%	20% 100%	
4	Statewide Connectivity Corridor Projects	Commission	none	Mobility and added capacity projects which serve the mobility needs of statewide connectivity	80% 0%	20% 100%	
5	Congestion Mitigation & Air Quality Improvement	Commission Allocation Projects selected by MPO in consultation with TxDOT and TCEQ	Districts	Addresses attainment of air quality standards in non-attainment areas	80% 80%	20%	20%
7	Metropolitan Mobility/ Rehabilitation	Commission Allocation. Projects selected by MPO & TxDOT	Districts	Transportation needs within MPOs with populations of 200,000 or greater	80% 80% 0%	20% 0% 100%	0% 20% 0%
8	Safety – Federal Hazard Elimination Program	Commission Allocation. Selected statewide by federally mandated safety indices	Traffic Operations Division	Safety related projects	90% 0%	10% 100%	
	Safety – Federal Railroad Signal Safety Program	Commission Allocation. Selected statewide	Traffic Operations Division	Installation of automatic RR warning devices	90% 0%	10% 100%	

Funding Category		Program Authority	Allocation Program	Summary / Restrictions	Funding		
#	Name				Fed	State	Local
9	Transportation Enhancements	Commission selection and approval	none	Projects beyond normal what is normally expected for transportation enhancements	80% 80%	20% 0%	0% 20%
	Safety Rest Area Program	Commission allocation. Selected statewide by Maintenance Division	Maintenance Division	Projects to renovate, build, relocate safety rest areas	80%	20%	
10	Supplemental Transportation Projects - State Park Roads	Commission Allocation. Projects selected by Tx Parks & Wildlife	Transportation Planning & Programming Division	Construction and rehabilitation of roadways within or adjacent to state parks	0%	100%	0%
	Supplemental Transportation Projects RR Grade Crossing Replanking Program	Commission allocation	Traffic Operations Division	Replacement of rough railroad crossing surfaces	0%	100%	
	Supplemental Transportation. Projects RR Signal Maintenance Program	Commission allocation	Traffic Operations Division	Contributions to RR Companies based on number of crossings	0%	100%	
10	Supplemental Transportation Projects Construction Landscape Programs	Commission allocation. Projects selected by Districts	Design Division	Landscape, aesthetic, and environmental improvements	0%	100%	
	Supplemental Transportation Projects Landscape Cost Sharing Program	State	Design Division	Allows the department to execute joint landscape improvement projects through partnerships	0%	100%	
	Supplemental Transportation Projects Landscape Improvement Program	Districts	Design Division	Landscape projects for non-attainment air quality or near non-attainment areas	0%	100%	
	Supplemental Transportation Projects Supplemental (Federal)	Federal allocations	None	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Land Highways and Ferry Boat Discretionary	80% 100% 0%	20% 0% 100%	
11	District Discretionary	Commission Allocation. Projects selected by districts	Districts	Projects selected at district's discretion	80% 0% 80%	20% 100% 0%	0% 0% 20%
12	Strategic Priority	Commission Selection. Project-specific	None	Projects must promote economic development, provide system continuity with adjoining states, increase efficiency on military deployment routes	80% 0%	20% 100%	

Source: Texas Department of Transportation

the following methods found in the new transportation bill and other tools available to local authorities to supplement the traditional "pay-as-you-go" method of financing highway projects:

Texas Mobility Fund

The Texas State Legislature created the Texas Mobility Fund in order to accelerate completion of TxDOT projects and improvements. The Fund allows the state to issue bonds, which is backed by a dedicated revenue source. HB 3588 authorizes certain transportation related fees such as motor vehicle inspection fees and driver's license fees to be moved from the state's General Revenue Fund to the Texas Mobility Fund.

Bonds

Bonds allow the state to borrow money to pay for projects over time. Bonds are secured by the existing State Highway Fund and the state can leverage up to $3 billion for transportation projects. Proceeds from bonds would be used to fund highway improvements with at least $600 million dedicated to safety projects.

Toll Roads

A toll road is the fastest method to generate revenue, which means projects can start sooner and finish quicker, reducing construction delays. ***Toll equity*** allows state funds to be combined with other funds to build toll roads. ***Toll Conversion*** allows the commission to transfer segments of any non-tolled state highway to a county or regional toll authority for operation and maintenance providing local authorities another option that can accelerate maintenance and expansion improvements.

Regional Mobility Authority

Regional Mobility Authorities (RMA) can construct, maintain and operate transportation projects. RMAs can generate revenue through issuing bonds and collecting tolls. Additionally, RMAs can purchase right-of-way and lease portions for use by businesses including hotels, restaurants and gas stations.

North East Texas Regional Mobility Authority

During the spring of 2004, the county judges from Gregg and Smith counties, along with the mayors of Longview and Tyler, began a dialogue of how the two counties and cities can pool their resources together and cooperatively unite for the good of both areas. A variety of issues were discussed and one commonality for both is the challenge of funding for the outer loops; the western segment of Longview's outer loop and the eastern segment of Tyler's Loop 49. The East Texas Hourglass concept, as shown in **Figure 5-1**, was born out of the idea to connect the western section of Longview's outer loop with the eastern section of Tyler's outer loop intersecting at Interstate 20 near the county line. This facility is planned to be a toll road, which eventually would connect the IH 35 Trans Texas Corridor to the IH 69 Trans Texas Corridor in Harrison County.

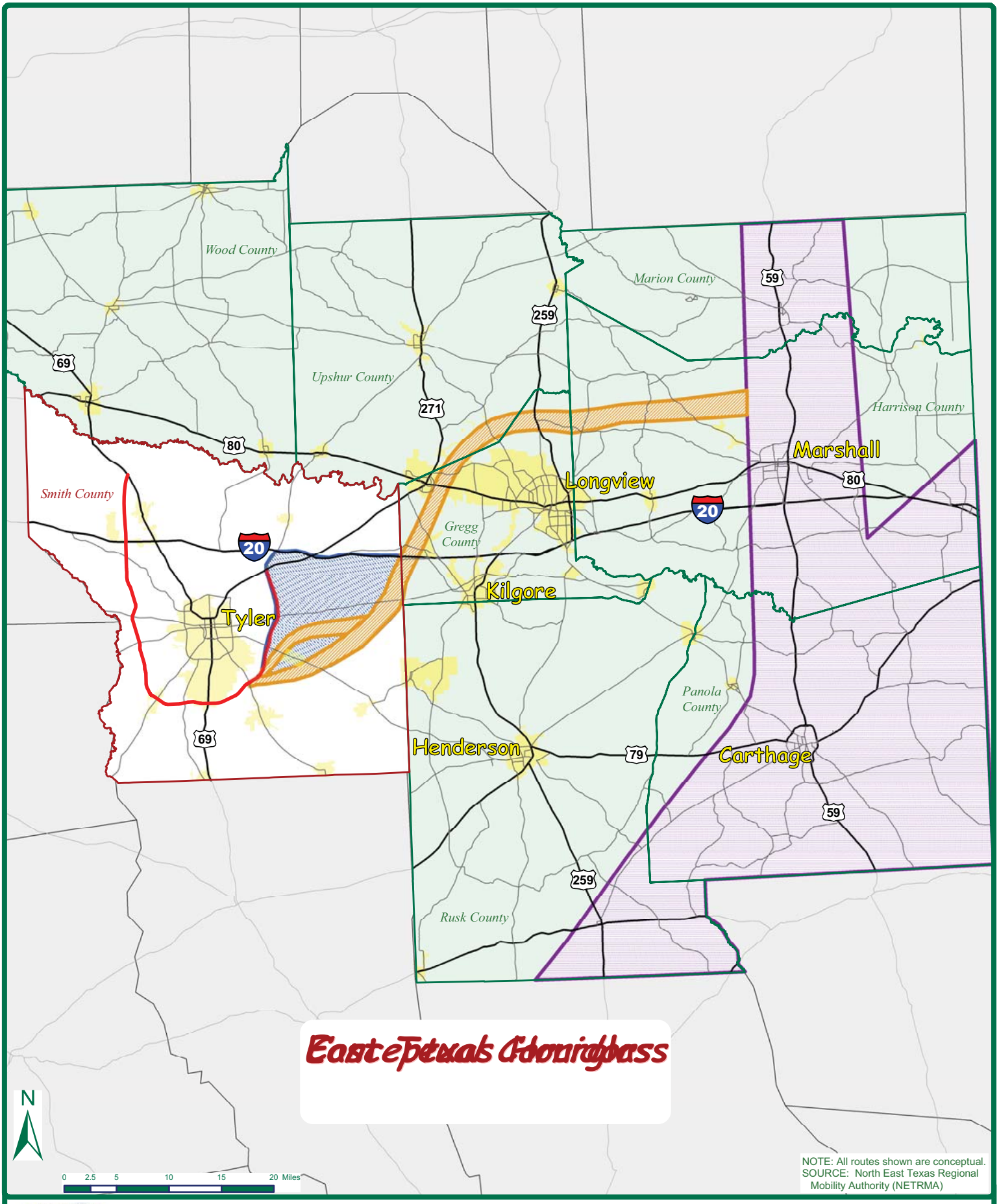


Figure 5-1

Tyler TxDOT District Regional Study Corridors

Tyler, TX

To implement this project, leaders in Gregg and Smith counties and Longview and Tyler planned to establish a North East Texas (NET) Regional Mobility Authority (RMA). In June 2004, a delegation from Gregg and Smith Counties submitted an application to the Texas Transportation Commission in Austin to form a Regional Mobility Authority in North East Texas. Public hearings were held in September in both counties to seek public input about the Regional Mobility Authority and the East Texas Hourglass toll road. In October 2004, the Texas Transportation Commission approved the creation of a North East Texas Regional Mobility Authority (NETRMA). The board of directors that will compromise the North East Texas Regional Mobility Authority will consist of seven board members: three from Smith County, three from Gregg County and one appointed by the governor.

Comprehensive Development Agreements

A Comprehensive Development Agreement combines all phases of a toll road project into one contract. This includes the design, construction, right of way acquisition, and maintenance phases of a typical project. By combing them all into one contract, it also helps reduce the cost of completing a project and accelerates its completion.

Pass-Through Toll Agreements

This type of agreement is where the driver pays no tolls. A local government or private entity makes a transportation improvement and is reimbursed from the state based on the number of vehicles using the highway. This allows the local area more funding to complete projects quicker while providing a more "fair" way to allocate funds, based on usage.

State Infrastructure Bank

TxDOT has a state infrastructure bank (SIB), which offers various loans and credit enhancement products for highway projects. SIB loans are available that can help pay for various phases of a project.

Historical Funding

Historical funding levels by federal, state, and local agencies over the past ten years provides an important baseline for projecting future funding levels for the next 25 year period.

Federal and State

TxDOT provided historical funding for the MPO/Smith County area for the past 10 years (FY1995 – FY2004). As shown in **Table 5-2**, over the past 10 years state and federal funding in the region totaled over $225 million. For the "Maintain It" construction categories (cat 1 and 6), approximately $119 million, or 53 percent of total funding was expended in the region, while a review of the "Build It" construction categories showed that 47 percent or $106 million was expended in the area.

Table 5-2
Historical and Projected Funding, Tyler MPO/Smith County
Tyler Area Metropolitan Transportation Plan Update

	Historical (1995-1999)	Historical (2000-2004)	10 Year Historical (1995-2004)	Projected 10 Year 2005-2014	Projected 15 year 2015-2029
State and Federal Funding					
Build It	**$49,781,925**	**$56,772,403**	**$106,554,328**	**$111,540,000**	**$174,810,000**
Total Mobility (Construction 3,11,12)				***$89,548,000***	***$111,607,000***
Non Mobility Categories					
Cat 8- Safety				$7,962,000	$16,854,000
Cat 9 - Enhancement				$1,715,000	$5,794,000
Cat 10 - Miscellaneous				$5,205,000	$17,381,000
Cat 11 – District Discretionary				$7,110,000	$23,174,000
Total Non Mobility				*$21,992,000*	*$63,203,000*
Maintain It (cat 1 & 6)	**$53,067,396**	**$65,966,856**	**$119,034,252**	**$131,631,000**	**$204,663,000**
Total Federal & State	**$102,849,321**	**$122,739,259**	**$225,588,580**	**$243,171,000**	**$379,473,000**
Toll Funding (Loop 49)				$100,000,000	$34,300,000
Local Funding					
City of Tyler Construction	$7,280,000	$13,634,148	$20,914,148	$29,000,000	$40,000,000
City of Tyler Maintenance/Rehab	$7,790,000	$8,910,006	$16,700,006	$10,000,000	$15,000,000
City Whitehouse Maintenance/Rehab	$2,100,000			$2,706,000	$7,974,000
City of Lindale Maintenance/Rehab	$360,000			$650,000	$975,000
*Smith County Maintenance/Rehab	$25,000,000	$29,832,820	$54,832,820	$72,437,000	$108,656,000
Transit Funding					
Tyler Transit Federal	$1,760,000	$3,335,789	$5,095,789	$11,409,916	$22,169,862
Tyler Transit State	$1,300,000	$1,802,662	$3,102,662	$2,631,000	$4,724,200
Tyler Transit Local	$350,000	$605,172	$955,172	$2,395,847	$4,682,623
Toll Credits (transit)				$125,000	$200,000
Total Transit	**$3,410,000**	**$5,743,623**	**$9,153,623**	**$16,561,763**	**$31,776,685**

*Includes Road and Bridge Labor & Material and Equipment

Local

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 and collector 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.

Over the past 10 years the City Tyler has expended approximately $21 million on street and traffic projects and $16.7 million on maintenance and rehabilitation of the existing system.

Transit

Over the past 10 years Tyler Transit received over $9 million in federal, state and local funding. Between the years 2000-2004, Tyler Transit received 3.3 million in federal funding, $1.8 million in state funding and $600,000 in local funding.

Projected Funding Availability

Historical funding expenditures, area growth and slated projects were used in developing projected funding over the 25 year time frame. Projections were developed for expected federal, state and local funding for the 10-year the short-term strategy (2005-2014) and the 15-year long-term strategy (2015-2029).

Federal and State Funding

In developing forecasts for federal and state funding, historical expenditures for all "Maintain It" and "Build It" construction categories were combined over the past 10 years. A straight line projection of historical expenditures was then performed to arrive at a 10 year and 15 year forecast. Forecasts were further revised to reflect committed Category 3 funds of $106.65 million during 2015-2029. This amount reflects funding that the MPO is anticipating to receive as a result of the UTP restructuring process. It should be noted that the MPO has pledged to use $71 million of this funding for Loop 49.

Once total funding was forecasted for the 25 year time frame, forecasts were divided into "Build It" and "Maintain It" categories based on historical percentages each represented of total funding.

As shown in Table 5-2 federal and state funding is projected at $243.2 million in the short-term and $379.5 million in the long-term. The "Maintain It" categories are projected to account for $132 million or 54 percent of total funding in the short-term and $205 million or 54 percent in the long-term.

Funding for the "Build It" categories is projected to account for $111.5 million in the short-term and $174.8 million in the long-term. Funding for the "Build It" categories was further broken down into "mobility" which accounts for the majority of capacity and intersection improvement projects and includes funding from Categories 3,11 and 12.

Lump sum categories were also developed for Category 8 – Safety, Category 9 – Enhancements, Category 10 – Miscellaneous and Category 11 – District Discretionary (non-capacity improvements). Category 11 funds can be used for a variety of projects and the lump sum category reflects funding for projects not individually listed in the plan. A more detailed discussion of these categories is provided in the following paragraphs.

Category 8 – Safety

Category 8 - Safety funding is projected to equal $8 million in the short-term and $16.9 million in the long-term. Funding from this category can be used for a variety of safety related projects which are not individually listed in the plan including access management projects, safety lighting, signs and railroad warning devices.

Category 9 – Enhancement

Category 9 – Enhancement funding is projected to equal $1.7 million in the short-term and $5.8 million in the long-term. Funding from this category can be used for projects above and beyond what normally is expected for transportation enhancements as outlined in TEA-21. Funding from this category is typically used for bicycle and pedestrian improvements and enhancements. Figure 2-15, in Chapter 2 displays proposed bicycle and pedestrian facilities in the Tyler area. To obtain funding for bicycle and pedestrian facilities, the City of Tyler or other local agencies will need to nominate and sponsor projects and compete on a statewide basis for funding.

Category 10 – Miscellaneous

Category 10 – Miscellaneous funding is projected to equal $5.2 million in the short-term and $17.4 million in the long-term. Funding from this category can be used for miscellaneous projects including state park roads, railroad grade crossing replanking, railroad signal maintenance and landscape programs.

Category 11 – District Discretionary

Category 11 – District Discretionary (non-capacity improvements) funding is projected to equal $7.1 million in the short-term and $23.2 million in the long-term. Funding from this category can be used for a variety of projects at the TxDOT Tyler District's discretion; however, this lump sum category reflects funds that may be used for non capacity improvement projects not individually listed in the plan. Historically category 11 funding has been used for the following non-capacity improvements in the MPO: overlay, roadway reconstruction, underpasses and resurfacing projects.

Local Transportation Improvement Funding

The City of Tyler is the only local entity with projected funds for added capacity transportation improvements. As previously mentioned, the City adopted a one-half cent sales tax for capital improvements in 1996. By ordinance, 35 percent of the collected tax is to be used for street and traffic improvements. Based on historical sales tax receipts and expected growth in the community, funding for construction is projected to equal $29 million in the short-term strategy and $40 million in the long-term from 2015-2030.

System Preservation – State and Federal Funding

Funding strategies to maintain the existing transportation system are part of TxDOT's "Maintain It" budget strategy. Two highway construction programs are part of the "Maintain It" strategy:

- Category 1- Preventive Maintenance and Rehabilitation
- Category 6- Structures Replacement and Rehabilitation

Federal regulations do not require maintenance projects to be individually listed in the MTP. However, forecasts were developed for expected funding in these categories over the 25 year time frame. Based on historical trends, funding for the "Maintain It" categories is projected to equal $131.6 million in the short-term strategy and $204.6 million in the long range strategy.

Local System Preservation Funding

Maintenance and rehabilitation funding for the local entities was projected based on historical trends and input from the local entities on growth and expected increases in maintenance funding. Maintenance and rehabilitation funding for the Cities of Tyler, Lindale and Whitehouse and for Smith County are shown in Table 5-2.

Public Transportation Funding

For the short-range period Tyler Transit predicts it will receive a total of $16.6 million in funding. which includes $11.4 million in federal funding, $2.6 million in state funding and $2.4 million in local funding. For the long range period the agency is expecting to receive $22.2 million in federal funding, $4.7 million in state funding and $4.7 million in local funding. Additionally, the agency can expect $300,000 of funding from toll credits over the 25 year time frame. Tyler Transit expects capital and operating expenses to equal $14.6 million during the short-range strategy and $31.4 million in the long range strategy.

Estimated Funding Vs Expenditures

Table 5-3 compares project funding availability with the total estimated cost of the Plan's transportation improvements. As shown the plan is financially constrained. A detailed list of short-range and long-term federal, state and local transportation improvements is provided in Chapter 6.

Table 5-3
Projected Funding vs Expenditures
Tyler Area Metropolitan Transportation Plan Update

	Projected 10 Year 2005-2014	Projected 15 year 2015-2029	Expenditures 2005-2014	Expenditures 2015-2029
State and Federal Funding				
Build It	**$111,540,000**	**$174,810,000**	**$211,152,000**	**$209,069,305**
Total Mobility (Construction 3,11,12)	***$89,548,000***	***$111,607,000***	****189,160,000***	****145,866,305***
Non Mobility Categories				
Cat 8- Safety	$7,962,000	$16,854,000	$7,962,000	$16,854,000
Cat 9 - Enhancement	$1,715,000	$5,794,000	$1,715,000	$5,794,000
Cat 10 - Miscellaneous	$5,205,000	$17,381,000	$5,205,000	$17,381,000
Cat 11 – District Discretionary	$7,110,000	$23,174,000	$7,110,000	$23,174,000
Total Non Mobility	*$21,992,000*	*$63,203,000*	*$21,992,000*	*$63,203,000*
Maintain It (cat 1 & 6)	**$131,631,000**	**$204,663,000**	**$131,631,000**	**$204,663,000**
Total Federal & State	***$243,171,000***	***$379,473,000***	***$342,783,000***	***$413,732,305***
Toll Funding (Loop 49)	**$100,000,000**	**$34,300,000**		
Local Funding				
City of Tyler Construction	$29,000,000	$40,000,000	$28,990,000	
City of Tyler Maintenance/Rehab	$10,000,000	$15,000,000		
City Whitehouse Maintenance/Rehab	$2,706,000	$7,974,000		
City of Lindale Maintenance/Rehab	$650,000	$975,000		
Smith County Maintenance/Rehab	$72,437,000	$108,656,000		
Transit Funding				
Total	$16,561,763	$31,776,685	$14,641,733	$31,404,739

* It is anticipated that Loop 49 will be partially funded through toll revenues ($100 million in the short-term and $34.3 million in the long-term)

Chapter 6 – Transportation Improvements

The Metropolitan Transportation Plan (MTP) for the Tyler MPO area was updated based upon future traffic volume forecasts, transportation network continuity, projected future development, environmental considerations/constraints, and other factors. This chapter identifies the recommended transportation plan, which includes all added capacity and new roadway facility projects on the state system, local projects of regional significance, as well as transit projects. Additionally this chapter outlines other recommendations for corridor preservation and access management.

Legislative Background

ISTEA required that Metropolitan Transportation Plans divide transportation projects into two sections: short-range (2005-2014) and long-range (2015-2029). 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 "unfunded needs."

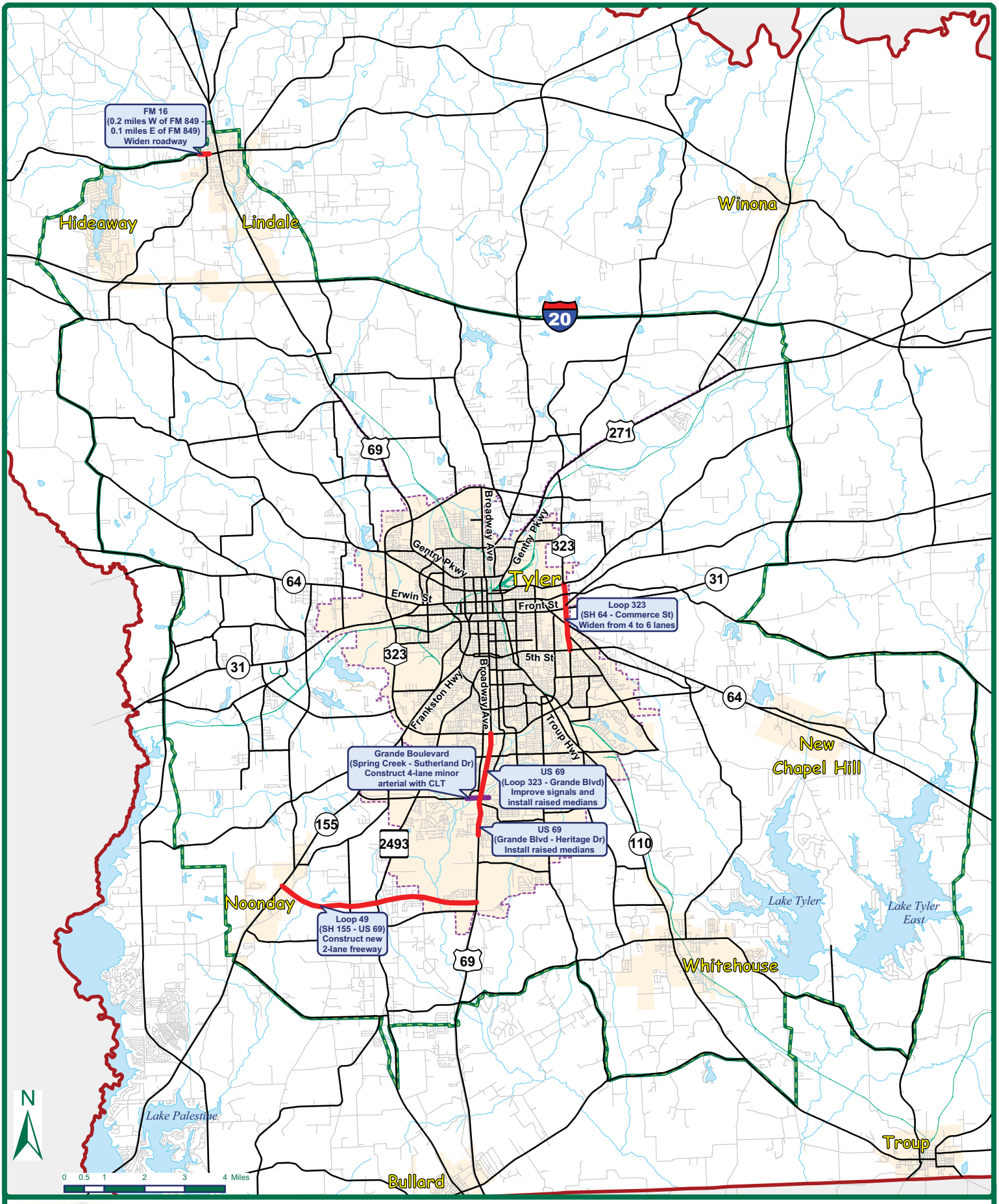
Project Selection

This chapter provides a general overview of projects that were identified as a priority in relieving congestion and accommodating future transportation needs within Tyler urban area. As discussed in Chapter 4, a list of potential projects was initially developed through the public involvement process and input from the Technical and Policy Committees, TxDOT, the Tyler Area MPO and local communities. Potential projects were evaluated and prioritized based on results of the travel demand model including existing and future level of service and future vehicle miles of travel. Other criteria used in evaluating the projects included cost considerations and environmental constraints. Based on the results of this evaluation, available funding and project development time-frame, projects were designated as short-term, long-term or unfunded.

Cost estimates for the projects discussed in this chapter are intended for planning purposes only and are based on averages for added lane miles and do not include estimates for maintenance and rehabilitation of existing roadways. Cost estimates will be refined as the projects are staged through the Transportation Improvement Program (TIP) for implementation.

Recommended Transportation Improvements

The Transportation Plan includes a short-term implementation plan (2005 to 2014) and long range plan (2015 to 2029). Also included are unfunded projects that may eventually be included in the long-range plan if additional resources become available. **Figure 6-1** displays the 2004 committed transportation improvements. These projects have been funded and are currently under construction and therefore are not included in the plan.



TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

Wilbur Smith Associates

Map Date: December 3, 2004
File Location: H:\TETP\511590-TylerMTPupdate\GIS\figures

Map Legend

- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary
- Committed State Projects
- Committed Local Projects
- IH 20 Project Location and Description

Figure 6-1
Year 2004 Committed Projects
Tyler, TX

State Sponsored Short-Range Projects

The short-term improvement program includes roadway extensions, new roadways, roadway widening projects and intersection improvements. Additionally, this program includes two access management projects along U.S. 69 and Loop 323. New roadway projects include construction of Loop 49 as a two lane freeway on the west side (US 69 to SH 110 and SH 155 north and northwest to US 69 North). The recommended short-term program is identified in **Table 6-1.** Short-term state and local projects are shown in **Figure 6-2**. The Project ID numbers identified in the table correspond to those shown on Figure 6-2.

Table 6-1
State Sponsored Short-Term Improvements
Tyler Area Metropolitan Transportation Plan Update

Map/ Project ID	Project Location	From Limits	To Limits	Project Description	Length (miles)	Estimated Cost (in $)
Mobility Improvements						
SM-2	FM 2493	Grande Boulevard	FM 2813	Reconstruct to a 4-lane urban arterial with CLT	3.45	$5,360,000
SM-3	FM 346, in Whitehouse	FM 2964	Hagan Road	Upgrade to a 4-lane arterial with CLT	3.40	$8,400,000
SM-27	US 69 at FM 346			Intersection Improvements		$5,000,000
SM-29	*Loop 49	FM 756	SH 110	Construct new 2-lane freeway	2.62	$16,500,000
SM-30	*Loop 49	SH 155, southwest	US 69, north	Construct new 2-lane freeway	22.74	$135,000,000
SM-40	*Loop 49	US 69, south	FM 756	Construct new 2-lane freeway	1.95	$12,000,000
SM-C9	FM 756	Jeff Davis Drive	FM 346	Upgrade to a 4-lane principal arterial	3.69	$3,900,000
SM-42	*Loop 49	US 69	SH 155	Toll features		$3,000,000
Total Mobility Improvements						**$189,160,000**
Non Mobility Improvements						
SNM-43	Category 8 - Safety					$5,218,000
SNM-14	US 69	0.2 miles north of I- 20	0.3 miles south of IH 20	Install Raised Median		$124,000
SNM-41	Loop 323	New Copeland Rd	SH 64	Install raised medians	2.84	$2,620,000
SNM-44	Category 9 - Enhancement					$1,715,000
SNM-45	Category 10- Miscellaneous					$5,205,000
SNM-46	Category 11 – District Discretionary					$6,860,000
SNM-23	SH 110 at Loop 323			Add dual left lanes at intersection		$250,000
Total Non Mobility Improvements						**$21,992,000**
Maintain It						
SM-47	Category 1 – Preventive Maintenance					$ 118,467,900
SM-48	Category 6 – Structures Replacement/Rehabilitation					$7,903,100
SM-26	**Loop 323 south of SH 31 west			Widen from 4 to 6 lanes and construct railroad underpass	0.26	$5,260,000
Total Maintain It						**$131,631,000**

* It is anticipated that Loop 49 will be partially funded through toll revenues
** This project will be funded utilizing Category 6 funds

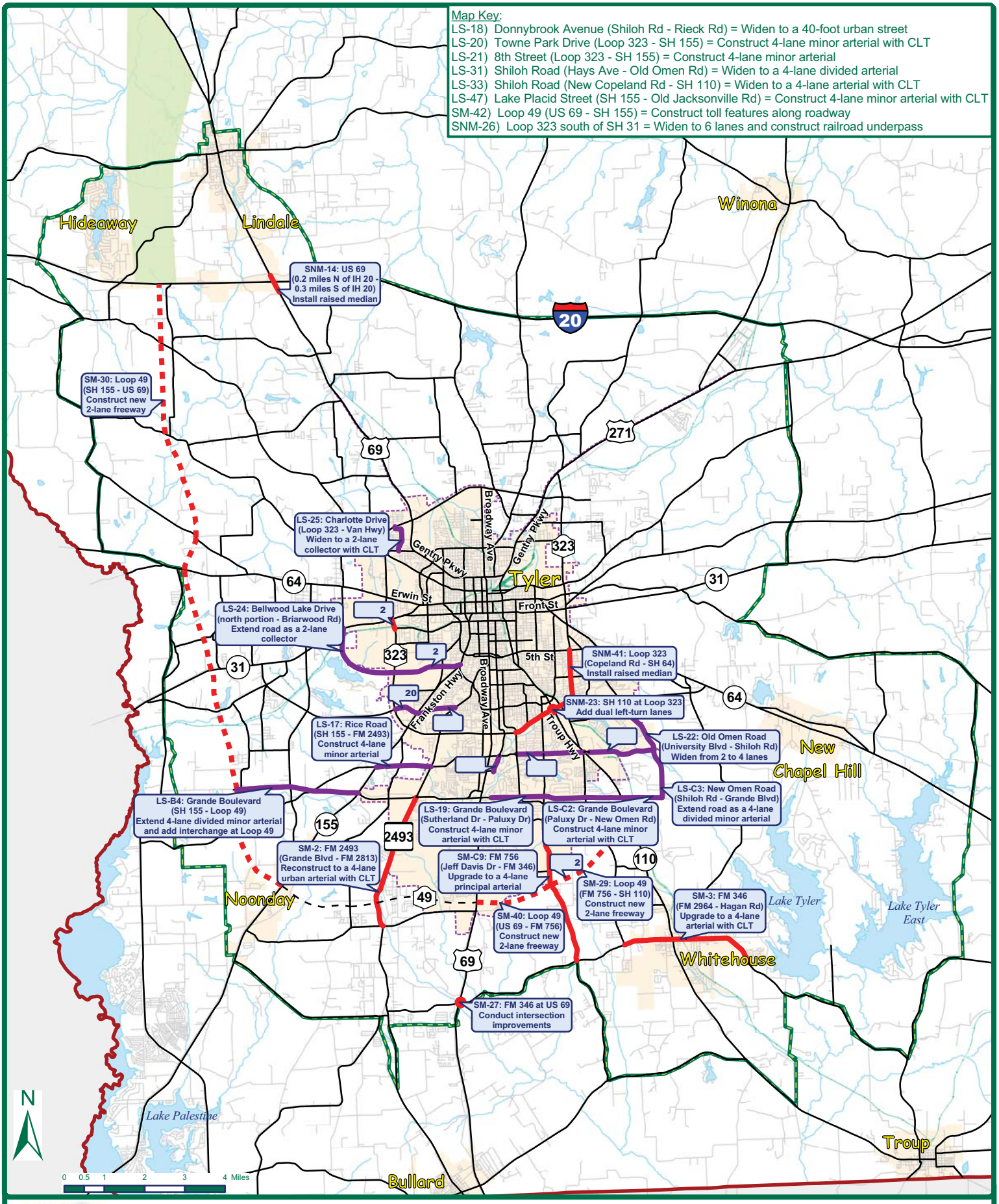


Figure 6-2

Short-Term Constrained Projects (2005-2014)

Tyler, TX

Figure 6-3 displays Level of Service (LOS) and projected daily traffic volumes in the Year 2017 with the implementation of the short-term projects. As shown, improvements in LOS occur along those segments and/or along parallel roads where the projects were implemented. For example, Loop 49 improves LOS on US 69 from a LOS of D-E to A-D, FM 2493 improves from a LOS E-F to A-C and FM 346 in Whitehouse improves from a LOS E to A-C.

Eight "mobility" projects have been identified in the short-term plan totaling approximately $189.2 million. It is anticipated that Loop 49 will be partially funded by toll revenues. Toll revenues are currently estimated at $100 million during the short-term strategy. Non mobility projects and lump sum categories total $22 million. Three non mobility projects have been identified in the short-term plan totaling approximately $3 million. An additional $19 million of total funding is set aside for short-term non-capacity improvement projects that could be funded by the following categories:

- Category 8 – Safety
- Category 9 – Enhancement
- Category 10- Miscellaneous
- Category 11 – District Discretionary

These lump sum categories were developed to account for non-capacity improvement projects that are not individually listed in the plan. The Maintain It categories include $118.5 million for preventive maintenance and $13.2 million for structures replacement and rehabilitation.

Local Short-Range Projects

Local improvements include roadway extensions, new roadways and roadway widening projects. As shown in **Table 6-2**, fourteen local projects have been identified in the plan totaling approximately $29 million. It should be noted that costs for several of the local projects only account for the amount that would be funded by the City. Actual costs for these projects may be higher and would be funded by other sources including private developers.

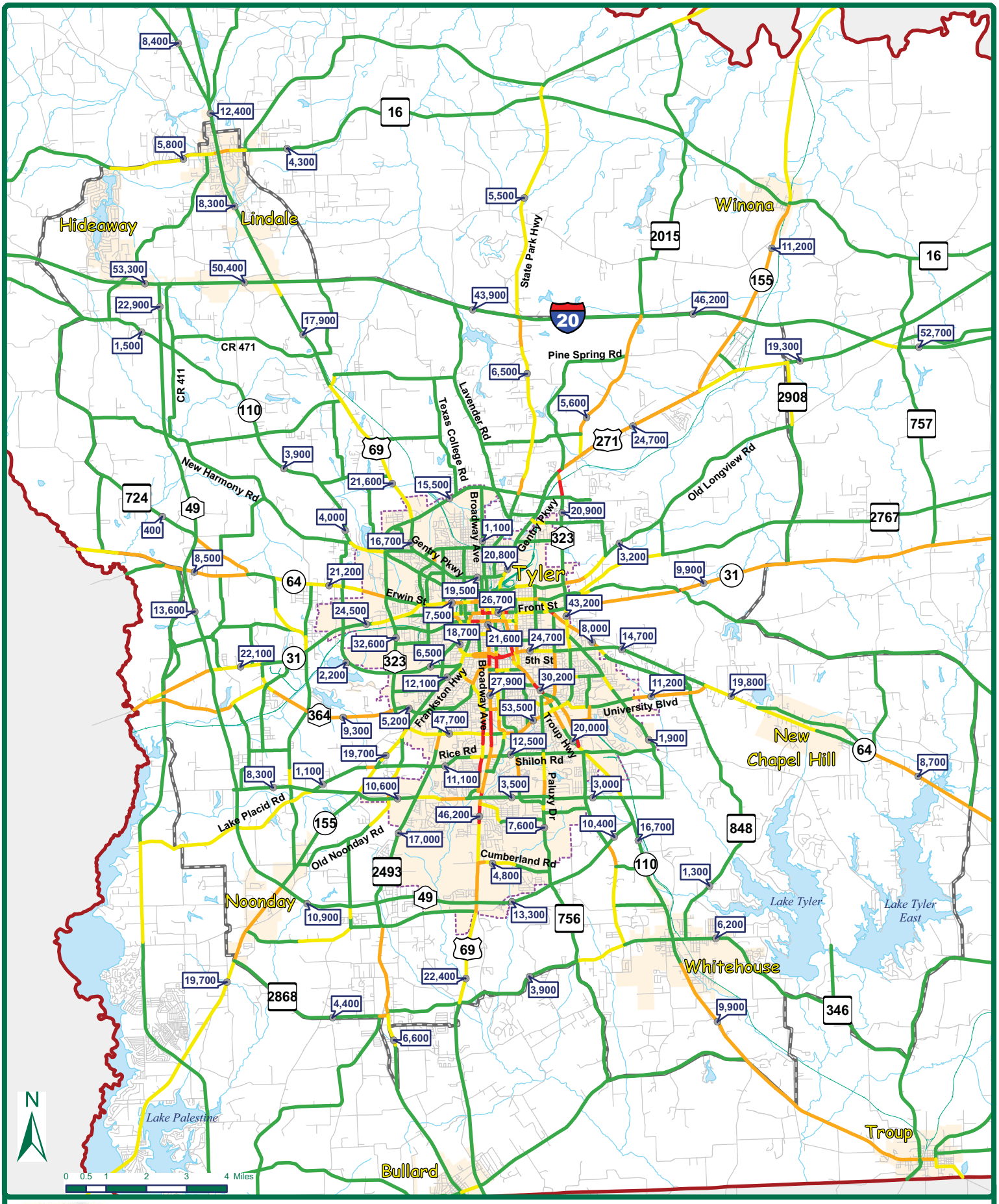


Figure 6-3
Average Daily Traffic Volumes and Levels-of-Service for the Short-Term Network
Tyler, TX

Table 6-2
Local Short-Term Improvements
Tyler Area Metropolitan Transportation Plan Update

ID	Project Location	From Limits	To Limits	Project Description	Estimated Cost (in $)
LS-17	*Rice Road	SH 155	FM 2493	Construct new 4-lane minor arterial with CTL	$1,600,000
LS-18	Donnybrook Avenue	Shiloh Road	Rieck Road	Widen from 32 to 40 ft. urban street	$1,300,000
LS-19	Grande Boulevard	Sutherland Drive	Paluxy Drive	Construct 4-lane minor arterial with CTL	$2,750,000
LS-20	Towne Park Drive	Loop 323	SH 155	Construct 4-lane minor arterial with CTL	$336,000
LS-21	West 8th Street	Loop 323	SH 155	Construct 4-lane minor arterial with CLT	$2,400,000
LS-31	Shiloh Road	Hays Avenue	Old Omen Road	Upgrade to a 4-lane divided arterial	$1,970,000
LS-22	Old Omen Road	University Blvd	Shiloh Road	Widen from 2 to 4 lanes with CTL	$1,600,000
LS-24	*Bellwood Lake Drive	North Portion of Bellwood Lake Drive	Briarwood Road near Loop 323	Extend road as a 2-lane collector	$1,400,000
LS-25	Charlotte Drive	Van Highway	Loop 323 Northwest	Widen to a 2-lane collector with CTL	$1,120,000
LS-33	Shiloh Road	New Copeland	SH 110	Widen to a 4-lane arterial with CTL	$2,600,000
LS-B4	*Grande Blvd	SH 155	Loop 49	Extend 4-lane divided minor arterial and add an interchange at Loop 49	$5,000,000
LS-C3	*New Omen Road	Shiloh Avenue	Grande Boulevard	Extend road as a 4-lane divided minor arterial	$1,450,000
LS-C2	*Grande Boulevard phase III	Paluxy Drive	New Omen Road	Extend road as a 4-lane minor arterial with CTL	$5,000,000
LS-47	Lake Placid Street	SH 155	Old Jacksonville Road	Construct 4-lane minor arterial with CTL	$464,000
Total					**$28,990,000**

**Costs for these projects reflect amounts that would be funded by the City. Actual costs of project may be higher and funded by private developers.*

State Sponsored Long Range Projects

Using roadway deficiencies identified by the travel demand model in Year 2030, recommended transportation improvements for the long-term time horizon were developed. The long-term improvement program (2015-2029) includes roadway extensions, new roadways, and roadway widening projects. New roadway projects include construction of Loop 49 as a two lane freeway on the east side. The recommended long-term program is identified in **Table 6-3** and long-term state projects are shown in **Figure 6-4**.

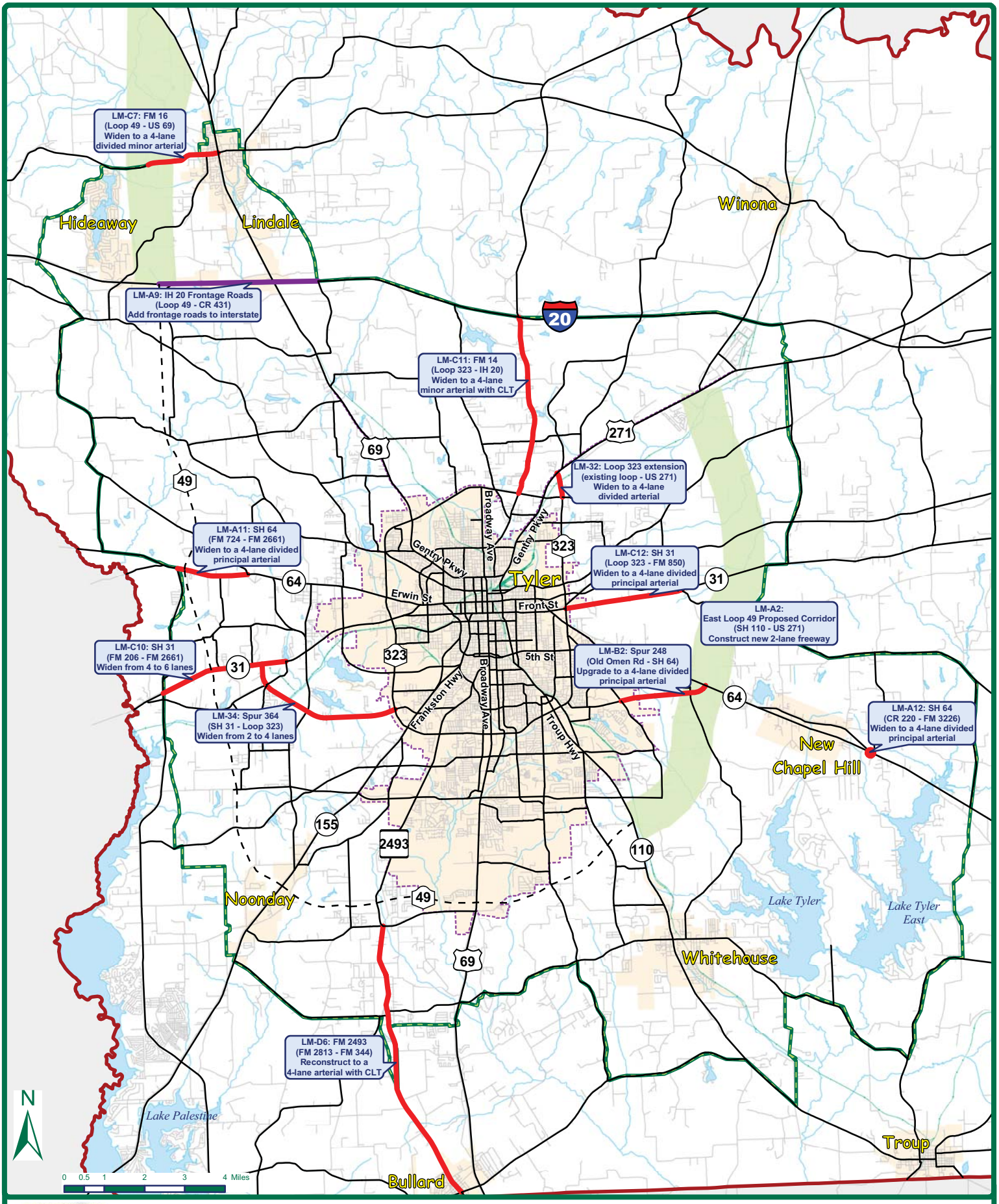
Figure 6-5 displays Level of Service (LOS) in the Year 2030 with the implementation of the long-term projects. As shown, improvements in LOS occur along those segments where the projects were implemented. For example with the implementation of the long-term projects, segments of FM 14 improve from a LOS E to A-C, SH 31 East improves from a LOS E to A-C, SH 31 West improves from a LOS E-F to D and SH 64 West improves from a LOS E-F to LOS A-C.

Twelve mobility projects have been identified in the long-range plan totaling approximately $145.9 million. These projects will be funded using Category 3, 11 and 12 funds. The MPO is anticipating to receive $106.65 million in Category 3 funds as result of the UTP restructuring process. It should be noted that the MPO has pledged to use $71 million of this funding for Loop 49. In addition to these projects $63.2 million of total funding is set aside for long-term non capacity improvement projects that will be funded by the following categories: Category 8 – Safety, Category 9 – Enhancement, Category 10- Miscellaneous and Category 11 – District Discretionary. Category 8 - Safety funds can be used to implement access management projects which can improve traffic efficiency and flow along roadways where capacity improvements are not possible. Access management techniques are further discussed in the Corridor Preservation element of the plan. Maintain It categories include $184.2 million for preventive maintenance and $20.5 million for structures replacement and rehabilitation.

Table 6-3
State Sponsored Long-Term Improvements
Tyler Area Metropolitan Transportation Plan Update

Project/ Map ID	Project Location	From Limits	To Limits	Project Description	Length (miles)	Estimated Cost (in $)
Mobility Improvements						
LM-32	Loop 323 Extension	Loop 323, northeast	US 271	Widen to a 4-lane divided arterial	0.62	$1,336,500
LM-34	Spur 364	Loop 323	SH 31, west	Widen from 2 (or 3) to 4 lanes	4.00	$6,864,000
LM-A11	SH 64, west	FM 724	FM 2661	Widen to a 4-lane divided principal arterial	1.77	$3,026,100
LM-A12	SH 64, east	CR 220, east	FM 3226	Widen to a 4-lane divided principal arterial	0.14	$239,255
LM-A2	*Loop 49 East	SH 110, southeast	SH 155 N / US 271	Construct new 2-lane freeway	11.62	$86,000,000
LM-B2	Spur 248	Old Omen Road	SH 64, east	Upgrade to a 4-lane divided principal arterial	2.18	$3,316,500
LM-C10	SH 31, west	FM 206	FM 2661	Widen from 4 to 6 lanes	3.21	$5,494,500
LM-C11	FM 14	Loop 323 North	IH 20	Widen to a 4-lane minor arterial with CLT	4.51	$11,564,850
LM-C12	SH 31, east	Loop 323, east	FM 850	Widen to a 4-lane divided principal arterial	2.94	$5,022,600
LM-C7	FM 16	US 69	Loop 49	Widen from a 2-lane to 4-lane divided minor arterial	1.81	$3,102,000
LM-D6	FM 2493	FM 2813	FM 344	Reconstruct to a 4-lane urban arterial with CLT	7.19	$19,900,000
LM-A9	IH 20 Frontage Roads	Loop 49	CR 431	Add frontage roads to interstate		Local Funding
Total Mobility Improvements						**$145,866,305**
Non Mobility Improvements						
LNM-49	Category 8 - Safety					$16,854,000
LNM-50	Category 9 - Enhancement					$5,794,000
LNM-51	Category 10- Miscellaneous					$17,381,000
LNM-52	Category 11 – District Discretionary					$23,174,000
Total Non Mobility Improvements						**$63,203,000**
Maintain It						
LM-53	Category 1 – Preventive Maintenance					$184,196,700.
LM-54	Category 6 – Structures Replacement/Rehabilitation					$20,466,300
Total						**$204,663,000**

* It is anticipated that Loop 49 will be partially funded through toll revenues



TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

Wilbur Smith Associates

Map Date: December 3, 2004

File Location: H:\TETP\511590-TylerMTPupdate\GIS\figures

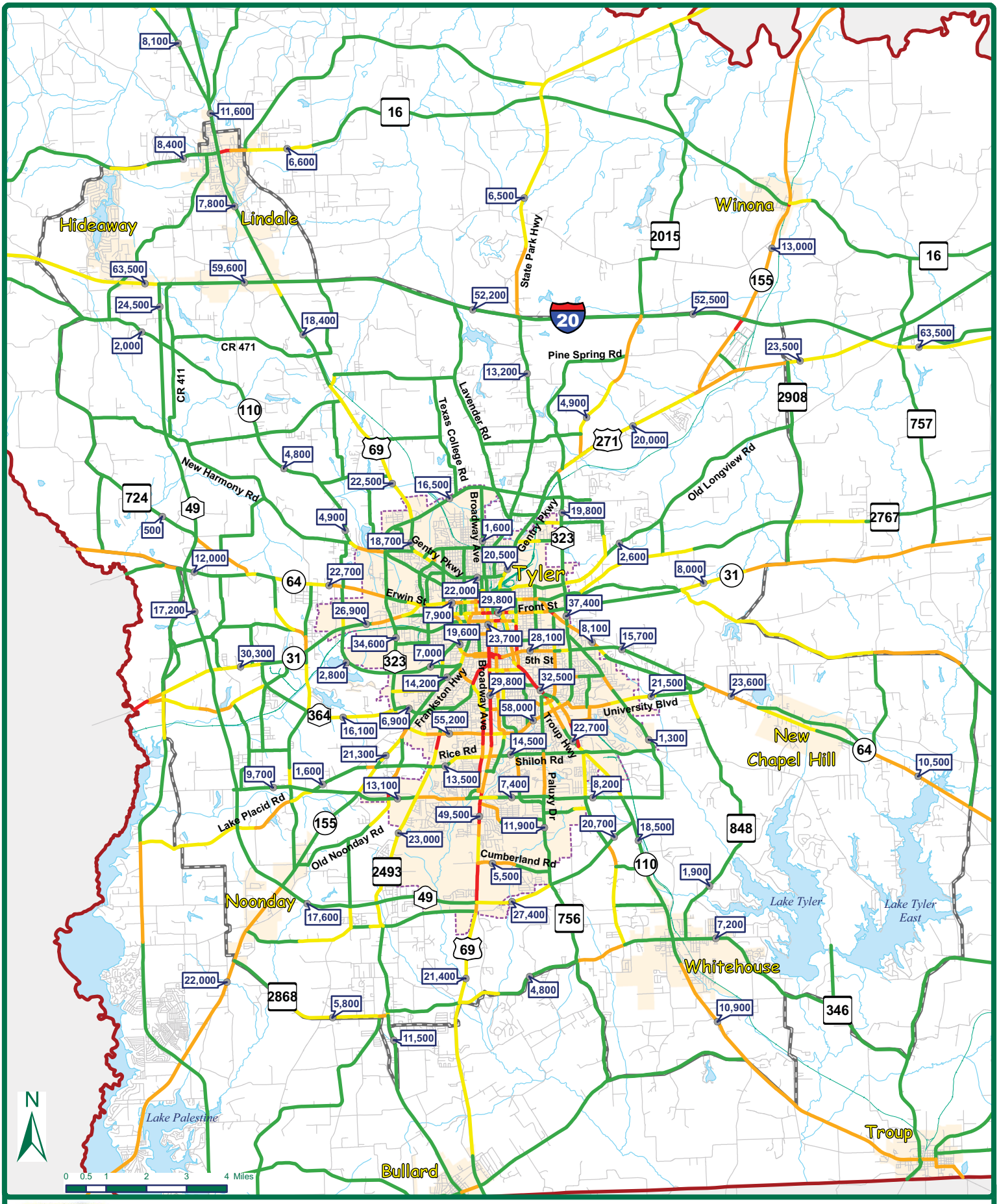
Map Legend

- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary
- Long-Term State Projects
- Long-Term Local Projects
- Roads funded partially by Toll
- IH 20 Project Location and Description
- Proposed Loop 49 Corridors (alignment to be determined)

Figure 6-4

Long-Term Constrained Projects (2015-2029)

Tyler, TX



Map Legend

- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary

Roadway Level-of-Service

- LOS A-C
- LOS D
- LOS E
- LOS F

1,000 Average Daily Traffic Volumes

TYLER AREA METROPOLITAN TRANSPORTATION PLAN 2030

Wilbur Smith Associates

Map Date: December 3, 2004

File Location: H:\TETP\511590-TylerMTPupdate\GIS\figures

Figure 6-5

Average Daily Traffic Volumes and Levels-of-Service for the 2030 Long-Term Network

Tyler, TX

City of Tyler Long Range Projects

Local projects that were not identified in the short-term plan were considered "unfunded". The City of Tyler has allocated funding for the long-term strategy but is unsure which projects will be a priority. Therefore, some of the projects from the unfunded list may eventually be brought forward and funded during the 2015-2029 timeframe.

State and Local Unfunded Projects

This plan includes a list of unfunded projects which may eventually be included in the long-range plan if "reasonable additional resources" become available. As shown in **Table 6-4**, thirteen projects on the state system, totaling $76.8 million have been identified as unfunded. Several of these projects extend outside of the MPO boundary and are included in the plan as they may eventually be part of the Tyler Area MPO in the future.

Table 6-4
State Unfunded Improvements
Tyler Area Metropolitan Transportation Plan Update

ID	Project Location	From Limits	To Limits	Project Description	Length (miles)	Estimated Cost (in $)
SU-A1	US 271	Loop 323	IH 20, east	Widen from a 4-lane to 6-lane divided principal arterial	9.33	$9,670,000
SU-A10	SH 110	Hagan Road	Troup city limits	Widen to a 4-lane divided principal arterial	6.79	$7,030,000
SU-A3	SH 110	5th Street	Golden Road	Widen from a 4-lane to 6-lane divided principal arterial	1.54	$1,600,000
SU-A8	US 69, north	Loop 323	IH 20, west	Widen from a 4-lane to 6-lane divided principal arterial	6.92	$7,170,000
SU-B11	SH 155 North	US 271 North	IH 20 East	Widen to a 4-lane principal arterial	2.11	$2,224,900
SU-B11-2	SH 155 North	IH 20 East	County line	Widen to a 4-lane principal arterial	9.19	$9,485,100
SU-B9	Airport / Loop 49 Spur	Loop 49, west	Tyler Airport	Construct new 2-lane spur to regional airport	1.49	$1,820,000
SU-C8	FM 16	US 69	2.4 miles east of US 69	Widen from 2 to 4 lanes	2.38	$2,470,000
SU-1	FM 14	MLK Jr, Blvd	Loop 323 East	Widen to a 4-lane minor arterial with CLT	1.50	$2,331,000
SU-2	SH 31, east	FM 850	county line	Widen to a 4-lane divided principal arterial	14.65	$15,166,000
SU-3	SH 31, west	FM 2661	county line	Widen from 4 to 6 lanes	1.62	$1,680,000
SU-4	SH 64, east	FM 3226	county line	Widen to a 4-lane divided principal arterial	12.07	$12,501,351
SU-5	SH 64, west	FM 2661	county line	Widen to a 4-lane divided principal arterial	3.49	$3,616,000
Total						**$76,764,351**

As shown in **Table 6-5** thirteen local projects totaling $29.8 million have been identified as unfunded. **Figure 6-6** graphically displays the state sponsored "unfunded" projects**.**

Table 6-5
Local Unfunded Improvements
Tyler Area Metropolitan Transportation Plan Update

ID	Project Location	From Limits	To Limits	Project Description	Length (miles)	Estimated Cost (in $)
LU-35	North Whitehouse Arterial	South Point Road	SH 110	Extend road as a 2-lane minor arterial	2.02	$2,470,000
LU-36	East-West Whitehouse Arterial (Phase 2)	FM 346	East-West Whitehouse Arterial	Extend road as a 2-lane minor arterial	1.36	$1,660,000
LU-37	East-West Whitehouse Arterial (Phase 1)	FM 346, west	Includes Wildwood, Fowler and Dudley Roads	Upgrade county roads to a 2-lane minor arterial with CTL	4.00	$2,070,000
LU-A4	Roy Road	Paluxy Drive	FM 2964	Widen from a 2-lane to 4-lane divided minor arterial	1.12	$1,160,000
LU-A6	Big Eddy Road extension	SH 155	FM 2661	Extend 2-lane minor arterial and merge with Big Eddy Road to FM 2661	2.37	$2,890,000
LU-A7	Big Eddy Road	FM 2868	SH 155 / CR 168	Upgrade east portion to SH 155 as a minor arterial	1.28	$600,000
LU-B10	Erwin Street	Glenwood Boulevard	Bonner Avenue	Widen to a 4-lane divided principal arterial	0.80	$830,000
LU-B5	Bellwood Road	West portion of Bellwood near Loop 323	SH 31 / Pioneer Drive	Extend road as a 2-lane collector	1.81	$2,210,000
LU-B6	Indian Creek Road	South of Spur 364	Lake Placid Road	Extend road as a 2-lane collector	1.87	$2,280,000
LU-B7	CR 493 / CR 4196	US 69, north	CR 431	Add roads as a 2-lane collector	1.41	$1,720,000
LU-B8	Jim Hogg Road	IH 20	FM 16	Widen to a 4-lane minor arterial	3.93	$4,070,000
LU-C6	Lake Placid Extension	SH 155	CR 1141	Extend road as a 2-lane collector	3.18	$3,880,000
LU-38	Grande Blvd	Loop 49	FM 2661	Extend 4-lane divided minor arterial	1.86	$4,000,000
Total						**$29,840,000**

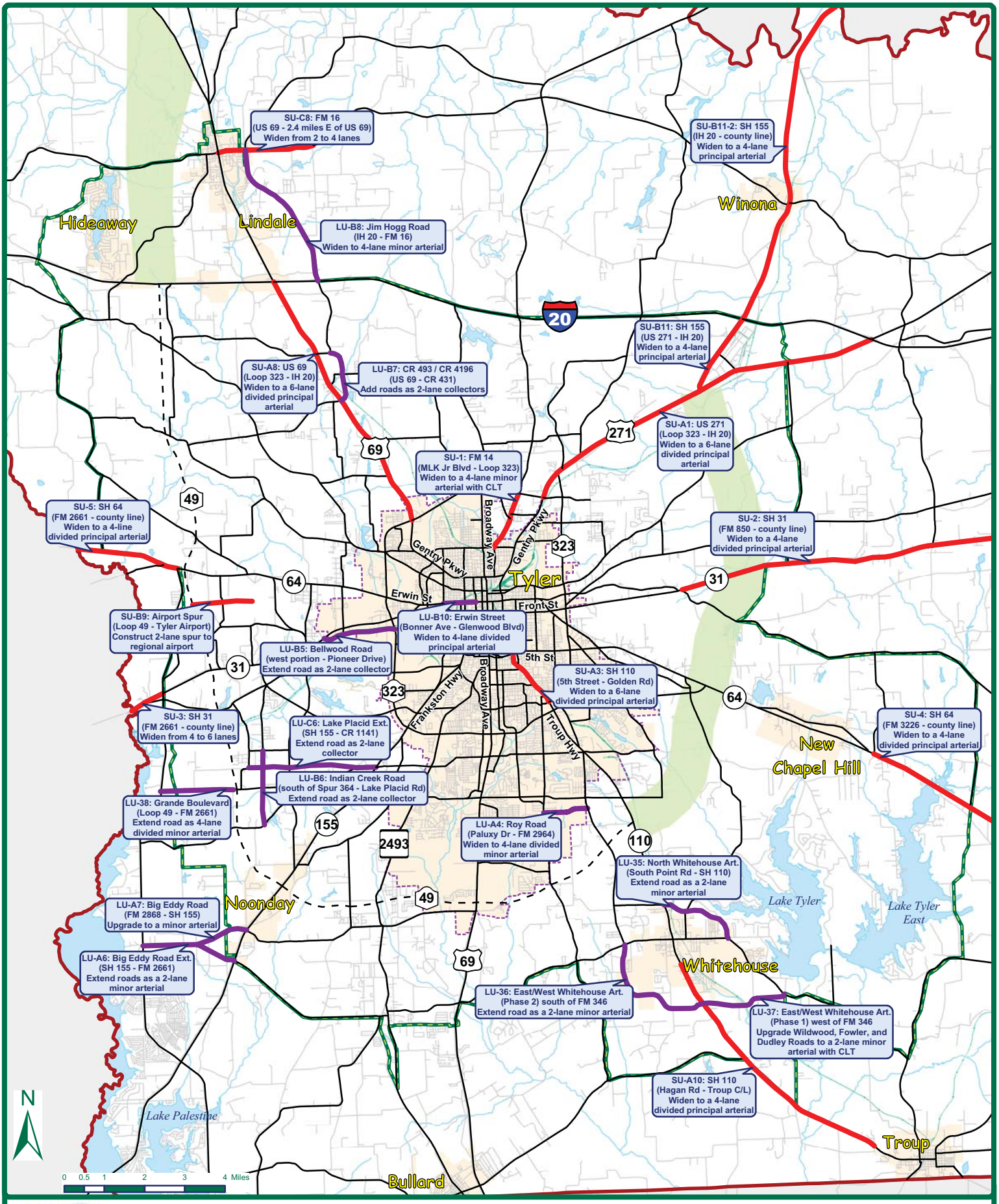


Figure 6-6

Unfunded Projects

Tyler, TX

Effectiveness of the Recommended Transportation Plan

The effectiveness of the recommended transportation plan can be evaluated by reviewing projected traffic volumes, level-of-service, and can be measured in terms of daily vehicle-hours traveled. A comparison of the existing year 2003 network and the year 2030 recommended transportation plan networks is presented in **Table 6-6**.

As shown in **Table 6-6**, implementation of the recommended year 2030 transportation plan is estimated to save area motorists more than 9,864 hours of time each day spent traveling in their vehicles.

Table 6-6
Comparison of Daily Vehicle Hours of Travel
Tyler Area Metropolitan Transportation Plan Update

Year	Network	Total Trips	Vehicle Hours of Travel (hours per day)	Hours Saved Per Day Verses No Build Network
2003	Base Year	766,612	161,074	---
2017	Existing + Committed Network	905,937	164,998	
	Recommended Short-Term Plan	905,937	158,063	6,935
2030	Existing + Committed Network	1,071,436	204,633	---
	Recommended Long-Term Plan	1,071,436	194,769	9,864

Public Transportation Improvements

Operating and capital transit expenditures are expected to equal $14.6 million in the short-term strategy and $31.4 million in the long-term plan as shown in **Table 6-7**. Rolling stock expenses are expected to equal $9.8 million over the 25 year time frame and would be funded through petitioning the state for special replacement match dollars using the FTA 5309 program.

Table 6-7
Projected Transit Expenses
Tyler Area Metropolitan Transportation Plan Update

Project ID	Year	Capital ADA	Capital PM	Capital Planning	Capital Security	Total Capital	Total Operating	Grand Total
SR-PT1	2005	$101,700	$378,000	$25,000	$10,000	$514,700	$744,956	$1,259,656
SR-PT2	2006	$104,400	$381,780	$50,000	$30,000	$566,180	$779,501	$1,345,681
SR-PT3	2007	$104,400	$385,598	$25,000	$50,000	$564,998	$815,082	$1,380,080
SR-PT4	2008	$104,400	$389,454	$25,000	$10,000	$528,854	$851,731	$1,380,585
SR-PT5	2009	$104,400	$393,348	$0	$10,000	$507,748	$889,479	$1,397,228
SR-PT6	2010	$106,500	$397,282	$25,000		$528,782	$928,360	$1,457,142
SR-PT7	2011	$106,500	$401,255	$50,000		$557,755	$968,407	$1,526,162
SR-PT8	2012	$106,500	$405,267	$50,000	$10,000	$571,767	$1,009,656	$1,581,423
SR-PT9	2013	$106,500	$409,320	$25,000	$30,000	$570,820	$1,052,142	$1,622,962
SR-PT10	2014	$106,500	$413,413	$25,000	$50,000	$594,913	$1,095,902	$1,690,815
LR-PT1	2015	$106,500	$417,547			$524,047	$1,140,976	$1,665,023
LR-PT2	2016	$108,500	$421,723			$530,223	$1,187,401	$1,717,624
LR-PT3	2017	$108,500	$425,940		$50,000	$584,440	$1,235,220	$1,819,660
LR-PT4	2018	$108,500	$430,199			$538,699	$1,284,473	$1,823,172
LR-PT5	2019	$108,500	$434,501	$50,000	$10,000	$603,001	$1,335,203	$1,938,204
LR-PT6	2020	$108,500	$438,846			$547,346	$1,387,455	$1,934,802
LR-PT7	2021	$108,500	$443,235			$551,735	$1,441,275	$1,993,010
LR-PT8	2022	$111,000	$447,667			$558,667	$1,496,710	$2,055,377
LR-PT9	2023	$111,000	$452,144		$50,000	$613,144	$1,553,808	$2,166,951
LR-PT10	2024	$111,000	$456,665	$60,000	$10,000	$637,665	$1,612,618	$2,250,283
LR-PT11	2025	$111,000	$461,232			$572,232	$1,673,193	$2,245,425
LR-PT12	2026	$111,000	$465,844			$576,844	$1,735,585	$2,312,429
LR-PT13	2027	$111,000	$470,503			$581,503	$1,799,849	$2,381,352
LR-PT14	2028	$113,000	$475,208			$588,208	$1,866,041	$2,454,248
LR-PT15	2029	$113,000	$479,960	$70,000	$50,000	$712,960	$1,934,218	$2,647,178
	Total	**$2,701,300**	**$10,675,929**	**$480,000**	**$370,000**	**$14,227,229**	**$31,819,243**	**$46,046,472**

Source: Tyler Transit, 2004.

This plan also includes unfunded transit projects which may eventually be implemented if additional resources become available as shown in **Table 6-8**.

Table 6-8
Unfunded Transit Projects
Tyler Area Metropolitan Transportation Plan Update

Project	Cost
New Parking Lot for Bus Fleet	$100,000
New Transfer Point	$15,000,000
New HVAC for Depot	$60,000
High speed wireless internet connection between depot and city hall servers	$15,000
Own Maintenance Facility (parking, land acquisition)	$19,708,000
Own Fueling Facility	$100,000
Multimodal Center/Office	$20,000
AVL Fixed Routes	$50,000
Annunciator FR	$20,000
Passenger counter, fixed route	$10,000
Bus stop lighting	$10,000
Next Bus Technology	$50,000
Bus Stop Shelter, more	$150,000
Bus security system, cameras	$50,000
Office security system	$15,000
Increase # of PT's, double them to 6	$250,000
Increase # of FR, add 1 route, add extra on RL	$120,000
More automated bus information via phone interactive system, IVR	$40,000
Trash can at bus stops and maintenance	$30,000
Benches at stops without shelters	$70,000
Dispatch radios for GM and supervisors office	$2,000
Commuter Bus route to High Speed Rail in Longview or Mineola area/Loop 49	$60,000
Route analysis using planning dollars every 5 years	$120,000
Total	**$36,050,000**

Enhancement Projects

During the MTP planning process, technical committee members developed the following goal and objectives to help guide bicycle and pedestrian planning in the area.

Goal:

Increase bicycle and pedestrian facilities for work, shopping, recreation and fitness uses.

Objectives:

- Provide facilities, programs and policies that increase pedestrian and bicycle facilities in the area;
- Develop programs that support bicycle and pedestrian facilities including a bike and bus program, sponsoring special events, creating maps of facilities and developing an education program; and,

- Create policies related to developing and maintaining safe bicycle and pedestrian facilities.

Additionally committee members developed recommendations about the potential location of future bicycle and pedestrian facilities. This input was combined with previous work conducted by the City of Tyler to produce a Bicycle and Pedestrian Facilities Map, shown in Chapter 2. Future planning studies should be conducted to finalize facility locations and provide facility designs. This draft map is included as a beginning point in the development of an area-wide bicycle and pedestrian facilities network. The City of Tyler and other local agencies should nominate projects and compete against other cities statewide in order to receive funding from Category 9 – Enhancement.

Other Categories

Federal law requires that system preservation also be accounted for in the transportation plan, although 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 with traffic flow improvements. These projects are combined into a "lump sum" in this plan. Funding for these projects are listed in Chapter 5, Financial Plan, as:

- "Maintain It" – Category 1- Preventive Maintenance and Rehabilitation, Category 6- Structures Replacement and Rehabilitation
- City of Tyler Maintenance/Rehab
- City of Lindale Maintenance/Rehab
- City of Whitehouse Maintenance/Rehab
- Smith County Maintenance/Rehab

Category 1 – Preventive Maintenance includes preventive maintenance and rehabilitation of the existing state highway system including interstate main lanes, structures, signs, markings and striping. Category 6 – Structures Replacement/Rehabilitation includes rehabilitation of bridges on and off the state system and replacement of existing highway-railroad grade crossings or railroad underpasses. When compared to historical funding levels a larger percentage of total funding has been allocated to the "Maintain It" categories. This increase in funding accounts for additional maintenance costs associated with a 22 percent increase in lane miles that would occur with the implementation of the short and long term plans.

Corridor Management

In addition to the proposed roadway improvements identified in this plan there are other non-capacity transportation-related recommendations that can enhance the transportation system in the Tyler MPO area. These recommendations include modifications to transportation-related

regulations, policies, and guidelines; corridor preservation measures; and, access management guidelines.

Collectively, these recommendations are referred to as corridor management. Corridor management includes preserving needed right-of-way in advance, minimizing development within the proposed right-of-way of a planned transportation facility, and preserving the safety and efficiency of the existing facilities through access management. Corridor management promotes the orderly development of a transportation network and helps to assure that transportation facilities will be adequate to serve existing and planned development.

Corridor Preservation

Corridor preservation is the first action in the corridor management process. Corridor preservation techniques are important tools for local, state, and federal agencies to protect needed future right-of-way for proposed transportation facilities. AASHTO defines corridor preservation as a "concept utilizing the coordinated application of various measures to obtain control of or otherwise protect right-of-way for a planned transportation facility. Corridor preservation techniques should be applied as early as possible after the transportation corridor is identified either along a new alignment, or along an existing facility to:

- Prevent inconsistent development;
- Minimize or avoid environmental, social, and economic impacts;
- Reduce displacement;
- Prevent the foreclosure of desirable location options;
- Permit orderly project development; and,
- Reduce costs.

A prerequisite for selecting corridors for preservation is the presence of a transportation plan. These types of plans typically identify future transportation corridors based on analysis of transportation deficiencies, a needs study, a statewide planning process, and urban development plans. Potential transportation corridors not identified in a transportation plan would require too much study, planning, and public participation to warrant early preservation action. Corridor preservation candidates can be prioritized using the following five criteria:

- Importance of the Corridor;
- Immediacy of Development;
- Risk of Foreclosing Options;
- Opportunity to Prevent Loss of the Corridor; and,
- Strength of Local Government Support.

Successful corridor preservation actions require cooperation and a working relationship between numerous public agencies, private developers, and public interest groups. Agencies and groups that should be included in corridor preservation activities include the following:

- **Federal:** Federal Highway Administration (FHWA) and Resource Agencies (EPA, Corps of Engineers, etc.);
- **State:** TxDOT, State Legislature, and Resource Agencies;
- **Local:** City Council, Mayors and Executives, Planning Commissions, City Planning and Public Works Departments;
- **Private:** Land Owners, Developers, Chamber of Commerce, and Bankers; and,
- **Citizens:** Corridor Neighborhood and Civic Groups, Umbrella Public Interest Groups, and Environmental Activists.

Establishing means of corridor preservation for the implementation of the Tyler Area Metropolitan Transportation Plan Update is important. Before a new facility is constructed, all sections throughout the route should have protected right-of-way to assure ultimate development of the entire facility. Means that can be employed to assist in the successful planning and implementation of roadway improvements are identified in **Table 6-9**.

These techniques are divided into two basic categories, including interim protection techniques and preservation techniques. Interim protection techniques, such as official maps of reservation, and options to purchase at a later date, strive to hold land out of development until right-of-way purchases can be made or land titles transferred. Interim protection techniques provide temporary assurances that right-of-way will be available in the future, but they cannot guarantee right-of-way protection. Preservation techniques on the other hand definitely ensure that right-of-way is, or will be, available for a transportation facility when needed. Preservation techniques include such measures as fee simple acquisition, landowner donations, and development easement acquisitions.

Access Management

Access Management is another important component of the corridor management process. Access management is defined as the protecting of the capacity of existing transportation routes and systems by controlling access rights from adjacent properties. Access management techniques serve to limit and separate vehicle (and pedestrian) conflict points, reduce locations requiring vehicle deceleration, remove vehicle turning movements from through lanes, create intersection spacings that facilitate signal progression, and provide adequate on-site capacity to accommodate ingress and egress traffic movements. Limiting access of new developments will not require additional cost from the City. However, elimination of access rights will require compensation by the City.

Table 6-9
Corridor Preservation Techniques
Tyler Metropolitan Transportation Plan Update

Corridor Preservation Technique	Interim Protection	Preservation
Subdivision Regulations	✓	✓
Building Permits	✓	
Building Setbacks	✓	
Access Management and Control	✓	✓
Fee Simple Acquisition		✓
Development Easement Acquisition		✓
Landowner Donations		✓
Public/Private Partnerships (toll facilities)		✓
Options to Purchase at a Later Date	✓	
Official Maps of Reservation	✓	
General Plan Corridor Designations	✓	
Transfer Development Rights to Other Properties or Land Swaps		✓
Density Transfer within a Single Property	✓	
Interim Uses on Right-of-Way	✓	
Irrevocable Offers to Dedicate	✓	
Highway Right-of-Way Platting	✓	
Developer Agreements	✓	
Tax Abatement	✓	
Voluntary Developer Reservations	✓	
Special Assessment Districts Involving Right-of-Way Dedications		✓

Source: : Corridor Preservation: Case Studies and Analysis Factors in Decision-Making, Volume I, U.S. Department of Transportation, Federal Highway Administration, FHWA-PD-96-044, 1995.

Access management techniques are extremely important for managing congestion on existing transportation facilities. The implementation of applicable techniques, or a combination of techniques, can eliminate the need for expensive roadway widenings or potential right-of-way acquisitions. For example, the widening of Broadway (US 69 South) is an improvement that is needed strictly from a transportation point of view but was not recommended in this plan due to the unavailability of right-of-way. Studies have shown that increasing the signalized intersection spacing to uniform intervals of one-half mile and the use of a non-traversable median to restrict left-turns will increase the capacity of a four-lane urban arterial by about 50 percent as compared to quarter-mile signal spacing and unrestricted left-turns. This is the same increase in capacity that can be obtained by widening a four-lane divided arterial to six lanes. Also, safety will be increased and congestion reduced to a greater extent than by the roadway widening. Research has consistently

shown that access management helps to reduce the rate and severity of traffic accidents and improves pedestrian and bicycle safety.

From a land development perspective, access management assists in the orderly layout and use of land and helps to discourage poor subdivision and site design. Poorly designed entrances and exits to major developments not only present a traffic hazard, but also cause increased congestion, which can create a negative image of the development. In addition, access management techniques, such as reducing the number and frequency of driveways and median openings, improve the appearance of major corridors. Scenic and environmental features can be increased, which improves the image of streetscapes and can attract additional economic development.
Access management relies on a variety of access control techniques to promote efficient vehicular movements. These include the following:

- Limit number of conflict points;
- Separate conflict points;
- Limit deceleration;
- Remove turning vehicles from through lanes;
- Space major intersections to facilitate progressive travel speeds along arterials; and,
- Provide adequate on-site storage to accommodate both ingress and egress traffic.

The Texas Department of Transportation recently adopted an Access Management Manual which identifies the procedures and requirements for the control of access along State maintained roadways. Several corridors within Tyler were identified as corridors with strong potential for implementation of access management techniques. These corridors typically have limited right-of-way, dense development, and limited opportunity for roadway capacity improvements. These corridors include, but are not limited to, the following:

- South Broadway Avenue (US 69);
- Loop 323;
- Troup Highway (SH 110);
- Front Street;
- Erwin Street; and,
- Paluxy Drive.

Each of these corridors should be investigated by local agencies for potential access management improvements, including traffic signal timing modifications/upgrades, medial access control (such as installation of raised medians), and driveway consolidations. Corridors selected for access management improvements would be eligible for Category 8 funding as part of this plan.

Appendix A

Public Comments

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April 22, 2004

Mr. William V. Morales
Director of Planning
City of Tyler
P.O. Box 2039
Tyler, Texas 75710

RE: Tyler Area Metropolitan Transportation Plan Update
MTP Review Committee Meeting No. 1

Dear Mr. Morales:

We wish to confirm the first Metropolitan Transportation Plan (MTP) Committee meeting held for the above referenced project in the City of Tyler City Hall Conference Room on March 18, 2004. The following persons were in attendance:

- Jeff Austin, Austin Bank;
- Rea Boudreaux, Brannon Corp.;
- Bill Clements, Shackleford Creek Area;
- Kenneth Cline, Former County Engineer;
- Davis Dickson, City of Tyler;
- Mary Edwards, City of Tyler;
- Tom Flowers, Smith County Road and Bridge;
- JoAnn Hampton, Clinical Trials Program, County Commissioner;
- Kirk Houser, City of Tyler;
- Bill Morales, City of Tyler;
- Tom Mullins, Tyler Economic Development;
- Tanya Nash, City of Tyler;
- Dan Peden, City of Tyler;
- Dale Spitz, Texas Department of Transportation;
- Butch Willingham, Tyler Bicycle Club;
- Jan Wood, East Texas Trekkers;
- Bob Hamm, Wilbur Smith Associates; and,
- Rebecca Bray Wood, Wilbur Smith Associates.

The primary purpose of this "kick-off" meeting was to review the Project Management Plan (PMP), identify project goals and issues, and discuss the first public meeting and project website. Bill Morales, City of Tyler, opened and welcomed everyone to the meeting, which was followed by an introduction of meeting attendees. The meeting agenda is attached to these meeting minutes for reference. Important items discussed at the meeting are summarized as follows:

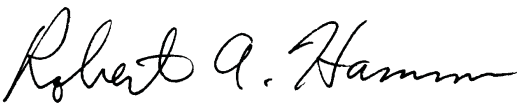
- Bob Hamm with WSA reviewed the PMP, which included a project overview; contact lists of consultant team and MTP Review Committee members; project scope of services; public involvement plan; project schedule; data needs, and extra space for project meeting minutes and other correspondence. PMP updates/revisions will be emailed to team members in PDF format for their inclusion in their individual copies.
- Bob Hamm then discussed the various meetings that will be held and the objectives of each. The first public meeting would be to introduce the project to the public and determine what are the Tyler transportation issues. The second public meeting would give information regarding the MTP update such as data collection and analysis, update of the Master Street Plan and update of the Metropolitan Transportation Plan.
- Bob Hamm also introduced the project website's preliminary format and contents. The project website would be a link on the City's website. He advised that it would include information contained in the PMP; PDF files of interim chapters (following City approval), meeting minutes, public meeting summary reports and presentations; public meeting advertisements; and a comment form. The project also has an email address (tylermtp@wilbursmith.com). The project website (www.wilbursmith.com/tylertmp) will be available for viewing within the next couple weeks.
- It was noted that on June 24th Tyler leaders will go before the Transportation Commission to discuss Loop 49.
- The Data Needs list included in the PMP was reviewed in detail to identify availability of information and the responsible agencies. Numerous revisions were made to the preliminary Data Needs list. An updated Data Needs list along with other PMP revisions will be emailed to MTP Review Committee members within the next few weeks. It was requested that most of the available data/information on the Data Needs list be provided to WSA by the end of March 2004.
- It was identified that intermodal facilities within Smith County should be included in the study:
    - Amtrak line north through Mineola;
    - Airport updating their Master Plan - may be increasing cargo handling abilities;
    - Possible military or National Guard use of airport;
- A few planned major developments were highlighted – Target and Carrier distribution centers. If any others are known, please send to Bob Hamm.
- Environmental information can be obtained form Corp of Engineers. Lake Columbia on the County Line should be included.
- A suggestion was made to please include more park and open spaces into the plan.
- Any interlocal funding agreements currently in place should be identified and sent to Bob Hamm for inclusion in the study.

- It was indicated that not only should the Tyler School District be notified, but there are many large private schools as well as colleges that need to be contacted. Schools identified include:
    - UT Tyler is undergoing an expansion
    - Tyler Junior College and UT Tyler have Master Plans available
    - Kilgore College and Brownsburough should be considered
    - Tyler ISD is currently completing a comprehensive analysis. Recently held a bond election that passed.
    - Private schools – TK Gorman High School, All Saints (1-12), Grace Community (1-12), Brookhill Academy, and East Texas Christian Academy.
- A request was made to please include the Trans Texas Corridor (TTC), the expansion of IH 20 (added capacity) and the possibility of passenger rail to any analysis.
- The meeting then moved into the identification of project goals and issues. Bob Hamm started the discussion off with a review of the vision and goals included in the previous Transportation Master Plan. Project attendees were asked to please review the information from the previous Master Plan and e-mail any additions to Bob Hamm. These would be reviewed and discussed at the next meeting. A few goals were suggested, which primarily related to improved mobility, quality of life and economic development, along with the identified project issues and will be documented in the first interim chapter to be prepared for the project:
    - The Transportation Plan should consider a wide range of transportation modes that provides improved mobility in the area while preserving the City's character and environment.
    - A safety component needs to be added to the plan. There is a Traffic Safety Board, City of Tyler Advisory Board. Please discuss safety issues with them.
    - Do not like "suicide lanes" would like to see them changed.
- The next MTP Review Committee Meeting date was announced for May 5, 2005 at 5:00 PM.

Please advise me if you have any questions or comments regarding the above items or the status of the project. Thank you.

Sincerely,

WILBUR SMITH ASSOCIATES



Robert A. Hamm, P.E.
Project Manager

cc: All TAC Members
Attachment

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May 18, 2004

Mr. William V. Morales
Director of Planning
City of Tyler
P.O. Box 2039
Tyler, Texas 75710

RE: Tyler Area Metropolitan Transportation Plan Update
MTP Review Committee Meeting No. 2

Dear Mr. Morales:

We wish to confirm the second Metropolitan Transportation Plan (MTP) Committee meeting held for the above referenced project in the City of Tyler Development Center Conference Room on May 5, 2004. The following persons were in attendance:

- Dale Booth, Texas Department of Transportation;
- Rea Boudreaux, Brannon Corp.;
- Bill Clements, Shackleford Creek Area;
- Mary Edwards, City of Tyler;
- MaryAnn Elekes, Texas Department of Transportation;
- Tom Flowers, Smith County Road and Bridge;
- Kirk Houser, City of Tyler;
- Bill Morales, City of Tyler;
- Tom Mullins, Tyler Economic Development;
- Tanya Nash, City of Tyler;
- Randy Redmond, Texas Department of Transportation;
- Owen Scott, City of Lindale;
- Dale Spitz, Texas Department of Transportation;
- Butch Willingham, Tyler Bicycle Club;
- Susan Dailey for Jan Wood, East Texas Trekkers;
- Bob Hamm, Wilbur Smith Associates; and,
- Rebecca Bray Wood, Wilbur Smith Associates.

The primary purpose of this meeting was to review the existing conditions analysis, discuss growth projections and future traffic volume forecasts, review the existing City of Tyler Master Street Plan, and discuss Public Meeting No. 1. Bill Morales, City of Tyler, opened and welcomed everyone to the meeting, which was followed by an introduction of meeting attendees. The meeting agenda is attached to these meeting minutes for reference. Important items discussed at the meeting are summarized as follows:

- Bob Hamm gave a brief project update. He gave a brief overview of both the data received to date as well as the project's website. Sections of the website were shown to the committee and comments were solicited. The public response section of the website was reviewed in detail with the committee. Recommendations were made that would allow the public a more thorough project understanding as well as make it easier to submit responses.
- Chapter 1 – Introduction, was passed out to everyone. Mr. Hamm reviewed all sections of the chapter: Federal Legislation, Purpose, Organizational Structure and Function, Goals and Objectives, and Study Area Boundary. The committee was asked to review the chapter and in particular was asked to provide responses to the Goals and Objectives section. The comments on this section were:
    - Neighborhood impacts, disruptions, and roadway continuity needs to be specifically addressed.
    - Does not specifically address air transportation. Would like to have a section that addresses airport expansion that will increase passenger service.
    - Does not address emergency routing information.
- Mr. Hamm then briefly reviewed Chapter 2 and the information that was being prepared for inclusion within this chapter. Chapter 2 is the combination of the 1999 Transportation Plan's Chapter 2 (Physical and Environmental Features) and Chapter 4 (Transportation System Facilities).
- Figure 7 (Existing Daily Traffic Volumes) and Figure 8 (Existing Roadway Level-of-Service) were passed out and reviewed by the committee. Mr. Hamm reviewed in detail the data that was presented in both figures. The green, yellow, and red coloring scheme was explained and various roadway segments were reviewed in detail.
- The committee was asked to verify if they were in agreement with the roadway "levels-of-service" that were indicated on the map. In general, they were in agreements that the map was an accurate reflection of the current operating conditions. There were some concern that recently completed roadway improvement projects had not been included in the analysis. Mr. Hamm explained that the analysis presented on the map included the most recent traffic data in conjunction with the roadway configuration from 1998 (when the model was completed). The next analysis scenario will include all roadway construction projects up to 2003 (the most recent TxDOT information). Figures 7 and 8 will be updated to show 2003 volumes and most recent roadway construction.
- Some roadway segments that were highlighted by the committee were:
    - South Loop, South Broadway, FM 2493 – are traditionally the most congested areas in the City and the analysis results look reasonable.
    - Texas 155 – was recently widened to four lanes where figure shows LOS F.
    - Texas 31 – 6 lanes to Kelly (the tire plant), most likely LOS is correct

  - Highway 271 –by Winona and Texas 31 indicates LOS F. This is most likely an anomaly since the roadway is two lanes. This will be analyzed further to determine exact reason for LOS F.

- Smith County Socioeconomic Forecast was passed out and reviewed by the committee (see attached). It was noted that the Texas Workforce Commission uses a total of employment of 98,000 during 2003. This does not match the 73,334 employment number indicated on the graph. Bob Hamm indicated he would go back and review the population and employment tables from the model and Dale Spitz (TxDOT) said he would send the socioeconomic report to Bob.
- The 2030 No-Build Assignment (Wall graphic) was presented to the group. This graphic was completed by projecting travel demand to the year 2030 but leaving all roadway geometrics un-changed. This graphics indicates that roadway improvements and the possible construction of new roadways are needed. The committee reviewed the levels-of-service that were indicated on the graphic and was in general agreement that something needed to be done. Much discussion was had regarding the projected traffic (2030) on south Broadway/US 69. Bob reminded us that the model is a capacity constraint model. Meaning that once a roadway has reached its defined capacity limit the additional traffic demand will travel alternate routes; thus, the reason why Broadway may seem low. The alternative routes could be any roadway on the system; thus, the reason why some of the local roads are LOS E (orange) and F (red)
- Bob explained that the next step in the modeling process is to development roadway improvement scenarios and program these into the model.
- It was noted that Tyler was recently awarded HGTV's Dream House. The committee indicated that the traffic and interest that this home will generate will bring an increase to Tyler's population. The house is currently under construction in the area of Lake Tyler.
- Bob then passed out the Roadways Cross Section handout (see attached). The information on this sheet comes directly from the City Code. He asked everyone to please review. This will be the basis when roadway recommendations are made.
- The final handout was the Freeways documentation. The committee reviewed the characteristics of each classification identified within the handout. Concern was expressed over the lack of bicycle facilities on local (residential) streets. It was noted that many of Tyler's local streets are 32 to 40 feet in width and could easily accommodate a bike lane. Concern was also expressed over the lack of sidewalks. Bob noted that this should be addressed within the subdivision ordinance.
- Attention was given to the three Classes that were identified on the last page of the handout. It was recommended that the arterial roadway classification be removed from the Class II and Class III roadways.
- The committee reviewed the format for the public meeting. There was much discussion about the location and date for this meeting. It was decided to keep the meeting on May 19 and it will be held at the Tyler Public Library.

- The next MTP Review Committee Meeting date was announced for Thursday, July 22 at 1 PM.

Please advise me if you have any questions or comments regarding the above items or the status of the project. Thank you.

Sincerely,

WILBUR SMITH ASSOCIATES

Robert A. Hamm, P.E.
Project Manager

cc: All MTP Review Committee Members
Attachments

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May 30, 2004

Mr. William V. Morales
Director of Planning
City of Tyler
P.O. Box 2039
Tyler, Texas 75710

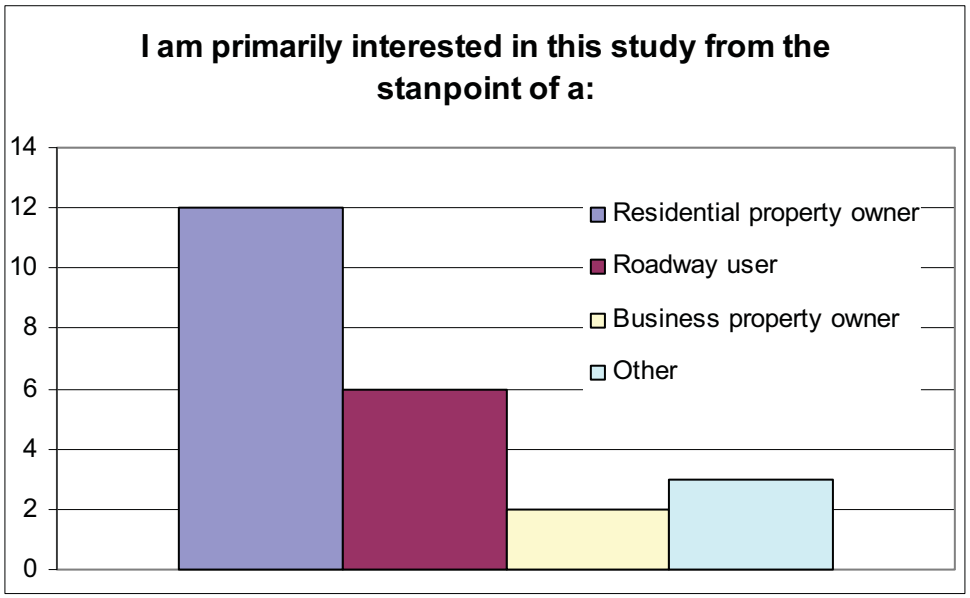
RE: Tyler Area Metropolitan Transportation Plan Update
MTP Public Meeting #1

Dear Mr. Morales:

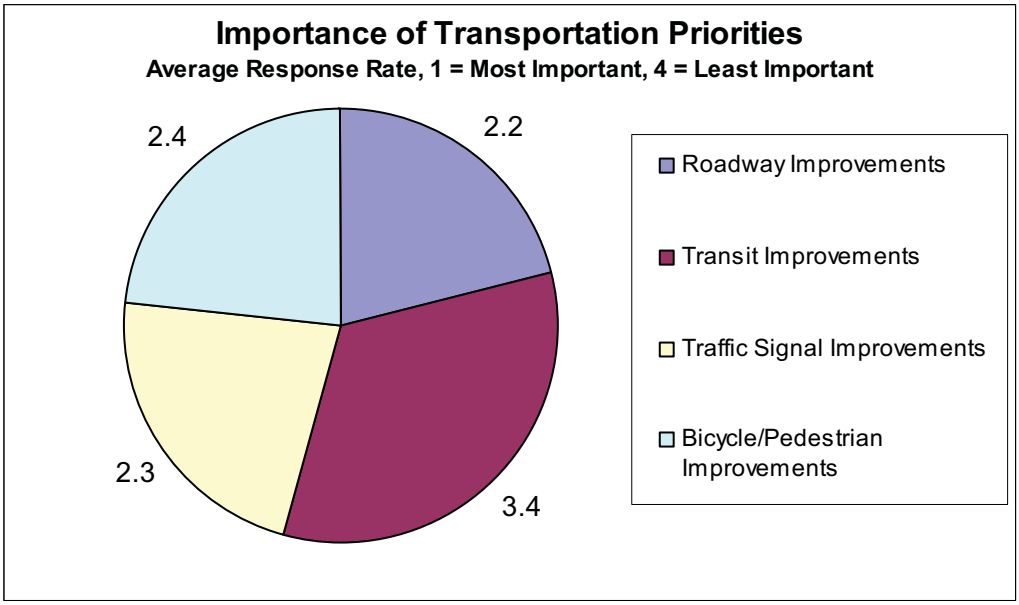
We wish to confirm the first Metropolitan Transportation Plan (MTP) Public Meeting held for the above referenced project in the City of Tyler Library Conference Room on May 19, 2004. The following is a summary of the issues and discussions that were brought forth by the citizens in attendance.

The primary purpose of this initial public meeting was to review the MTP process and to gain comments from the interested public. A meeting handout, comment form, and project newsletter were distributed to meeting attendees at the sign in table. A total of 60 persons signed in and registered their attendance at the meeting.

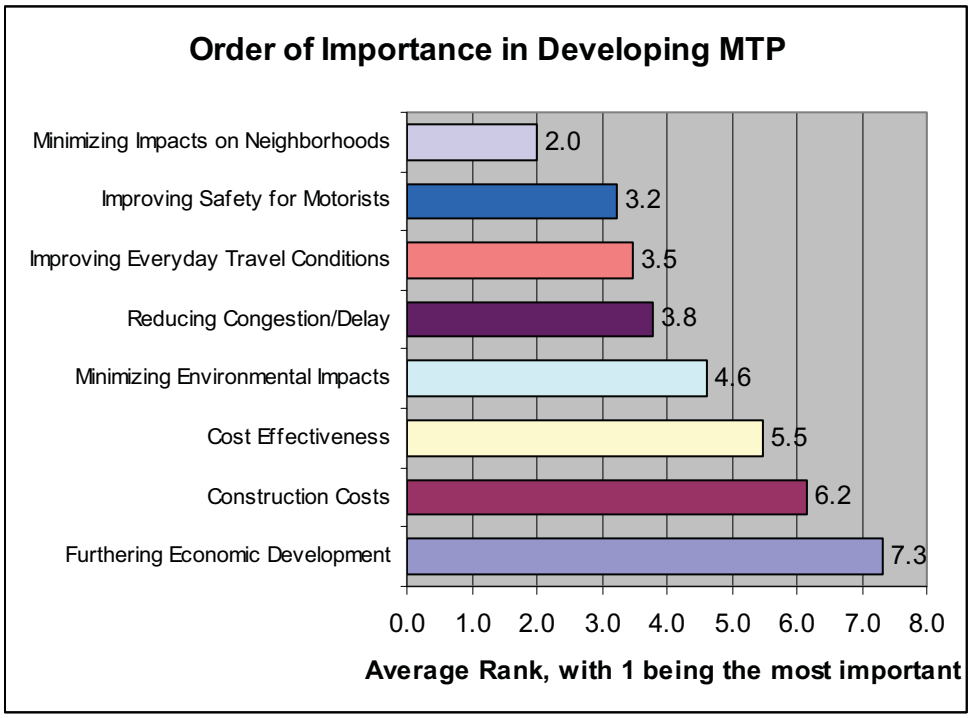
Based on comments received on the written comment form/questionnaire, a majority of respondents at the meeting were residential property owners.



When asked to rank the order of importance on transportation priorities, respondents rated roadway improvements, traffic signal improvements, and bicycle/pedestrian improvements nearly equally, and transit improvements as least important, as shown below:



When asked to rank factors to consider in developing the MTP in order of importance, with 1 being most important, survey respondents identified minimizing impacts on neighborhoods, improving safety for motorists, and improving everyday travel conditions as most important.



Bill Morales, City of Tyler, opened and welcomed everyone to the meeting, which was followed by an introduction of meeting attendees. Important items discussed at the meeting are summarized as follows:

- Bob Hamm gave a brief project overview. He pointed out that there were three project goals for this evening's meeting: Define the study objectives, Define the study goals, and discuss existing needs. Through the two MTP review committee meetings that have taken place the project goals and objects have been determined and population and social economic data have been developed.
- He pointed out there are really two projects included within this overall project: The MTP Update and the Master Street Plan.
- What is a MTP? It is a federally mandated program that identifies existing transportation conditions an outlines future transportation needs and possible funding sources. Mr. Hamm went on to give a general overview of the MTP process as well as the time line for completion of this MTP.
- The floor was opened for a general comment period.
    - David Feagin – The Coupland Road extension to Wilder Way indicates that the roadway will go through homes. Will the neighborhoods get to comment before construction begins? In addition, area prone to flooding, will that be considered?
    - Steve Hardy – Cumberland Road neighborhood wants safe roads. Speed limits currently are 40 to 45 MPH. Over the last two years, they have seen a major increase in traffic along roadway. Cumberland Road is different in that it is a major residential area. The residents are very concerned that this roadway is shown as an arterial. Some people in the audience told him that they were surprised it was even included as an alternative.
    - Ron Pinkenburg – Discussed the fact that Cumberland Road was not upgraded to an arterial. It mysteriously appeared as an arterial in the 1999 Master Plan. No one can provide a reason for this. He also addresses the fact that in 1999 Grande and Loop 49 were not proposed. Now that they are proposed, there is no need for an upgrade to Cumberland Road. Reviewed current conditions and these are the problems he sees: speeding, lack of police enforcement, and lack of parking facilities. Cumberland should remain a residential street and should not be changed.
    - Chris Reed – He is a 17 year resident of Cumberland Road. He fought the annexation. He paid to have the roadway paved. If it goes to a 4 lane roadway, it will kill the neighborhood character. If you straighten Coupland, it will create a highway to nowhere and lead more traffic onto an already congested roadway. Make people who want the roadways pay for them.
    - Sue Clark – Thank you for having this meeting. Vehemently opposed to Cumberland Road expansion and/or the Coupland Road straightening. If you widen the road, you will not be able to walk across to the neighbor's house. She is tired of this neighborhood

being hurt. She does not want a freeway through her front yard. We need to consider the neighborhood's opposition.

- Jan Wood – Tyler is the worst City for walkers and those wanting walking trails. Nothing available for older adults. Need to provide these facilities.
- Keith McCoy – Two main issues:
    - Vehicular traffic is the primary mode of transportation within the City. Tyler has one of the worst incidences of health. There is very little ability for children to access green spaces and/or schools unless they cross major roadways.
    - Density issue is critical. Are you looking at increasing density of roadways? Do you want to increase the number of vehicles without any consideration to health concerns?

  He would like to know what the assumptions were when completing the various analysis scenarios. He wants to see an integration of public health concerns. He would like the quality of life issues addressed – how will public access open spaces. He would like all of this addressed within the public forum.
- Linda Allen – Cumberland Road resident. Why is FM 2868 not included in the study? She is a little concerned that this roadway is not within the study boundary.
- Rachel Plotkin – Where can we get copies of the environmental studies?
- Kara Camp – Where do we start with this new MTP? Do we use the 1999 study as a base or do we start over? She would like us to start over.
- Kerry Symes – Has reviewed signal timing in the field. They would like all the signals to be better coordinated. This ties into the environmental concerns – free-flow as opposed to stop and go. This would be less air pollution. Also would like overpasses or interchanges considered as opposed to more signals.
    - Kirk Houser with City of Tyler – City looks at 1/3 of the city each year. They are working toward signalization coordination. The City has been without a traffic engineer for the last 2 years. This year they are going to re-time the East Loop and South Broadway. Goal is to analyze 1/3 of the City each year.
- Greg Guinn – Will you be looking at the topography during this process?
    - Kirk Houser with City of Tyler – the 1999 study was a broad-brush effort. Before anyone actually starts construction, a thorough route study will be completed.
- Steve Mayson – What group will make the initial recommendations? Will the consultant get help from other groups? The ultimate recommendations will come from the committees.
- Dave Williams – How will we be notified of future public meetings?
    - Newspapers, Channel 3, and radio

Please advise me if you have any questions or comments regarding the above items or the status of the project. Thank you.

Sincerely,

WILBUR SMITH ASSOCIATES

Robert A. Hamm, P.E.
Project Manager

cc: All MTP Review Committee Members
Attachment

May 27 04 05:12p

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration.

I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner or renter
- ___ Business property owner or lessee
- ___ Roadway user
- ___ Other _____

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 4 Roadway Construction/Improvements
- 3 Traffic Signal Improvements
- 2 Transit Facilities
- 1 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 7 Reducing Congestion/Delay
- 6 Improving Everyday Travel Conditions
- 5 Construction Costs
- 2 Improving Safety for Motorists
- 3 Minimizing Environmental Impacts
- 4 Cost Effectiveness (benefits exceed costs)
- 1 Minimizing Impacts on Neighborhoods
- ___ Other *(specify):* _____
- 8 Furthering Economic Development

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Preserving Neighborhoods already in existance
2. Additional North/South access to relieve Broadway
3. _____

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

We would urge the Committee to consider the nature and history of Cumberland Road as you make recommendations for the Tyler Master Plan. It is and always has been a residential area.

Optional Contact Information (Please Print):

Name Dr. and Mrs. John F. WARNER

Address 324 CUMBERLAND RD.

TYLER, TX 75703

E-mail Address MARTHALOUW@COX-INTERNET

Phone Number (903) 561-3888

Fax Number (903) 561-3883

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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The MPO planning region (Figure 1) should be expanded to include Bullard (to the intersection of FM 2493 and US 69 and TX 155 to the Coffee City (Lake Palestine Area). These areas are rapidly expanding with subdivisions by people who work in and around Tyler, Tx, or shop in the Tyler area. (See map "Add").

I was somewhat disappointed by the MTP Tyler Committee membership individuals and their overall lack of participation (one exception) in the hearing. I therefore wonder if the members who volunteered to serve are informed enough or have enough education to fully represent the other citizens of Tyler.

Optional Contact Information (Please Print):

Name David A. Feagin
Address 1247 Wilder Way
Tyler, TX 75703
E-mail Address
Phone Number 903-581-1033
Fax Number 903-534-0525

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

May 2004

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

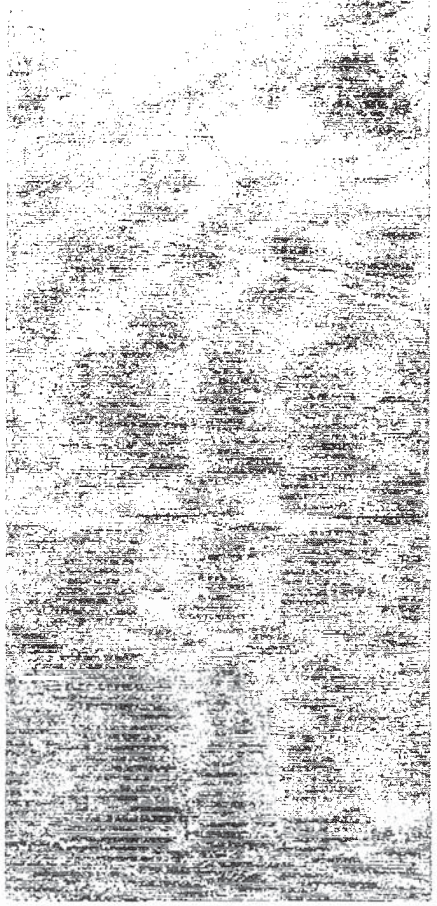
What is the Tyler Area Metropolitan Transportation Plan Update?

Project Overview

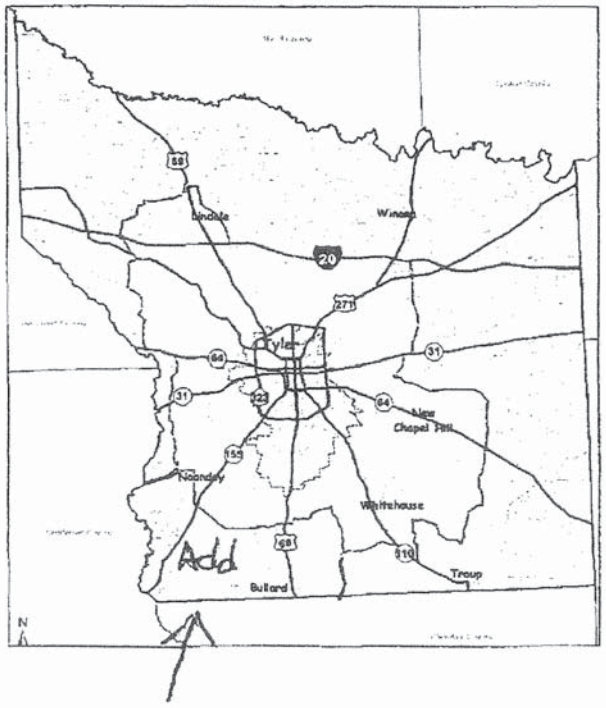
The Tyler Metropolitan Planning Organization (MPO) is working to update the Metropolitan Transportation Plan (MTP) for the planning region. This project will review how the present MTP conforms to state and federal regulations and will follow the development of new federal transportation funding legislation and its impacts on the MTP and the Tyler metropolitan transportation system. The MTP will cover a 25-year horizon (through the Year 2030) and will identify critical components of the transportation system, including infrastructure, special generators, and intermodal facilities. The MTP update will prioritize short- and long-term improvements that will provide efficient mobility and access of people and freight in the Tyler Metropolitan Area. This study will include a public involvement process and will involve coordination with regional transportation providers, such as airports, transit operators, and major traffic generators. The project also includes an update to the City of Tyler's Master Street Plan.

Study Area

The study area includes the MPO planning region, as shown in **Figure 1.** The MPO planning region for the Tyler urbanized area includes the City of Tyler and several other developing areas 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, New Chapel Hill on the east, and Hideaway Lake and Lindale to the north. 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.



Map Legend
- Major Roadways
- Local Roads
- Railroads
- Tyler city limits
- Tyler MPO Boundary



TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration.

I am primarily interested in this study from a standpoint of a:

- [x] Residential property owner or renter
- [ ] Business property owner or lessee
- [ ] Roadway user
- [ ] Other _____

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 2 Roadway Construction/Improvements
- 1 Traffic Signal Improvements
- 4 Transit Facilities
- 3 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 2 Reducing Congestion/Delay
- 8 Construction Costs
- 6 Minimizing Environmental Impacts
- 1 Minimizing Impacts on Neighborhoods
- 7 Furthering Economic Development
- 3 Improving Everyday Travel Conditions
- 4 Improving Safety for Motorists
- 5 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* _____

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Cumberland Rd should not be an arterial. It is a Residential Collector.
2. Broadway traffic is gridlock - Improve Old Jacksonville Hwy & Paluxy for alternatives inside loop 49.
3. To straighten Copeland south into Cumberland will only increase neighborhood traffic since it cannot tie into or cross the Loop 49

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Timing of traffic lights to improve flow

Optional Contact Information (Please Print):

Name Ron Pinkenburg

Address 321 Cumberland Rd
Tyler. 75703

E-mail Address pink@eyecare tyler.com

Phone Number (903) 581-4373

Fax Number (903) 595-1212

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration.

I am primarily interested in this study from a standpoint of a:

- 1 Residential property owner or renter
- ____ Business property owner or lessee
- ____ Roadway user
- ____ Other _____

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 3 Roadway Construction/Improvements
- 2 Traffic Signal Improvements
- 4 Transit Facilities
- 1 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 4 Reducing Congestion/Delay
- 3 Improving Everyday Travel Conditions
- 8 Construction Costs
- 5 Improving Safety for Motorists
- 2 Minimizing Environmental Impacts
- 7 Cost Effectiveness (benefits exceed costs)
- 1 Minimizing Impacts on Neighborhoods
- ____ Other *(specify):* _____
- 6 Furthering Economic Development

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Neighborhoods should be protected (Citizens listened to)
2. Traffic controlled without encroaching on residential areas
3. Improved safety in areas (signals, appropriate speed limits)

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Making Grande an arterial
Widening, Skidmore

Optional Contact Information (Please Print):

Name _____ E-mail Address _____

Address _____ Phone Number _____

_____ Fax Number _____

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TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

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I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner or renter
- ✓ Roadway user
- ___ Business property owner or lessee
- ___ Other _____

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 1 Roadway Construction/Improvements
- 4 Transit Facilities
- 3 Traffic Signal Improvements
- 2 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

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- 6 Construction Costs
- 2 Minimizing Environmental Impacts
- 1 Minimizing Impacts on Neighborhoods
- 8 Furthering Economic Development
- 7 Improving Everyday Travel Conditions
- 4 Improving Safety for Motorists
- 5 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* _____

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. extension / widening of cumberland rd
2. _____
3. _____

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

_____

_____

_____

_____

Optional Contact Information (Please Print):

Name E Makey Abernathy

Address 315 W. Cumberland Rd

E-mail Address abema@cox-internet

Phone Number 903-561-1821

Fax Number same

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

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I am primarily interested in this study from a standpoint of a:

- V Residential property owner or renter
- ___ Roadway user
- ___ Business property owner or lessee
- ___ Other ___

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 3 Roadway Construction/Improvements
- 2 Transit Facilities
- 1 Traffic Signal Improvements
- 4 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 3 Reducing Congestion/Delay
- 5 Construction Costs
- 7 Minimizing Environmental Impacts
- 1 Minimizing Impacts on Neighborhoods
- 8 Furthering Economic Development
- 4 Improving Everyday Travel Conditions
- 2 Improving Safety for Motorists
- 6 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* ___

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Syncronize traffic signals to enhance traffic flow
2. no widening of Cumberland Rd.
3. Think hard before new development – not after

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Optional Contact Information (Please Print):

Name Sue Clark

Address 408 Cumberland Rd

E-mail Address sbclark@cs4-internet.com

Phone Number 903-534-8794

Fax Number ___

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration. Please provide any information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Paluxy Drive is too narrow without shoulders + uneven. The traffic has increased tremendously with accidents and deaths on this road. This should be a high priority project to improve it.

Optional Contact Information (Please Print):

Name Frances Singleton

Address 6733 CR 2193

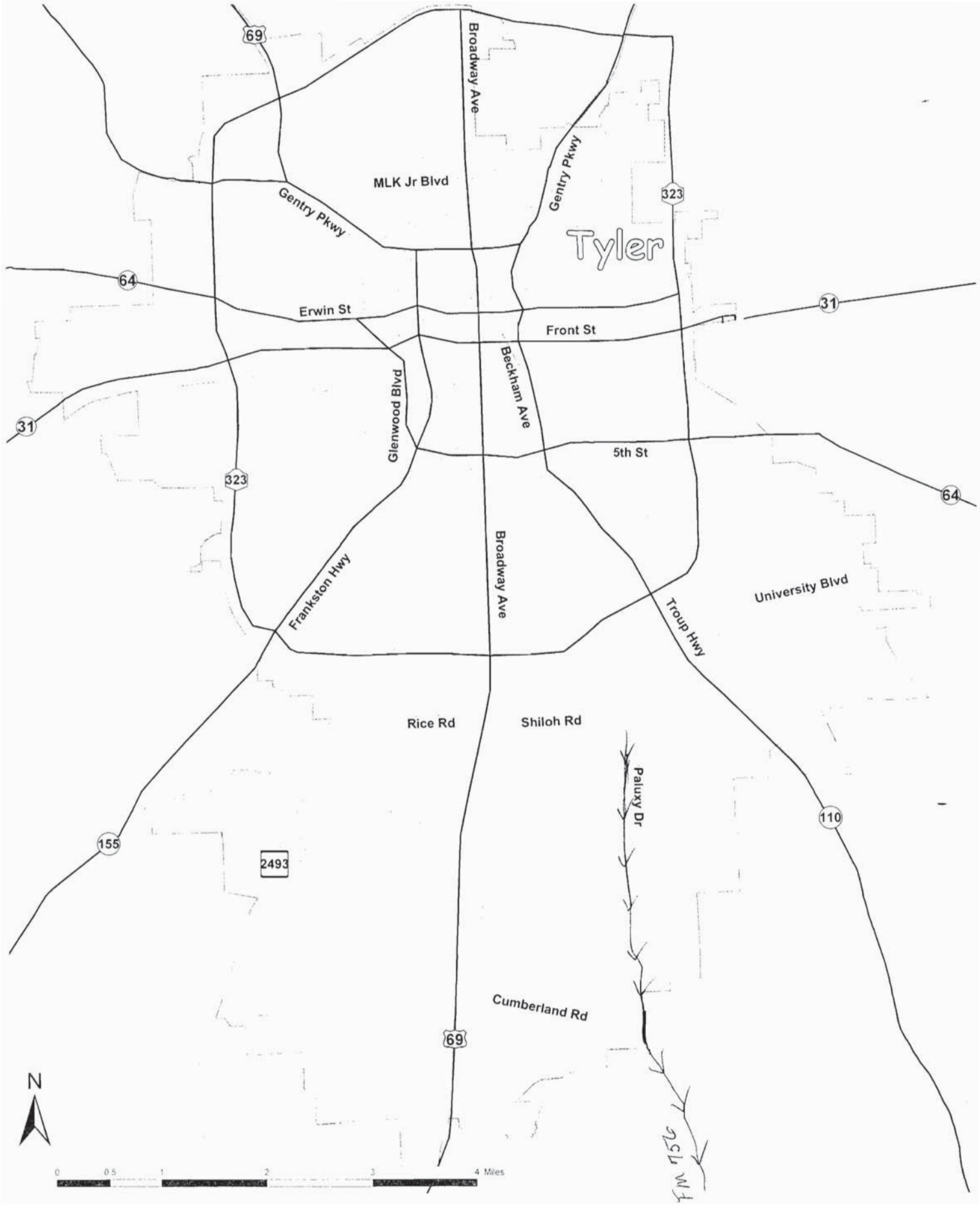
Whitehouse, Tx. 75791

E-mail Address

Phone Number

Fax Number

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.


69
Broadway Ave
MLK Jr Blvd
Gentry Pkwy
Gentry Pkwy
323
Tyler
64
Erwin St
Front St
31
31
Glenwood Blvd
Beckham Ave
5th St
323
64
Frankston Hwy
Broadway Ave
Troup Hwy
University Blvd
Rice Rd
Shiloh Rd
Paluxy Dr
110
155
2493
Cumberland Rd
69
N
0
0.5
1
2
3
4 Miles

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

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1. WHAT MAKES IT RIGHT FOR THE ZOAN WAY TO NOT GO THROUGH YOUR NEIGHBORHOOD BUT OK TO GO THROUGH MINE. SINCE I DON'T HAVE IT'S OK FOR ME ? SO WE WANT FANCY, CLASSY, DALLAS highlife & WANT TO LIVE IN THE COUNTRY? YOU CAN'T HAVE BOTH, SORRY WE CAN SAY, TO THE CITY TO STOP GROWING & LISTEN TO EVERYONE COMPLAIN BECAUSE TYLER HAS NOTHING. OR WE CAN CONTINUE TO GROW. LET YOUR CITY GROW OR MOVE TO MONTANA WHERE THERE ARE PLENTY OF ANIMALS & BIRDS & NO TRAFFIC

Optional Contact Information (Please Print):

Name _____ E-mail Address _____

Address _____ Phone Number _____

_____ Fax Number _____

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TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

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I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner or renter
- ✓ Roadway user
- ✓ Business property owner or lessee
- ___ Other ___

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 1 Roadway Construction/Improvements
- 3 Transit Facilities
- 2 Traffic Signal Improvements
- 4 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 2 Reducing Congestion/Delay
- 6 Construction Costs
- 7 Minimizing Environmental Impacts
- 1 Minimizing Impacts on Neighborhoods
- 8 Furthering Economic Development
- 4 Improving Everyday Travel Conditions
- 3 Improving Safety for Motorists
- 5 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* ___

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Preservation of neighborhoods
2. Alleviation of traffic problems
3. Costs

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

No Widening of Cumberland Rd to arterial road usage. No Extension of Copeland to Cumberland. Traffic flow down Broadway and Beckham

Optional Contact Information (Please Print):

Name Chris Reed

Address 1502 Cumberland Tyler TX 75703

E-mail Address geoexplorer@att.net

Phone Number 903.596.7797

Fax Number 903.596.7796

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TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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I am primarily interested in this study from a standpoint of a:

- [x] Residential property owner or renter
- [ ] Business property owner or lessee
- [ ] Roadway user
- [ ] Other _____

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 3 Roadway Construction/Improvements
- 2 Traffic Signal Improvements
- 4 Transit Facilities
- 1 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 1 Reducing Congestion/Delay
- 2 Improving Everyday Travel Conditions
- 6 Construction Costs
- 5 Improving Safety for Motorists
- 4 Minimizing Environmental Impacts
- 8 Cost Effectiveness (benefits exceed costs)
- 3 Minimizing Impacts on Neighborhoods
- Other *(specify)*: Most time Walking + Biking Trail
- 7 Furthering Economic Development

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. More Walking + Biking Trail
2. Red lights syc'ronized
3. Better Roads

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Red light runners

Optional Contact Information (Please Print):

Name JP Wood

Address 4722 Comanche

E-mail Address JPW6391@msn.com

Phone Number 903-534-9301

Fax Number _____

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TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner or renter
- ✓ Roadway user
- ✓ Business property owner or lessee
- ___ Other ___

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 2 Roadway Construction/Improvements
- 3 Transit Facilities
- 1 Traffic Signal Improvements
- 4 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 8 Reducing Congestion/Delay
- 7 Construction Costs
- 4 Minimizing Environmental Impacts
- 2 Minimizing Impacts on Neighborhoods
- 6 Furthering Economic Development
- 3 Improving Everyday Travel Conditions
- 1 Improving Safety for Motorists
- 5 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* ___

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Safety
2. Keep Neighborhoods beautiful
3. traffic flow

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Your Map showing dotted lines for future road development either is an error for Copeland Road to Cumberland Road because the dots go through our home at 1217 Wilder Way OR not enough Study done.

Optional Contact Information (Please Print):

Name David Feagin

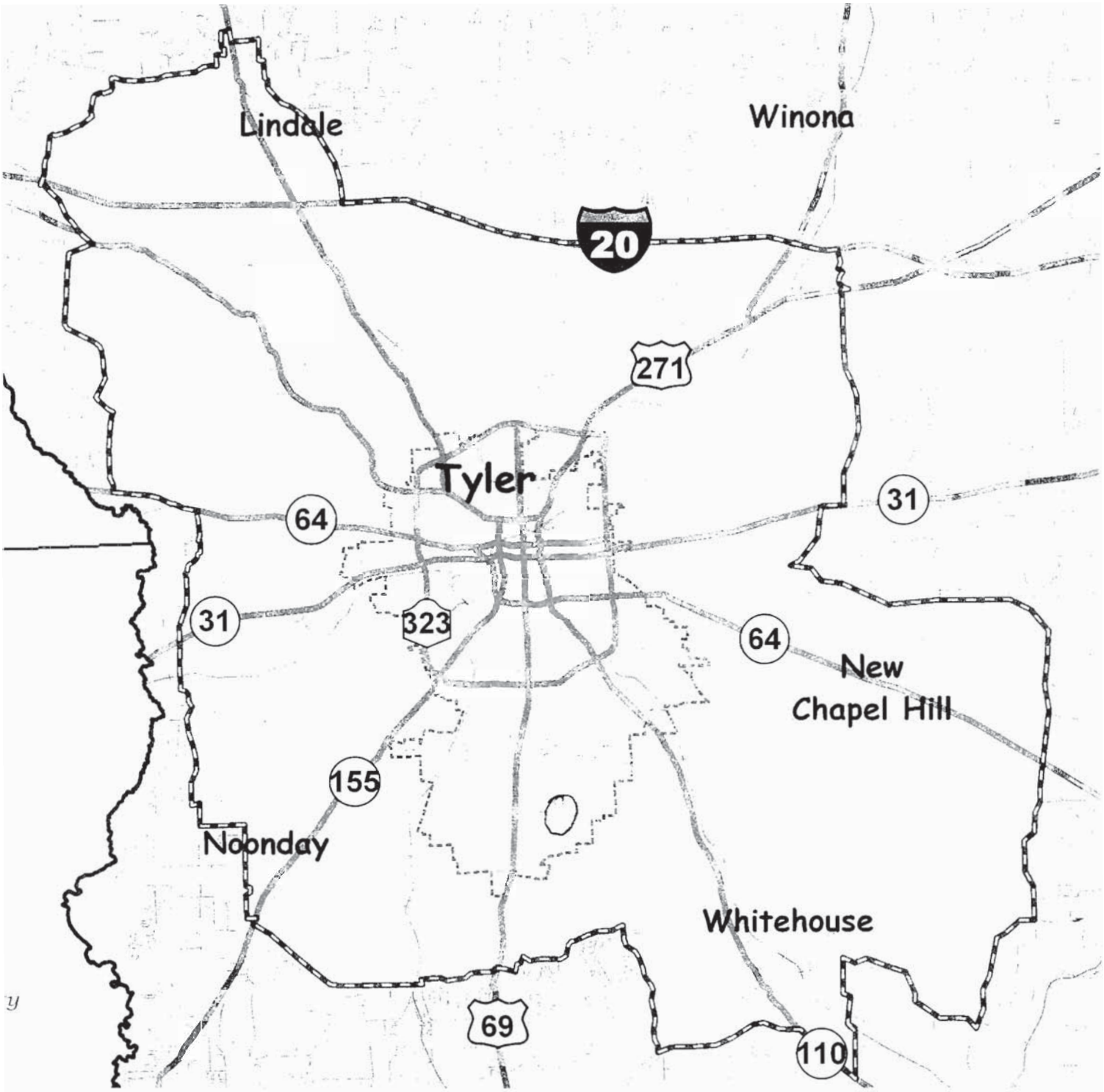
Address 1217 Wilder Way

E-mail Address df/cf@tyler.net

Phone Number 903-581-1033

Fax Number 903-534-0525

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



Please mark specific locations of transportation issues on the map above and describe them below:

Your future road extension of Copeland Road shows it coming through our home at 1767 Wilder Way. Maybe it needs to go eastward through Manziel's pasture

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

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1. Cumberland Road at Paluxy – need red light
2. Rice Road at Kinsey – ✓ ✓ ✓
3. Medians on Loop 323 are very restrictive to access of business locations – I see many people making "U" turns at the ends of the medians at their risk in heavy traffic
4. Old Troup Hwy at Loop 323 – Very dangerous at Loop – Need light?
5. Cumberland Road needs resurfacing at sewer line installations under roadway
6. See NO COPS checking 55 mph speed limit between Gresham Road and Cumberland
7. See many red light runners at Cumberland and U.S. 69
8. Red lights on S. Broadway are not timed for traffic flow

Optional Contact Information (Please Print):

Name David Feagin

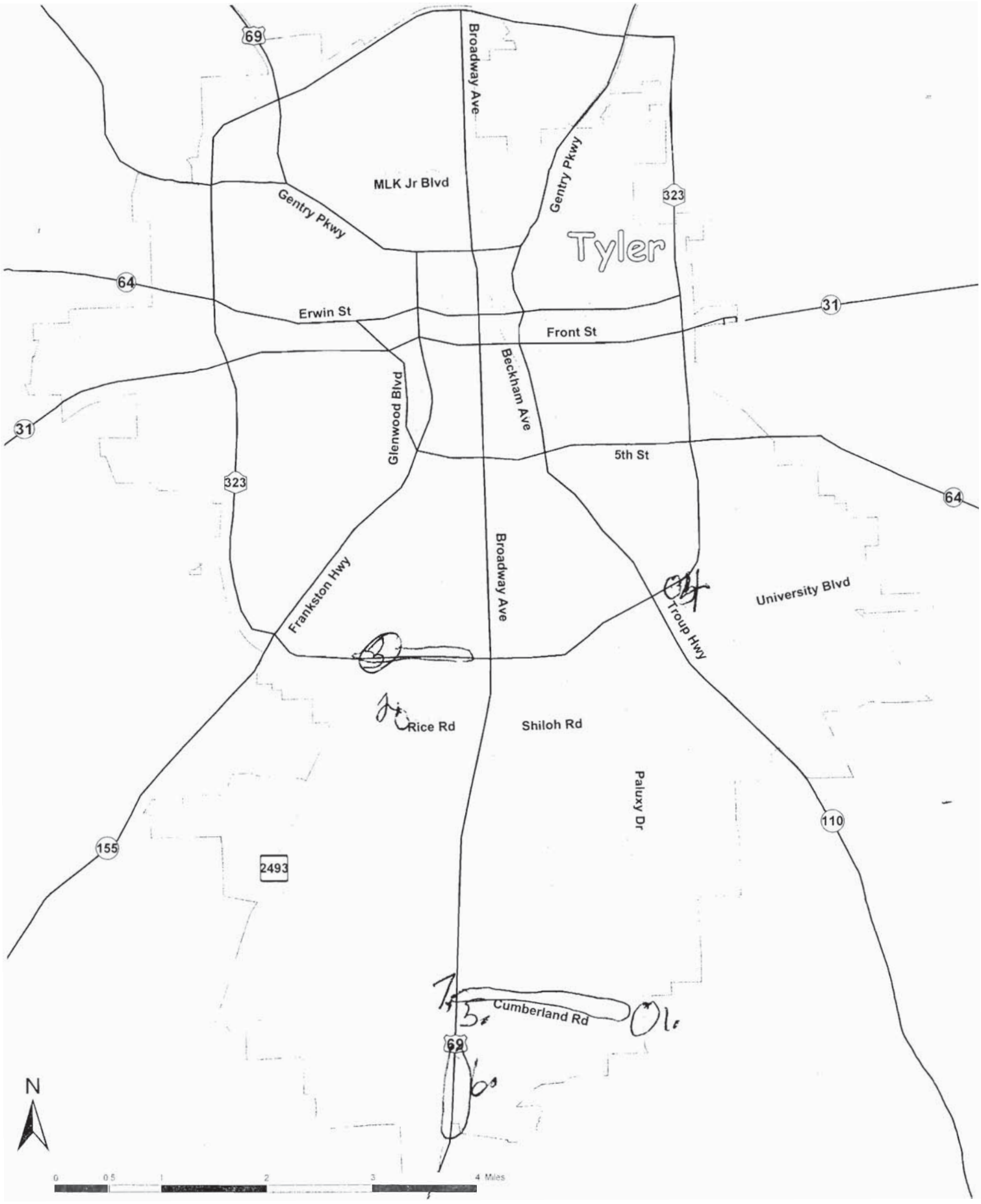
Address 917 Wilder Way

E-mail Address df/cf@tyler.net

Phone Number 903-581-1033

Fax Number 903-534-0545

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.


69
Broadway Ave
MLK Jr Blvd
Gentry Pkwy
Gentry Pkwy
323
Tyler
64
Erwin St
Front St
31
Beckham Ave
Glenwood Blvd
31
5th St
323
64
Broadway Ave
Frankston Hwy
Troup Hwy
University Blvd
Rice Rd
Shiloh Rd
Paluxy Dr
110
155
2493
Cumberland Rd
69
N
0
0.5
1
2
3
4 Miles

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration.

I am primarily interested in this study from a standpoint of a:

___ Residential property owner or renter
___ Business property owner or lessee
✓ Roadway user
___ Other Cyclist

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

2 Roadway Construction/Improvements
3 Traffic Signal Improvements
4 Transit Facilities
1 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

___ Reducing Congestion/Delay
___ Construction Costs
___ Minimizing Environmental Impacts
___ Minimizing Impacts on Neighborhoods
___ Furthering Economic Development
___ Improving Everyday Travel Conditions
___ Improving Safety for Motorists
___ Cost Effectiveness (benefits exceed costs)
___ Other *(specify):* _____

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Bicycle + pedestrian system improvements
2. Access to schools + colleges
3. _____

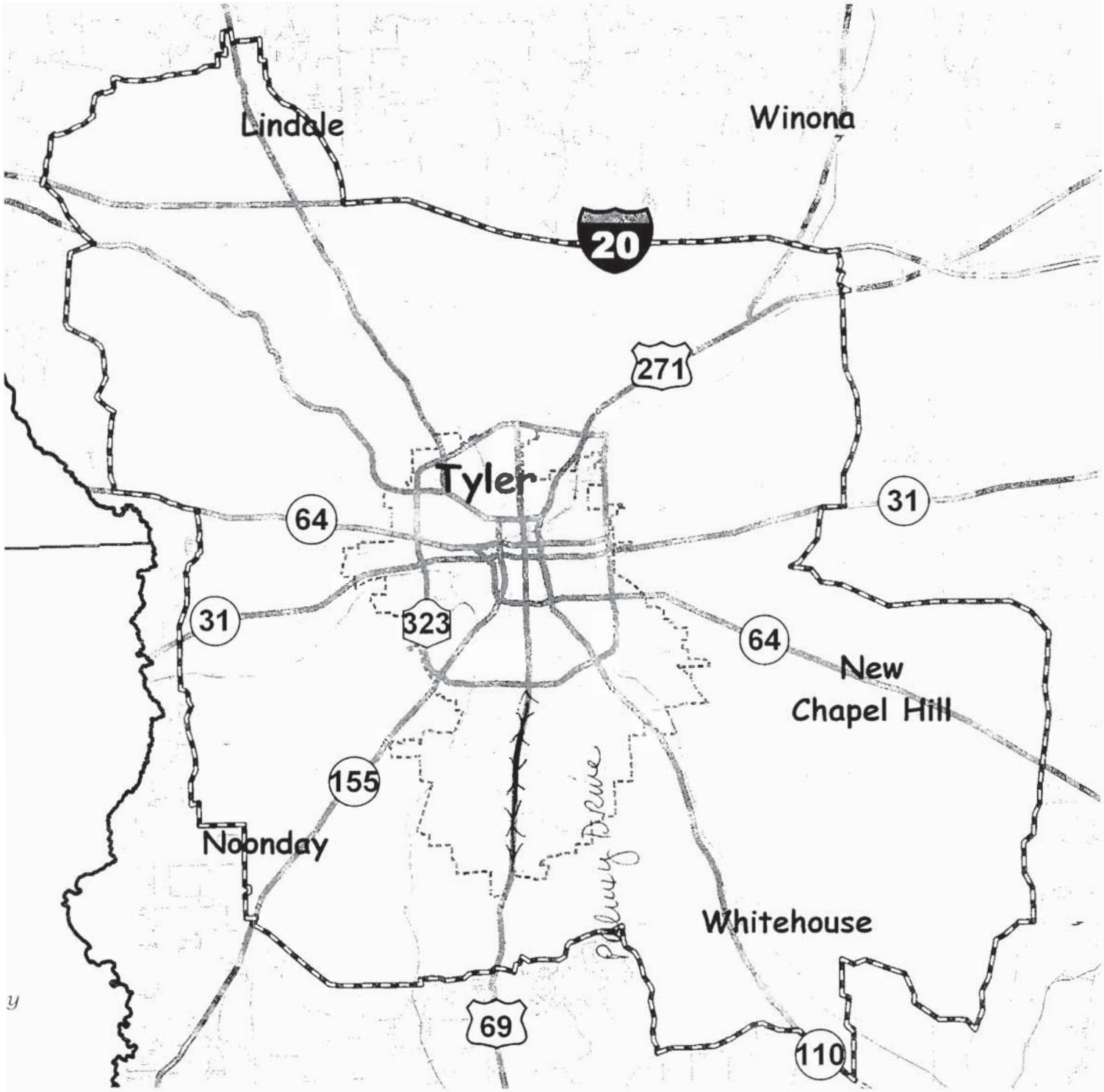
Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Paluxy DR. is too narrow with uneven shoulders. It is very dangerous. Accidents + deaths. Too many vehicles travel this unsafe roadway

Optional Contact Information (Please Print):

Name Frances Singleton
E-mail Address frances@remodeltyler.com
Address 6733 CR 2193
Whitehouse, Tx 75791
Phone Number _____
Fax Number _____

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



Please mark specific locations of transportation issues on the map above and describe them below:

Turn lanes on 69/Broadway dangerous

Paluxy Dr continuing to FM 756 needs improvement immediately

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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(A) EAST GRANDE BLVD (PALUXY TO TROUP)

(B) WEST EIGHTH ST. (LOOP TO SUNNYBROOK)

(C) SOUTH DONNYBROOK AVE (SHILOH TO RIECK)

(D) WEST CUMBERLAND RD. (OLD JACKSONVILLE TO S. SIDE WWTP)

(E) NEW COPELAND ROAD (RIECK TO JEFF DAVIS)

(F) TOWNE PARK DRIVE (TOWNE WAY TO FRANKSTON)

(G) EAST GRANDE BLVD & OLD OMEN ROAD CONNECTION

Optional Contact Information (Please Print):

Name REA S. BOUDREAUX

Address 1321 S. BROADWAY

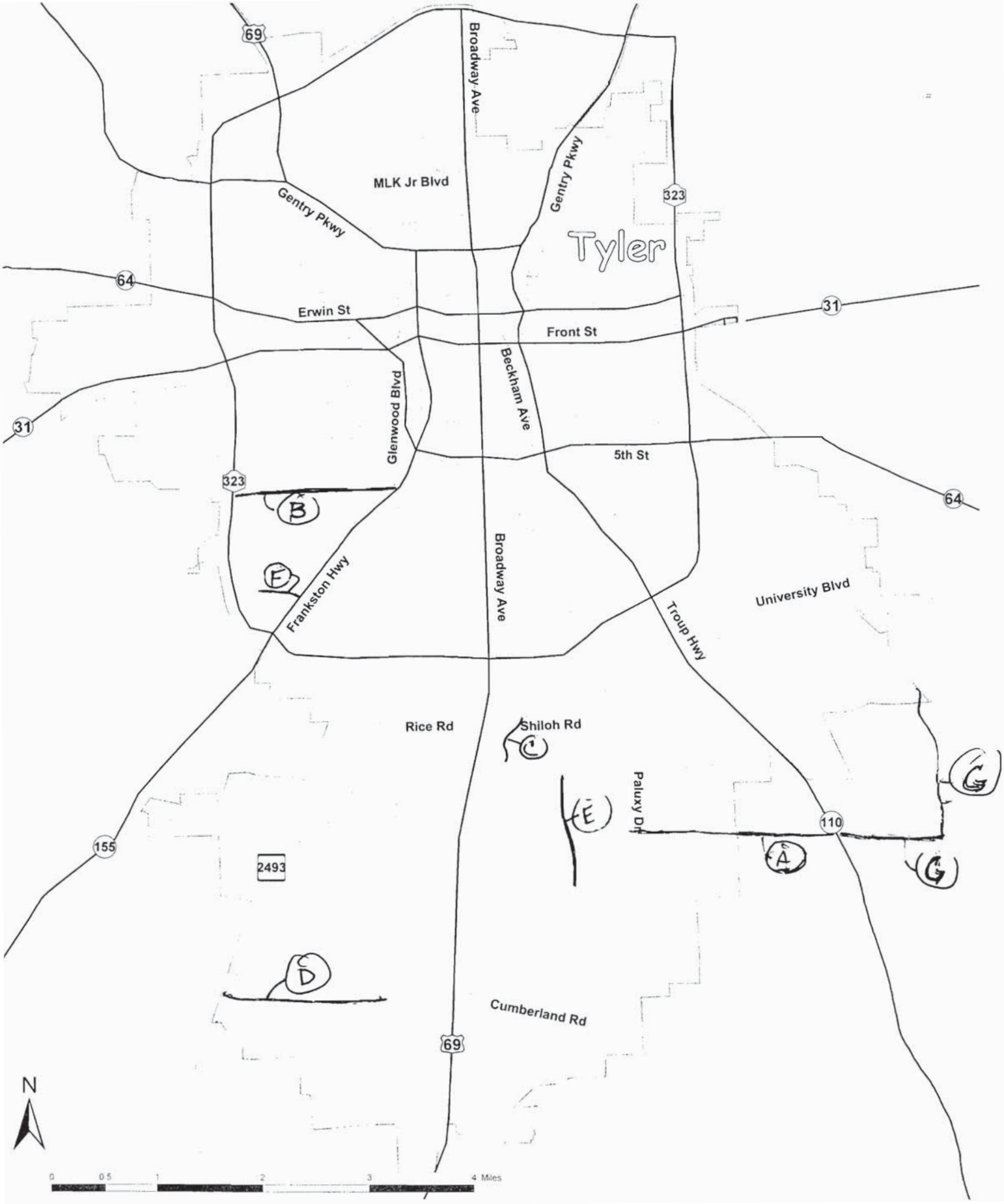
TYLER 75701

E-mail Address

Phone Number 903.597.2122

Fax Number

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.


69
Broadway Ave
MLK Jr Blvd
Gentry Pkwy
Gentry Pkwy
323
Tyler
64
Erwin St
Front St
31
31
Glenwood Blvd
Beckham Ave
5th St
323
64
B
F
Frankston Hwy
Broadway Ave
University Blvd
Troup Hwy
Rice Rd
Shiloh Rd
C
E
Paluxy Dr
G
110
A
G
155
2493
D
Cumberland Rd
69
N
0
0.5
1
2
3
4 Miles

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration.

I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner ~~or renter~~
- ✓ Roadway user
- ✓ Business property owner or lessee
- ✓ Other CYCLIST

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 2 ✓ Roadway Construction/Improvements
- 3 ✓ Traffic Signal Improvements
- 4 ✓ Transit Facilities
- 1 ✓ Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 3 Reducing Congestion/Delay
- 5 Construction Costs
- 8 Minimizing Environmental Impacts
- 7 Minimizing Impacts on Neighborhoods
- 6 Furthering Economic Development
- 1 Improving Everyday Travel Conditions
- 2 Improving Safety for Motorists
- 4 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* ~

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. BICYCLE ROUTES/ACCESS
2. SAFE ROUTES TO SCHOOL
3. ___

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

1. EXTEND DONNYBROOK SOUTH.
2. ELIMINATE ON-STREET PARKING ON DONNYBROOK.
3. CONTINUE SIDEWALK PROGRAM w/ PED. CROSSING BUTTONS AT MAJOR INTERSECTIONS.

Optional Contact Information (Please Print):

Name DAVID WILLIAMS

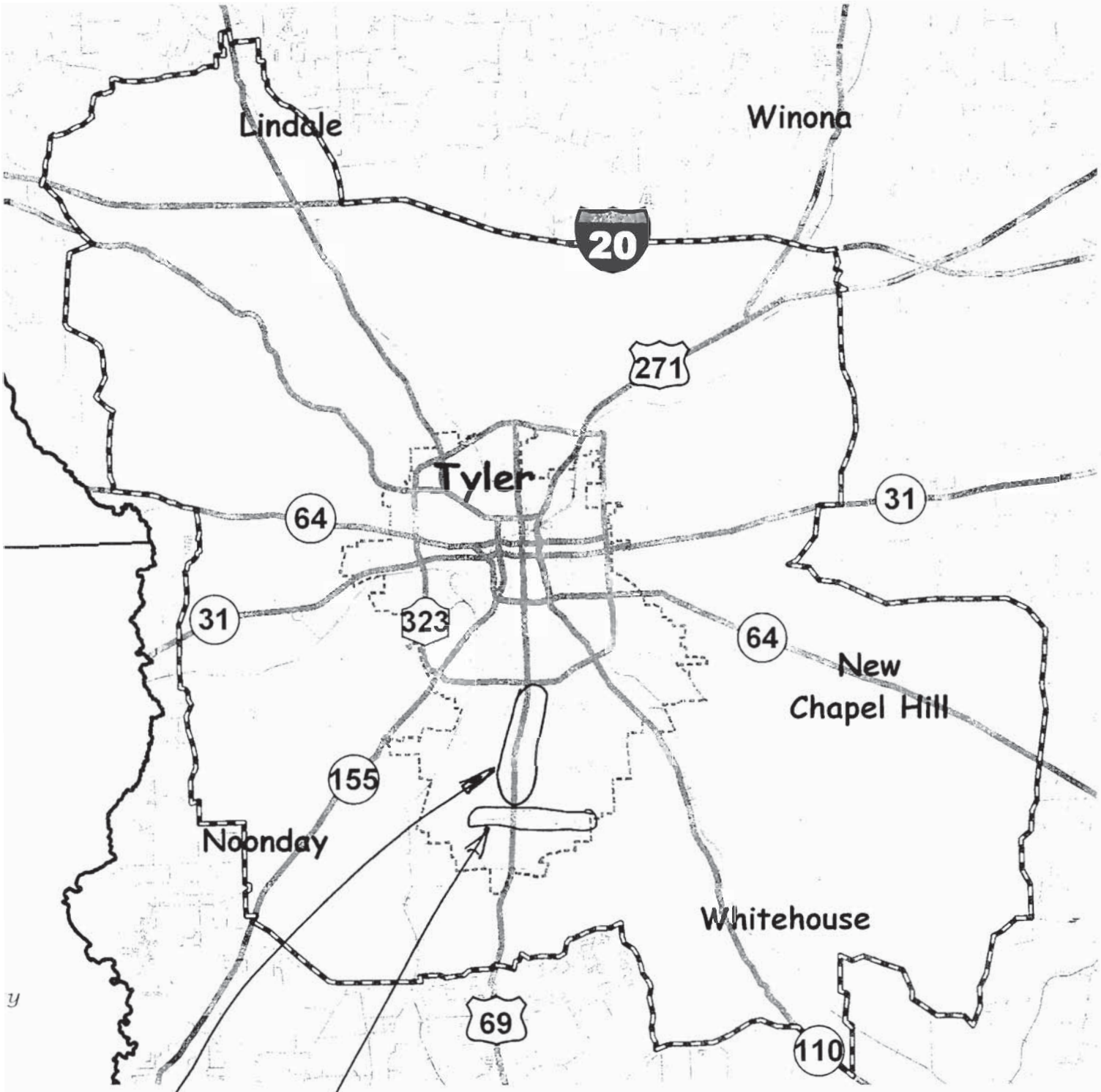
Address 311 AMBERWOOD CIR.
TYLER, TX 75701

E-mail Address davwilliam@tcaminternet.com

Phone Number 903.531.9394

Fax Number —

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



Please mark specific locations of transportation issues on the map above and describe them below:

WIDEN / IMPROVE CUMBERLAND ROAD (AT LEAST 4 LANES) (ALIGNMENT + CURB GUTTER)

ADD CENTER ISLAND TO CONTROL ACCESS ON B'WAY

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration.

I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner or renter
- ___ Business property owner or lessee
- ___ Roadway user
- ___ Other _____

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 1 Roadway Construction/Improvements
- ___ Traffic Signal Improvements
- ___ Transit Facilities
- ___ Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 7 Reducing Congestion/Delay
- 4 Construction Costs
- 3 Minimizing Environmental Impacts
- 1 Minimizing Impacts on Neighborhoods
- 8 Furthering Economic Development
- 6 Improving Everyday Travel Conditions
- 5 Improving Safety for Motorists
- 2 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* _____

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Puting 4 lane road through existing neighborhoods (Cumberland Road)
2. (1) Alternate (2) Existing route upgrades (1) meaning future loop 49 (2) Grande blvd
3. Public input over the long haul.

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

How are you assessing the impact of the future Loop 49 when you make plans to convert residential streets like Cumberland Road? by ordinal.

In 1995, residents were promised by city that Cumberland would not.

Optional Contact Information (Please Print):

Name Mr Terry Combs

Address 279 Cumberland Rd. Tyler, TX 75703-9319

E-mail Address tlc_11a@msn.com

Phone Number (903) 534-1566

Fax Number (903) 539-1567

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration. Please provide any information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

I have lived on W. Cumberland Rd since 1931. The last time I was notified re Master Road Plan, the proposal for widening Cumberland Rd was deleted from the plan (1985). I was never notified of this consideration in 1999!

Optional Contact Information (Please Print):

Name E Maxey Abernathy

Address 315 W. Cumberland Rd
Tyler 75703

E-mail Address abema@cox-internet

Phone Number 903-561-1821

Fax Number same

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration. Please provide any information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

How aware are you of Loop 49 (in South Tyler)? How does its traffic (not yet studied only speculation) "figure" in?

Who is on committee who is concerned w/ nature & environmental issues?

Optional Contact Information (Please Print):

Name Terry Combs / Linda Dillon

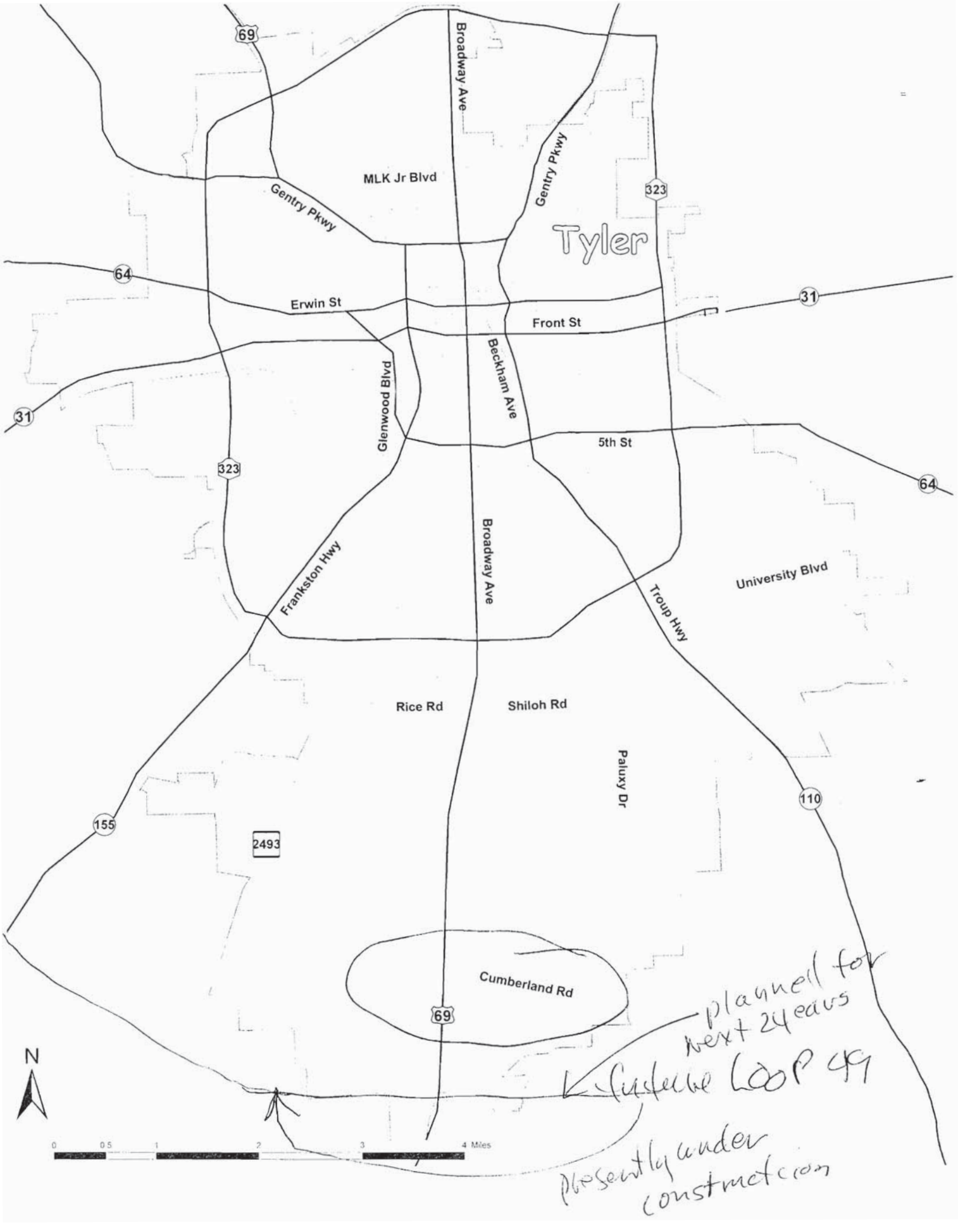
Address 299 Cumberland
Tyler, TX 75703

E-mail Address tlc_lla@msn.com

Phone Number 903.534.1566

Fax Number 903.534.1567

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.


69
Broadway Ave
MLK Jr Blvd
Gentry Pkwy
Gentry Pkwy
323
Tyler
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Erwin St
Front St
31
31
Glenwood Blvd
Beckham Ave
5th St
323
64
Frankston Hwy
Broadway Ave
Troup Hwy
University Blvd
Rice Rd
Shiloh Rd
Paluxy Dr
110
155
2493
Cumberland Rd
69
N
0 0.5 1 2 3 4 Miles
planned for next 24 years
Loop 49
presently under construction

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration throughout the project duration.

I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner or renter
- ____ Business property owner or lessee
- ____ Roadway user
- ____ Other ____

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- (2) Roadway Construction/Improvements
- (1) Traffic Signal Improvements
- (6) Transit Facilities
- (4) Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- (4) Reducing Congestion/Delay
- (7) Construction Costs
- (5) Minimizing Environmental Impacts
- (1) Minimizing Impacts on Neighborhoods
- (8) Furthering Economic Development
- (3) Improving Everyday Travel Conditions
- (2) Improving Safety for Motorists
- (6) Cost Effectiveness (benefits exceed costs)
- ____ Other *(specify):* ____

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. Traffic ~~west~~ near public park
2. Increased traffic in private neighborhood
3. Other options need to be considered or utilized on other ~~Broken~~ streets already in use — or under construction.

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

Optional Contact Information (Please Print):

Name Carole Jean Aberwathy

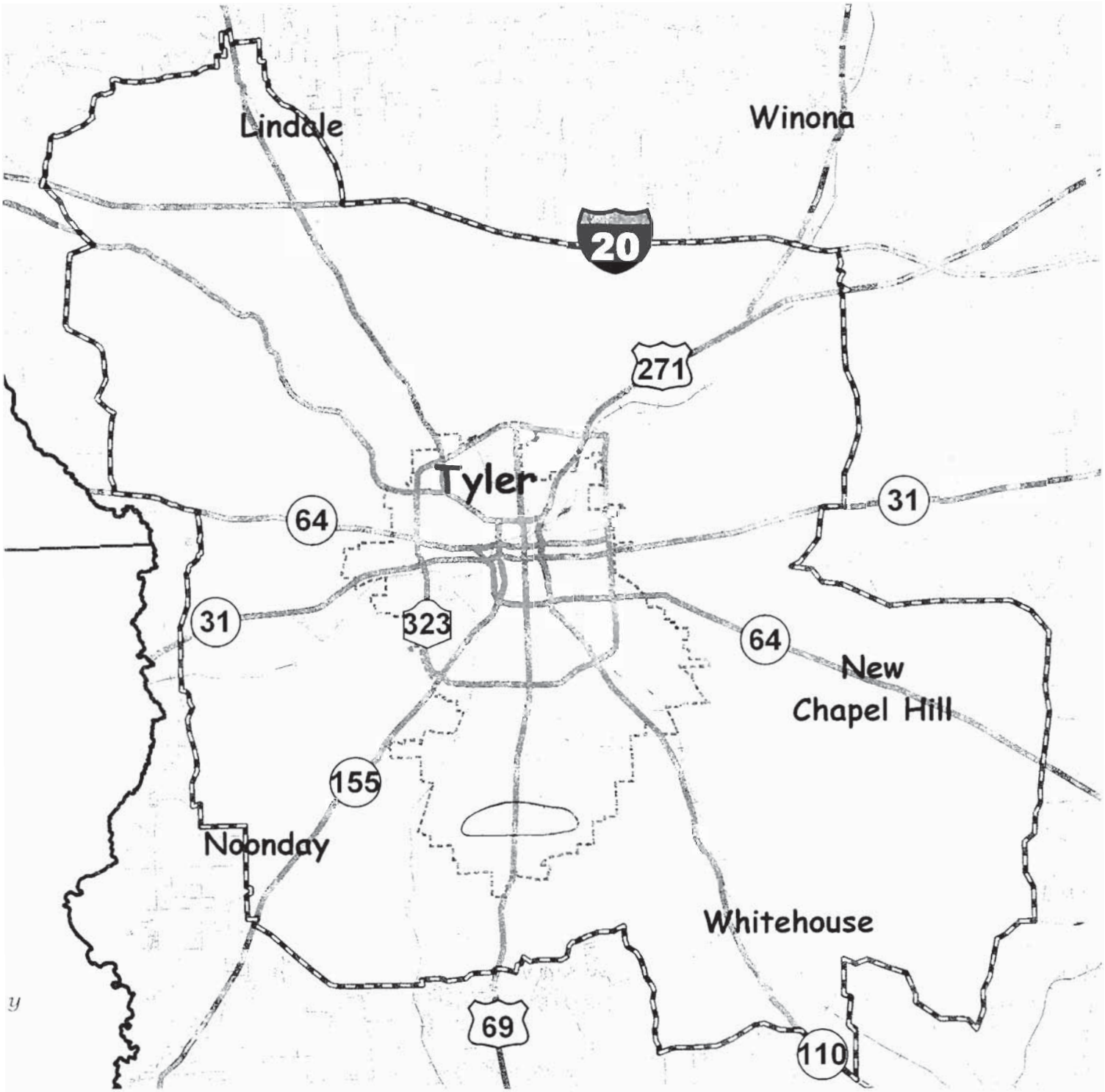
Address 315 W. Cumberland Rd.

E-mail Address ____

Phone Number ____

Fax Number ____

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



Please mark specific locations of transportation issues on the map above and describe them below:

_____

_____

_____

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

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I am primarily interested in this study from a standpoint of a:

- ✓ Residential property owner or renter
- ✓ Roadway user
- ___ Business property owner or lessee
- ✓ Other CYCLIST

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

- 2 Roadway Construction/Improvements
- 3 Transit Facilities
- 4 Traffic Signal Improvements
- 1 Bicycle/Pedestrian Improvements

In order of preference (1 being the most important), please rank the following in order of importance for developing the Tyler Area Metropolitan Transportation Plan:

- 4 Reducing Congestion/Delay
- 7 Construction Costs
- 5 Minimizing Environmental Impacts
- 3 Minimizing Impacts on Neighborhoods
- 8 Furthering Economic Development
- 1 Improving Everyday Travel Conditions
- 2 Improving Safety for Motorists
- 6 Cost Effectiveness (benefits exceed costs)
- ___ Other *(specify):* _____

Please identify your top three major issues or concerns related to transportation facilities that should to be addressed in this study.

1. BICYCLE TRAILS } INCREASE QUALITY OF LIFE - SO THAT CHILDREN CAN BIKE TO
2. WALKING TRAILS } AND OLDER PEOPLE CAN HAVE BETTER SCHOOL HEALTH
3. CONSIDER HEALTH ISSUES, PROMOTE OTHER TYPE OF TRANSPORTATION

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study *(please discuss and use the map on the back to illustrate if necessary)*:

DEVELOP GREEN AREAS

DESIGNATE BICYCLE LANES - SMOOTH LANES, SHOULDERS

BUILD SIDEWALKS, IMPROVE HANDICAP ACCESS

IMPROVE BUS SYSTEM - MORE BUSES WITH BIKE RACKS - MORE ROUTES (WE WAIT LOOONG FOR THE BUS)

Optional Contact Information (Please Print):

Name GALEN WILLIAMS

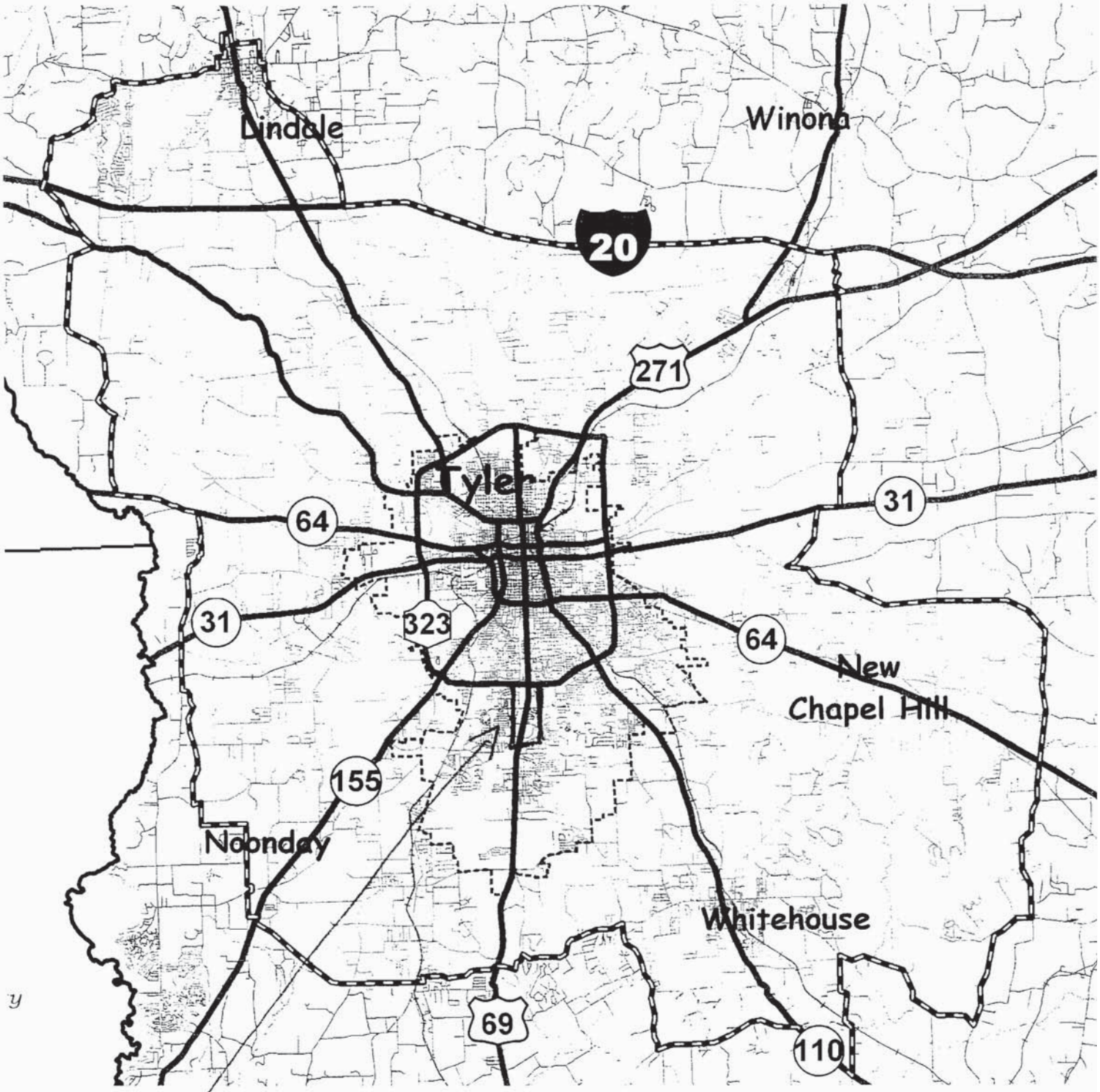
Address P.O. BOX 8176 TYLER 75711
202 CLEMSON DR, TYLER 75703

E-mail Address ericgalen@msn.com

Phone Number 903-509-2603

Fax Number 509-9647

Please return this comment form to the registration table or mail the completed form by May 31, 2004 to Mr. Bill Morales, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



Please mark specific locations of transportation issues on the map above and describe them below:

SO. BROADWAY TURNING LANES ARE VERY DANGEROUS.

THERE ARE NO BICYCLE LANES THROUGHOUT THE CITY. SOME TRAFFIC LIGHTS DON'T HAVE A SYSTEM FRIENDLY TO BIKES.

THANK YOU FOR YOUR CONSIDERATION.

Bob Hamm

From: davwilliam@tcainternet.com
Sent: Tuesday, May 18, 2004 8:29 AM
Subject: Tyler MTP Feedback Response

First Name: David
Last Name: Williams
Title:
Agency/Company:
Fax:
E-mail: davwilliam@tcainternet.com
Comments: Greetings: Would like to suggest consideration of cylcing route(s) designation in the metro area. Please note the link below. The Texas Bicycle Coalition is providing information to assist planning for safe routes to school that could include such cycling routes. Thanks, Dave
PS: If I can assist in anyway, please let me know.
http://www.saferoutestexas.org/projects.html

ENGINEERS
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Wilbur Smith Associates

9800 Richmond Ave., Suite 400
Houston, TX 77042-4521
(713) 785-0080
Fax (713) 785-8797
www.wilbursmith.com

July 27, 2004

Tanya McCuller
City Planner
City of Tyler
P.O. Box 2039
Tyler, Texas 75710

RE: Tyler Area Metropolitan Transportation Plan Update
MTP Review Committee Meeting No. 3

Dear Ms. McCuller:

We wish to confirm the third Metropolitan Transportation Plan (MTP) Committee meeting held for the above referenced project in the City of Tyler Development Center Conference Room on July 22, 2004. The following persons were in attendance:

- Dale Booth, Texas Department of Transportation;
- Rea Boudreaux, Brannon Corp.;
- Bill Clements, Shackleford Creek Area;
- Kenneth Cline, County;
- Davis Dickson, City of Tyler;
- Kirk Houser, City of Tyler;
- Tanya McCuller, City of Tyler;
- Heather Nich, City of Tyler;
- Dan Peden, City of Tyler;
- Mark Priestner, City of Tyler;
- Randy Redmond, Texas Department of Transportation;
- Dale Spitz, Texas Department of Transportation;
- Butch Willingham, Tyler Bicycle Club;
- Jan Wood, East Texas Trekkers;
- Bob Hamm, Wilbur Smith Associates; and,
- Naina Magon, Wilbur Smith Associates.

The primary purpose of this meeting was to summarize the results of Public Meeting No #1, review chapters 1, 2 and 3 of the draft MTP report, review the project networks, identify new roadway improvements and discuss alternative transportation improvements. Tanya McCuller, City of Tyler, opened and welcomed everyone to the meeting. The meeting agenda is attached to these meeting minutes for reference. Important items discussed at the meeting are summarized as follows:

- Copies of the minutes from MTP Review Committee Meetings #1 and #2 and a summary of Public Meeting #1 were passed out. Bob Hamm gave a brief overview of Public Meeting #1, which was held on May 19, 2004. Approximately 60 people attended the meeting and results of the survey indicated that transportation priorities were evenly split among the various types of improvements. Tanya McCuller indicated that the next public meeting would be held on a different day of the week and at a larger venue.
- Chapter 1 – Introduction, Chapter 2 – Existing Conditions and Chapter 3 – Demographics and Travel Demand Model were passed out to committee members. The committee was asked to review the chapters and provide any comments to the City. Naina Magon, WSA gave a brief overview of the demographics outlined in Chapter 3.
- The committee was asked to review the 2007, 2017 and 2030 project network maps. Comments/revisions regarding the maps include the following:
    - FM 2493 from Grande Boulevard to FM 2813 should be considered one project, therefore the segment between Loop 49 and FM 2813 should be included in the 2007 network;
    - Segment 1 of Loop 49 should be included in the 2007 network;
    - Add the extension of W. 8th Street to the Loop to the 2007 network;
    - Add intersection improvements along US 69 at FM 346 to the 2017 network;
    - Add the widening of Spur 64 from 2 to 4 lanes to the 2030 network;
    - Add dual left turn lanes on SH 110 (at Loop 323) in the 2007 network; and,
    - Upgrade Loop 49 to four lanes in the 2030 project network. Also Loop 49 should be considered two lane freeway as opposed to an arterial in all networks.
- A committee member asked if we should include projects outside the MPO boundary in the Plan, as the boundary may change over the years. It was explained that the plan represents a "snapshot in time", therefore only those projects within the boundary should be included. It was also explained that funding would not be jeopardized by not including projects outside the boundary in the plan as these projects are probably already included in other plans like the TIP. However all projects within the MPO boundary must be included in the MTP to be eligible for funding.
- Following review of the committed projects, committee members identified additional roadway projects to be included in the plan.
- The committee was asked to identify improvements related to other modes of transportation including the airport, transit and bicycle and pedestrian facilities. With regards to the airport, gradual growth is expected to continue to occur and the airport is working on expanding service to Austin. A major issue facing the airport is access along SH 64 due to development occurring along this corridor.
- With regards to bicycle and pedestrian improvements two projects have been identified by the City, both of which are funded (shown in Figure 2-13). Mr. Hamm pointed out that

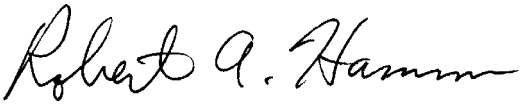
because these projects are already funded, there is the opportunity to include additional bicycle and pedestrian projects in the plan. It was decided to obtain a copy of the Parks Department's Master Greenbelt Plan and the previous trail coverage that was used in the 1999 plan and then identify potential bicycle/pedestrian projects at the next meeting. Additionally information regarding pedestrian/bicycle facilities in Lindale and Whitehouse should be gathered and incorporated into the plan. There was also discussion regarding developing cross sections for bicycle facilities as part of the Master Street Plan update.

- With regards to transit, it was decided that a list of transit related improvements and projects needs to be compiled.
- The next MTP Review Committee Meeting date was announced for Tuesday, September 21 at 1 PM. It was also announced that the next public meeting will be held in October to present the draft Plan.

Please advise me if you have any questions or comments regarding the above items or the status of the project. Thank you.

Sincerely,

WILBUR SMITH ASSOCIATES



Robert A. Hamm, P.E.
Project Manager

cc: All MTP Review Committee Members
Attachments

ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

9800 Richmond Ave., Suite 400
Houston, TX 77042-4521
(713) 785-0080
Fax (713) 785-8797
www.wilbursmith.com

September 25, 2004

Tanya McCuller
City Planner
City of Tyler
P.O. Box 2039
Tyler, Texas 75710

RE: Tyler Area Metropolitan Transportation Plan Update
MTP Review Committee Meeting No. 4

Dear Ms. McCuller:

We wish to confirm the fourth Metropolitan Transportation Plan (MTP) Committee meeting held for the above referenced project in the City of Tyler Development Center Conference Room on September 21, 2004. The following persons were in attendance:

- Dale Booth, Texas Department of Transportation;
- Rea Boudreaux, Brannon Corp.;
- Bill Clements, Shackleford Creek Area;
- Kenneth Cline, County;
- Kirk Houser, City of Tyler;
- Tanya McCuller, City of Tyler;
- Heather Nick, City of Tyler;
- Dan Peden, City of Tyler;
- Mark Priestner, City of Tyler;
- Randy Redmond, Texas Department of Transportation;
- Dale Spitz, Texas Department of Transportation;
- Fred Marquez, TPP Austin
- Norman Schenck, Tyler Transit
- Mark Sweeney, East Texas COG
- Jan Wood, East Texas Trekkers;
- Bob Hamm, Wilbur Smith Associates; and,
- Naina Magon, Wilbur Smith Associates.

The primary purpose of this meeting was to review projected funding levels and the preliminary project analysis. Tanya McCuller, City of Tyler, opened and welcomed everyone to the meeting. Important items discussed at the meeting are summarized as follows:

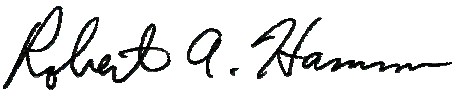
- Bob Hamm gave a brief overview of tasks accomplished to date and highlighted key upcoming activities and meetings;

- A bicycle and pedestrian facilities map was passed out to committee members. It was explained that this map was developed at a previous meeting held with city staff, TxDOT and members of the bicycle and pedestrian community;
- Maps of the committed, short-term, long-term and unconstrained projects were passed out to committee members along with the preliminary project analysis spreadsheet. Committee members offered comments and revisions regarding project limits, description and which scenario projects should be included in;
- A discussion of toll facilities was held and it was decided that projects that would be 100 percent financed by toll should be included in the plan. Upgrading Loop 49 to four lanes on the west side was identified as a potential toll project;
- With regards to funding it was decided that short and long-term funding should be increased to account for the Tyler MPO being successful in obtaining strategic priority funds. It was also decided that the following categories would be included in the plan as lump sum categories: safety, enhancement, miscellaneous and district discretionary; and,
- Based on comments received during this meeting the project maps will be revised and provided to the MPO for their review.

Please advise me if you have any questions or comments regarding the above items or the status of the project. Thank you.

Sincerely,

WILBUR SMITH ASSOCIATES



Robert A. Hamm, P.E.
Project Manager

cc: All MTP Review Committee Members

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(713) 785-0080
Fax (713) 785-8797
www.wilbursmith.com

November 3, 2004

Tanya McCuller
MPO Planner
Tyler Area MPO
P.O. Box 2039
Tyler, Texas 75710

RE: Tyler Area Metropolitan Transportation Plan Update
MTP Public Meeting #2

Dear Ms. McCuller:

We wish to confirm the second Metropolitan Transportation Plan (MTP) Public Meeting held for the above referenced project at the Tyler Junior College on October 26, 2004. The following is a summary of the issues and discussions that were brought forth by the citizens in attendance.

The primary purpose of this second public meeting was to review the draft Metropolitan Transportation Plan. A meeting handout and comment form was distributed to meeting attendees at the sign in table. Maps of the short and long term projects were displayed for meeting attendees to review. A total of 66 persons signed in and registered their attendance at the meeting.

Tanya McCuller, City of Tyler, opened and welcomed everyone to the meeting, which was followed by a presentation by Bob Hamm, Project Manager for the MTP Update with Wilbur Smith Associates. Important items discussed at the meeting are summarized as follows:

- Bob Hamm gave a brief overview of the project and the MTP process. Mr. Hamm went on to give a general overview of projected funding and the evaluation process. He concluded with presenting the draft short and long term plans;
- The floor was opened for a general comment period. The following is a summary of comments received during that time:
    - The Historical Association requested a traffic study at the intersection of US 271 and Loop 323. The association is willing to donate right-of-way for improvements that may include a traffic signal and dual left turn lanes.
        - Kirk Houser, City of Tyler, stated that City already has plans to perform the study.
    - Twelve people spoke on bicycle issues in the community. Major concerns included making biking more feasible in the community for both commuting and recreational purposes and addressing safety issues including designated bike lanes and trails and providing proper signage. Several of the speakers emphasized the importance biking to

their health, the environment and the community's children. There suggestions included the following:

- More striped bike lanes,
- More signage;
- Underpass at Loop 323 and Donnybrook; and,
- Designated bicycle and pedestrian trails and routes throughout the Tyler area.

- One person spoke on the need for pedestrian planning in the community. He felt it was important to build pedestrian and bicycle infrastructure now to accommodate the retiree population. Recommendations included looking at pedestrian ways as part of the community's infrastructure, making bus stops accessible, connecting bus stops to neighborhoods, and designating routes and trails;

- One person spoke on the Regional Mobility Authority and the tolling of Loop 49. A petition regarding the forming of an RMA was brought to the community's attention. Concerns include the authority of the RMA to condemn property and lease to other businesses. Additionally concerns were expressed over revenues received in one county paying for projects in another;

- In response to these concerns a representative of the Chamber of Commerce explained the importance of the RMA in providing good infrastructure and improving the quality of life of citizens. Funding projects through the RMA would be a two-way street - revenues generated in one county may pay for projects in another and vise versa;

- Once person spoke regarding the extension of New Copeland Road and the negative effects the extension will have on the neighborhood and property values. This person was in favor of curving the road further east to tie into Cumberland or tying it back to Paluxy;

- One person spoke on the median on Broadway and his concerns over whether it was wide enough to accommodate cars turning. He also expressed safety concerns associated with ambulances not being able to cross medians; and,

- One person expressed concerns with regards to the extension of Grande Boulevard from Sutherland to Paluxy as this extension would result in cut through traffic in residential areas.

In addition to these verbal comments 18 people turned in comment forms at the end of the meeting or submitted comments via email and the project website. Below is a summary of these written comments:

- Would like to see the Tyler area become more bicycle and pedestrian friendly. Few schools have safe routes for their children to walk or ride their bikes to. Neighborhoods and communities are safer when people have sidewalks and lanes for bikes;

- I am in the process of assisting a landowner south of Bullard in building bike trails. In the future this property may be used for north/south and east/west bicycle traffic. Bus stops in the community need to be upgraded;

- Support the widening of Cumberland Road between Paluxy and US 69 South. Do not support the widening of Skidmore Lane between Paluxy and US 69 South. Support the extension of Copeland Road to Cumberland at Wilder or Cherokee Trail. Support the widening of Paluxy to 4 lanes to FM 346. Support the completion of Loop 49 on the east side of Tyler to connect with SH 155 and US 271 North;

- Cumberland is residential and should be 2 lanes with CLT. Skidmore from Paluxy to the mall should be two lanes. New Copeland extension south to Cumberland would accomplish nothing and would increase traffic in the Cumberland and Cumberland Estates residential areas. It would not improve north-south traffic. Widening Paluxy is the best alternative;

- Bike lanes would make it safer to cycle and would increase the number of families riding with their children. Making Tyler a cycle friendly community would be a bonus for companies relocating here, tourism and new housing development;

- Residents of Cumberland Road have concerns about the future use of New Copeland Road and Skidmore. Broadway south has a traffic signal onto Skidmoore which is a crooked road that skirts residential areas as it approaches Paluxy. Anything that limits the traffic on this road is desirable to the neighborhood as well as maintaining the mandate of no feeder roads adjacent to Loop 49. New Copeland Road needs an extension south. However to direct its path to connect at Wilma and Cumberland Road will direct traffic through Cumberland Estates;

- Agree with a five lane on Cumberland Road. Disagree with any change on Skidmore. Strongly support bike and hiking trails as an alternative means of transportation in the community;

- Cumberland Road should be widened between Paluxy and US 69. Oppose the widening of Skidmore between Paluxy and US 69. Tyler needs bike and hike trails;

- Don’t agree with extending Copeland Road South due to the traffic that would result in Cumberland Estates. Widening Skidmore would open up the area for commercial development. It would make more sense to make Cumberland Road 4 lanes between US 69 and Paluxy. Making Loop 49 a toll road is a good idea;

- Support the widening of Cumberland Road between Paluxy and US 69 South. Do not support the widening of Skidmore between Paluxy and US 69 south. Strongly urge Tyler to build bike and hike trails;

- Oppose the tolling of the initial section of Loop 49 (US 69 to SH 155 and US 69 to Paluxy). I have no opposition to tolling the remaining sections;

- Eliminate on-street parking on Donnybrook, from Loop 323 to Houston Street. Add pedestrian crossing buttons at Donnybrook and Loop 323 for North/South crossing of the Loop; and,

- Several additional comment forms included support for and discussed the importance of the development of bicycle and pedestrian facilities throughout the Tyler region.

Copies of the written comments received within the public comment period are attached for reference. Please advise me if you have any questions or comments regarding the above items or the status of the project. Thank you.

Sincerely,

WILBUR SMITH ASSOCIATES

Robert A. Hamm, P.E.
Project Manager

Attachments

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

Comment Form

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Cumberlan Road - I support the widening of Cumberland Rd between Paluxy and U.S. 69 South.

Shidmore Lane - I do not support the widening of Shidmore Lane between Paluxy and US 69 South.

Copeland Rd. - I support the extension of Copeland Rd to Cumberland at wider as Cherokee Trail.

Paluxy (756) - Support widen to 4 lanes to FM 346

Loop 49 - I support the completion of Loop 49 on the east side of Tyler to connect with S.H. 155 and US Hwy 271 north of UTHC, Tyler

Optional Contact Information (Please Print):

Name Tom Mullins

Address 1327 Santa Fe Trail
Tyler, TX 75703

E-mail Address tgm@tale.org

Phone Number 903-593-2004

Fax Number 903-597-0699

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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I retired 6 years ago from the USAF and moved to Tyler. I love the people, but I would like to see it more bike and pedestrian friendly. Few schools have safe routes for children to walk or ride their bikes to school. Neighborhoods and communities are safer when people have sidewalks and lanes for bikes to encourage people to travel in other ways than by trucks, SUVs, and cars. On Nov. 1, 2003 I was hit by a speeding truck that ran through an intersection failing to yield and hit me on My bike. I had 3 grade 3 compound fractures of my arm, leg, and ankle. I was airlifted to ETMC to save my life. I lost 40% of my blood and spent 6 weeks in the hospital. Now I go to rehab every day for therapy and don't ride a bike much any more unless it's in a park. So I encourage wise planning.

Optional Contact Information (Please Print):

Name TERRY HOWLETT

Address 5353 PATTON CIR
TYLER 75704

E-mail Address HOWLETTT@MERCYSHIPS.ORG

Phone Number 903-597-1820

Fax Number

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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I AM IN THE PROCESS OF ASSISTOWING A LANDOWNER, SOUTH OF BULLARD, TX APPX. 2 MI., IN BUILDING MT. BIKE TRAILS ON THIS PROPERTY. PROPERTY IS APPX. 2500 ACRES. IN THE FUTURE THIS PROPERTY COULD/MAY BE USED FOR NORTH/SOUTH + EAST/WEST BICYCLE TRAFFIC IN THE FUTURE. THE GOAL OF THE LANDOWNER IS TO ABSTAIN FROM ANY TYPE OF DEVELOPMENT, E.G. - HOME/COMMERCIAL DEVELOPMENT, IN THE FUTURE. ALSO, AN INDIVIDUAL I JUST MET JUST MOVED HERE FROM BOSTON, MA. HE TRIED TO WALK TO WORK TO U.T. TYLER WHERE HE IS AN ART INSTRUCTOR. HE PURCHASED AN AUTO IMMEDIATELY. ALSO, BUS STOPS NEED TO BE UPGRADED AS SOME OF MY HELP, THAT I AM TRYING TO HELP, USE THIS MODE OF TRANSPORTATION.

Optional Contact Information (Please Print):

Name ROGER SINGLETON

Address 6733 CR2193
WHITEHOUSE, TX 75791

E-mail Address ROGER(a)REMODELTYLER.COM

Phone Number 903 839-2643

Fax Number _____

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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Since 1985 I have Ridden bicycles as exercise to improve my health. The traffic(vehicle) has Dramatically increased Since 1985 and there has not been any Bike lanes in Tyler. This not only makes it very dangerous for both bicyclist and motorists but causes cyclist to change their routes forcing us to ride on very narrow streets to Avoid heavily traveled streets such as South Broadway, etc.

Bikes lanes would not only make it safer to cycle it would increase the number of families riding with their children in such activities as going to the park, grocery store, etc.

Making (planning) to make Tyler a cycle friendly community would be a bonus for companies relocating here, tourism, and new housing development.

Thanks for you time.

Optional Contact Information (Please Print):

Name Michael WARE

Address 1914 E. Devine
Tyler Tx 75701

E-mail Address una54@net-zero.net

Phone Number 903-593-3797

Fax Number

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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I agree with a five lane on cumberland road. It is an obvious move and is already overdue.

I disagree with any change in Skidmore.

STRONGLY SUPPORT BIKE/HIKING TRAILS, BUT I CONSIDER WE NEED THIS FOR MORE THAN JUST RECREATION. I WOULD LIKE TO BE ABLE TO GET SOMEWHERE IN A SAFE WAY. SO I COULD BUY A CUP OF COFFEE OR A QUART OF MILK WITHOUT HAVING TO DRIVE A CAR. IF TYLER IS GOING TO BE A GOOD RETIREMENT COMMUNITY THIS IS IMPORTANT.

Optional Contact Information (Please Print):

Name Peter Larsen

Address 1326 Santa Fe
TYLER TX, 75703

E-mail Address

Phone Number 903-871-2078

Fax Number Lpetelarsen@AOL.com

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

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CUMBERLAND RD. I STRONGLY ~~FEEL~~ THAT CUMBERLAND RD. SHOULD BE WIDENED BETWEEN ~~BROADWAY~~ BROADWAY & US 69.

SKIDMORE LANE I STRONGLY OPPOSE THE WIDENING OF SKIDMORE BETWEEN BROADWAY & US 69.

TYLER ~~PERSONALLY~~ NEEDS BIKE AND HIKING LANES/TRAILS.

Optional Contact Information (Please Print):

Name John Dodson

Address 1305 SANDPIPER TRAIL

E-mail Address 356tx4@cox-internet.com

Phone Number 903/839-8118

Fax Number _____

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

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It is my understanding that there is a possibility of extending Copeland Rd. south to Wilcox. I don't think that this is a good idea. The natural flow of traffic would then be thru Cumberland Estates. This neighborhood is not equipped to handle high traffic flow.

I have also heard there is the possibility of making Skidmore a major artery for traffic. This is a winding road that goes behind several sub-divisions. By doing this, you are opening up the area for commercial development. I understand that the home owners of Cumberland Estates were promised this would never happen.

It would make more sense to make Cumberland Rd 4 lane as a corridor between Hwy 69S & Paluxy.

I think making Loop 49 a Toll Rd is a good idea. This is NOT A Toll. It is a choice to use this road!

Optional Contact Information (Please Print):

Name Patti McElligott

Address 1445 Old Hickory
Tyler, TX 75703

E-mail Address aw@tyler.net

Phone Number 903-839-0967

Fax Number 903-839-6819

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

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Cumberland RD - I support the widening of Cumberland RD. between Paluxy & U.S. Hwy. 69 South.

Aldmore Lane - I do not support the widening of Aldmore Lane between Paluxy & U.S. 69 South.

I strongly urge Tyler to build biking / hiking trails

Optional Contact Information (Please Print):

Name Alesan Fabac

Address 1305 Santa Fe Trl. Tyler, TX 75703

E-mail Address 356TUB@cox-internet.com

Phone Number 903/839-8118

Fax Number N/A

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

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I HAVE GONE ON RECORD AS OPPOSING THE TOLLING OF THE INITIAL SECTIONS OF LOOP 49. [US69 TO 155 & US69 TO PAUXY]. I HAVE NO OPPOSITION TO TOLLING THE REMAINING SECTIONS.

Optional Contact Information (Please Print):

Name DR. C.W. ALWORTH, PE E-mail Address

Address 505 CUMBERLAND Phone Number

TYLER TX 75703 Fax Number

COUNCILMEMBER DISTRICT 6 ; CITY OF TYLER

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

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1. Eliminate Onstreet Parking On Donnybrook From Loop 323 To Houston Street.
2. Add Ped. Crossing Buttons @ Donnybrook And Loop For North/South Crossing Of Loop.
3. Stated Limit Of 3 Min. Per Speaker Abused. Suggest A Bell Timer.

Optional Contact Information (Please Print):

Name David Williams

Address 311 Amberwood
Tyler 75701

E-mail Address davwilliam@trainternet.com

Phone Number 903.531.9394

Fax Number

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

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① Cumberland Rd is clearly residential. It should be a 2 lane w/ CLT (NOT 4 lane w/ CLT).

② Skidmore from Paluxy to the "Mall" is and should be two lane only. It is clearly Residential Service trucks will have adequate access via US 69 and should not come through neighborhoods.

③ New Copeland Rd extension south to Cumberland would accomplish nothing. and would increase traffic in the Cumberland & Cumberland Estates residential areas. But it would not move north-south traffic any better than now - only shift the area of congestion into a neighborhood.

Widening Paluxy is the best alternative to quickly move traffic through the area and outside the neighborhoods.

Optional Contact Information (Please Print):

Name Ron Pinkenburg

Address 321 Cumberland Rd.
Tyler 75703

E-mail Address pink@eyecaretyler.com

Phone Number 903-561-4373

Fax Number 903 595-1212

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

TYLER AREA METROPOLITAN TRANSPORTATION PLAN UPDATE

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Thank you for the Bicycle Plan - It looks great.
Please complete it!
The bike path under Broadway will be
especially useful.

Optional Contact Information (Please Print):

Name James Kidd

Address 1820 S. Wall Ave.
01

E-mail Address kidd28@earthlink.net

Phone Number 903 566-0028

Fax Number _____

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

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Residents of Cumberland have grave concerns about the future use of New Copeland Road and of Skidmore. Broadway South has a traffic light on to Skidmore which is a crooked road which skirts residential areas as it approached Palueyo. Anything that limits the traffic on this route is desirable to the neighborhoods as well as maintaining the mandate of no feeder roads adjacent to the Loop 49.

New Copeland road needs an extension south. However, to direct it's path to connect at Wilana and Cumberland road will direct traffic through Cumberland Estates as a short cut to the mall's back door. The streets of Cumberland Estates are not designed to carry that kind of traffic. The intrusion of traffic into a neighborhood from 2 major sources is unthinkable.

Regarding bike & hike trails: many miles of these trails in Houston were paid for by organized races planned and directed by the local cyclist and triathalon clubs. This should be encouraged here as well.

Optional Contact Information (Please Print):

Name Loretta Kellogg / Loretta Kellogg E-mail Address pandr@tyler.net

Address 9323 Chisholm Trail Phone Number 903-509-1178

Fax Number 903-509-3442

Please return this comment form to the registration table or mail the completed form by November 19, 2004 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

Bob Hamm

From: jcanal@cox-internet.com
Sent: Wednesday, October 27, 2004 12:44 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Joseph
Last Name: Canal
Title:
Agency/Company:
Address 1:
Address (continued):
Phone:
Fax:
E-mail: jcanal@cox-internet.com
Comments: I attended Public Meeting No.2 on Oct. 26, 2004, but did not speak publicly, I have chosen to use this forum to express my views.
I am a member of the Tyler Bicycle Club and have been an avid cyclist for about 20 years. I ride for my health an well being.
I would like to express my support for the proposed bicycle and pedestrian lanes and trails in the City of Tyler. Specifically, I would like to point out that one of the major benefits of living in Tyler is that a person can be out on a beautiful country road from anywhere in our city in a matter of minutes. I would like to encourage our city and county planners to consider safe routes through the city to points North, South, East and West. Right now, in order to get out of town going south, the major roadways are not bicycle friendly, namely, South Broadway, between Heritage and Cumberland Road, Old Jacksonville from Grande to Gresham or Paluxy from Roy Road to FM 346. The proposed bike and pedestrian path to Faulkner Park would improve safe access to the South of Tyler. I hope the proposed median work on South Broadway will not block cycling access to those turning South on Broadway from Heritage. There is a good route through the neighborhoods paralleling Broadway from Jeff Davis to Heritage, but there is no access through the neighborhoods to Cumberland South of Heritage. Bicyclists must take Broadway from Heritage to Southern routes.
Access to the East is not as bad, Hwy. 64 from the Loop out to Chapel Hill is a relatively safe route, and the Spur from UTT to 64 is also relatively safe.
Access to the North is not bad out 69 North to Lindale, or Lavender road from the Loop North.
Access to the West on Hwy. 64 is very dangerous, 31 is less so.
I use Greenbriar from Pine Cove road quite a bit to go North from South Tyler and find that it is becomming more and more congested with traffic. I hope that in the future plans, the safety of bicyclists and pedestrians are considered in road construction and improvement.

Bob Hamm

From: Rick.Hensley@tylerisd.org
Sent: Wednesday, October 27, 2004 3:59 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Rick
Last Name: Hensley
Title: Supervisor of Maintenance Services
Agency/Company: Tyler ISD
Address 1:
Address (continued):
Phone:
Fax:
E-mail: Rick.Hensley@tylerisd.org
Comments: I was unable to attend the meeting on the 26th but I would like to take the opportunity to ask the city to consider cyclist in any future plans for improving transportation in the City of Tyler. I ride a bicycle and I am a member of the Tyler Bicycle Club. I do not travel a great deal but I do occasionally get around this great state and sometimes into Lousianna and I see many areas where cycling lanes are set aside for the citizens of the area. It would seem to me that this type of accomadation would be safer for everyone not to mention our school children that ride their bikes to school. Thank you for this venue in which to make a comment.

Bob Hamm

From: una54@netzero.net
Sent: Wednesday, October 27, 2004 11:04 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Michael
Last Name: Ware
Title:
Agency/Company: Tyler Bicycle Club
Address 1: Address (continued):
Phone:
Fax:
E-mail: una54@netzero.net
Comments: I want to thank you for the opportunity to voice my views at your MPO meeting last night(10-26-04) at T.J.C. I forget to emphasize the demographics of the Tyler Bicycle Club. The club consist of approximately 165 members of various middle income professions including attorneys,doctors,accountants,teachers,business owners,medical professionals and engineers. Our bicycles that we ride cost from $1,100 to $7,ooo plus clothing and equipment. All of us ride to improve our health not for recreation, although we have a great time riding the roads of Tyler and East Texas. I have been riding bicycles in Tyler since 1964 and i would like to see bike lanes included so that cyclist of any age can have a safe riding environment whether they are riding to school,the grocery store, the coffee shop or use the bike lanes to connect with the beautiful farm to market roads here in East Texas. Thank you for your time. Sincerely, Michael Ware

Bob Hamm

From: Tanya McCuller [tmcculler@tylertexas.com]
Sent: Monday, November 01, 2004 11:27 AM
To: Bob Hamm (E-mail)
Subject: Citizen comments for Tyler MTP

Tanya E. McCuller
MPO Planner
Metropolitan Planning Organization
Planning and Zoning
City of Tyler
*tmcculler@tylertexas.com
*903.531.1175

-----Original Message-----
From: wc@wilsonlawfirm.com [mailto:wc@wilsonlawfirm.com]
Sent: Monday, November 01, 2004 9:11 AM
To: Tanya McCuller
Subject: From Website - Email from web visitor

This message is from the cityoftyler.org webpage. The message below was entered by a user at IP:66.76.51.174 at 11/1/2004 9:11:05 AM. The return address of wc@wilsonlawfirm.com was supplied by the user. This top portion is automatically generated by the site.
----------ORIGINAL MESSAGE---------- Enter Your Message Here.

I was unable to attend the recent meeting where a number of cyclists spoke. I wanted to let you know that I am an avid cyclist, and concerned about cycling being considered in your plans for the future. Cycling is a healty recreational pursuit, and a viable means of alternate transportation. There are many of us who enjoy and depend on cycling, and we want to be able to continue to do so in the future. We are a diverse group. I am a lawyer. I have cycling friends from all walks of life. We are involved members of the community, taxpayers, voters, and regular people. Some people have the perception that bicycles are merely toys, and that adults have no business riding them, especially on roads. As you know, this is not the case. We have the legal right to be on the road. We strive to be responsible and careful in our use of the roads, and we hope you will help us.

Thanks

Bill Cornelius

Bob Hamm

From: sandra@masili.com
Sent: Friday, November 05, 2004 12:57 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Sandra
Last Name: Masili
Title:
Agency/Company:
Address 1:
Address (continued):
Phone:
Fax:
E-mail: sandra@masili.com
Comments: I commute by bicycle to work twice a week and riding in Tyler is pretty risky business. Most car and truck drivers are not aware of bicycles rights to share public roads with vehicles. Bike lanes or a public awareness/education effort would be a plus to an already attractive city.

Appendix B

Project Evaluation Matrix

Appendix B - Project Evaluation Matrix

ID	Project Location	From Limits	To Limits	Project Description	Length (miles)	In Plan	Is Local	Estimated Cost (in $)*	Parallel Road	Highest Existing Volumes**	Max. Existing LOS	Highest Future Volumes**	Max. Future LOS	Future VMT	Future Cost / VMT
SM-2	FM 2493	Grande Boulevard	FM 2813	Reconstruct to a 4-lane urban arterial with CLT	3.45	1		$5,360,000		11,500	E	23,800	D	82,110	$65.28
SM-3	FM 346	FM 2964	Hagan Road	Upgrade to a 4-lane arterial with CLT	3.40	1		$8,400,000		7,300	E	15,400	C	52,360	$160.43
SNM-14	US 69	0.2 miles north of IH 20	0.3 miles south of IH 20	Install Raised Median	0.50	1		$123,700		24,400	E	24,000	E	12,000	$10.31
SNM-23	SH 110	at Loop 323		Add dual left lanes at intersection	0.25	1		$250,000	Loop 323	48,500	D	59,100	E	14,775	$16.92
SM-27	FM 346	at US 69		Intersection Improvements	0.25	1		$5,000,000	US 69	20,800	D	25,900	E	6,475	$772.20
SM-29	Loop 49	FM 756	SH 110	Construct new 2-lane freeway	2.62	1		$16,500,000	FM 346	5,300	D	21,100	C	55,282	$298.47
SM-30	Loop 49	SH 155, southwest	US 69, north	Construct new 2-lane freeway	22.74	1		$135,000,000	US 69N	24,400	E	28,200	D	641,268	$210.52
SM-40	Loop 49	US 69, south	FM 756	Construct new 2-lane freeway	1.95	1		$12,000,000	FM 346	3,700	C	23,000	C	44,850	$267.56
SNM-41	Loop 323	New Copeland Road	SH 64	Install raised medians	2.84	1		$2,620,000		51,700	D	64,000	E	181,760	$14.41
SM-C9	FM 756	Jeff Davis Drive	FM 346	Upgrade to a 4-lane principal arterial	3.69	1		$3,900,000		5,000	D	8,700	E	32,103	$121.48
SNM-26	Loop 323	south of SH 31 west	at Railroad	Widen from 4 to 6 lanes and construct railroad underpass	0.26	1-6		$5,260,000		32,900	D	40,800	E	10,608	$495.85
LS-17	*Rice Road	SH 155	FM 2493	Construct new 4-lane minor arterial	1.38	2	Y	$1,600,000	Grande Blvd	7,200	C	8,000	C	11,040	$144.93
LS-18	Donnybrook Avenue	Shiloh Road	Rieck Road	Widen from 32 to 40 ft. urban street	0.42	2	Y	$1,300,000	US 69S	40,500	E	1,000	C	420	$3,095.24
LS-19	Grande Boulevard	Sutherland Drive	Paluxy Drive	Construct 4-lane minor arterial with CTL	1.32	2	Y	$2,750,000	Shiloh Road	14,400	C	14,700	C	19,404	$141.72
LS-20	Towne Park Drive	Loop 323	SH 155	Construct 4-lane minor arterial with CTL	0.64	2	Y	$336,000	Walton Road	3,500	D	4,800	C	3,072	$109.38
LS-21	West 8th Street	Loop 323	SH 155	Construct 4-lane minor arterial, with CTL	1.68	2	Y	$2,400,000	Walton Road	3,500	D	11,000	C	18,480	$129.87
LS-22	Old Omen Road	University Blvd	Shiloh Road	Widen from 2 to 4 lanes, with CTL	1.54	2	Y	$1,600,000		1,300	C	1,900	C	2,926	$546.82
LS-24	*Bellwood Lake Drive	North Portion of Bellwood L	Briarwood Road near Loop 323	Extend road as a 2-lane collector	2.35	2	Y	$1,400,000	Loop 323	32,900	D	40,800	E	95,880	$14.60
LS-25	Charlotte Drive	Van Highway	Loop 323 Northwest	Widen road to 2-lane collector with CLT	0.72	2	Y	$1,120,000	Gentry Parkway	18,500	C	18,400	C	13,248	$84.54
LS-31	Shiloh Road	Hays Avenue	Old Omen Road	Upgrade to a 4-lane divided arterial	1.90	2	Y	$1,970,000		400	C	900	C	1,710	$1,152.05
LS-33	Shiloh Road	New Copeland	SH 110	Widen to a 4-lane arterial with CTL	1.68	2	Y	$2,600,000		13,300	C	17,400	D	29,232	$88.94
LS-B4	*Grande Blvd	SH 155	Loop 49	Extend 4-lane divided minor arterial and add an interchange at Loop 49	3.04	2	Y	$5,000,000	Lake Placid Rd	3,000	D	10,400	F	31,616	$158.15
LS-C2	*Grande Boulevard phase III	Paluxy Drive	New Omen Road	Extend road as a 4-lane minor arterial with CTL	2.89	2	Y	$5,000,000	Roy Rd	2,900	C	7,200	E	20,808	$240.29
LS-C3	*New Omen Road	Shiloh Avenue	Grande Boulevard	Extend road as a 4-lane divided minor arterial	1.35	2	Y	$1,450,000	SH 110	26,400	C	37,000	E	49,950	$29.03
LS-47	Lake Placid Street	SH 155	Old Jacksonville Road	Construct 4-lane minor arterial with CTL	0.87	2	Y	$464,000	Sunnybrook Dr	14,400	E	2,300	C	2,001	$231.88
LM-32	Loop 323 Extension	Loop 323, northeast	US 271	Widen to a 4-lane divided arterial	0.62	3		$1,336,500		12,000	E	15,200	F	9,424	$141.82
LM-34	Spur 364	SH 31, west	Loop 323	Widen from 2 (or 3) to 4 lanes	4.00	3		$6,864,000		9,600	E	11,200	E	44,800	$153.21
LM-A11	SH 64, west	FM 724	FM 2661	Widen to a 4-lane divided principal arterial	1.77	3		$3,026,100		7,900	D	16,100	F	28,497	$106.19
LM-A12	SH 64, east	CR 220, east	FM 3226	Widen to a 4-lane divided principal arterial	0.14	3		$239,255		10,300	E	13,000	E	1,820	$131.46
LM-A2	Loop 49	SH 110, southeast	SH 155 / US 271	Extend 2-lane freeway via SH 64 / University Blvd intersection	11.62	3		$86,000,000	US 271	24,500	E	33,600	F	390,432	$220.27
LM-B2	Spur 248	Old Omen Road	SH 64, east	Upgrade to a 4-lane divided principal arterial	2.18	3		$3,316,500		9,100	E	11,500	E	25,070	$132.29
LM-C10	SH 31, west	FM 206	FM 2661	Widen from 4 to 6 lanes	3.21	3		$5,494,500		23,000	D	29,200	E	93,732	$58.62

Appendix B - Project Evaluation Matrix

ID	Project Location	From Limits	To Limits	Project Description	Length (miles)	In Plan	Is Local	Estimated Cost (in $)*	Parallel Road	Highest Existing Volumes**	Max. Existing LOS	Highest Future Volumes**	Max. Future LOS	Future VMT	Future Cost / VMT
LM-C11	FM 14	Loop 323	IH 20	Widen to a 4-lane minor arterial with CLT	4.51	3		$11,564,850		9,200	E	10,700	E	48,257	$239.65
LM-C12	SH 31, east	Loop 323, east	FM 850	Widen to a 4-lane divided principal arterial	2.94	3		$5,022,600		12,700	E	18,200	F	53,508	$93.87
LM-C7	FM 16	US 69	Loop 49	Widen from a 2-lane to 4-lane divided minor arterial	1.81	3		$3,102,000		7,800	E	12,000	E	21,720	$142.82
LM-D6	FM 2493	FM 2813	FM 344	Reconstruct to a 4-lane urban arterial with CLT	7.19	3		$19,900,000		9,800	E	17,200	F	123,668	$160.91
SU-A1	US 271	Loop 323	IH 20, east	Widen from a 4-lane to 6-lane divided principal arterial	9.33	5		$9,670,000		29,200	D	33,600	E	313,488	$30.85
SU-A10	SH 110	Hagan Road	Troup city limits	Widen to a 4-lane divided principal arterial	6.79	5		$7,030,000		8,300	D	11,400	E	77,406	$90.82
SU-A3	SH 110	5th Street	Golden Road	Widen from a 4-lane to 6-lane divided principal arterial	1.54	5		$1,600,000		29,200	E	33,000	F	32,900	$48.63
SU-A8	US 69, north	Loop 323	IH 20, west	Widen from a 4-lane to 6-lane divided principal arterial	6.92	5		$7,170,000		24,400	C	24,300	C	168,156	$42.64
SU-B11	SH 155	US 271	IH 20	Widen to a 4-lane principal arterial	2.11	5		$2,224,900		11,200	E	15,600	F	32,916	$67.59
SU-B11-2	SH 155	IH 20	County line	Widen to a 4-lane principal arterial	9.19	5		$9,485,100		10,100	E	14,300	F	131,417	$72.18
SU-B9	Airport / Loop 49 Spur	Loop 49, west	Tyler Airport	Construct new 2-lane spur to regional airport	1.49	5		$1,820,000	SH 31	10,000	E	10,700	E	15,943	$114.16
SU-C8	FM 16	US 69	2.4 miles east of US 69	Widen from 2 to 4 lanes	2.38	5		$2,470,000		7,700	E	12,500	F	29,750	$83.03
SU-1	FM 14	MLK Jr, Blvd	Loop 323	Widen to a 4-lane minor arterial with CLT	1.50	5		$2,331,000		2,400	C	3,600	C	5,400	$431.67
SU-2	SH 31, east	FM 850	county line	Widen to a 4-lane divided principal arterial	14.65	5		$15,166,000		10,400	E	13,300	E	194,845	$77.84
SU-3	SH 31, west	FM 2661	county line	Widen from 4 to 6 lanes	1.62	5		$1,680,000		20,700	D	33,500	F	54,270	$30.96
SU-4	SH 64, east	FM 3226	county line	Widen to a 4-lane divided principal arterial	12.07	5		$12,501,351		7,200	D	8,400	E	101,388	$123.30
SU-5	SH 64, west	FM 2661	county line	Widen to a 4-lane divided principal arterial	3.49	5		$3,616,000		8,000	E	12,900	E	45,021	$80.32
LU-35	North Whitehouse Arterial	South Point Road	SH 110	Extend road as a 2-lane minor arterial	2.02	6	Y	$2,470,000	FM 848	2,000	C	7,400	D	14,948	$165.24
LU-36	East-West Whitehouse Art II	FM 346	East-West Whitehouse Arterial	Extend road as a 2-lane minor arterial	1.36	6	Y	$1,660,000	FM 346	7,300	E	15,400	C	20,944	$79.26
LU-37	East-West Whitehouse Art I	FM 346, west	Includes Wildwood, Fowler and Dudley Roads	Upgrade county roads to a 2-lane minor arterial with CTL	4.00	6	Y	$2,070,000	FM 346	7,300	E	15,400	C	61,600	$33.60
LU-A4	Roy Road	Paluxy Drive	FM 2964	Widen from a 2-lane to 4-lane divided minor arterial	1.12	6	Y	$1,160,000		2,900	C	7,200	E	8,064	$143.85
LU-A6	Big Eddy Road extension	SH 155	FM 2661	Extend 2-lane minor arterial and merge with Big Eddy Road to FM 2661	2.37	6	Y	$2,890,000	Lake Placid Rd	1,100	C	6,300	E	14,931	$193.56
LU-A7	Big Eddy Road	FM 2868	SH 155 / CR 168	Upgrade east portion to SH 155 as a minor arterial	1.28	6	Y	$600,000	Lake Placid Rd	1,100	C	6,300	E	8,064	$74.40
LU-B10	Erwin Street	Glenwood Boulevard	Bonner Avenue	Widen to a 4-lane divided principal arterial	0.80	6	Y	$830,000		8,000	E	10,300	E	8,240	$100.73
LU-B5	Bellwood Road	West portion of Bellwood near Loop 323	SH 31 / Pioneer Drive	Extend road as a 2-lane collector	1.81	6	Y	$2,210,000	SH 31	28,200	D	40,800	E	73,848	$29.93
LU-B6	Indian Creek Road	South of Spur 364	Lake Placid Road	Extend road as a 2-lane collector	1.87	6	Y	$2,280,000	Greenbriar Rd	1,800	C	4,300	D	8,041	$283.55
LU-B7	CR 493 / CR 4196	US 69, north	CR 431	Add roads as a 2-lane collector	1.41	6	Y	$1,720,000	US 69N	21,000	D	21,500	D	30,315	$56.74
LU-B8	Jim Hogg Road	IH 20	FM 16	Widen to a 4-lane minor arterial	3.93	6	Y	$4,070,000	US 69N	21,800	D	18,900	C	74,277	$54.79
LU-C6	Lake Placid Extension	SH 155	CR 1141	Extend road as a 2-lane collector	3.18	6	Y	$3,880,000		6,400	E	10,400	F	33,072	$117.32
LM-A9	IH 20 Frontage Roads	Loop 49	CR 431	Add frontage roads to interstate	3.95	Other	Y	$9,640,000		39,000	C	59,200	D	233,840	$41.22
LU-38	Grande Boulevard	Loop 49	FM 2661	Extend 4-lane divided minor arterial	1.86	6	Y	$4,000,000							

*Cost estimates are based on added lane miles and do not include estimates for maintenance and rehabilitation of existing roadways

** Highest volume data are recorded within the limits of the projec

SOURCE: Existing volumes were based on the 2003 network assignment while future volumes were derived from the 2030 no-build assignme